

Manawatu Car Club Inc

Magazine

August 2021



RACE WITH US!



EDITORSPEAK...

email: blumoo1959@gmail.com

I was reflecting on Greg's contribution last month as I put together the July magazine. His article on the use of the track prior to our sprint events to teach some of our younger people driving skills in a safe environment hit the right note. I remembered writing something some time ago and finally found this in the June 2016 magazine –

“We have a great legacy in the Pro-Drive programme which exposed hundreds of local high school students to the absolute basics of car control, sight lines and the fundamental laws of physics, as well as the practicalities of ABS. These skills, once learned and practiced become ingrained. How can we as a club achieve similar results with this highly at-risk group?? I'm not sure I have all the answers to that question, however, in my opinion, we, as club members, need to start by telling our friends, family, neighbour's and anyone else who will listen, what we do, and that we can teach those lifesaving skills in a fun, family friendly, and more importantly, safe, environment. Encourage the youngsters YOU know to come along and have a go at an autocross, motorkhana or bent sprint. Remember they can compete from 12 years old with parental consent, and can always borrow a helmet and overalls, and probably even a car, if they don't have one. I know all our competing members will actively encourage this type of participation in our sport, and the survival lessons learned transfer directly to the road environment when their time comes. Go forth. Shout it from the rooftops. Dare to make a difference”.

I'd like to think my sentiments then hold the same value today. This is something I believe very strongly that we as a Club need to actively pursue. We need to be proud of what we do and how we can help our community. In my opinion we should be in every local secondary school at least once a year promoting what we do and the benefits that result. But, and it's a fairly big but, we also need to run way more, easily accessible, entry level events, and not just based around Manfeild, though it would be ideal if only we could use the grass Thoughts anyone??

Round 2 of the Feilding Auto Electrical Winter Series, and what can I say?? A stunning sunny day, 17 MX5's on the grid, some new faces which was great to see, some superb close company racing, plenty of banter, heaps of encouragement, and everyone put their car back on the trailer without damage. That's what it's all about. The other classes were well supported too and what I saw of the racing was great. Two great new initiatives, Markku ran a training day on Saturday for the MX5 class involving some theory, plenty of useful tips and car swapping so that we can get everyone even closer in lap times. Well thought out and very well received, just a shame I couldn't make it. On Sunday under Greg's prompting several of the committee members sat in on the new drivers briefing so that we can be visible to new members if they have any issues, questions or just feel a bit lonely and need someone to talk to. We have a great atmosphere at our



race meetings but the Committee has recognised that we don't always actually do a very good job of actively looking after our newer members, something that we could definitely improve on. It will take time but hopefully these types of initiatives will foster a better, far more inclusive atmosphere, which can only enhance what we already have.

As a bit of a footnote to my first paragraph, I took my grandson to the July GT Oils Transpec Open Day and he joined 3 others in utilizing the back track under instruction. We were going to take the road MX5 so he could practice in a manual, but a flat battery and running late put paid to that, so we ended up in my auto work car. On reflection that was probably a good first step as he has only really driven a "stick shift" in the paddock, so he could concentrate on road positioning, stopping, starting and negotiating the roundabout without stalling. He thoroughly enjoyed the time spent and is very keen to do it again, this time with proper gears. Awesome initiative with very positive results.

We have recently witnessed a very successful, well supported and vocal nationwide demonstration by farmers and tradies against some of the governments latest raft of regulations that seem hell bent on choking the rural economy. Do you think they will listen?? If Jacinda's tone deaf Facebook post the evening of the protest is anything to go by, then the answer is a resounding no. I love hearing people who have no practical knowledge of the farming sector spouting on about how farmers are destroying the environment, polluting the rivers etc etc ad nauseum. I can assure you most farmers are actually greenies at heart. Most have fenced off waterways and spent a fortune on riparian planting. Plenty have QEII covenanted bush blocks. Many more have spent years planting trees to enhance their piece of paradise. Most have an intimate understanding of their own environment, that comes from opening the back door each day and spending all day immersed IN it. And after all, it's in their own best interests to look after the land that provides their main/sole source of income. Contrast that with urban environments where backyards and green spaces are being replaced with high density housing, where overloaded sewage networks still spew waste into the oceans at certain times of the year (Auckland is a prime example with many beaches unswimmable for long periods after heavy rain, and don't get me started on the Taupo area, a massive 190,000 litre spill in 2019, a fault at a treatment plant in 2020 which resulted in another major spill, and another fault at another pumping station a couple of months ago, same result. Funny how the Council was never taken to Court over these. If they had been a local cockie all hell would have broken loose) and cars are used for short, often unnecessary, single person trips. Remember too that the Paris Accord which is driving the whole shooting match states that food production should not be curtailed. Just ponder on that for a moment.

So yes, like any profession there are a few loose cannons who don't do the right thing, but blatant double standards and a lack of democratic process are what's really fired up the farmers. Expect to see more protests, and I for one will continue supporting them.

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

TW



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52	26	27	28	29	30	31	

MCC 2021 CALENDAR

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MCC 2021 CALENDAR

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AUGUST

- Saturday 7th Feilding Auto Electrical Winter Series Round 3 Test Day
- Sunday 8th Feilding Auto Electrical Winter Series Round 3 Race Day
- Wednesday 11th A Night with Kaleb Ngatoa – Feilding Civic Centre
- Saturday 14th Drift Tutoring – Back Track
- Sunday 15th Transpec / GT Oil Back Track Autocross
- Friday 27th Manfeild Test Day



SEPTEMBER

- Saturday 4th Feilding Auto Electrical Winter Series Round 4 Test Day
- Sunday 5th Feilding Auto Electrical Winter Series Round 4 Race Day
- Saturday 11th Feilding Auto Electrical Winter Series Prizegiving
- Sunday 19th Transpec / GT Oils Manfeild Open Day Round 3
- Friday 24th Manfeild Test Day

OCTOBER

- Saturday 9th Drift Tutoring – Back Track
- Sunday 17th Back Track Clubsport Basic event
- Friday 22nd OctoberFAST!! Test Day
- Saturday 23rd OctoberFAST!! Race Day
- Sunday 24th OctoberFAST!! Race Day

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NOVEMBER

Friday 5 th	Manfeild Test Day
Sunday 7 th	Transpec / GT Oil Manfeild Open Day Round 4
Friday 12 th	MG Classic Test Day
Saturday 13 th	MG Classic Race Day 1
Sunday 14 th	MG Classic Race Day 2
Saturday 20 th	ShowVember Drift Battle, Drift Practice & Tutoring
Sunday 28 th	Back Track Clubsport Basic event

DECEMBER

Friday 3 rd	Manfeild Test Day
Saturday 4 th	Mitre 10 MEGA Summer Race Series Round 1
Sunday 5 th	Mitre 10 MEGA Summer Race Series Round 1
Saturday 11 th	MCC Xmas Party

