

Manawatu Car Club Inc

Magazine

July 2021



RACE WITH US!



I got a single piece of feedback from my last editorial, it was negative, but you know what, I'm actually perfectly OK with that. It's an editorial after all. An opinion piece. My opinion. You don't have to agree, disagree or even read it, but if you do maybe it will get you thinking about that particular topic. I'm not that big headed that I think I can change the world, but I'd like to think I tend to question most things that affect me rather than just being a sheeple. So maybe my writing might just influence others enough to research topics of interest instead of accepting a particular narrative. So, thanks for the feedback because at least you have left the grandstand and are on the playing field. Where do you think the rest of YOU are??

The first round of the Feilding Auto Electrical winter series has been and gone, and along with 4 other MX5's I competed in SF Cup on Saturday, then was one of the 11 entries for the MX5 Cup on Sunday. The weekend actually began on Thursday night with pre-event scrutineering at Tremaine Energy Centre, a great innovation that I hope continues. With the Higgins BBQ fired up and Donna, Kaye and Noel dispensing sausages it was a great low stress interaction with the scrutineers and a good chance to catch up with others. Saturday went well, with some good close racing, until I over cooked it in the last race trying to get alongside Gareith at the hairpin and got collected. Fortunately the new paintwork on the rear emerged unscathed, but now I find I will need to tidy up the front!! Unfortunately, we became "one man down" when Mike Dunn's MX5 made fairly hefty contact with the tyre wall on the entry to Higgins, no real harm to him, but enough damage to rule out Sunday racing. With the entire MX5 field covered by 3 seconds on Sunday, it was always going to be frantic, and the racing was simply awesome. I'm still very much mid pack, but at least I'm close enough to see where the pointy end speedsters are making the time up on me. This gives me a huge incentive to push on and find those few tenths here and there, as well as working on my consistency. Colleen brought the road car along to visit its cousins (everyone else thought it was a mobile spare parts inventory!!!) and had her first drive on the track on the lunchtime cruise. I think it's a safe bet that we will see her at a sprint soon!!

I'm pretty happy that we recently made the decision to sell our Ute and buy an SUV, given Jacinda's latest outburst and the fact that our "farm" isn't really a farm, just a larger lifestyle block. Heaven forbid that I be accused of using the Ute inappropriately to tow the race car, I don't know how I would have coped mentally.

I'm going to have another gripe, so bear with me. I'm sure you all know how to correctly signal at a roundabout and get as pissed off as I do with people that can't seem to fathom the simple instructions of use which lets others know where their intended path lies. I'm talking Manawatu roundabouts here – you



know, the simple one lane ones, not the multi laned monsters of our bigger cities that seem to continually baffle the majority of the resident population. Please, someone explain to me why it is such a difficult concept to grasp?? It's totally logical, easy to remember and stays constant no matter the size of the roundabout. Why do so many fail in the execution?

Then we come to the Railway Rd roundabout out by the airport, the one I use most days. OMG. Despite the lane markings which guide you around this edifice so that you are not actually required to use your indicator (or if you must, then you do so as a courtesy as you go left and exit), I have lost count of the number of vehicles exiting left with the right-hand indicator madly flashing after coming from the Tremaine Ave lights and heading to Bunnythorpe. It's really simple, the road markings couldn't be clearer, yet people continually get it wrong. Why so?? What am I missing that makes it so hard??

Actually, maybe Cindy is on to something, the sooner some of these clowns are out of cars and on pushbikes or walking the better.

So, looking forward, it's fingers crossed for another awesome Sunday weather wise and some great racing at Round 2 of the FAE Winter Series, with the MX5's looking to field 18 cars - now that would be a sight worth seeing. I'm hoping to get to one of the drift days too, having witnessed the drivers at Otara Rd. And hopefully I can convince Colleen to have a go at the GT Oil / Transpec open day later in the month.

That's it for another month. Keep the rubber side down.

TW



JAROD CARRUTHERS PHOTOGRAPHY

MCC 2021 CALENDAR

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JULY

- Saturday 3rd Feilding Auto Electrical Winter Series Round 2 Test Day
- Sunday 4th Feilding Auto Electrical Winter Series Round 2 Race Day
- Saturday 17th Drift Tutoring / Practice – 3km Circuit
- Sunday 18th Transpec / GT Oil Manfeild Open Day Round 2
- Saturday 31st Drift Tutoring – Back Track



AUGUST

- Saturday 7th Feilding Auto Electrical Winter Series Round 2 Test Day
- Sunday 8th Feilding Auto Electrical Winter Series Round 2 Race Day
- Saturday 14th Drift Tutoring – Back Track
- Sunday 15th Transpec / GT Oil Back Track Autocross
- Friday 27th Manfeild Test Day

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SEPTEMBER

- Saturday 4th Feilding Auto Electrical Winter Series Round 2 Test Day
- Sunday 5th Feilding Auto Electrical Winter Series Round 2 Race Day
- Saturday 12th Feilding Auto Electrical Winter Series Prizegiving
- Sunday 19th Transpec / GT Oils Manfeild Open Day Round 3
- Friday 24th Manfeild Test Day

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OCTOBER

Saturday 9th Drift Tutoring – Back Track

Friday 22nd OctoberFAST!! Test Day

Saturday 23rd OctoberFAST!! Race Day

Sunday 24th OctoberFAST!! Race Day

NOVEMBER

Friday 5th Manfeild Test Day

Sunday 7th Transpec / GT Oil Manfeild Open Day Round 4

Friday 12th MG Classic Test Day

Saturday 13th MG Classic Race Day 1

Sunday 14th MG Classic Race Day 2

Saturday 20th ShowVember Drift Battle, Drift Practice & Tutoring

DECEMBER

Friday 3rd Manfeild Test Day

Saturday 4th Mitre 10 MEGA Summer Race Series Round 1

Sunday 5th Mitre 10 MEGA Summer Race Series Round 1

Saturday 11th MCC Xmas Party



REMEMBER IT'S A WEDNESDAY!!



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



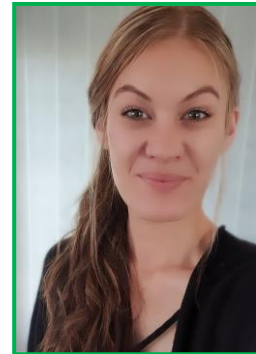
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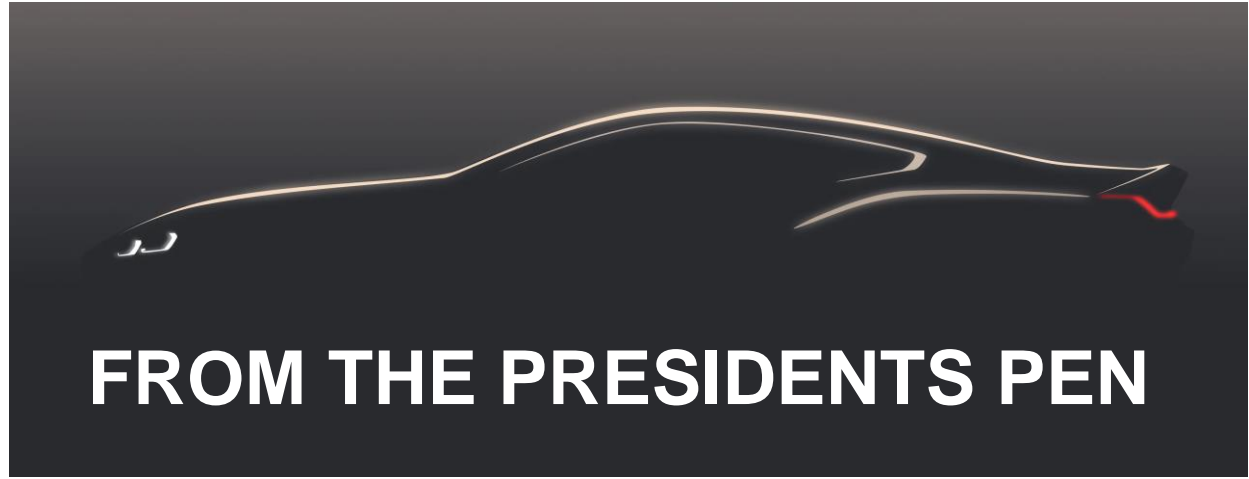
Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine Editor



FROM THE PRESIDENTS PEN

Just when I thought I had seen it all something else pops up and I go “what the f&%k” or “WTF” as the younger generation now say... Now I don’t normally talk politics or religion as I hate both subjects, as you tend to come up against people that seem to have a few screws loose when it comes to either subject, and they nearly always won’t listen to a reasonable debate against their thoughts or beliefs and then they get all uptight to the point that I then tend to switch off, which then angers them more and the ending is that I then think about how long I would get in jail for punching them right in their noses... which apparently is frowned upon by many and then makes those people believe they have “won” the conversation as the so-called non-believer has resorted to physical violence, but as I get older I realise that I haven’t got a lot to loose anymore so why not have a go at one of those topics for a bit of fun, god knows someone might have a laugh or two... If you didn’t just get what I did there, go back and read the last sentence.

So according to the good old internet, NZ’s Top 5 exports for 2020 all involved farming of some sort, so why is this idiotic government hell bent on taxing this sector more and more... yes I am talking about the Ute tax and the ridiculous so-called incentive to get people into electric cars. Fact #1 – if NZ was to double the current electric car fleet tomorrow, there is not enough power being produced in NZ to charge all of those cars at night, which is when most people would plug them in. The only way to produce enough power would be to build nuclear power stations, which will never happen in NZ. Fact #2 – building electric cars the way they do currently, is worse for the world’s environment than building a latest generation petrol or diesel car, we just don’t see this in NZ as it does not impact us, yet, so what we don’t see mustn’t exist. So why don’t we have a policy that will actually work, like give an incentive to get people out of their 20-year-old cars and into something that is 5-10 years old instead, something that they can actually afford to buy and maintain, this would have a bigger and more immediate impact. As for the comments I have seen about people driving Utes by some of the Labour and Green party members, please... how do you think a forestry worker or farmer is going to get to work, or to the other side of their farm, in anything but a Ute... if you think I am wrong then please loan me your electric car and I will throw a rotating quick-hitch in the back of it and head out to a forestry block and we will see how your two-wheel drive EV handles it.

As most people know Trucks and the Transport industry is my passion and if you know much about the improvement of trucks over the last 20 years you will know that the exhaust emissions from diesel motors have improved out of sight, to the point that all new Euro 6 engines burn a clean exhaust pipe, no soot or any telltale sign of exhaust gases, the exhaust pipe is perfectly clean. In fact in many countries around the world the exhaust emissions coming out of these trucks is cleaner than the air going into the engine in the first place, don’t believe me, Google it as there are heaps of examples available.

Right, now on to religion... god no, just kidding... It was great to see a good turn out for Round 1 of the Feilding Auto Electrical Winter Race Series. Having this on Queens Birthday weekend is always a bit of a gamble as you sometimes get a lot of people heading off for the long weekend, hence they then don’t come racing, but this year was different. Must have been reading my previous Presidents Pens on the ever-increasing road toll and the number of idiots on the road these days aye and thought it was safer to go

racing at Manfeild: Circuit Chris Amon rather than brave the steerers that use our main highways. I unfortunately didn't get to see as much of the racing as I wanted to, so hopefully I will get to do this at Round 2 which is only a handful of days away as I write this piece. In checking my emails tonight, there are a flood of entries coming in, so I would expect to see well over 100 entries once again, which is awesome to see. I must admit I am missing getting behind the race car wheel, and because I don't travel as much for my current role as I did for my previous role, that feeling is compounded... oh well hopefully we can get back on the track soon enough.

You may see that we don't have a MCC Member of the Month again this month, that is three months in a row I believe, however it is not for trying. I am responsible for doing this and of the last six people I have contacted to be the MOTM none have been able to get the questionnaire back to me despite me asking multiple times and them saying they would. So, if you are reading this and would like to answer a handful of questions about yourself and take a couple of pictures of you and your race car then please email me at president@manawatucarclub.org.nz and I will be more than happy to send you the questions. I am also happy if you are an MCC Member and currently don't have a race car, as we are always interested in learning more about any of our MCC family, whether they race or not. If I can't find anyone willing to do it for the August edition of the magazine, I may have to do it and then god help us all.

A quick side note... just walked through the kitchen and the pantry was open... the wife has been buying those pink and white mini marshmallows for the kids, which are also gluten free thankfully for me, by golly they are addictive, three trips to the pantry later and I feel that I may have had enough for one night. Just Googled "marshmallow" and have noted that it is a natural laxative... bugger!

You may note on the following pages we have a couple of new Winter Series Sponsors, one of them – Racetech, emailed me with some specials for MCC Members, which you will find listed on the pages following our sponsors pages. There are some awesome deals available, but be in quick as stocks are limited. A huge thanks to Anthony at Racetech for these special offerings to our MCC members.

Right, it is getting late (as I write this, probably not as you read it) and I have to look at Trade Me and Facebook Marketplace for an RS Cup Car to get me through... I look forward to seeing many of you at the track on the 4th July for the second round of the FAEWRS.