AN EVENING WITH KALEB NGATOA

WEDNESDAY 11th AUGUST 2021

7pm FEILDING CIVIC CENTRE

84 Aorangi Street, Feilding

ADMISSION \$10 (Includes finger food supper)

BOOK TICKETS THRU MCC FACEBOOK / WEBSITE

NO DOOR SALES – GET YOUR TICKETS HERE:

[A Night With Kaleb Ngatoa – 11 August – Manawatu Car Club](#)

THE STORY OF OUR TEENAGE RISING STAR

AND FIRST KIWI DRIVER TO RACE \$5000

NOTE NO TRACK 'N YAK



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



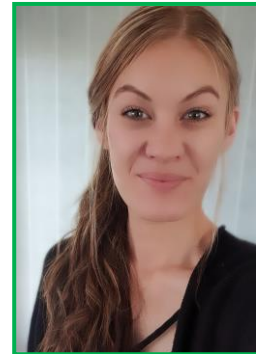
Gareith Stanley



Nick Stewart



Markku Braid



Jodie Bell



Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine Editor

FROM THE PRESIDENTS PEN



Well, it is 6.30am on the morning of Sunday 1st August 2021 as I sit down to finalize my bit for the magazine... nothing much in that other than it is AUGUST... wow where did the year go all of a sudden! Yesterday it was 18deg here at home, it did not certainly not feel like a Winter Day, in fact I noticed an ever so slight dusting of pollen on the windscreen of my Ute after I gave it the weekly huck up, could I be so bold as to say that we have broken the back on Winter and Spring has sprung early???

July was a great month for myself and the club, not only did with have an awesome Round 2 of the Feilding Auto Electrical Winter Race Series, but I got to sit with my mate up in the commentary box and put the headphones on and grab the mic and have a chat about what was going on, on the track and with the club. The say if you can't be out there racing, the next best thing is to talk about the racing, and yip that statement could not be truer. I marvel at the way Russell commentates, the running commentary does just that, it runs off of his tongue with ease and I love the way that he inserts certain special things into it. This of course does not happen by chance, his professionalism around his preparation is outstanding and this is reflected in his "Russell's Notes" and the Round 2 report that you read here in this magazine... we are incredibly lucky to have him. We are also incredibly lucky to have all of the other crew that we have, as I looked out over the track and the pitlane from that commentary box I was reminded of that quite prominently... The fear from that for me is that we are all not getting any younger, neither is life getting less busy for everyone, so who is going to take over from us once we hang up the boots so to speak? It is a dilemma that nearly every club faces throughout NZ going by the many conversations I have had over the past few years.

A quick pause in writing as the two kids join me in my office for cuddles and they both want to sit on my knee and touch everything on my desk including the keyboard, I should probably have left what they typed as it would have probably made better reading than my stuff... ha, ha...

July also saw another two good Drift events, again well attended and run thanks to our Drift Team, and a Transpec / GT Oil Manfeild Open Day (Round 2) happen, so there was an abundance of great club motorsport action in July that catered for all levels of skill.

Towards the end of July, we also confirmed the date that we can hold the second in our series of "A Night with...". These have been few and far between unfortunately due to lots of reasons, they say good things take time, but I am pleased to announce that Kaleb Ngatoa will be joining us for a chat about his motorsport career to date and what is in the pipeline for this rising star. I urge all of the younger members of our club to come along to this event to see what it takes to get to where Kaleb finds himself now, as I am sure that having the driving skill is only a small part of what it takes to make it in our chosen sport. You will have seen the advert for this event earlier on in the magazine, so please make sure you get in and get your tickets before they sell out, it will definitely be worth it.

Speaking of things taking time... We have had a number of building / structural engineers go through the clubrooms over the past couple of months and all have agreed (without knowing what the other ones have said) on a course of action to strengthen the clubrooms and get our earthquake rating up, the next step is to get pricing to get these plans drawn up and then we will go to the market to see how much it will be to implement those plans, depending on what that amount is will determine whether or not we will need to hold a special meeting to discuss all of the options presented to us... so yes it has taken a while but all of those who have been in this circumstance know that Rome wasn't built in a day...

The other thing that is taking time is getting the new flag points in, in short this is not a small project either and with the Manfeild team doing such a good job at hiring out the circuit, we have had a hard time lining up all of things that are required to get this job done, as the chosen contractor has been extremely busy doing other work as well, so it has been hard to get this underway, but we will get there I promise.

I received this picture from one of my good mates and a member of the club, he said that it looked like me (the one on the right by the way) and he had a similar name, so he wondered if my absence from a few things of late meant that I was moonlighting on the Nascar scene... ha, ha... "I wish..." was the reply along with "he has too much hair to be me" was the other, however it would certainly be something that I would say, and they do great hair transplants in the good old US of A, just ask Donald Trump, so you just never know 😊



TOBYCHRISTIE.COM

Video: "It's Pretty Much Bullshit," Rich Lushes Upset with NASCAR Following Green Flag Penalty to Ben Rhodes - ...

Interesting read this week on the failed attempt by Tony Quinn to buy Taupo Race Track, one thing I do know about Tony is that if he wants to do something he usually finds a way to get it done, so the coming weeks will be interesting. As to whether it would be good for motorsport in this country, well that depends on which side of the fence you sit on, as with everything it so often comes down to personalities and egos and whether you like someone or not, often the facts are the last thing that that debate will get decided on... It is funny that since this article came out, I have had a few calls asking if Manfeild would be on his radar and could he, or someone else, in fact buy it? My answer to that question has surprised a couple of those people, when I responded with "Anything's possible..." but that doesn't mean that he can, it just means that anything is absolutely possible.

So, roll on Round 3 of the Feilding Auto Electrical Winter Race Series, looking at the points it is certainly a close race in many of the classes, with a number of unintended break-outs in the last round seeing things tighten up even more on the points front, so as always it will go down to the last lap of the last race of the last round for many I suspect, and there is no better way to have it!

Don't forget that Prizegiving for the Winter Series is on the 11th September, the when and where are being finalized as I write this, so look out for this in the coming month, but until then please keep this date free.

I look forward to seeing many of you at the track next weekend for Round 3, and the following Wednesday night for a memorable night with Kaleb Ngatoa.

Richie

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2 Inch Shoulder | 3 Inch Lap | 2 Inch Crutch | Alloy Adjusters

FIA Expires 2025

2 x Blue | 1 x Red



Mag 6-point Lightweight Harness ~~\$559.00~~ \$335.40

3 Inch Shoulder | 3 Inch Lap | 2 Inch Crutch | Alloy Adjusters

FIA Expires 2025

1 x Black | 1 x Orange



Pro 6-point Lightweight Harness ~~\$549.50~~ \$324.30

3 Inch Shoulder | 2 Inch Lap | 2 Inch Crutch | Alloy Adjusters

FIA Expires 2025

2 x Blue



Pro 6-point Harness ~~\$389.00~~ \$233.40

3 Inch Shoulder | 2 Inch Lap | 2 Inch Crutch

FIA Expires 2025

2 x Silver | 2 x Blue



Mag 6-point Lightweight Harness ~~\$559.00~~ \$279.50

3 Inch Shoulder | 3 Inch Lap | 2 Inch Crutch | Alloy Adjusters

FIA Expires 2024

1 x Blue | 1 x Orange



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FIA Expires 2025

1 x Blue | 1 x Black



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2021 WINTER SERIES

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GT CUP GT-A

GT CUP GT-B

IB CUP

SF CUP

RS CUP

FORMULA FIRST CUP

FORMULA FORD CUP

MX5 CUP

MANFEILD MUSCLE CARS

CLASSICS



ROUND 1 SATURDAY 5TH JUNE AND SUNDAY 6TH JUNE

ROUND 2 SUNDAY 4TH JULY

ROUND 3 SUNDAY AUGUST 8TH

ROUND 4 SUNDAY SEPTEMBER 5TH FATHERS DAY

ORGANISER: JEFF BRAID

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Oops time. A Grid Torque story in the June magazine regarding the on-line auction of Poolrite Holden Monaro 427C contained an error regarding the car's background. Garry Rogers Motorsport has clarified the car auctioned was chassis # 3 that was built for Peter and James Brock (Team Brock). GRM built the chassis before the Brock's took it home and completed the car for the 2004 Nations Cup with Poolrite sponsorship.



Peter had driven chassis # 2 in the previous year's Nations Cup before it won the Bathurst 24 Hour race co-driven by Brocky, Greg Murphy, Todd Kelly and Jason Bright with Real Car Insurance backing, both cars carried the race number '05'. The Grid Torque story mentioned the Poolrite Monaro wasn't sold but negotiations were taking place with a prospective buyer, that buyer has turned out to be Garry Rogers Motorsport who bought the car back for some TLC with a full restoration, so expect it to go on sale again sometime in the future. Apologies for the confusion...

Telly star. Featuring on TVOne's 'Seven Sharp' programme on Wednesday 14 July was our rising star Kaleb Ngatua. The story was shot at Hampton Downs with Kaleb driving a TRS FT60, there were also clips from the NZGP and his S5000 races in Australia. The item was about someone from a small town (Marton) making good with the modest support from his parents and two local businesses, J & J Walters Asphalts and Robbies Mechanical Services, the latter being his father's business. The 19-year-old has a feel-good story to tell...

Deal, or no deal. Scottish-born businessman/racer Tony Quinn owns two circuits in our country and is in negotiations to buy a third, but did you know that for nearly ten years he's been looking at buying two circuits in Queensland that are the closest permanent facilities to Brisbane and the Gold Coast. Over the past three months negotiations got serious to the extent the deal would be completed by the end of last month, a week out the current promoter changed his mind and Mr Quinn was not a happy man. He had a \$10 million budget to revitalise Queensland Raceway with a possible change to the layout while Lakeside Park would have safety upgrades with ideas to make the circuit the 'Goodwood of the South', and there had been talks to bring the Supercars back to Lakeside. Over the years both circuits have been poorly maintained and have a history of problems, in particular Queensland Raceway that lost its Motorsport Australia and Motorcycling Australia Certifications at the end of 2019 as the lessee wouldn't invest in essential safety requirements to meet FIA Grade 3 standard. We know what Tony Quinn did with Highlands Park and Hampton Downs, that flair would have benefitted both Queensland and Australian motor racing. Within days of the 'no deal' promoter John Tetley issued a statement confirming his plans to upgrade both circuits himself! Tetley made no reference to the Quinn visit - "we need to conserve the resources we have" before asking for suggestions of where he should make investments. One prominent Ipswich City Councillor has spoken out publicly to ensure that Tetley delivers on his promise - all quite bizarre really...

A big week for Mr Quinn. The third week of July brought really good news for the sport in our country. Firstly, it appears that Tony Quinn is very close to securing the Taupo circuit which he plans to give a significant upgrade like he did with Hampton Downs. A day later the Tony Quinn Foundation announced that the winner of next year's New Zealand Toyota 86 Championship will receive a Supercar test with Triple Eight Race Engineering, remember that Mr Quinn is Triple Eight's largest shareholder. Managing Director and team principal Roland Dane and team drivers Jamie Whincup and Shane Van Gisbergen are fully supportive of the Quinn initiative. Seven-time Supercar champion Whincup added "the test day won't be just a few laps in a Supercar and calling it a day. Triple Eight will be putting our resources behind it to make sure the driver gets the most out of it that they possibly can. That means a well-prepared car, a professional crew and engineers to help translate the data into lap time. The winner will be getting the full Triple Eight Experience". Had this prize been announced prior to the 2020/21 Toyota 86 Championship the MCC's Rowan Shepherd would be the driver winging his way to Melbourne and the Red Bull Ampol team's HQ. With that sort of incentive will Rowan race again next season as the defending champion...

Redefining the word keen. At last month's Bent Sprint at Manfeild there was a new generation Mini Cooper S, the one with the supercharged engine. Two of the 36 entries were a father and son who arrived at the circuit for their first motor racing event with their gear but no licences, the ever-helpful club secretary Jeff

Braid was able to sort that out which allowed father and son to have an extremely enjoyable track experience that was made more challenging by the damp track. At the end of the day, they packed their gear back into the Mini and headed off to drive back home. Nothing unusual about that except for the fact they live in Warkworth, 550 kilometres away up SH1. Definitely keen...



Thinking of the fans. A source of great frustration to followers of motor racing in this country is the ability of Motorsport NZ to produce a calendar with meetings in close proximity on the same weekend. It forces competitors to decide which event to attend, fans have the exactly the same problem, the sport is the big loser. Why can't the administrators work with track promoters to resolve the situation? You only have to look across the ditch to see how circuits have worked together to overcome the problems caused by COVID-19 and the subsequent lockdowns, they find solutions quickly without any grandstanding. The Supercar Championship rates very highly in the entertainment stakes, it's a very powerful group who have shown they are prepared to think of the fans, not only relating to their sport but also other codes. This was clearly illustrated last month with the second meeting at Reid Park, the WD-40 Townsville Super Sprint. On the first day there was a time clash between Race 17 and a NRL match between the North Queensland Cowboys and Sydney Roosters at Queensland Country Bank Stadium, the two venues are separated by 3.7 kilometres. A meeting between Supercar CEO Sean Seamer and the NRL people quickly found a solution that would benefit both parties, the Supercar meeting schedule was amended and everyone was very happy with the outcome, especially the all-important fans. Our administrators could learn something from that...

Another big spender. Special Holdens and Ford Falcons have brought high prices at auction this year, the latest is a 1977 Holden Torana A9X GMP&A, one of only 33 race-specification chassis built by Holden and sold through General Motors Parts and Accessories which explains the 'GMP&A' name. The last GMP&A Torana sold fetched \$500,000 (NZ\$536,000) when it went on the block two years ago, this latest example went for more than \$800,000 (NZ\$857,500) which was a new record for an Australian muscle car. That's big money for a road-going Torana but the price fell short of the record price for a racing version, last year a Holden Dealer Team A9X driven by John Harvey sold for \$910,000 (NZ\$975,400) These prices merely underline the increased demand for locally-built classics...