Richie



This space currently unoccupied ☹️

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Moving up again. Is the club's outstanding multi-class national champion Rowan Shepherd planning to return to open wheel racing next year? Last month Rowan spent a full day at Hampton Downs testing the Toyota FT60 TRS single seater that was part of the prize for winning this year's Best Bars Toyota 86 Championship. Under the guidance of Chris van der Drift and watchful eyes of the Toyota Gazoo Racing New Zealand engineers the tests were run on a wet and difficult day, the 29-year-old completing around 80 laps in his first outing driving a 'wings and slicks' car. "It's only made me want more now. I am really keen to see what I can do with it in the dry and also to drive the car at a speed when it's generating all of its downforce, which you don't get when it's wet of course. Overall though a great day and I loved it". Rowan left the Waikato circuit very happy, so did the TGRNZ test team with what they saw...



A Supercar lifeline? On the other side of the Tasman our man Chris Pither has enjoyed a very strong relationship with the Coca-Cola brand for the past three years which led to him contesting the 2020 Supercar Championship in a Coke-backed Holden Commodore with the struggling Team Sydney, his best placing being a fifth-place finish at Darwin. With no full-time seat available this year Chris took his sponsorship to Brad Jones Racing and secured a co-drive with Brad's son Macauley Jones in the endurance races (now only the Bathurst 1000) but he attends all the Supercar races and events as a brand ambassador hosting Coca-Cola's customers and consumers. Chris first raced in the main game back in 2006 but has only twice secured permanent seats (Super Black Racing and Team Sydney), what he does have is an impressive resume and now Coca-Cola Europacific Partners Australia has thrown its full support behind Chris for a full-time return to Supercars in 2022. The 34-year-old Palmy driver is eager to be part of the coming Gen 3 era with the new Mustang and Camaro - "If I can get into the right place next season and get the results that I believe I'm capable of, hopefully I can be in the sport for years to come. I'm very fortunate that I have got the backing of Coca-Cola, I just need to find the right opportunity now to get out there and make it happen". Our man deserves a break, in the words of the 1963 slogan "Things go better with Coke" ...

Big Kiwi presence at 2021 Indy 500. There were fifteen in Gasoline Alley including the two drivers, two of the remaining thirteen had very high-profile positions. Paul ‘Ziggy’ Harcus is the Team Manager for Andretti Autosport, Blair Julian became Scott Dixon’s spanner man when he moved to Chip Ganassi Racing, in 2015 he was named Mechanic of the Year and Crew Chief of the Year, his first year in the role. Blair’s brother Anton works with Arrow McLaren SP alongside Patricio O’Ward, he’s one of six New Zealanders working for the team. Malcolm Finch is a Data Engineer with Team Penske while four other people were mechanics with teams. At the end of the race Anton Julian had bragging rights when his man took the flag in 4th place, less than a second off the podium. IndyCars is like a Kiwi second home...



Formula Vee to Indycar. We’re not talking about Scott Dixon, but the data engineer for Scott McLaughlin. Malcom Finch won the Speedsport Scholarship in 2011, racing in Formula First before switching to a Ford Falcon in the NZV8 Championship, he moved away from the sport to study mechanical engineering at the Auckland University, after graduating, America called. Initially Malcom worked for a sports car outfit before securing a position at Team Penske. In only his second year with the squad he was on Simon Pagenaud’s car when he won the 2019 Indianapolis 500 after starting from pole position, with Penske closing its ISMA sports car programme and adding a fourth IndyCar to its squad the data engineer was moved across to the # 3 car. McLaughlin says “Finchy is a great guy, he’s my DAG (Data Acquisition Guy). That’s what I call him, he’s been really cool, he’s like half-Kiwi half American, but mostly Kiwi. Really switched on, and very good to work with, he looks after all my data and fuel numbers and bits I see on my dash”. Finch works alongside McLaughlin’s lead engineer Jonathan Diuguid. “I back those guys to really put me of the right strategy to move me forward throughout a race”. Malcolm Finch has found his niche in the sport with the right team. His man might not have got the result both wanted but he did receive the coveted Rookie of the Year Award. For Finchy and the others on car # 3 there’s so much talent to work with...

Summary. Scott McLaughlin’s Indy 500 debut was one to remember for many reasons, highlighted by being named Rookie of the Year at the Victory Banquet. He summarised the ‘500’ the next morning. “It was the greatest day yesterday - seriously, the most mind-blowing build-up. The pomp and the ceremony. The

anticipation. And the Indianapolis crowd. Holy cow, I can't wait to see the place when it's full". The Indianapolis 500, an experience like no other...

Winning is the name of their game. New Zealand racing drivers continued to have significant success on the international scene last month. Liam Lawson won the first race of the revamped Dekra DTM GT3 Championship at Monza, in the process the 19-year-old became the youngest driver to win a DTM race, his Red Bull-backed Ferrari 488 GT3 Evo became the first Italian car to take the checker since an Alfa Romeo in 1996. When the # 8 Toyota GAZOO RACING GR010 crossed the finish line in the 6 Hours of Portimao it gave Brendon Hartley his 16th victory in the World Endurance Championship, elevating him to third equal on the all-time WEC winner's list. Portuguese driver Pedro Lamy and Sébastien Buemi are top of the list with 19 wins followed by Nico Prost with 17, Brendon shares third spot with Kazuki Nakajima and Roman Rusinov on 16. With Buemi and Nakajima being Brendon's co-drivers in the # 8 GR010 the trio can be expected to advance their scores with six rounds of the 2021 WEC Championship remaining. If you're into statistics, Brendon is easily the most successful New Zealand driver in FIA endorsed championship history, in Formula 1 Denny Hulme won eight grand prix races and Bruce McLaren four. The MCC is extremely proud of their champion member's achievements...

Big money Monaros. At the end of May two of the Holden Monaros raced by Peter Brock were sold via yet another on-line auction, both had serious history. One was the '05' CV8 that Brocky drove on three occasions in the Targa Tasmania, in 2002 with son James they were forced off the road while overtaking a slower car which dropped them to sixth at the finish. The following two years Tasmanian Anne Gigney was the co-driver, in 2003 the pair ran out of fuel but recovered for a top ten result, the 2004 Targa included an off-road excursion through a barbed wire fence into a paddock, the car still had the scratches from the incident! At a Bathurst auction in 2018 the car was passed in at \$150,000, this time round it sold for more than \$200,000 (NZ\$212,700). The second Monaro was the mighty 427C, one of two race versions built by Garry Rogers Motorsport for the Bathurst 24-Hour race, the normal 5.7 litre engine being replaced by a 7.0 litre Corvette motor. A single 427C won on debut in 2002, the following year there was a second '05' shared by Brock, Greg Murphy, Jason Bright and Todd Kelly, the final 10 minutes of the race with Murphy and Garth Tander off the leash became part of Mount Panorama folklore, '05' won by 0.39 to give Brocky a 10th Bathurst victory. Brock and son James raced '05' in Poolrite colours in the 2004 Procar Nations Championship, James winning the final race at Mallala and finishing 4th in the standings while Peter was 6th, Nathan Pretty in the sister '427' yellow car won six races to finish runner-up behind a Lamborghini Diablo GTR. Despite the iconic race number, the car didn't sell on-line, but private negotiations were taking place. Maybe the car would have had more appeal in the Bathurst 24 Hour 'Just Car Insurance' colours with the four driver names on the side windows...



Very timely. In May the club's racing scribe Richard Bosselman tested the 'new' Toyota Fortuna Limited for his weekly Motoring NZ newsletter and other media. Now five years' old, the Japanese company's seven-seater SUV is based on the venerable Toyota Hilux, this latest version with its 2.8 litre four-cylinder turbo diesel produces 150 kW, 20 kW more than the previous edition, and a useful 500 Nm of torque. With a six-speed auto transmission and 'part-time' four-wheel-drive the Fortuna offers a good degree of versatility. Mr B liked the improved performance, specification upgrade and seat comfort, so why not take a practical test. Having the keys coincided with a meeting at the Taupo circuit, perfect, the 900 kg Mazda MX5 was loaded onto its trailer, the race gear, two spare wheels and tool boxes put in the boot, let's go racing. The additional power made the return trip up SH1 a breeze, climbing the hills was effortless with the additional weight on the 'hook' barely noticed. Sitting on 18 inch alloy wheels the Toyota looked an impressive race car hauler too...



The Year of the Older Sportsman. Helio Castroneves winning the Indianapolis 500 for the fourth time at the age of 46 came shortly after Phil Mickelson became the first golfer to win a major tournament at over fifty years of age. The left-hander claimed the US PGA Championship at the Kaiwiah Island Golf Resort in South Carolina, winning by two shots. Tom Brady is the greatest quarterback in NFL history, last year he moved from the New England Patriots after twenty seasons to the Tampa Bay Buccaneers, winning his seventh Superbowl title at the age of 43. Helio Castroneves isn't the oldest '500' winner, Emerson Fittipaldi was also 46 when he drove into Victory Lane, however the two Brazilians are a year younger than Bobby Unser



(1981) and Al Unser (1987), so 48 years old is the age to hold the honour of being Indy's oldest winner...

Thursday night activity. On the evening of 03 June there were signs of great activity at the Tremaine Energy Centre workshop, the Higgins 'Grill & Chill' BBQ trailer was there but it wasn't party time. The MCC scrutineering team were checking competitor's cars in readiness for Round 1 of the Feilding Auto Electrical Winter Series that was just a couple of days away. It was disappointing that only ten cars were presented which meant some time saving in the Scrutineering Shed on both Saturday and Sunday mornings, but not as much as had been hoped...



Better numbers. The change from Tuesday to Wednesday night for the monthly Track 'n Yak at the Rose & Crown Olde English Pub brought an immediate response by attracting the largest number of members for a very long time. The 'Handle Club' have their drinking session on Tuesday nights, so there was much more room and the open fire made for a warm and relaxed atmosphere. Most surprising was that the man who made the suggestion didn't attend...

Very special Ford changed hands recently. The last Ford GT40 MkII built went to auction, it's a car with an extraordinary story. Produced in 1969, the Mk II has chassis number P/1085, being the 105th and final numbered car from coachbuilder Abbey Panels in Coventry, a company that was formed in 1941 to assemble Supermarine Spitfires for the war effort. Post WWII they specialised in producing hand-crafted prototype car bodies for major British, American and European manufacturers, the Ford GT40 is the most famous. Following a phased closure, the doors of Abbey Panels were locked in 2002. Chassis P/1085 was purchased in the UK on behalf of a New York collector, it didn't leave England and wasn't taken out of its crate for 36 years! In 2009 the car was race prepared and driven once at the Donington Park circuit before it was painted in the famous John Wyer Automotive light blue. With a Gurney-Weslake V8 in the engine room the GT40 MkII went on a Gooding & Co online auction last month with pre-sale estimates of between 1.8 and 2.2 million pounds, (NZ\$3.5 - NZ\$4.3), finally selling for just over the top estimate figure. Three years ago the Ford GT40 MkII that finished third in the 1966 Le Mans 24 Hour race 12 laps behind the Shelby America entries driven by Chris Amon/Bruce McLaren and Denny Hulme/Ken Miles sold for NZ\$13,676,065. Back in 1966 a new race-prepared GT40 cost 5,200 pounds or

NZ\$10,300 with the exchange rates at the time. An excellent return on investment...



Nice gesture. Ray Hartley Motors began operating in 1989 and over the next 30 years earned an envied reputation as MG specialists, based on the fact that Ray was the legendary Sybil Lupp's last apprentice mechanic. Later came Lotus before RHM became Wellington's only independent Subaru specialist, while the workshop also serviced a variety of high-performance cars, including race preparation. A driver of considerable ability Ray Hartley has competed in the MG Classic meetings over a very long period, first in a MGB Hardtop and later in a mid-engine MGF, both distinctively painted British Racing Green with a white roof, there were drives in other makes of cars that he had prepared. When the popular MCC Winter Series was created Ray was the man who came up with the idea of a chocolate fish for the first car to cross the finish line in each race, it was an initiative that proved to be extremely popular, later came the accompanying winner's sticker as a victory symbol, stuck on cars like a WW2 fighter pilot on his aircraft.

When Ray closed down his successful business a few months ago and sold the building he had a considerable amount of RHM promotional clothing surplus to requirements, there were caps, sun hats, beanies, polo shirts and puffer vests. In a most generous gesture he brought the stock to Manfeild for the volunteers, the V-Forcer's names were put in a hat for the draw and a good number of people went home extremely happy with their 'bonus'. Mr Ray Hartley is a true friend of the Manawatu Car Club...



Taking orders. On the 6th of last month General Motors Specialty Vehicles (GMSV) in Australia announced that it was accepting orders for the eighth generation Chevrolet Corvette C8 Stingray in right-hand-drive form. Both coupe and convertible options are offered with the base 2LT coupe having an AU\$144,900 price tag (plus On Road and Dealers Costs), on the current exchange rate that makes it \$156,000 in our currency. The flag ship model will be the limited 'Carbon Edition' that as the name suggests has a number of carbon fibre components



including the roof, its starting price is AU\$189,990 (NZ\$204,650) which makes it AU\$24,000 (NZ\$25,850) more expensive than the standard 3LT Coupe that it's based on. The first RHD examples are already seen in Japan, the 'down-under' C8's will be the new 2022 model with deliveries expected in the fourth quarter of this year. Palmerston North's Robertson Motor Group are a GMSV appointed dealer so you could be the first to order and own a C8 Corvette in the Manawatu, but word is that you are too late, the first four coming to the Rangitikei Street showroom are pre-sold. Maybe the fifth person to own one...

This got people buzzing. What started as a tongue-in-cheek Instagram ended with the news that NZ drivers Greg Murphy and Richie Stanaway will be the second wildcard entry in this year's Repco Bathurst 1000, driving an Erebus Motorsport Holden Commodore wearing Murph's iconic # 51. When it was announced that two-time Bathurst winner Russell Ingall was coming out of retirement to drive a wildcard entry in Supercheap Auto colours the media had a field day, next came the news that rising star Broc Feeney would be his co-driver in the Triple Eight Engineering Commodore. Boost Mobile boss Peter Adderton had the idea for getting Murphy and Stanaway on the back-burner for some time, but both drivers had said no, but with the Ingall deal he could see a great marketing opportunity, his Instagram went viral and there was an incredible response from fans. Feeling he couldn't let the fans down Adderton went back to the two drivers, this time there were positive responses and the idea had the green light, with Erebus Motorsport entering a third car supported by Boost Mobile. It will be Murphy's 23rd start in the 'Great Race', his last was seven years ago, for Stanaway it will be his 5th time at Mount Panorama, his last was two years ago before he announced a sudden retirement from racing at the end of 2019. However, amidst all the excitement Murph has one hurdle in his way, he doesn't hold the required Super Licence, looking at his Supercar career shows 448 race starts, 81 podium finishes and 28 wins including four in the Bathurst 1000, add the 'Lap of the Gods' and surely the Australian motorsport authorities will grant the required dispensation. The two wildcard entries could create unprecedented interest in the 2021 race, the pre-event build-up will be amazing...



Maybe one more wildcard. The names of David Johns and Team Kiwi Racing have suddenly appeared on the 2021 Bathurst 1000 radar with the team owner confirming that he has an agreement with Brad Jones Racing to run a wild card entry which means BJR would be running five cars at Mount Panorama. Johns says there's no

shortage of drivers in New Zealand wanting to compete in Australia's biggest race, possibly forgetting that a Super Licence is required. Social media is having a field day suggesting possible driver pairings like Scott Dixon/Scott McLaughlin, Dixon/Brendon Hartley and Jim Richards/Robbie Francevic, the latter pairing would certainly attract attention like the two other 'promo' wildcards! The colourful Johns is known to over promise and under deliver, despite all the hype in past years TKR has fallen well short of expectations, more positive is the fact that Team Kiwi Racing played a part in the early Supercar careers of Shane Van Gisbergen, Fabian Coulthard, Craig Baird, Chris Pither and the late Jason Richards. In 2019 an attempt to have Chris van der Drift and Jaxon Evans drive a BJR Holden Commodore failed due to 'extenuating circumstances', a last-minute arrangement to use a Triple Eight Engineering car didn't materialise. Will history repeat itself...

The UK called. Earlier this year Rodin Cars set up a new base half a world away from North Canterbury's high country at the historic Donington Park circuit in England. Rodin Cars founder and CEO Dave Dicker says "while we are a New Zealand-based company, our plan has always been to establish an additional UK base". The company now has a 5,000 square metre showroom and client networking facility at Donington Park that's been designed for buyers of the Rodin FZED open wheel track car, though the main testing of the car will continue to be carried out at the Mt Lyford complex. The billionaire Australian entrepreneur has high hopes for selling the 503 kW (675 bhp) Cosworth powered Rodin FZED to wealthy English and European clients who would travel to the Leicestershire circuit to satisfy their need for speed. Dicker intends to take his car to the UK and believes the FZED is capable of breaking the Formula 1 lap record that was set by Ayrton Senna in the 1993 European Grand Prix, his driver would most likely be Liam Lawson. That's certainly being ambitious...



Retained. Roger Penske has confirmed three of his drivers for next year's IndyCar Championship. Josef Newgarden, Will Power and Scott McLaughlin are guaranteed their seats while Simon Pagenaud's future is dependent on whether Team Penske runs three or four cars. The 37-year-old Frenchman has been a Penske driver for the last seven seasons of his 11-year IndyCar career and has an impressive record with more than 160 race starts, 14 pole positions, 37 podiums and 15 wins that include the 2019 Indianapolis 500. With that sort of record if Penske don't need his services Simon Pagenaud will surely be quickly snapped up by a rival team...

Want a beaut ute. A customised one-off, one owner, YouTube star, loud and proud, an oldie but a goodie. The vehicle is a 1977 Ford F-150 pickup truck that's had a modern makeover that includes a space-frame chassis, alloy body with wide flared guards and state-of-the art independent suspension on all four corners. Protruding up through the bonnet is a 3½ litre twin-turbo V6 Ford EcoBoost engine taken from a late model

Ford GT Le Mans race car, suitably modified to produce more than 900 horsepower that's transmitted to the road via a six-speed sequential gearbox and all-wheel-drive. It's just what you want for competing in hillclimb events, check out 'Climbkhana 2' on YouTube and you'll get an idea of the Ford's full capability. The asking price is a million greenbacks but the package does include a spare engine, wheels, body panels and suspension components. The owner was Ken Block and the famous Ford F-150 is known as the 'Hoonitruck'. Still interested?



The Lion is roaring. When you look at who is winning in this year's Repco Supercars Championship it doesn't make very good reading for Blue Oval badgers. At the halfway mark of the season the scoreboard reads Holden 11 Ford 3. Following six successive wins to start the season Shane Van Gisbergen 'went off the boil' and wasn't P1 for the next six races before scoring a double in the final two races at Darwin to take his tally to 8 victories. Red Bull Ampol team mate Jamie Whincup has one win (Tasmania) and Walkinshaw Andretti United's Chaz Mostert two wins (Tasmania & Darwin) to make up Holden's eleven times on the top step of the podium. It was back in May at Tailem Bend that Ford struck gold by winning all three races at the OTR SuperSprint, Andre Heimgartner taking the checker in Race 1, Anton De Pasquale in Race 2 and Cam Waters in Race 3. The scoreboard suggests it's time for the Mustangs to go from a canter to a full gallop...

Super Roo to Super Rhino. Since the 1960's the South African car market has been one of the interesting, early 'hybrids' included the Hillman Super Minx that was fitted with a Peugeot engine in order to comply with local content requirements, nearly a decade later came the Hillman Vogue (Hunter) with the Peugeot



404 motor. In the performance stakes Ford created the Ford Capri Perana powered by a 4.7 litre V8 Mustang motor, General Motors responded with the 5.0 litre Chevrolet Firenza, both cars having full factory warranties. Both the Perana and Firenza were two-door coupes, but Ford also offered South African motoring enthusiasts a lesser known four-door saloon, the Fairmont GT. During the 1960s Ford SA had sold the American Falcon that proved to be unreliable and earned itself a tarnished reputation, the replacement certainly didn't need the same name, enter the Fairmont GT. Between 1970 and 1972 the components for the SA cars were built by Ford Australia alongside the local XY Falcon GT before being shipped South Africa in CKD (Complete Knock Down) kits for assembly at Ford's Port Elizabeth plant. The SA cars were powered by 351 Cleveland V8 crate motors imported directly from America so they don't have matching numbers, a 4-speed Top Loader manual gearbox or Cruise-o-matic were available options. It's believed that 1,585 Ford Fairmont GT's were built and they are accepted by Falcon GT Clubs despite their oddity. There should be no thought of discrimination, a Ford is a Ford...

What are the odds. At last month's Darwin round of the Repco Supercar Championship the same four drivers filled the same four finishing positions in consecutive races - Shane Van Gisbergen, Will Davison, Jamie Whincup and Chaz Mostert, it was the first time that has happened in 12 years! The last occasion was at Symmons Plains in November 2008 when the finishing order was Whincup, Craig Lowndes, Todd Kelly and Mark Winterbottom. In such competitive times it's a rare occurrence...

Records are made to be broken. It was good while it lasted but the Mercedes-AMG GT Black Series has been de-throned as 'King of the Ring' just seven months after its coronation. The Mercedes-AMG had lapped the famous Nordschleife circuit in 6.48.047 to set a new production car lap record, Porsche accepted the challenge and last month arrived at the circuit with its new 911 GT2 RS. The car wasn't straight off the showroom floor, it had been fitted with a performance kit developed by Nurburgring specialist Manthey Racing who have won the 24-Hour race seven times, the upgrades included aerodynamics, suspension and brakes. Running on special road-legal Michelin Pilot tyres test driver Lars Kern completed a lap in 6.43.300 which was 4.747 seconds quicker than the previous mark. Mercedes-AMG, your move...



More recognition. Last year the club hosted 'An Evening With Tim Gibbes' to a capacity audience who had come from far and wide to hear the remarkable story of his life in motorsport, on both two and four wheels, on and off the race track. Last month the Australian Motocross History website launched a documentary on Tim's life

story, the work of website author and enthusiast John Steyntjes - "I don't believe that the significant impact Gibbes' had on the sport across the world is fully understood nor has he received the recognition he deserves in Australia." The website is AMXHistory, the web page and video passwords are 'Australian Gibbes' with a capital 'A' and 'G'. Well worth taking time out to watch...

Note the penalty. There are days during the year when Mount Panorama is a racing circuit, on the remaining days it's a public road with a 60 km/h speed limit that's used by residents, motorists and people who walk along the grass verge and boardwalk that runs across the top of the mountain from Griffins Bend to the exit of Forrest's Elbow. Last month a driver was caught driving at nearly double the speed limit, the 119 km/h was 59 km/h too fast. The explanation to the police was "I thought it was a race track", but the story didn't end with a simple warning. The apparent confusion cost the driver the suspension of their licence for six months with the number plates of the car seized for three months. For the infringement of being over 45 km/h above the speed limit there was a \$2,250 (NZ\$2,708) fine and six demerit points. In Australia full licence holders cannot accumulate more than 11 demerit points in any three-year period before disqualification. Funniest part, check out the song on the patrol car playlist!! Imagine the outcry if the same penalties were applied here...



Photo credits this month to Emma (Emzacamera), Jarod (Jarod Carruthers Photography), Darren (DB Photography), William (Wills Pics) and Kiwi TV. Thanks guys, for letting me use your pics to illustrate the

words. A big shout out for some truly outstanding photos, check out their individual Facebook pages for many, many more, As they say, a picture is worth a thousand words ...

Those of you that remember the article a few months back on the retirement of Simon's assistance dog will be pleased to know he recently received her replacement, this little cutie. Next time you see them say Hi.



Last month saw the introduction of new F1 regulations designed to counter the current crop of “bendy wings”. With the new static load test on rear wings going from 75 kgs and 3mm of deformation to 100 kg and 1mm it will be interesting to see the effect on the cars. It's calculated that the current cars generate 2000 kg of vertical load on the wheels and the bendy wing is designed to deform under lateral load to lessen the angle of incidence on the straights, giving a slight, but quantifiable, aero advantage. Will the change be enough??

Quote of the month: “Life is like riding a bicycle. To keep your balance you have to keep moving.” Albert Einstein

Below – our very own RH being given a lift in a really tasty Uber. Great work Craig “Zippo” McIntosh





Tomorrows Race Drivers.....

..... must start somewhere, so the MCC committee has started an initiative for club members families. Junior Driver Sessions for parents that wish to teach their kids to drive, in a safe environment, using the facility we have on our back doorstep. The Back Track... and its new road lanes and roundabout. Our guinea pigs for the day...



Darren Brothwell, and son William

Lisa Waugh, and son Jett

Jeremy Hoskins, and son Fletcher

The parents got to teach their kids at their own pace, with the hope being that we may run some more of these days. The club had the whole track hire for the running of the annual Full Track Bent Sprint, so we let the kids loose from 8am till 8.50am just before we had to have drivers briefing. The parents, and kids alike were very happy with their

achievements... and want more.

Darren (DB Photography)

"Thanks to the Manawatu Car Club for the opportunity to take part in the Junior Drivers morning on Sunday. What an excellent facility for young drivers to get some early experience of driving in a safe environment. With the roundabout and intersections all laid out as they would be for real, it is a great way to learn without the pressure of holding up other traffic when things don't go quite right. It's a real confidence booster to have some early exposure. Great as a parent to be able just to sit alongside your young driver give tips and advice without the extra worry of looking out for other road users as well."

William says:

"It's a great place to get some experience. There's no worry of holding people up when you stall, and when you do, you're not being pressured by the fact there's now a queue behind you waiting. Because there is little traffic around you get the best of both worlds. You can relax knowing that there's a lot of space around but it also gives you the chance of overtaking and driving with other cars around, not something many young drivers get experience with until they're actually on the road for real. It gives you the chance to use turning bays,

passing lanes and even a roundabout. It's a great place to practice and I'll be back again should I get the chance".

"Sunday was great, what an amazing facility we have in Feilding, I did not even know it was there. Being in the passenger seat with a first-time driver was pretty nerve racking for me, but being off public roads with nothing coming towards us made the whole experience soo much more enjoyable...for both of us. By the end of our time on the track Jett said he was feeling much more confident, and can't wait to go again. I hope that more teens get the chance to use the track at Manfeild before they're let loose on the road.

Thanks again.