And another. The 1979 Hardie-Ferodo 1000 was an outstanding race for the Holden Torana, they filled the first eight places ahead of a Toyota Celica. Winners Peter Brock and Jim Richards finished six laps ahead of the Cadbury-Schweppes A9X shared by 'Captain' Peter Janson and Larry Perkins, this car has been sold to a Torana collector for \$900,000 (NZ\$954,000). That's a big boost to someone's bank account...

Wanting a new home. This one's the Torana that Brocky raced in his comeback to the Holden Dealer Team after three years racing as a privateer, a four-door A9X that was the only one of its type that PB drove. The occasion was Sandown in 1978 when the V8's were on the support programme for the round of the Formula 5000 Summer Series, Brock narrowly winning both sprint races. The listed price for the immaculate '05' is \$450,000 (NZ\$476,000) which is half the price of the HDT John Harvey A9X mentioned two stories above, the two cars actually raced against each other at that Sandown meeting! Maybe the additional two doors are responsible for the difference? Possibly not the same visual appeal...

An expensive printing mistake. From Australia comes word that Ford will be paying out more than \$2 million in compensation to owners of the new Mustang Mach 1. The cars don't have any mechanical defects, it's just that a few components haven't been fitted. The sales brochure made mention that the cars were fitted with a Torsen limited-slip differential, radar cruise control and rear parking sensors, however the three items aren't available on the Australian Mach 1, the mistake being picked-up by early customers. It's reported that the company has agreed to a compensation package to customers who ordered their car before the printing error was discovered - the car can be returned for a refund, receive a partial refund of \$5,400 (NZ\$5,708) or have a free track day and servicing for three years. It's believed that around 400 cars were ordered, if all the customers accept the second option Ford Australia will have a \$2.1 million (NZ\$2.22 million) bill to pay. Not a great start for the Mach 1 in Oz...



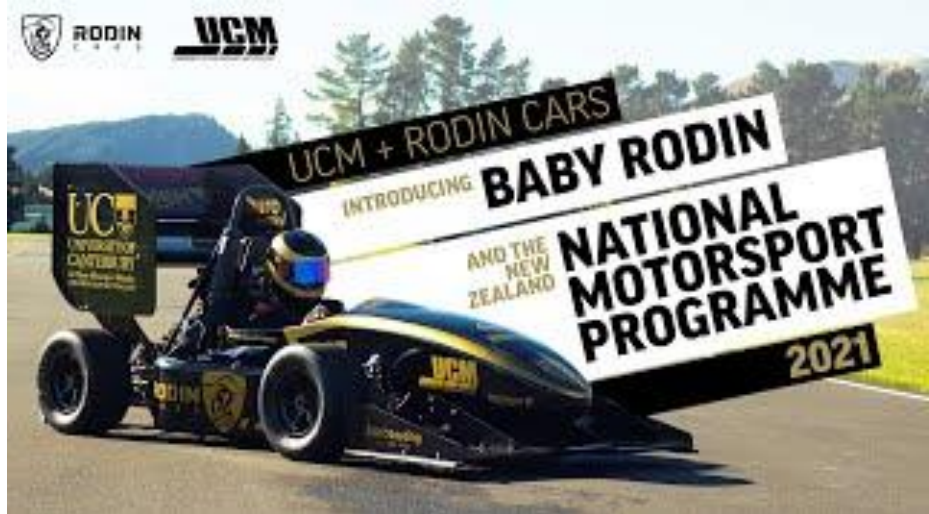
The right woman for the job. Next month's Bunnings Trade Perth SuperNight meeting will make Supercar history, for the first time a woman will have the role of Clerk of Course, Danielle Meyn. The 37-year-old has more than two decades experience as a volunteer motorsport official in Western Australia, beginning as a flag marshal at the Perth Supercar round in 1999. "I want to show that women are valued in the sport and they can put their hand up for any role they put their minds to. Motorsport is fantastic because there is support for both genders of people to follow their dreams and aspirations." Well done Danielle, you are an inspiration...

The new tomorrow. If you spot the new Mercedes-AMG GT Black Beauty around town enjoy the glorious sound of the flat-plane crankshaft V8 engine, the same applies to the likes of the V-10 Audis and Lamborghinis or V8 and V12 Ferraris, enjoy the moment because the supercars of tomorrow have very different sound tracks. The engines of the new generation have more efficient smaller capacity motors with less cylinders that produce remarkable horsepower per litre, add electric assistance and that's the new performance formula. Last year McLaren announced their new Artura and last month Ferrari revealed their 296 GTB, cars that redefine the two brands and have so much in common with regard to the powertrain. Both engines are 3.0 litre 120-degree V6s, the wide angle allowing the twin turbochargers to be placed in the valley on top of the motor, both are hybrids with very limited ranges in electric only mode. The combined output of the Ferrari is greater by more than 100 kW (134 bhp) but the two cars offer very similar performance with zero to 100 km/h in 2.9 seconds and a maximum speed of 330 km/h (205 mph), very impressive but what would rival Mercedes-AMG come up with as their counter punch. The German powerhaus has confirmed that their new generation hybrid C63 will have a 2.0 litre four-cylinder motor in place of the twin-turbo 4.0 litre V8 and it will be the world's most powerful four-cylinder engine, producing a remarkable 221 bhp/litre! The new Mercedes-AMG C63 is scheduled to be revealed later this year with production starting in 2022, available in both saloon and estate forms this C63 will also have four-wheel-drive, but the real talk is about the engine that's taken from the AMG A 456. Output has been increased from 421 to 442 bhp with the aid of a new twin-scroll turbocharger that has a built-in electric motor to help the engine respond 40% more quickly, in operating principle it's the same as the Motor Generator Unit-Heat (MGU-H) used in Formula 1. Roller bearings are used to reduce friction, allowing the compressor and turbine shaft to spin up to 156,000 rpm, the set-up effectively eliminating turbo lag. Another mighty Merc with the AMG letters is on the way...



Little Rodin. When you have a great pool of talent available 150 kilometres down the road, the best idea is to use it. That's exactly what Rodin Cars CEO Dave Dicker did by forming a partnership with the University of Canterbury several years ago, members of his talented team are graduates. This link has given the faculty's motorsport team access to Rodin Cars Mt Lyford facility allowing students to see where their skills

could take them in the future as well as bringing in fresh ideas. The Rodin car exposed to the public has been the Rodin FZED single-seat track car, in the background the CUM students have been involved in designing and building an open-wheel racing car using the state-of-the-art plastics/metal 3D printers and autoclave, also having access to the Rodin test tracks. Out of the partnership has come the car referred to as the 'Baby Rodin' that began life in Formula SAE three years ago. Formula SAE is a student design competition that originated in 1980 involving the SAE (Society of Automotive Engineers) student branch at the University of Texas in America with the objective of developing a small Formula-style racing car powered by four-stroke engine of less than 710cc capacity using a strictly controlled set of build rules, the driver also being a member of the student group. The competition grew to become an international event involving University students from around the world, including New Zealand. To compete in our National Motorsport programme cars have to meet MSNZ standards. The 'Baby Rodin' is based around a carbon-fibre monocoque and powered by a 675cc Triumph Daytona three-cylinder motor producing 97 kW (130 bhp) coupled to a six-speed sequential gearbox, tipping the scales at 230 kgs gives the diminutive racer a supercar-like power-to-weight ratio. The Rodin/UCM team are aiming for the car to be highly competitive when it competes in street sprints and selected sealed hill climbs around New Zealand including the Leadfoot Festival. Have they heard of Otara Road...