Lisa and Jett

A big thank you to Greg Browne and the Manawatu Car Club for giving my son Fletcher the opportunity to take part in the driver training session. I was amazed at the incredible facility on the back track. It is the perfect place to teach new drivers in a very low stress environment. What a great initiative from the Committee for making this happen. I hope to see younger driver's get the chance to learn the skills they need before hitting the streets.

Jeremy Hoskins

So....

My hopes are to continue doing these Junior Driver Sessions in the following months, flick me a message on g.browne@inspire.net.nz if you would like to join in. We are keeping numbers very low, 5 on a day. The track time is limited, as we still have some more logistics to iron out, but I look forward to the future, getting some more kids driving and hopefully enjoying motorsport into the future as well... Fletcher went on to enter the track event and competed very well amongst his much older peers... WELL DONE FLETCHER!! (Photo credits... Darren Brothwell, Greg Browne)

And what a great bunch of kids they were!!!





Because of darkness descending early as the shortest day approached, the opening round was split over two days, five categories on Saturday and four on Sunday, attracting a total of 104 entries. Perfect winter days with 8 degree starts improving to around 18 degrees by mid-afternoon, to begin each day the classes each had a 20 minute 'test' session before the normal 10-minute qualifying period.

DAY 1

The Total Truck Spray Formula First Cup had fourteen cars on the grid that included a large number of 'newbies' and marked the circuit debut of 2021 SpeedSport Scholarship winner Jensen Bate. Most notable was the fact that three of the young drivers were from the South Island, Jacob Cunnicliffe (Temuka), Darren Thornley (Christchurch) and Jarrod Boyce (Blenheim).

Qualifying ended with the eight fastest cars covered by 1.4 seconds, last year's SpeedSport winner Toby McCormack was at the top of the sheet 0.355 ahead Dylan Grant, Craig Greenwood was + 0.507 with Bate +



0.581 in fourth place. Bate made a great start from Row 2 in the first 7 lap Scratch race, second out of Turn 1 and leading at the end of the opening lap followed by Grant, McCormack, Greenwood and Mauro Iglesias, next time round Grant led by 6/100th, further back Iglesias lost his place to Blake Dowdall. There were no positional changes over the next two laps, lap 5 saw McCormack leapfrog Bate into second while Mason Potter looked a contender after moving to 5th, Bate was back in second with a lap run and there was grandstand

finish with four cars locked together coming out of the final turn, three wide to the line with McCormack 0.100 in front of Grant, Bate was + 0.181 back in third with a gap of 2/10ths to Greenwood, Iglesias and Potter rounded out the top six with Potter setting the fastest lap.

Race 2 saw Iglesias off the track at Higgins on the first lap, the field being led by McCormack, Grant, Potter and Bate, places changed on lap 2 with Grant in front of Bate, Greenwood and McCormack who had dropped three places, also in the leading group were Potter and Dowdall, two laps later Nick Halley went straight ahead at the Hairpin into the tyre wall, Bate hit the front after overtaking Grant and Greenwood but a Safety Car intervention led to the race being red flagged with a lap to run and declared over, with track positions revised the official result showed the finishing order Grant, Bate, Greenwood, Potter and McCormack with Dowdall clocking the fastest lap.

Race 3 had Potter and McCormack on the front row with Iglesias and Dowdall behind them, Grant and Bate shared Row 3, Greenwood was a non-starter. There was no change in the front order at the end of the first three laps with Grant gaining four places to lead the pack from Potter, McCormack, Bate and Iglesias, the five cars covered by one second. The big moves came of Lap 4 with Bate elevating himself to 2nd, Potter dropping back to P6 behind Dowdall, that was the way they ran to the flag with a number of drafting passes and repasses, Grant took the flag by 0.304 from Bate who had McCormack alongside at the line with Iglesias and Potter less than a second behind the winner and Dowdall another 2/10ths back in P6, Bate setting the fastest lap this time. Great racing.

By contrast the Formula Ford field had only four starters, the interesting entry being Hayden Bakkerus who had moved up from the Formula First ranks where he won last year's Winter Series. Liam Sceats only needed four laps to set the best qualifying time of 1.12.861, 1.85 seconds quicker than Bakkerus, Cameron Tanner was 2.6 off the pace with Manfeild regular Keith Miller another two seconds away.

Race 1 saw Bakkerus slow away, Tanner taking advantage to grab 2nd place in Turn 1, Sceats built up an ominous 2.7 second lead on the first lap, Bakkerus made a big pass on Tanner at Turn 1 on lap 2 and it was effectively race over. By half distance Sceats was 10 seconds in front of Bakkerus who was slowly drawing away from Tanner, Miller was out of the picture and that was the order they ran to the flag with a margin of 15.2 separating 1st and 2nd, another 7 seconds to Tanner with Miller 39.6 seconds behind the winner after



Race 3 was basically another repeat, Bakkerus got a better start which resulted in no overtakes during the seven laps. Sceats took the flag 12.97 ahead of Bakkerus, there was another 7 seconds gap to Tanner while Miller dropped away to be 45 seconds in arrears of Sceats who will go into Round 2 with maximum points.

The Danny's Auto Services/BT Advisory RS Cup attracted a field of 11 cars, with the demise of the Taxi Cup there were two HQ Holdens as a reminder of the past. A class newcomer was Connor Cleland in the # 28 Toyota Corolla previously driven by Dad Warren and younger brother Jack, Connor set the fastest qualifying lap at 1.29.286 which was under the class breakout time of 1.30. The Corolla was 1.54 seconds ahead of Nick Fisher with Mike James a further 3/10ths back and 0.114 ahead of Dion Walker.

Race 1 saw Cleland a non-starter, James making a great start from Row 2 and Alice Staddon an even better one from Row 3, the pair leading at the end of the first lap followed by Walker, Rodney Penn and Fisher. Lap 2 saw Fisher jump two spots into third and that remained the front running order until Lap 5 when Walker overshot Higgins corner, he regained the track but the 'off' dropped him from 4th to 10th place. At the front James controlled the six laps to win by 0.683 from the Staddon Mazda MX5 that had Rodney Penn's Toyota Altezza alongside, the first three cars covered by 8/10ths. Paul Rodgers came through the field from P9 on the grid to claim 4th well clear of Fisher.

Alice Staddon withdrew from the Reverse Grid Race 2 with suspected overheating while Cleland was out for the day. Walker and Rodgers grabbed the lead from Keith Pfeffer, James and Peter Rhine, Richard Hainsworth retiring after the first lap and Barry Meiring after the second lap. At half distance Walker led Rodgers by more than 3 seconds, further back Penn took 5th place off Pfeffer. There was no change before the flag with Walker 2.06 ahead of Rodgers and a similar gap to James who had Penn on his tail.

The Handicap 6-lapper had the eight remaining cars spread over 40 seconds, Pfeffer at the front and a group of five at the back. On Lap 1 Rhine led James who had caught and passed Pfeffer, Penn was at the back but now less than half a minute behind the leader. After three laps the lead was down to 7.4 seconds, James had halved the starting gap, further back Fisher led the chasers from Staddon and Penn who was 21 seconds behind Rhine. Lap 4 saw Penn move up a place at the expense of Staddon, going into the final lap Rhine's lead was 2.8 seconds with Pfeffer 6/10ths behind James with Rodgers on a late charge. At the line the margin was just 0.41 in favour of Rhine over James with 9/10ths to Pfeffer, Rodgers charge ended with 4th place 7/10ths ahead of Fisher - good race, great handicapping...



The Geartech Automotive SF Cup had 21 cars, the biggest entry of the day. The 1.25 breakout time was broken by four drivers in the Qualifying session, David Anstis by a whopping 3.72 seconds, Vaughan Campbell's quickest lap was 1.23.04, Tony Stewart 1.23.82 and Matt Smith 1.24.12. Markku Braid posted the fastest 'legal' lap time fractionally ahead of Kolin Yannakis and Jeremy Hoskins, the entire field was covered by little more than 10 seconds, the top eight by less than 5 seconds.

Race 1 saw Anstis lead from lights to flag, Campbell was 1.6 behind at the end of the first lap followed by Smith, Stewart, Yannakis, Samantha Stanley and Braid. That was the running order for the next three laps, Braid passed Stanley on Lap 4 while Anstis had increased his lead to five seconds, that was down to 3.2 going into the final lap but there was no change in the order as the field took the flag - Anstis, Campbell, Smith, Stewart, Yannakis, Braid and Stanley followed by Kane Anderson and Hoskins, but six drivers had broken out, five more than once. So Braid became the official winner 2.65 seconds ahead of Stanley, Anderson was promoted to 3rd followed by Hoskins, Gareth Stanley and Alastair Chalmers. With penalties applied Smith dropped to P13 in front of Stewart, Yannakis, Anstis and Campbell, the latter officially 2.26.775 behind the winner!

There were five non-starters in the Reverse Grid Race 2, Trevor Weir lead lap 1 from Gareth Stanley, Mike Dunn, Tim Wilde, the man-on-a-mission Anstis and Chalmers. One lap later Anstis was in front, Weir dropped to 3rd and Smith had come through the field to 4th, on the same lap Yannakis and Stewart retired. Two laps later Smith was in P2 and Campbell gone from 10th to 4th behind Gareth Stanley and ahead of Weir, Wilde and Anderson. Into the final lap Anstis held a 14 second advantage over Smith, Campbell was unchallenged in third and that's the way they finished, but the trio had broken-out again and were placed 12th, 13th and 14th in the order Smith, Campbell and Anstis. That moved Gareth Stanley into first place 3.02 ahead of Chalmers with 1.80 to Samantha Stanley who took the flag ahead of Anderson, Hoskins and Braid, the four cars covered by 9/10ths at the line.

Gareth Stanley was missing from the Race 3 Handicap Grid leaving a field of 16 with 35 seconds from first (Trent Smith/Dunn/Wilde) to last away (Anstis). The yellow flags were out in Lap 1 when Dunn outbraked himself at the entry to Higgins, when the Safety Car period ended after two more laps Trent Smith led Wilde, Chalmers, Anderson and Weir, then Hoskins and Stewart retired at the end of Lap 4 that saw the race leader spin at the Hairpin, Chalmers becoming the new leader of the pack from Anderson, Wilde and Braid. Lap 5 saw Anstis in 5th place, then in the lead at the checker, but hold all tickets. Checking the lap times shows four breakout laps for car # 139 and a drop to P12 in the official result, so Chalmers was the winner by 1.96 from Anderson, then Braid and Matt Smith 1.8 seconds from Chalmers, followed by Wilde, Yannakis and Samantha Stanley, the first eight cars within 10 seconds. David Anstis collected three fastest laps and three chocolate fish for his efforts, but few series points.



The fifth category on Day 1 was the GDM Retail Systems Classics Cup, twenty cars facing the starter including Bryce Hogg's Allan Moffat tribute XD Ford Falcon making its racing debut. Michael Eden topped the qualifying session, his Chev Firenza clocking a best 1.17.074 which put him 2.87 seconds ahead of Jonathan Hogg's BMW CSL with 2/10ths back to defending champion Chris Wall and 3/100ths to Layton Hammond, the fastest fifteen cars were covered by only 7.6 seconds.

All three race are Handicap based, in Race 1 the spread was 55 seconds from Tammie Boyden/John Blakie/Spencer Morris to Eden on his own at the back, giving 10 seconds to Jonathan Hogg and Ian Thompson's rapid Honda Civic. Morris made the best start to lead Blakie, Tammie Boyden, Bill Ritchie and Ross Francis through the early laps, Hammond had retired after completing only a single lap. The first big mover was Graeme Bagrie who started in the third group, the big Mustang was in 3rd place after 3 laps, Eden was just outside the top 10, one more lap and Bagrie passed Blakie for second 6/10ths behind Morris. At the end of the penultimate lap Bagrie led Wall and Tom Lancaster, he had a useful lead as Eden powered through the pack into second and the chase was on, the gap between the Mustang and Firenza narrowed and the pair were almost together as they exited Turn 7, side-by-side in the final metres Eden got home by 0.057 in a thriller after giving Bagrie a 30 second start. Almost unnoticed Wall took 3rd place 3.3 seconds behind pair, followed by Lancaster Brett Tasker, Ben Boyden and Scott Pearson, all less than 10 seconds behind the winner. Brilliant race thanks to brilliant handicapping.

Race 2 had Tammie Boyden and Blakie first away with Morris in the 10 second group this time alongside Bill Ritchie, Eden again gave 55 seconds to the first pair and 15 seconds to Thompson and Wall, Hammond was a DNS. Tammie Boyden led Blakie, Ritchie, Morris, Francis, Bill Robson and Bryce Hogg when Lap 1 ended, the first two swapping positions of Lap 2, there were no changes at the front, Bagrie speared off the track at Higgins, more yellows and another Safety Car. Back under green there was a quick shuffle, Blakie led from Dennis McConnell, Ben Boyden, Lancaster, Wall and Robson, another 3 kilometres saw Wall jump four positions into the lead, both Blakie and Bryce Hogg headed into pit lane, elevating Lancaster to 2nd ahead of Ben Boyden, Tasker, Eden and Jonathan Hogg, McConnell dropping back to P7. Could it be another photo finish? It was very close at the line, Wall was 0.487 ahead of Eden with 2½ back to Lancaster in 3rd with Tasker, Jonathan Hogg and Ben Boyden rounding out the first six finishers, Boyden being 5.95 behind Wall's Mazda. Eden's fastest lap was 1.42 seconds quicker than Wall, time and distance just ran out. The handicappers were right on the mark again.