Dave Dicker racing driver. The billionaire Australian entrepreneur has also pursued a successful racing career competing in the global Ferrari Challenge Series. The single marque championship is open to Ferrari drivers world-wide and was created in 1993, it's divided into three Continental Series, North America, Europe and Asia-Pacific, the competitors from each series come together for the Finale Mondiali (World Finals). Asia-Pacific joined the series ten years ago with events for Pro and Am drivers in Japan, China, Malaysia, Australia, New Zealand and Singapore. Driving in the Am (Amateur) class Dave Dicker competed in four series, the first in 2017, scoring 13 podium finishes in his 42 races, 35 top ten finishes, 7 pole positions and 6 fastest laps with only two retirements. His best series was in 2018 which he started by winning the opening race at Albert Park in Melbourne and finished by winning the Finale Mondiali at the Autodromo Nazionale Monza, also taking out the series and being awarded the Gentlemen's Cup for drivers over 55 years old - "It's always good to go into these things with the lowest possible expectations and then it's very hard to be disappointed." Though an Australian Dave Dicker raced under the New Zealand flag, competing in a Ferrari Challenge Series isn't a cheap exercise - there's an \$80,000 series entry fee and another \$240,000 for maintenance and logistics that's handled



by the Ferrari Corse Clienti people at Maranello. The cars are delivered to each circuit, all the driver has to do it pack his gear and catch a flight. Seems simple enough...

Great comeback. When Supercheap Auto lost the naming rights of the Supercar Championship and Bathurst 1000 to rivals Repco they were never going to simply accept the fact, their responses have been quite remarkable. First-up they became naming rights sponsor of the exciting TCR tin-top racing category, the next rabbit they pulled out of the hat was sponsoring a high-profile wild-card entry for the 2021 Bathurst 1000 with twice winner Russell Ingall coming out of retirement to steer a Triple Eight Engineering prepared Holden Commodore with young gun Broc Feeney. At the end of last month Supercheap Auto reached into the magician's hat again and this time the rabbit was naming rights sponsor of November's Bathurst International at Mount Panorama. That's what you call stickin' it to 'em...

Another documentary. This one's being produced by Manish Pandey who was responsible for the widely acclaimed 'Senna' documentary, it's entitled 'Lucky!' and the series will have eight one-hour episodes, that's a lot of viewing but it's an extraordinary tale to tell. It's the story of long-time Formula 1 supremo Bernie Ecclestone, the controversial 90-year-old who progressed from being a racing driver to team owner and the most powerful figure in motorsport, being credited with making Formula 1 the powerhouse category that it is today, it also made him a billionaire. Sixty-four years ago, Bernard Charles Ecclestone had a connection with the sport in this country, he owned the two Alta-Connaught cars that were driven by Roy Salvadori and Stuart Lewis-Evans in the 1958 International series, contesting the races at Ardmore, Levin and Wigram, the only podium was in the Lady Wigram Trophy race where Lewis-Evans finished third. Bernie was a one-man band, his story quite remarkable...



And another. An Australian company is producing a documentary covering Garry Rogers Motorsport building Holden Monaro 427C chassis # 4 during the COVID-19 pandemic period from their 'parts bins', making it the 'last Holden built in Australia'. The footage was shot over an 18-month period from the beginning of the project until it was track tested at the Sandown International Raceway. Going through the shipping containers used for storage they found Holden Monaro parts from nearly twenty years ago when GRM built and ran the Monaro 427C's in the Bathurst 24 Hour races, there was also a body shell - the boys in the workshop needed something to do, what better than built another 427C. Using the original drawings

missing components were made so that the Monaro could be built to the exact specification of the Bathurst winning cars, same engine, same everything. When it came to the livery the build team decided the most appropriate would be to pay tribute to the HT Monaro 350 GTS that made its race debut in the 1969 Sandown 3-Hour driven by Spencer Martin and Kevin Bartlett who became the first Holden Racing Team (HRT) drivers, in another first the Monaro was the first Holden prepared by the legendary Harry Firth following his move from Ford. The car qualified on the front row but was an early retirement when it suffered brake failure and crashed, three weeks later HRT's reputation was restored when the team cars finished first, third and sixth in the Hardie-Ferodo 500 at Bathurst. The release date will around the time of this year's Repco Bathurst 1000 in October. Should be interesting viewing.



Never say die. Talking about those mighty Monaros reminds that you should never give up when things aren't quite going to plan. In the 2002 Bathurst 24 Hour race, chassis # 1 driven by Garth Tander, Nathan Pretty, Cameron McConville and Steven Richards participated in the race for GT and production cars, there was a big entry across the many classes but only a handful that were in contention for the outright win - a Ferrari 360 Challenge, two Porsche 996 GT3 RSs, a British-entered Mosler MT900R and the controversial Monaro. The Ferrari claimed pole position in qualifying with the Monaro sharing the front row, the car nicknamed the 'Nuclear Banana' because of its bright yellow colour would win the inaugural Bathurst 24 Hour race, but it was anything but a straightforward victory. Early in the race the fuel cell had to be removed and replaced, losing 13 laps in the pits. Just before sunrise the car was hit in The Chase, the Monaro spun and stalled which jammed the gearbox, Pretty rocked the 1,400 kg car back and forth to clear the problem, a task made much more difficult because of the sequential box. With four hours remaining # 427 was back in the pits to replace rear suspension bolts that had broken away from the chassis. It was a remarkable team effort by both the drivers and mechanics, despite all the problems the Nuclear Banana took the checker flag ahead of the Mosler by an astonishing 24 laps! Never say die...



The Jazzman. One of the problems of being a motoring journalist is not knowing which is the next car that you'll be testing or where the test may be conducted. Many would consider it a dream job and you don't pay for the fuel. Over many years our racing scribe Richard Bosselman has been flown to exotic places around the globe, visited famous factories and driven exciting new releases, but the local domestic market cannot be ignored. Last month Mr B reviewed the latest fourth generation Honda Jazz, one of the many small 5-door hatchbacks seen on our roads. This car was the hybrid Jazz e that has a 1.5 litre petrol engine and two electric motors, one acts as a generator to recharge the battery, the combined 80 kW provides above average levels of performance. Mr B gave a tick to the impressive hybrid system, the car's interior and seats also got ticks, but he wasn't so happy with the front-end styling and the claimed 2.8 litres per 100 kilometres economy. Over the 442 kilometre the figure achieved was 4.3 litres/100 kms on all types of roads at various speeds while the wind and rain made for less-than-ideal weather conditions, but that figure is still much better than the 5.8 litres/100kms of the petrol only version. It was another story for his much-read weekly MotoringNZ newsletter, so which vehicle will feature next...