For Race 3 Tammie Boyden was on her own at the front, Blakie giving the lady a 10 second start with another five to Ritchie and Morris. At the other end of the field Eden was conceding 50 seconds to the # 28



BMW and five seconds to Thompson and Wall. At the end of Lap 1 Boyden had a 9 second advantage over Blakie, Morris and Ritchie, Eden had already gained 12 seconds. After three laps the order was Boyden, Bryce Hogg and Robson who both started plus 20 seconds, Lancaster, Morris and Tasker, Eden was 14.7 behind the leader. Lancaster's Ford Capri Perana led at the end of Lap 4, Boyden had got ahead of Blakie, next were Tasker and Robson with Eden in P7 and 3.9 from the lead, heading into the Turn 1 braking area to start Lap 6 Eden's Firenza suffered a smashed windscreen, he lost a place to Wall and dropped back by nearly half a second. Lancaster led Bryce Hogg, Tasker, Pearson, Wall and Eden into the final lap and he held on to beat the fast-finishing Wall by 1.38, Tasker took 3rd place 1.3 seconds ahead of Eden with Pearson and Bryce Hogg ahead of Thompson and Ben Boyden who was 9 seconds in arrears of P1. Exceptional handicapping again.

The excellent day's racing ended as darkness began to make its presence felt, perfect timing...

DAY 2

The same format was used for Sunday with the four remaining categories - IB Cup, MX5 Cup, GT Cup and Manfeild Muscle Cars.

The Coresteel Buildings IB Cup drew a ten-car entry to commence the 2021 series, again with new faces to create added interest. Only nine cars took part in the Qualifying session, all covered by less than 5½ seconds when the session ended. Last year's Series runner-up Nick Stewart topped the times with 1.20.286, 1.226 ahead of Luke Bradley with 0.141 to Gerald Watson, Greg Browne was 2/10ths back with Jonathan Pierce and Ian Humphrey split by 1/100th of a second and only two seconds off the pole time.

Race 1 saw Watson make his usual rocket-like start from P3 on the grid, down the inside to lead at Turn 1, at the end of lap 1 his advantage was 8/10ths over Stewart, Bradley, Pierce, Humphrey and Andrew Manderson. There were no changes until Lap 4 when Humphrey overtook Pierce, on the next lap Watson's lead was down to 8/10ths and Manderson had elevated himself to 4th. Having near identical lap times Stewart couldn't catch Watson on the run home, Bradley was an impressive third, followed at close quarters by Manderson, Humphrey and Greg Browne who passed Pierce on the final lap. Officials noted that Watson had posted a 1.19.979 lap that was under the 1.20 breakout time, the 10 second time penalty meant Stewart was the official winner by 8.71 seconds with Watson relegated to 2nd, 3/10ths ahead of Bradley.

The Reverse Grid had Daryl Hunter and Wessam Bessada on the front row with Troy Howard and Pierce sharing Row 2, Stewart and Watson were at the back. Bessada got the jump at the start and led Pierce and Manderson who had a brilliant opening lap starting from Row 4, Watson, Humphrey and Stewart were next. At the half-distance mark the lead was 2.3 seconds and Stewart was ahead of Manderson, one more lap Stewart was in 2nd followed by Pierce, Manderson and Watson, going into the final 3 kilometres the gap was only 3/10ths but Bessada proved to be a hard nut to crack, Stewart prevailed in the end by 0.530 with



Manderson taking 3rd after a last lap pass on Pierce with Watson and Bradley completing the top six, five seconds behind Stewart's SAFE Engineering Integra.

The close results in the first two races set up the prospects of a great Handicap 6 lapper, the field was covered by 25 seconds with Hunter having a 15 second start over Bessada, another 5 seconds to a cluster of five and another 5 seconds to Stewart and Watson. Lap 1 ended with Hunter's advantage reduced by four seconds, Bradley was third and best of the cluster group followed by Howard, Greg Browne, Pierce, Humphrey and Manderson. By the end of Lap 3 Stewart was P6 with Watson three places back, Bessada took the lead on Lap 4 as Hunter held onto 2nd place from Bradley, Stewart, Browne, Manderson and Watson, another lap saw Hunter back in 4th and Bessada holding a useful lead, the Upper Hutt driver wasn't going to be denied a chocolate fish and took the flag by more than 5 seconds ahead of Bradley, Stewart, Manderson, Browne and Watson, those five cars covered by under 4 seconds. The Handicappers were on fire again.

The Ernie's Engineering/Racetech GT Cup drew a 14-car field with more new names, four of the entries being in the GT-A category. Qualifying was encouraging with 12 cars covered by 5.8 seconds, Shayne Giles leading the way by 1.48 over Anthon Cheetham with Sam Bleakley half a second back, next on the sheet were Josh Donohue, Andrew Wasley, Dallas Green, Allan Pearce and Justin Allen, the five covered by 0.560, Donohue being the quickest of the GT-B cars.

Race 1 was the usual 6 lap Scratch with Giles unable to make the grid, Cheetham made a perfect getaway from Row 2 to lead Bleakley by 1.6 seconds at the end of the first lap, Donohue was third followed by Wasley, Dallas Green and Pearce. It was the same order on Lap 2 but next time crossing the line the lead was down to half a seconds Green gained two places to be 3rd and Pearce was 5th as the changes kept coming, on Lap 4 Pearce passed Donohue while further back Allen had overtaken Chris Huszka, with a lap to run Cheetham led by 3/10ths, the chase began and the Skyline was alongside the Mitsy Evo at the end of the back straight, side-by-side through Turn 7, Beakley sneaking ahead to win by 0.172, Green took third from Pearce's Commodore with one second gaps separating Pearce, Donohue and Wasley. Unfortunately Green had gone under the GT-B 1.15 breakout time twice, the time penalty dropping him to 9th, that promoted Pearce to 3rd and everyone move up one position with Allen completing the top six finishers.

The Reverse Grid was the most dramatic race of the day and involved the red flag. Starting from Row 3 Wasley led Cheetham who was on Row 5 by 3/10ths, Huszka was next followed by Donohue, Green and Bleakley, Lap 2 saw Green's race end in the tyre wall at Higgins, Cheetham had taken the lead and they ran one more lap before the race was red flagged. Reinstating the barrier resulted in a 15 minute delay, so the



race ended as a two lap sprint without Green and Huszka. With the field bunched up Wasley lost a place to Donohue and Sean Browne came into the picture, going into the last lap Cheetham led Bleakley by 1.2 seconds and the chase was on again. The gap kept narrowing but the Mitsy driver wasn't going to be denied victory this time, being 0.515 ahead at the flag with three second back to Donohue, Browne, Allen and Alex Corpe.

The field was covered by 20 seconds for the Handicap race, Corpe and Huszka had 10 seconds start on a group of five cars with another 10 seconds to Cheetham and Bleakley. At the end of lap 1 Corpe had a 4 second lead over Huszka with Wasley heading the 10 second group ahead of Donohue and Allen, Cheetham was up to sixth followed by Bleakley, Browne retired and lap 2 saw no change in the order but Bleakley was now 13.6 seconds off the lead and Huszka retired. At half distance 9.4 separated first from last, on Lap 4 Donohue took the lead, Bleakley slipped past Cheetham into 5th, Lap 5 saw Bleakley gain two more positions to be 3.2 behind the leader, followed by Corpe, Cheetham and Allen. Bleakley set a new fastest time on the final lap but it was to no avail, Donohue was still 1.46 seconds in front at the line with 1.2 to Wasley in 3rd and another 9/10ths to Cheetham, Allen winning the race for 5th by 1.3 over Corpe. Great stuff again.

With new class sponsors Tremaine Energy Centre/Hankook Tyres onboard, the MX5 Cup drew an eleven-car entry with three new faces appearing. Qualifying ended with the fastest ten drivers covered by 4.12 seconds, Dennis Churcher was quickest by 0.226 over Markku Braid, there was less than 1/10th to Jack Cleland, 6/10ths to Chris Greaney, 0.132 to Jeremy Hoskins and 1.067 to Matt Dilley. Best of the rest were Trevor Weir, Tim Wilde and Richard Bosselman who were covered by less than a second and perfectly set-up for mid-field duels.

Race 1 started with a surprise, Churcher was slow away from pole and back in 4th place at the of the first lap, Braid led by 1.6 seconds from Chris Greaney with Cleland third, behind Churcher were Dilley and Hoskins. On Lap 2 Churcher went off the track exiting Higgins which put him out of contention, Hoskins passed Dilley with Weir following the Texan, Lap 3 saw Greaney dropped back to 4th with Braid extending his lead to more than 3 seconds, Bosselman livened up proceedings by spinning at the Hairpin. With two laps to run Dilley was 5 second behind Greaney and ahead of Weir who was getting the better of his duel with Wilde, at the flag Braid had a 3 second lead over Cleland who had Hoskins alongside, the impressive Chris Greaney was a further second back in 4th with nearly 10 seconds to Dilley and Weir who completed the top six.

In the Reverse Grid Bunnythorpe rookie Shane Hayter spun at the Hairpin on the opening lap, Churcher benefitted from starting on the front row to lead from start to finish, but there was plenty of action behind him. At the end of Lap 1 Bosselman was 2nd ahead of Wilde, Braid had gained seven places and was P4, followed by Chris Greaney and Roger Greaney. After three laps Braid was 2nd and 2.3 seconds behind



Churcher, next time round Dilley dropped back to 5th behind Cleland and Hoskins, scrapping for 6th were Wilde and Chris Greaney. Staring Lap 6 the gap between 1st and 2nd was down to 0.062, Braid was lapping 1.2 seconds faster but Churcher held on to win by 0.048, with more than four seconds back to Hoskins in 3rd and a 3 second gap to Chris Greaney who had got ahead of Dilley by 2/10ths, Wilde claimed 6th place while Cleland ended up a lowly P9.

The grid for the Handicap was split over 35 seconds, Hayter starting on Scratch, Roger Greaney 15 seconds later with another 10 to Wilde, Weir and Bosselman, Chris Greaney and Dilley gave Hayter 30 seconds start, another 5 seconds and the final quartet of Churcher, Cleland, Hoskins and Braid were flagged away. Hayter took full advantage of his handicap to lead every lap but the last one, in the early stage being followed by Roger Greaney, Bosselman, Wilde, Weir and Dilley, on Lap 3 Wilde moved into 3rd, Churcher was in P7 and leading the big guns with a 30 second spread over the field. Another 3 ks saw the lead down to 3.1, back in the pack Braid had overtaken Cleland with 11 seconds covering the field. With a lap to go the order was Hayter by 1/10th over Roger Greaney, bunching up behind the pair were Wilde, Weir, Dilley, Bosselman, Braid, Hoskins and Cleland. It was impossible to keep up with the number of overtakes on the frenetic final lap, the field was like a cycling peloton coming out of Turn 7 with Wilde leading the charge to the flag, he held out Braid by 0.815, just 3.2 seconds after Wilde the 9th placed car of Chris Greaney crossed the line! Dilly claimed P3 ahead of Churcher, Hoskins, Weir, Cleland and Bosselman who was 4/10ths ahead of Chris Greaney, however Bosselman had incurred a 5 second penalty for a jumped start which dropped the # 89 car to P10 behind Hayter but still less than 8 seconds behind the winner - sensational race, sensational handicapping.

The highly anticipated Manfeild Muscle Cars attracted only five entries which became four when Greg Cuttance's 'new' Green-Tuf Ford Mustang was withdrawn partway through the test session. Qualifying ended with Ken Lupton setting the fast lap at 1.12.775 that was 1½ seconds quicker than new man Craig Buchanan with 1.3 seconds to the familiar HMC Monaro of Gary McKelvie. Philip Macey from New Plymouth was another newcomer and posted a cautious 1.27.839.

A blow was dealt when McKelvie didn't make the grid for the Scratch Race after a problem with the front suspension was found, he was out for the day. It would be a two-horse race because Macey was learning the intricacies of the circuit, a race between two thoroughbred Mustangs. Lupton nailed the start to lead by 8/10ths at the end of the first lap, at mid-distance it was 3/10ths with Macey 45 seconds further back. Despite setting the fastest lap Buchanan was unable to catch Lupton who was 0.197 ahead at the flag, Macey was a distant third.

In the Reverse Grid Macey was on the front row and seven rows ahead of Buchanan with three more rows to Lupton. Buchanan took full advantage of the gap and led by nearly ½ a second after two laps, Lupton took the lead on Lap 3 but couldn't shake off the Petone driver, the margin at the finish was 0.525 with Macey a lap down.

Lupton and Buchanan conceded Macey a 55 second start in the Handicap race, the immaculate # 18 Dick



Johnson tribute XC Falcon coupe held an 11.9 second lead at the half-way mark with 2.3 seconds separating Lupton and Buchanan. Lupton hit the front as Lap 4 ended with Buchanan only 1.4 seconds from the lead in third place, another lap and the two Mustangs were split by 1.15 with Macey 11.7 behind, Buchanan set his fastest lap of the day on the run to the flag but Lupton made it three-from-three by 0.431, Macey was 25.85 second back and also set his fastest lap of the day in the race.

Like Day 1, there was high quality racing and the Handicappers excelled themselves again, with a good number of spectators enjoying the racing and weather. With only four classes there was an earlier finish to the day, the circuit closed at 2.55pm. Overall, a very good start to the 2021 Feilding Auto Electrical Winter Series. Competitor numbers were disappointing in Formula Ford and the Manfeild Muscle Cars but they could grow as the Series progresses, there was the usual outstanding racing in Formula First with a potential new star emerging, and the Level 2 Handicapping team were right on the mark race after race. Many new faces went racing the Manawatu Car Club way, hopefully they enjoyed the experience...

RH



RUSSELL'S NOTES

One of the new innovations for this year's series is using the old cafeteria for the mid-meeting break. Thanks to the co-operation of Dean Gerbes from Gala Caterers, the Café de Grid was created to serve lunch for the all-important V-Force and meeting officials. The menu offered three soups (vegetable/pumpkin/chicken) with a fresh bread bun, savouries and a variety of small cakes. Special thanks to Dean's partner Chrissie and volunteer Deascie McHugh for their tireless work in the kitchen and at the servery, soup is perfect during the winter months, it worked very well, lots of positive comment...

Since the inaugural Winter Series meeting the first car across the line in every race has received a chocolate fish thanks to the generosity of Ray Hartley, the symbol of success becoming an integral part of the day, in the last couple of years there has also been an appropriate sticker that could be attached to the car. This year Ray has closed his well-known Wellington workshop and 'retired', whatever that word means. For this series there was a 'bidding' process to provide the 'catch of the day', four rounds, four providers. Round 1 saw Ben and Tammie Boyden from B&T Advisory get out their net to pull in a catch with the required twenty-seven fish, no filleting required...

It's always encouraging for the club to see new drivers and new cars appear at their various meetings through the year. The 2021 Feilding Auto Electrical Winter Series had new faces in all of the nine racing classes, from as far afield as Auckland in the north and Temuka which is 145 kilometres south of Christchurch on SH1, there were three young South Island drivers racing Formula First open-wheelers. It was also good to see Mangaweka BMW driver Connie Carter back after her debut outing in the final round of the Mitre 10 Mega Summer Series, the day when she became the 'Queen of Breakouts'. That was resolved by promotion to the SF Cup with its higher break out lap time..



There were several head turning race cars that made their track debut at the meeting, the one thing they had in common was a blue oval badge on the front grille. Bryce Hogg's superb Alan Moffat tribute XD Ford Falcon lined up in the Classic Cup class and ran flawlessly on its competition debut, though Bryce did receive a black/orange circle flag in the Handicap race as the car was deemed to be losing fluid, he pitted with a lap to go but it proved to be very minor and a quick fix. Two new cars graced the Manfeild Muscle Car grid, both with well-known retro liveries, one a new driver with a new car, the second an 'old' driver with a new car. Philip Macey entered his beautifully presented XC Ford Falcon coupe in the Dick Johnson/Bryan Byrt Ford colours that raced in the 1978 Australian Touring Car Championship, the well-known Brisbane Ford dealer supported DJ for much of his early

career. Dannevirke's Greg Cuttance was well known in classic circles with his Dick Johnson # 17 XD Falcon, this time he arrived with the second DJR car in his stable, a stunning replica of the Green-Tuf Ford Mustang that was raced in 1985 when the Australian Touring Car Championship switched from the Group C 'big bangers' to Group A to be in-line with the new international formula. Ford Australia wasn't

interested in a Group-A spec Ford Falcon so Johnson went shopping overseas, to Germany and Zakspeed who had built and raced two Group A Mustangs, their new destination was Brisbane. The two green Mustangs were driven by Johnson himself and Larry Perkins, when Perkins left DJR to form his own team champion motor cycle racer Greg Hansford took his place. Greg drove the car in the test session but it wasn't running like it should and didn't come out for qualifying, a big disappointment. All three cars are great additions to the grid and each livery has a special story to tell...

There's a lot of friendly banter at the Rose and Crown Olde English Pub on the Track 'n Yack Nights, sometimes it's the alcohol doing the talking, offers are made with most forgotten before the following morning. At the May night a well-known man about town from another table came over and promised two MCC people that he would take them for a ride in his new car around Manfeild, on the Sunday he delivered the promise during the lunch-break. The car was something else, one of only two in the country, the latest Nissan GT-R NISMO Special Edition. Everyone remembers the Nissan Skyline, still remarkably popular with young people three decades after it first appeared, its specs gave it cult car status, it was also a popular target for car thieves. The evolution of the Skyline reminds of words from Edward Elgar's patriotic English song written in 1901 - 'Wider still and wider, shall thy bounds be set, God who made thee mighty, make thee mightier yet'. Prepared by Australian outfit Gibson Motorsport the Nissan Skyline GT-R rewrote Group A racing history in our part of the world during the 1990's, twice winning the Bathurst 1000, it became known as 'Godzilla', the big screen sci-fi King of the Monsters who, like car, destroyed everything in its path. The Nissan GT-R NISMO Special Edition is very special, Jeff Braid certainly enjoyed his laps in the passenger seat, so did the commentator, so did the driver. Thank you Zippo, another special memory...



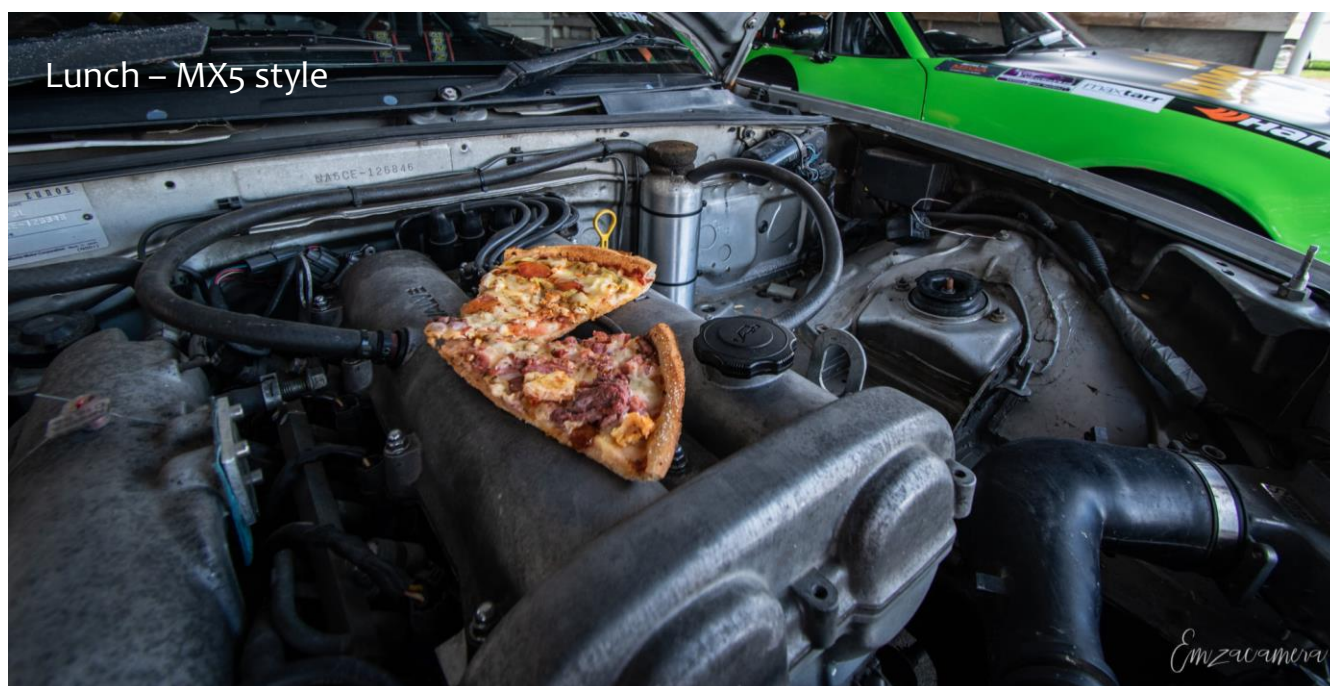
The Follow-the-Leader Circuit Cruise during the lunch-break has become very popular with the public, \$10 a car with the money raised donated to the Manchester House Suicide Awareness programme. Maybe it makes boy racers feel like real racers despite the fact they have to follow the Safety Car at a speed similar to the open road limit on the straights. It's a very worthy cause that's getting the support it deserves and needs...

2021 SpeedSport Scholarship winner Jensen Bate had one of the most impressive debut outings in the Scholarships history, The 14-year-old PNBHS student was completed unfazed by the occasion and from the

moment the lights went out to start the first race he went wheel-to-wheel with the more experienced drivers and had his first practical lessons in the art of 'drafting'. After qualifying 4th fastest 0.581 off the pole time, his score card for the day was very impressive - 3 (+ 0.281), 2 (+ 0.349), 2 (+ 0.304) and setting the fastest lap in Race 3. No too bad for first time out...

The # 28 Toyota Corolla was used in autocrosses to introduce young drivers to the world of motorsport, following a rebuild it became a successful RS Cup circuit racer driven by Warren Cleland, father handed it to youngest son Jack to hone his racing skills before he moved to a Mazda MX5, then the car reappeared at the Winter Series with Jack's older brother Connor behind the wheel. He drove the Corolla for the first time in the test session and was very quickly on the pace in Qualifying by reeling off three successive sub-1.30 times on laps 4, 5 and 6 to end the session. However, just after crossing the line metal engine pieces dropped onto the track, a reminder of an old saying "an engine feels strongest just before it let's go". When the grid formed for the first race the # 1 spot was vacant, and to make matters worse Connor was docked 50 championship points for the break outs, that's negative 50 before he has scored a single point! Not the best start to his motor racing career...

Two of the new drivers welcomed to the MX5 Cup class were father and son Roger and Chris Greaney from Napier who are further bonding their relationship on the race track. Chris showed his competitiveness by clocking the fourth fastest qualifying time, backed-up by 4th placings in the first two races. Roger consistently improved his lap times, by 4/10ths by the end of the day, so both will be eagerly awaiting Round 2. The name Roger Greaney will sound familiar to people who have attended MG Classic meetings over the years when he drove a Buckler sports car. Chris has a twin-brother Paul who races a Honda Civic in the 2K Cup, when Chris's wife gave birth to twins it was on the same day as the brother's birthday. A very interesting family story...



There was a small number of MX5 Cup drivers who took full advantage of Round 1 being a two-day meeting. The MX5 Cup was on the Sunday schedule, the Mazda's lap times slotted nicely into the Geartech Automotive SF Cup category, so Markku Braid, Jeremy Hoskins, Jack Cleland, Tim Wilde, Trevor Weir and Mike Dunn took full advantage of the opportunity. Looking at the results Markku did best, in the Scratch race he was promoted to winner after the first five cars copped time penalties for breaking out, in the Handicap he was third after the first three cars infringed. In the same race Messrs Hoskins and Dunn recorded DNFs, unfortunately Dunn was a DNS in the MX5 Cup races the following day... It was a quiet weekend on Level 2 for the MSNZ Stewards, no visitors, no wallets emptied, the way it should be. Well done to all drivers, what a happy note to finish on...

RH



THE HARTLEY REPORT

Brendon and Sarah backed their bags and headed to Portugal for Round 2 of the World Endurance Championship at the Algarve International Circuit, the 4 Hours of Portimao on 12/13 June.

Opened in 2008, the circuit's design is not the work of Hermann Tilke but globally recognised Ricardo Pina Architects based in Portimao, 4.65 kilometres long with 15 turns and undulations that give it the name 'rollercoaster' the circuit is very popular with drivers and riders across multiple categories.

In all three Free Practice Sessions LMP2 cars topped the time sheets with the Alpine 480 Gibson quickest of the Hypercars that had a four-car entry with America's Scuderia Glickenhaus making their race debut. When FP3 ended the Alpine was second fastest behind the United Autosports LMP2 Oreca Gibson by 3/100ths, the Glickenhaus 007 was P4 and 6/100ths ahead of the # 8 Toyota with the sister # 7 four spots back. On two occasions the Glickenhaus stopped out on the circuit which created caution periods.

The Hypercars surged to the top in the Qualifying with the Alpine fastest followed by the two Toyota GR010s. Brendon was put in the seat of the # 8 car and held P5 after the first run, there was a switch to fresh rubber for the second run and his 1.30.458 secured provisional pole position, with the Alpine benefitting from a Balance of Performance adjustment following the Spa-Francorchamps race its response was 1.30.364 to take P1. The # 7 Toyota was 3rd quickest with 1.30.540 followed by the leading LMP2 entry on 1.31.210, the Glickenhaus ran a best 1.32.167 to be P11 on the grid.

Brendon - *"I think it was possible to get pole. It was close in the end but Alpine took it. Well done to them. We are still experimenting with our new Hypercar and we tried something different. On the first run we used scrubbed tyres because we saw in practice that the new tyres were struggling. We had a back-up plan in case that didn't work, which was good because it didn't work. That put some pressure on my last lap and I feel happy with the job we did"*.