The next. It was a chic French number that took Mr B from a charging station to a petrol station. A five-door hatchback, not just an ordinary hatchback but one of the 'hot' variety that's been around for the past 45 years or so. It was the Renault Megane RS Trophy that definitely looks racy with its low front bumper and prominent under car diffusers at the rear, the 18-inch alloy wheels also help the visual effect, so too the bright orange colour! The engine room has a 1.8 litre turbocharged four lugger pumping out 220 kW (295 bhp) that's transmitted to the front wheels via a six speed dual clutch gearbox, the driver can chose between manual or paddle shift dependent on how racy they feel. What is a little unusual is that production of the Megane RS began in France three years ago and the model only arrived here in May, the important thing is that the French 'hottie' is here and it's likely to be the last petrol Megane before it becomes an 'ev', \$68,900 could see one in your garage. Monsieur Bosselman a aimé (liked it)...

No bull. Spain has running of the bulls in the city of Pamplona in July, now Australia has had chasing the bulls in the city of Townsville in July. At the Supercar NTI Townsville 500 the two 250-kilometre enduros totalled 175 racing laps (Race 2 was lap short because of second formation lap), the two Red Bull Holden Commodores led all but one! On Lap 32 of the Sunday race David Reynolds was the last driver to make their first pit stop and it was the first time this year that he's led a lap. Jamie Whincup finished second in both races after leading 123 laps, team mate Shane Van Gisbbergen led 51 laps on his way to back-to-back victories - Race 2 was SVG's 50th Supercar win. One team leading every lap of a Supercar race is extremely rare, in 2012 Whincup led every lap in the Abu Dhabi round that featured three 12-lap sprint races with no stops, he also set the fastest lap in all three races but missed out on pole position by 0.199 of a second. In

2001 the feat was achieved by DJR and Paul Radasich at the Barbagello Raceway in Western Australia, again three sprint races without stops. Radasich led every lap, set the fastest lap in each race AND qualified on pole position, the only time this century a driver has achieved a round Grand Slam. 'The Rat' rules...

New challenger. Brendon Hartley and his Gazoo Racing team mates will have more than the Glickenhaus 007 and 'grandfathered' Alpine to race next year, Peugeot has released photographs of its 9X8 Hybrid powered prototype and named the six drivers who will drive the car, there's certainly no shortage of experience with Kevin Magnussen, Paul di Resta and Gustavo Menezes included in the line-up. The Peugeot 9X8 is powered by a package comprising a 500 kW 2.6 litre twin-turbo V6 engine and a 200-kW electric motor set, that's a total of 939 horsepower. The regulations only allow a maximum of 680 horsepower so there has to be a bit of detuning, or maybe the numbers are just part of the mind game. The standout visual feature of the car is that there's no conventional rear wing or fin which is an innovative approach to aerodynamics when the Peugeot is compared to the current LMPH and LMP2 cars, it will be interesting to see if there are any changes when the car is track tested. The French manufacturer is no stranger to endurance racing, Peugeot has won the Le Mans 24 Hour on three occasions, 1992, 1993 and 2009. Don't under estimate the team flying the blue, white and red Tricolore...



Another side to 'The Giz'. Triple Eight Racing boss Roland Dane has revealed SVG is one of the best teachers for young talent. Dane believes that he has moved on from being shy and reserved to become one of the best mentors for junior drivers, "there's no better guy to go with to Norwell or somewhere, he's a lot more comfortable and a lot more confident". Our man Kaleb Ngatoa raced against Van Gisbergen in the NZ Grand Prix earlier in the year, SVG reached out to Kaleb and offered some driver training at the Norwell Motorplex while the two were in Australia - "Shane is straight up and straight forward. He will tell you what you are doing wrong and what you are doing right, I think that is the best way to teach." We look forward to seeing an even better Kaleb on track next season...

No TKR at the Mountain. Brad Jones Racing (BJR) confirmed last month that they would not be running a fifth car in this year's Repco Bathurst 1000, which means the name Team Kiwi Racing will not now be on the entry list. The lead driver was to be Jordan Boys who pedals for BJR in the Super2 series, with TKR proving the second driver from New Zealand, it appears that the proposed wildcard entry has been dropped because of delays with development of the new Gen3 Supercars. That's one story anyway...

Another Motorsport Academy. NAPA Auto Parts is the latest name to appear in the Australasian automotive parts aftermarket and their Academy is aimed away from the top drivers, it also recognises grass roots competitors. The NAPA Know How Motorsport Academy is different too, being an online portal designed to offer tuition, tools, resources and monthly prizes to any motorsport entrant striving to be the best they can be, on and off the track, it's open to all racers aged 13 years and over. When NAPA say open it means karting, circuit racing, rallying, speedway and drag racing. A selected number of drivers from Australia and New Zealand will receive AU\$1,000 when they join the Academy, and one member will receive an all-expenses paid trip to the season-ending Gold Coast Supercar race. The mentor for the programme is Walkinshaw Andretti United Supercar driver Bryce Fullwood, to join register via www.napa.co.nz/academy, if you meet the criteria and are accepted the local NAPA branch will make contact with full details. Sounds simple enough...



**FROM PARTICIPANT
TO PODIUM**

Does the penalty match the crime? In last month's British Grand Prix there was a first lap incident involving the two drivers leading the 2021 world championship, Max Verstappen and Lewis Hamilton. At Silverstone Copse is the fastest corner with a turn-in speed of 290 km/h (180 mph), it was the point when their cars touched, Hamilton's left front wheel hitting Verstappen's right rear wheel, it sent the Red Bull sideways through the gravel trap into the tyre barrier with a recorded 51G impact. Verstappen went to hospital; Hamilton went on to win. Hamilton and Mercedes got maximum championship points while Red Bull got a written-off car with \$2 million of damage and an engine that may also be written off, each car is allocated only three engines for the season and teams have budget caps so it was a very expensive accident in much more than monetary terms. The Stewards studied the evidence, deemed Hamilton responsible and issued the Brit with the maximum 10 second time penalty, officials only consider the incident itself and not the outcome. Here in New Zealand if you take out another driver you must finish behind them. That seems much fairer...



Preparing for war on wheels. Shane Van Gisbergen was first to lodge an entry for the second Battle of Jack's Ridge in November, former WRC driver Hayden Paddon was the second entry. No doubt this time the Hyundai pedaller will heed the monthly advice offered by MCC magazine editor Trevor Weir. 'Keep the rubber side down'...