Using its slightly better pace the Alpine led initially, but being unable to save fuel as efficiently as the two Toyotas it would be forced to make more pit stops. The lead changed between the three LMh cars as their different pit stop cycles came into play, within the first hour the Glickenhaus had dropped off the lead lap as the team struggled with serious tyre overheating. After 2½ hours the # 7 Toyota led from Brendon in the # 8 car and the Alpine, in Hour 3 the Glickenhaus collided with two LMGTE Am cars during an overtake, as a



result much time was lost in the pits when the clutch was replaced.

At the halfway mark the Alpine had a 16 second lead, the GR010s staying together before the driver change that saw the # 8 car go to a different strategy by switching to scrubbed tyres. A Safety Car intervention with 2½ hours to run brought the French entry back into the game, the three Hypercars regrouping with # 7 leading.

The # 8 GR010 had run an early fuel saving strategy, the savings made by Brendon and Nakajima meant Buemi could reach the finish with one less pit stop than the # 7 car. The late Full Course Yellow allowed the # 7 Toyota to complete its extra stop without losing ground and Lopez emerged right behind the leader, with 20 minutes remaining team instructions ordered the # 7 to take the lead position, three laps later the decision was reversed - apparently there's a pre-existing rule of allowing the faster car to move ahead when its two entries are together off the track. Buemi led Lopez by 1.8 seconds as they crossed the line in a Toyota 1-2 finish with more than a minute to the Alpine in third place, the trio completing 300 laps. Scuderia Glickenhaus 007 was well down the finishing order following its long stop, the new car was classified 4th in the Hypercar category and 30th overall in the first race for the American team.

"We definitely had to work for this win. Traffic played a big part. The LMP2s were very difficult to pass - we needed them to help us out, which they generally did. I think we played a really nice strategic race because we could keep up the pace despite the longer stints. Even with all those different strategies, you saw the two cars separated by nothing in the last 20 mins. We fought the whole way with # 7 but in the end only one car can win and it was a one-two which was great for TOYOTA GAZOO Racing".

The result was cause for special celebrations because Portimao was Toyota's 100th World Endurance Championship race start since they debuted their Group C car in the 1983 Fuji 1000.

Brendon, Sébastien Buemi and Kazuki Nakajima became the first WEC winners at the Algarve Circuit and hold top spot in the Driver's Championship with 63 points, team mates Conway, Lopez and Kobayashi sit on 43, one point ahead of the Alpine Elf Matmut trio

Round 3 is the 6 Hours of Monza at the famous Italian Autodromo on the 18th of this month with Scuderia Glickenhaus confirming they will run two cars in preparation for the Le Mans 24 Hour. For the Hartleys Portugal brought success and more special memories...

RH





KIWIS ABROAD

The first New Zealand drivers to go racing in June were Liam Lawson and Marcus Armstrong in Round 3 of the FIA Formula 2 championship on the Baku street circuit in Azerbaijan. The F2 cars were first to hit a track that was very dirty and dusty, each lap is 6.02 kilometres with 20 turns, one straight is a kilometre long, the other 2.2 kilometres!

Half-way through the Free Practice session Armstrong was quickest from Oscar Piastri with a best 2.00.351, times dropped quickly as the track was 'cleaned', Juri Vips topping the sheet with 1.55.21, Piastri was P5 one spot ahead of Armstrong (+ 1.30) with Lawson P11 (+ 1.650). Qualifying was notable for the high number of incidents and yellow flags, Lawson improved dramatically to be fastest with a 1.54.217 lap, giving him pole for the Feature race. Team mate Vips was 0.138 slower, Armstrong was 6th quickest with a best 1.54.914, the top eleven cars covered by less than a second, it was the first front row lockout for Hi-Tech GP.

Inverted top 10 grids are a feature of the two Sprint races, Race 1 saw Robert Schwartzman lead from start to finish to cross the line more than 5 seconds ahead of Dan Ticktum who had gained four positions with Guan Zhou third. Lawson got no further than Turn 2 after Filipe Drugovich nudged Piastri into the Red Bull/Rodin car that hit the tyre barrier and became a DNF, the Australian did one more lap before retiring with front wing damage while Drugovich was given a 10 second time penalty for causing the accident. Armstrong ran as high as 4th but dropped places in the final two laps to finish P7, 14.4 seconds behind the winner.

Vips and Armstrong shared Row 2 in the second 21 lapper, Lawson and Piastri were at the other end of the grid. Vips took the flag with a 3.2 second margin over David Beckmann and Jehan Daravula, six retirements helped the back markers, Lawson gaining 13 track positions to finish 7th (+6.75) with Piastri 8th (+9.13), Armstrong was on the DNF list.

Thanks to their qualifying efforts Lawson and Vips shared the front row for the 28 lap Feature race with its



compulsory pit stop, however the opening lap proved to be a disaster for both Kiwis. Lawson made a tardy start and Juri Vips won the race to Turn 1, Lawson left an inside gap that Theo Pourschaire went for, Lawson reacted and moved to cover but he forced the Frenchman off the track, the Stewards deemed the actions 'too aggressive' and penalised Lawson 10 seconds that was taken at the pit stop. Further back in the field Armstrong's race ended at Turn 2, with not enough room Ticktum made an inside lunge, collided with Pourchaire who pitched Armstrong into the wall for his second DNF of the weekend. Following his pit stop Lawson overtook two cars and was closing on another when the race ended, Vips had driven a strong second half to finish more than six seconds ahead of Piastri who had received a 5 second penalty for an unsafe release following his pit stop, Robert Schwartzman placed third (+12.6) with Lawson 6th (+ 26.20).

Liam Lawson was the fastest F2 driver at Baku, his pole qualifying lap of 1.54.217 set a new record for 'halo' era cars, eclipsing the three-year old mark set by Alexander Albon by 0.163, the official record is 1.53.635 established by Charles Leclerc in 2017. "It's very disappointing to be one of the fastest on track all weekend and not come away with more".

After three of the eight rounds Guan Zhou (78 points) heads the championship table by 8 points from Oscar Piastri and Robert Schwartzman (66), Liam Lawson has dropped to 8th place (50 points) and Marcus Armstrong 12th equal (7 points). Looking at the table shows that Lawson has failed to score points in four of the nine races while Armstrong has only had two points scoring results and a string of DNFs. Round 4 is at the Silverstone Circuit on the 16/17/18th of this month...

While Lawson and Armstrong were racing in Baku, Earl Bamber was in Germany competing in the famous Nurburgring 24 Hour race. For the event EB shared a Frikadelli Racing Porsche 911 GT3-R with Australian hot shot Matt Campbell, Mattieu Jaminent and Nick Tandy, the car qualified P11 but had a troubled race. There was an early power steering issue before a puncture damaged the transmission forcing the # 30 to be retired after 26 laps. For the seventh time since it was first run in 1970 the race distance wasn't the full 24 hours, on this occasion fog resulted in the racing being suspended for 14 hours! Following the long overnight red flag period the race was effectively reduced to a three hour sprint, covering a total of 59 laps a Manthey Racing Porsche won for the seventh time, followed by a BMW M6 GT3 and Mercedes-AMG GT3, ninety-nine of the 121 starter's finished the shortest ever 24 Hour race...

On the same weekend Jaxon Evans was at Circuit Paul Ricard in France driving in the 4 Hours of Le Castellet, the third round of the European Le Mans Challenge. Jax shared a Porsche 911 RSR-19 with actor-turned-racer Michael Fassbender and Richard Leitz, the trio finished 8th in the LMGTE category that was



dominated by Ferrari 488 GTE Evo cars. It was a one-off drive in the series for Jaxon...

From France it was straight to Portugal to prepare for Round 2 of the WEC, but the 8 Hours of Portimao didn't have a happy outcome for Jaxon who shared a Dempsey-Proton Racing Porsche 911 RSR-19 with Christian Ried and Matt Campbell in the LMGTE Am category. At the end of practice the car was 2/100ths ahead of the leading Ferrari 488 GTE Evo, Ried drove the # 77 in Qualifying and was only 1/10th away from pole position. Jax was behind the wheel in the 3rd hour and dicing with an Aston Martin Vantage, when Ryan Briscoe misjudged an overtake in the new Glickenhaus Hypercar he caused a three-car accident, both the Porsche and Aston Martin were out after 88 laps, a disappointing ending relatively early in the race. Two WEC races, two DNFs, hopefully this month's Round 3 at Monza will be third time lucky...

A week later it was back to IndyCars and the Chevrolet Detroit Grand Prix on the picturesque Belle Isle Street Circuit that has 14 turns over a length of 3.78 kilometres, the meeting was dubbed the 'Dual in Detroit' because there were back-to-back championship rounds. There was a single 75-minute practice session that didn't start well for Scott McLaughlin, on only his 6th lap he lost the rear end of the # 3 car at Turn 5 and slid into the tyre barrier, his practice over. A best lap of 1.21.125 saw him P24 on the time sheet. Will Power was quickest (1.17.276), Scott Dixon posted the best time of the Honda powered cars, his 1.17.617 earned him P4.

During Qualifying Dixon made into the 'Fast 12' to shoot for pole position, after finishing 6th quickest in his group he ran a best 1.17.868 but it was only good enough for P11 on the grid. Patricio O'Ward had run a 1.15.577 to claim pole, a full two seconds faster than the Kiwi.

In the first of the 70 laps races there were two red flag periods that possibly affected the outcome of the race. Running a different tyre strategy Dixon led by 20 seconds after 26 laps but hadn't pitted, Felix Rosenqvist had climbed from 15th to 3rd place but his throttle jammed open on the next lap and his car crashed heavily into the outside tyre wall, the impact big enough to tip over one of the concrete barrier blocks! Dixon pitted under the Safety Car and emerged in P11 with Will Power the new leader. Following the last round of stops Romain Grojean crashed out of the race at Turn 9 on lap 64 when a tyre punctured, another red with cars returning to pit lane. When the cars filed out for what would be a sprint finish Power sat with an engine that wouldn't restart. Marcus Ericsson inherited the lead and controlled the final laps, taking the flag 1.729 ahead of Rinus VeeKay with another 0.181 to O'Ward in third, Dixon climbed from 11th to 8th place, 10.895 seconds behind the Swedish driver who scored his first IndyCar win, Ericsson also became the seventh different winner in seven races this year.

McLaughlin's misery continued, he pitted early before the first Safety Car intervention but the stop was slow and dropped him to the tail of the field after he been looking at a top 10 result. His race effectively ended on lap 51 when he clipped the wall and damaged a rear suspension link, with the car repaired he re-joined the race but was three laps down and finished 19th, four places better than he started and one place ahead of a distraught Power, his Penske team mate.

After being kept in hospital overnight Rosenqvist was replaced by Oliver Askew for the second race. Qualifying



saw McLaughlin eliminated in the first round and Dixon making it through to the 'Fast 12' pole shootout, he had earlier incurred a drive through penalty which had to be taken at the start of the 10-minute session. Despite losing valuable track time Dixon was third fastest 0.746 behind Josef Newgarden and Colton Herta who would start from the front row. McLaughlin was P21 and a full three seconds slower than his pole-sitting Penske team mate.

Following his accident and overnight stay in hospital Felix Roseqvist was replaced by Oliver Askew for the second leg of the 'Duel in Detroit'. Qualifying saw Dixon again make the 'Fast 12' but there was no pole position, Newgarden topped the times with a 1.14.109 lap, 4/10ths quicker than Herta, Dixon clocked 1.14.923 to be P6, one slot and 2/100ths behind rookie Grojean, O'Ward was a lowly 16th (+1.971) with McLaughlin P21 following a best 1.17.181.

Race 2 was as dramatic as Race 1, it began with a chaotic start as three cars were three wide going into Turn 1, Dixon was the loser when he spun which dropped him from 5th to 7th place, there was another multi-car incident on the opening lap and the first Safety Car intervention. Many of the front runners pitted under the yellow and when the race went green on Lap 5 Newgarden led with Dixon 7th, helped by the stops McLaughlin had gained seven places to be just outside the top 10 in 13th place. Dixon pitted on Lap 19 for his first service, Newgarden a lap later and resumed in P1, Dixon had dropped to 9th, multiple incidents continued before a second Safety Car on lap 54 after Jimmie Johnson spun in front of leaders at Turn 1 and stalled his car, with the race neutralised there was the final round of pit stops. The race went green with 12 laps to run, Newgarden led Herta, Palou, Rahal, Dixon and O'Ward who jumped the Kiwi at Turn 1, Grojean spun and stopped, another Safety Car. At the restart O'Ward overtook Rahal and Palou in the first three corners, then Herta with six laps to run, his charge continued as he chased down Newgarden to take the lead at Turn 7 three laps from the flag, the young Mexican didn't ease off and won by 6.7 seconds from Newgarden and Palou, Dixon crossing the line in 7th place 8.832 seconds behind the winner. It was a brilliant drive from Pato O'Ward who was only 16th fastest in qualifying, the 22-year-old becoming the first driver to win twice in this year's NTT IndyCar Series

Detroit wasn't very kind to Scott McLaughlin. In the second race he started P21 and got into the mid-field pack on strategy after the first Safety Car, he was fighting for 15th when Rinus VeeKay made wing-to-wheel contact. As a result the #3 car suffered a slow puncture in the right rear tyre and was forced to make an unscheduled pit stop midway through his final stint, finishing 20th and a lap down. Post-race McLaughlin described Detroit as "three brutal days", adding, "it was character building - all up it was one of the toughest weekends of my career in ANY form of motorsport, and you can sometimes learn more from your roughest days out there".