Problems continue. Motorsport in Australia has become a series of postponements and venue changes after last month's COVID-19 lockdowns affecting the entire country with inter-state travel restrictions and closure of the Trans-Tasman bubble. It leads to doubt about the Repco Bathurst 1000 and Auckland ITM SuperSprint round taking place. On this side of 'the ditch' there's a high degree of normality with our motor racing calendar at all levels being unaffected, the same applies to other sporting codes. In lines from the chorus of a Fred Dagg song - "We don't know how lucky we are, we don't know how lucky we are" ...

A lifeline. Now in its 51st year in our country, the Formula Ford category has seen more lows than highs in recent times with competitor numbers dropping off. The North and South Islands run their own series with differences in the regulations, but that will change next season following the announcement that the Tony Quinn Foundation has stepped in with a significant prize money package. The TQF is creating a \$60,000 prize pool for the coming season that includes cash incentives for pole positions and a travel fund, travel costs are given as the main reason for the category's decline. There will be a common rule book for the North and South Island Championships, each having six rounds with the winners having a test in a TRS car. The New Zealand Championship will be decided over eight races at two Super rounds, the first at Highlands Motorsport Park with the final at Taupo in March 2022. It sounds great on paper, but how many cars will come out of garages or sheds around the country. Here's hoping the answer is lots...

A warning to other teams. 2021 Indianapolis 500 winners Helio Castroneves and Meyer Shank Racing have confirmed they will be contesting the full IndyCar championship series next year. That means the 46-year-old will be chasing his fifth Indy victory and first IndyCar title after being runner-up four time. The Brazilian's return means impressive young Englishman Jack Harvey has lost his drive with the MSR team...



A hot number. There has been much debate about the new Chev Corvette C8 Stingray because of the location of its engine, loyal fans believe real 'Vettes have the engine in the front, not in the back. What can't be denied is that the C8 Stingray is selling. The initial four allocated to Palmy were quickly snapped up, in Australia the first 250 examples all have buyers and the right-hand-drive cars aren't expected to land until the fourth quarter of the year. The base 2LT coupe has a price tag of AU\$144,900 (NZ\$152,900) plus ORC and dealer charges. The new 'Vette's future looks exciting too with what The General has in the pipeline,

first-up is the Z06 with its flat-plane crank 5.5 litre quad-cam 32 valve engine that pumps 447 kW/600 bhp and spins to 9,000 rpm, if that isn't enough there will be the ZR1 to take the C8 Stingray into true supercar territory. Adding twin turbochargers and hybrid boost results in 671 kW/900bhp! The ZR1 will have two electric motors under the front bonnet driving the front axle which will make the ZR1 the first all-wheel-drive Corvette. The famous bow-tie badge is alive and well...



Increasing numbers. In June the club's membership rose by twelve, last month a further seventeen people joined. That brings the total membership to something like 460 people. It shows that the Manawatu Car Club is doing a lot of things right...

One of the most significant collections of premium road and race cars to go to auction for some time is being advertised by RM Sotheby's. The Guikas collection is the private fleet of a long time, and now retiring, French dealer. Of the 79 lots there are many standouts, including a 1955 Ferrari 250GT Berlinetta Competizione, a 1965 Iso Grifo, and a 1975 Lamborghini Countach Periscopio. If a road car doesn't do it for you then how about a 1978 Renault Alpine A442 Le Mans car, or a 1993 Jaguar XJ220 C Le Mans. For the purists there are several F1 cars including a 1977 March 771 and a 1990 Arrows A11B. Check them out here <https://rmsothebys.com/en/home/lots/jg21> then go and buy that Lotto ticket...



More increasing numbers. Last month's Track 'n Yak attracted seventeen MCC members to the Rose & Crown plus the entire Hoskin family, the children certainly enjoyed the fireside environment playing couch potatoes in front of a large TV screen. Many of the male and female attendees make it a proper night out by indulging in the pub's cuisine from a comprehensive menu that ranges from bar snacks to full meals. Why not join us one night, you might enjoy the experience...

Quote for the month - If plan 'A' doesn't work, the alphabet has 25 more letters...

FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 2



With longer days starting to return it was back to a one-dayer for Round 2 of the 2021 Feilding Auto Electric Winter Series. The day began with the temperature a couple of degrees above zero, the grey clouds gave way to blue sky and the mercury kept rising to create a perfect winter's day for racing.

There were more new drivers and cars among the 106 competitors, no test sessions, it was straight into qualifying prior to the 24-race schedule with one of the three rounds prior to the lunch break.

Like Round 1, there were 14 starters in the Total Truck Spray Formula First Cup, missing were two of the young South Island drivers who contested the first round, the additions were Hayden Lines and Jemma Barnes. Qualifying ended with the field covered by seven seconds, the top six by less than two. Leo Scott comfortably topped the session 1.17 ahead of Dylan Grant then the gaps became 10ths and 100ths involving Toby McCormack, Mauro Iglesias, Jensen Foster and Mason Potter. SpeedSport Scholarship winner Jensen Bate was P8 and 2½ seconds off the pace but his track time was cut short following an incident of the back straight that saw his car becoming airborne, resulting in a drive shaft replacement.

In the first 7 lapper Toby McCormack on Row 2 stalled at the start, the cars behind avoided him as Scott grabbed the advantage to lead Grant, Potter had gained three places and was followed by Bate, Iglesias and Paul McCormack who had started from 10th on the grid. The first three were running nose-to-tail, on Lap 3 Potter jumped from third to first with Iglesias ahead of Bate and Paul McCormack and Blake Dowdall. Toby McCormack was recovering from his bad start but blew his chances when he spun at Turn 1 on Lap 4 that saw Grant back in front, next time round Scott led Grant and Potter with Bate ahead of Iglesias and Toby McCormack. In a typical final lap thriller Scott took the flag 0.172 in front of Potter with 0.32 to Grant, there was a 2½ second gap to Iglesias who had Bate alongside as the pair crossed the line with McCormack



five seconds down the track following a difficult race of his own making.

Race 2 saw Iglesias made a poor start from Row 2 while Grant shot off the line to take the lead, on Lap 2 Scott took over the front running with Potter also ahead of Grant, the trio followed by Bate and Toby McCormack. Another lap ended with the order Grant, Scott, Potter and McCormack with Bate at the head of the chasing pack. There were constant positional changes but the order remained unchained until the finish line approached, the leading four cars exited Turn 7 in a tight bunch and crossed the line covered by 0.23, Grant was 7/100ths ahead of Scott, somehow McCormack found a way past Potter to claim third, Bate had dropped back to P5 and 3½ seconds behind the winner with 10 seconds to Dowdall who completed the top six.