The teams departed 'Motor City' with Patricio O'Ward leading the Series on 299 points, one ahead of Alex Palou with Scott Dixon third on 263 points. Back-to-back low scoring races dropped Scott McLaughlin outside the top ten to 12th on the table with 164 points.

One week later New Zealanders were racing in America, Italy and Australia. For the NTT IndyCar teams it was an inter-state trip to Wisconsin and the highly rated Road America circuit that was originally known as



Elkhart Lake, McLaughlin had tested there earlier in the month, 6.5 kilometres long with 14 turns, it's where Team Penske hoped to break their eight-race losing streak. McLaughlin - "It's the most magnificent track, I was lucky enough to test there and it's already one of my favourites. It's right up there with Bathurst, which is a big wrap, but that's how good the place is".

Rinus VeeKay was a non-starter following a trail cycling accident that resulted in a fractured shoulder, 'super-sub' Oliver Askew took his place in the car and Felix Rosenqvist was still not fit to race, ex-F1 driver Kevin Magnusson made his IndyCar debut in the McLaren SP car. The two practice sessions were big contrasts for the two Scotts, Romain Grojean topped the sheet in FP1 with McLaughlin an encouraging 8th quickest and Dixon 12th, at the end of FP2 they were 16th and 22nd respectively!

Qualifying ended with three Team Penske cars in the 'Fast Six' chasing pole position, Josef Newgarden topped the times 0.43 ahead of Colton Herta and 0.702 faster than Jack Harvey. Scott Dixon was eliminated early after getting little track time after debris damaged the underwing of his car, he was P13 and four places ahead of Scott McLaughlin who was 0.862 behind his pole sitting team mate.

For the second successive race Newgarden was deprived at victory in the final laps after getting the hole shot into Turn 1 and building up a good lead before he pitted on Lap 13, Dixon stayed out the longest and pitted two laps later, when the cycle was completed Newgarden led Alex Palou and Will Power. A wild Jimmie Johnson spin brought out the Safety Car, the race going green on lap 19. McLaughlin was engaged in a fierce fight with Conor Daly over 16th place when there was a second Safety Car intervention after Marcus Ericsson spun, there was a dash for the pits and Magnussen led in his first IndyCar race before a power loss saw him side-lined on Lap 34. Soon after the restart Dixon pitted followed by Newgarden a lap later, the Kiwi was the driver who benefitted most from the sequence, the undercut moved him from 9th to 5th, with four laps to run there was a third Safety Car when Ed Jones spun, it set-up a two lap dash to the flag. Still in the lead Newgarden took off at the green but with one to run his car's engine lost power and his race was over, first became 21st. Palou seized the opportunity to lead at Turn 1 and scored his second win of the year, 1.91 seconds ahead of Herta and Power (+ 2.98) with another 9/10ths to Dixon in P4. McLaughlin crossed the line in P14 and 12.193 seconds behind Palou, while his luckless team mate struggled home 1½ minutes after the winner but still on the lead lap.

"It definitely was an up and down race. I need to get my positioning better as a driver and position myself better for moves or to defend, but I'm learning all of that as experience comes. It wasn't a bad day for the PPG Chev".



Palou's win took him to the top of the driver standings with 349 points, O'Ward dropped to second on 321 while Dixon's 246 points kept him in third place. McLaughlin remained 12th, another 16 points taking his tally to 180. Next up is the round at the Mid-Ohio Sports Car Course on 4th July which is Independence Day in the USA...

In Italy Liam Lawson made his debut in the all-new Dekra DTM (Deutsche Tourenwagen Masters) Championship for GT3 cars with the opening round at the iconic Monza Autodromo, the entry including the Mercedes-AMG, Audi, BMW, Ferrari and Lamborghini brand names, McLaren is expected to join later in the series. The series has two female drivers, 20-year-old Sophia Florsch from Germany (Audi R8 LMS Evo) and Englishwoman Esmee Hawkey (Lamborghini Huracan Evo) who is three years older. Liam Lawson and Alexander Albon are driving the only two Ferrari 488 GT3 Evos in the field of nineteen, both cars being prepared by the highly successful AF Corse team who are based in Piacenza, 80 km from Monza.

Weekends start with two 45-minute practice sessions, each of the following days having a qualifying session and a 50-minute race. The top three cars in each race receive weight ballast for the following race as part of a Balance of Performance formula to even out the performance of the different cars - the winner receives an additional 25kgs, 2nd place 18 kgs and 3rd 15 kgs. In FP1, German Mercedes-AMG driver Maximilian Gotz topped the times with a best 1.47.624, Albon was P2 at + 0.022 and Lawson P3 + 0.046, the full field was covered by 1.8 seconds. FP2 was a very different story for the Ferrari drivers, the session ending with Albon P17 + 1.885 and Lawson one place back, 2.26 seconds behind the Mercedes-AMG of Englishman Philip Ellis who missed FP1 and had the fastest lap of the day, 1.41.617.

Qualifying for Race 1 ended with a Mercedes-AMG lockout of the first three places on the grid with Vincent Abril on pole with a 1.46.488 lap, Lawson was P7 (+ 0.412) and Albon P14 (+ 0.909).

Prior to Race 1 the Audi, BMW and Ferrari cars were all given a Balance of Performance adjustment. Abril led away from the rolling start with Lawson making an aggressive move on the run to the first chicane to gain a position, one of the Mercedes-AMGs retired so he was running in 5th place at the end of the first lap. With the field running in single file the pit stop sequence began at end of lap 5, Lawson stopped four laps later and emerged in clean air, Abril was in on lap 11 but on cold tyres couldn't fend off the Red Bull Ferrari, Lawson overtook him at Turn 2 and effectively led the race to have a clear run to the flag. On fresher rubber Abril closed the gap to just 1.63 seconds at the end of the 50 minutes, Gotz was another second back in third. Albon in the AlphaTauri Ferrari pitted a lap after Lawson, he lost two places on his out lap and had to work his way through traffic and was able to repass the pair of Audis, so after starting 14th on the grid he crossed the line P4, seven seconds behind the winner.

Qualifying for Race 2 saw Lawson carrying a Balance of Performance 55 kg weight penalty that included 25 kgs for winning the first race. South African brothers Kelvin and Sheldon van der Linde looked like sharing the front row until the final minutes when Lawson put in a 1.46.682 lap to split the pair, his time was 0.078 behind Kelvin van der Linde's Audi. Albon was down the grid in P12 but less than half a second off the pole time.



In the 50-minute race Kelvin van der Linde fended off a challenge from Lawson at the first corner and drew away to take a lights-to-flag victory, but the race didn't go so smoothly for Lawson. On Lap two he was scrapping with Nico Muller when their two cars touched which allowed Sheldon van der Linde in a BMW M6 to pass them both for second. On the next lap the Red Bull Ferrari was battling with a Lamborghini Huracan, there was another touch

but this time Lawson was pitched into a spin, he re-joined the race at the back of the field and worked his way up to 14th place by the finish, 32 seconds behind the winner. Albon had a trouble-free race, gaining five track positions to take 7th place 10 seconds ahead of the sister AF Corse Ferrari. Kelvin van der Lind beat Muller by 3.4 seconds in an Audi 1-2 result with Mercedes-AMG driver Lucas Auer completing the podium, the win saw the South African take over at the top of the standings with 36 points, nine points ahead of Lawson with another five to Muller, Albon sits 5th on 18 points.

Round 2 is in Germany at the renamed EuroSpeedway Lausitz that was previously known as the Lausitzring on 24/25 July...

Nick Cassidy will replace Alex Albon in the Alpha Tauri Ferrari at some DTM races, in meantime the Kiwi is competing in the ABB FIA Formula E Championship on a multi-year deal with Envision Virgin Racing. In last month's round in Mexico Cassidy secured his first podium finish in the second Pueblo E-Prix after crashing out of Race 1 on the opening lap. After starting P7 Cassidy worked his way through the 3rd at the line before being promoted to 2nd when Pascal Wehrlin was disqualified post-race. Fellow countryman Mitch Evans had 8th and 9th placings over the weekend and currently sits 5th in the championship standings, the next round is on 10/11 this month in New York...

To complete a very busy weekend the Repco Supercar Championship resumed in the Northern Territory with the Merlin Darwin Triple Crown at the Hidden Valley Raceway. Darwin is the official 'indigenous' round that recognises the territory's Aboriginal and Torres Strait Island people, many teams using a livery based on colourful aboriginal art.

Three 38 lap races were scheduled over two days following two Friday Practice sessions. FP1 saw Nick Percat posting the fastest time 0.12 ahead of Anton De Pasquale, Shane Van Gisbergen was P11 (+ 0.465) and five spots ahead of Andre Heimgartner (+ 0.629) with Fabian Coulthard P18 (+0.721). FP2 brought many reversals with Jamie Whincup quickest by 0.129 over Scott Pye, SVG moved forward to P7 (+ 0.265), Coulthard improved six places to 12th (+ 0.460) while Heimgartner dropped two to be 19th (+ 0.645)

Armor All Qualifying for Race 12 ended with Anton De Pasquale securing pole position with Mark Winterbottom alongside, SVG was on Row 2 (+ 0.213), Coulthard Row 7 while Heimgartner struggled through the session and posted the slowest time to be P26, but he was in good company as the two drivers ahead of him were Dave Reynolds and Will Davison.

There was a chaotic start to the race at Turn 1 involving eight cars after Van Gisbergen made a big dive down the inside to take the lead, there was car contact outside him resulting in four cars being eliminated on the spot, among them De Pasquale and Coulthard. The race restarted on Lap 7 with SVG leading Percat, Mostert overtook him on Lap 11 but was two seconds behind the leader which was stretched to three seconds before the round of pit stops began. Percat was first in, six laps later Mostert pitted for fresh rubber, with the threat



of an undercut the # 97 Holden was in two laps later but the left rear tyre changer struggled with the rattle gun and the car was stationary for nearly half a minute, resuming in P20 and the last car on the lead lap. Meanwhile Cameron Waters had come into contention and took Percat for second and the podium was settled, after benefitting from others misfortune Mostert scored his second win of the year by a massive 12.3 seconds over Waters and Percat, Whincup and Van Gisbergen were 12th and 13th split by 1.8 seconds, SVG being 28½ seconds behind the winner, Heimgartner finished P15.

Qualifying for Sunday's two races saw Davison and Van Gisbergen quickest in both sessions, for Race 13 De Pasquale and Winterbottom were behind them, Whincup was on Row 3 with Waters and Mostert sharing the next row. Heimgartner was 7/10ths behind Davison in P18 and four places ahead of Coulthard. The gap between the front row pair was halved to 0.118 for Race 14 with De Pasquale and Whincup on the second row, Mostert was P10 and two places ahead of Waters, Heimgartner and Coulthard were both quicker in this session to be P13 and P17 on the grid.

Sunday's races belonged to Van Gisbergen and Red Bull Ampol Racing with the Race 12 pit stop problem put well behind the # 97 car. SVG got the jump at the start over Davison in Race 13 and that was the way the front-rowers ran other than during the pit stop cycle. Things got busy at Turn 1 on the opening lap as Winterbottom and Whincup went three wide with Van Gisbergen, the two touched which allowed Davison and De Pasquale to take station behind SVG who led by a full second after six laps and more than 2 seconds after ten laps when De Pasquale made his stop. It was longer that it should have been because of a rattle-gun problem and allowed Mostert to gain track position. SVG pitted on Lap 14 and returned to the track with a near three second advantage over Davison, Whincup and Percat made their stops six laps later, slick work by the wheel changers got Whincup out behind Mostert in P4, the seven-time champion completed an overtake with three laps to run. Van Gisbergen took the flag the checker 1½ seconds ahead of Davison with another five seconds to Whincup and Mostert who took the five bonus points for fastest lap. Coulthard and Heimgartner finished 16th and 17th split by 2/10ths at the line.

Race 14 became a repeat for the first four cars, SVG made another perfect start, Whincup attempted an outside pass on the two DJR Mustangs at Turn 1, he went wide and the move cost him four places! The stops began on Lap 8, six laps later De Pasquale and Whincup pitted together, the # 88 car emerging in front after De Pasquale stalled, SVG and Mostert came in at the end of Lap 17, rejoining in 8th and 11th places, when the pit stop cycle was completed on Lap 27 Van Gisbergen led Davison by just over a second with Whincup third from Mostert and James Courtney. Going into the final five laps SVG started to pull away and Davison was 2.3seconds behind at the flag, with one second to Whincup and another to Mostert with Courtney in P5. Coulthard was closer to a



top 10 finish in 13th place behind De Pasquale while Heimgartner's bad run continued when he was forced to retire four laps from the end with the NED Mustang having suspension problems.

Despite winning two out of three Shane Van Gisbergen didn't win the round, Chaz Mostert claimed that honour, but he did extend his championship lead to 221 points over team mate Whincup with Mostert nine points further back. Heimgartner sits in 12th place with 722 points, well behind SVG's 1361, Coulthard's 416 points has him in 21st place.

In the Team's Championship Triple Eight Race Engineering leads Dick Johnson Racing by 652 points with Tickford Racing 8 points further back as the road train heads over the Queensland border for the Townsville 500 on 9-11th of this month.

June was a big and busy month for Kiwi's abroad, it was also a month that brought much success...

RH





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