Race 3 produced more of the same with Grant leading from lights to flag chased by Scott, McCormack and Bate with Dowdall and Potter at the front of the next group. The end-of-lap order stayed the same until Lap 5 when McCormack drafted past Scott and Potter did the same to Bate, the leading four cars in a very tight group, Scott was back in second on the penultimate lap and it was anyone's race with 3 kilometres to run to the flag. Bate went straight on at the Hairpin and there was another four-car dash to the line, Grant made it back-to-back wins by 8/100ths from Scott with 4/10ths to McCormack and Potter, the latter 9/10ths behind the winner, five seconds back Iglesias and Dowdall rounded out the first six cars ahead of the recovering Bate. A brilliant race...

Again, there were only four cars on the grid for the Max Tarr Electrical Formula Ford Cup races and one of those was Ethan Sillay's winged Formula car that was quickest in qualifying by 1.216 seconds. Liam Sceats dominated Round 1 and he set the Formula Ford pace, 2.3 seconds faster than Hayden Bakkerus and six seconds faster than Keith Miller. Race 1 saw Sceats pull off the track on the opening lap and with Sillay being 3 seconds a lap quicker than Bakkerus the seven lapper was a no-contest. Then Sillay retired after four laps allowing Bakkerus to score a 27.3 second win over Miller and take the big points. Sillay's car was back on song for Race 2, but it was Sceats who got the jump at the start and led the first two laps before Sillay made the inevitable pass. Sceats pushed hard to keep the leader in sight, taking the flag seven seconds behind with another 14 to Bakkerus with Miller nearly half a minute behind the young Aucklander. Race 3 had four starters and two finishers! As expected, the running order was Sillay, Sceats, Bakkerus and Miller, but with two laps to run Sillay and Bakkerus became DNF's which allowed Sceats to take an easy 44 second win over Miller...

With nine starters the Danny's Auto Services/BT Advisory RS Cup grid was two cars less than in Round 1, the qualifying surprise was that Nick Fisher and Michael James who were 2nd and 3rd quickest in the opening round were near the bottom of the time sheet. Brett Paton clocked the fastest time ahead of Keith Pfeffer and Rodney Penn, the trio covered by 0.97, Paul Rodgers and Alice Staddon posted identical lap times and were less than 1.3 seconds behind Paton.

On the outside of the front row Pfeffer made a great start in the Scratch race, not so great for Staddon who spun at Turn 1. Penn picked up two places to lead at the end of the opening lap from Paton and Pfeffer,



from that point Paton took control of the race and by the end of Lap 3 led Rodgers, Penn, Pfeffer and Dion Walker, while James spun exiting the Hairpin. Paton was 3.7 seconds in front when Lap 4 ended, Walker had overtaken Penn for second with Pfeffer in P4 ahead of Dom Fransen, Fisher became a DNF. At the flag the order was Paton, Rodgers, Walker, Penn, Pfeffer and Fransen, but the first three cars had exceeded the 1.30 breakout time which handed victory to Penn by 6/10ths ahead of Pfeffer with a 12½ second gap to Fransen, Rodgers penalty left him 0.161 off 3rd place with Paton and Walker officially 5th and 6th.

The Reverse Grid had Fisher and James on the front row with Staddon and Fransen behind them, a fired-up Paton started last and was third at the end of the first lap, then took the lead from James on Lap 2, the pair followed by Penn, Fisher, Rodgers, Pfeffer and Walker. James' HQ Holden was performing like it should this time and he was able to hold track position as the race settled down with few positional changes before Paton crossed the line a full 5 seconds clear of James, Penn, Rodgers, Walker and Fisher, but there were four drivers who broke-out which elevated James to first from Penn, Rodgers and Pfeffer, Walker and Fisher dropped to 5th and 6th, Fransen and Paton to 8th and 9th.

Fifteen seconds covered the field in the Handicap race with Staddon, Penn, Pfeffer and Fisher first to be flagged away, Walker was on his own at the back conceded a five second start to Rodgers and Paton. Penn led the opening lap from Pfeffer but the positions were reversed on Lap 2 and wouldn't change before the finish. Fisher was 3rd ahead of Staddon with Fransen and James next, by mid-distance the leading duo were split by 7/10ths, Fransen was 4th behind Fisher, last-man-away Paton had advanced to P5 and James had got ahead of Staddon. Pfeffer brought his Alfa Romeo 147 home 1.4 seconds ahead of the Penn Altezza with Fisher 4/10ths back in third, Paton and Fransen were next across the line but had broken-out which dropped the pair down the order, James and Staddon moving up two places to 4th and 5th, Rodgers rounded out the top six.

The entry in the Geartech Automotive SF Cup dropped from 21 to 14 cars with new man Ethan Donohue heading the Qualifying times by 0.390 over Markku Braid, Gareith Stanley and David Graham were split by 5/100ths and less than 8/10ths behind Donohue, Spencer Morris and Samantha Stanley would start the first race on Row 3 after being separated by 6/1000ths, the twelve fastest times were covered by 2.3 seconds so close racing could be expected.

Braid got the best start in the Scratch race to lead Donohue for the first three laps before the pole-sitter took over as the front runner, Gareith Stanley held third place while Samantha Stanley overtook Morris, Mark Allen trailed the duelling pair. With one lap to run Graham retired while Allen found his way past Morris and the field took the checker with Donohue 4/10ths ahead of Braid with Gareith Stanley, Samantha Stanley, Allen and Morris the first six finishers, but that wasn't the official result. Five drivers did lap under the 1.25 breakout including the first two over the line, Braid erring on the final lap. The time penalties brought a Stanley 1-2 result, Allen was promoted to 3rd followed by Morris and Kane Anderson, all covered by 4½ seconds. Braid's penalty dropped him to P6, Donohue's relegated him to P11.



Graham and Hillary Ashworth shared the front row for the Reverse Grid with Dave Burroughs on his own behind them, Simon Duffy being a non-starter, the back row comprised Braid and Donohue. Greg Ward made a flyer from Row 3 to grab the initial lead before Graham caught and passed him on Lap 2, Anderson and Samantha Stanley were next ahead of Gareith Stanley and Braid, the latter having already gained six positions. Donohue caught and passed Braid on Lap 5, then on the run home he overtook Gareith Stanley to be fifth at the line behind Graham, Ward, Anderson and Samantha Stanley. Again, breakout penalties proved to be expensive for Graham and Donohue, Graham's official finishing position was P13, two spots behind Donohue, so Ward took maximum points by 4 seconds from Anderson who had a 3/10ths break over Samantha Stanley. Gareith Stanley, a more restrained Braid followed with Morris narrowly completing the top six over Cameron Antrobus.

The Handicap had a vacant front row so Hillary Ashworth had the benefit of a 10 second start over Burroughs and another five seconds over the main group of nine cars, Donohue gave the # 45 Honda Civic 25 seconds and Graham 35 seconds. This was going to be Ashworth's day as the Wanganui driver was never headed throughout the six laps. Burroughs, Samantha Stanley, Allen, Anderson and Antrobus filled second to sixth after Lap 3, Donohue entered the picture next time round but his progress came to a halt. On the final lap Samantha Stanley took second place from Burroughs with Anderson. Allen and Antrobus next home, however Samantha had incurred a time penalty on that last lap, the 10 seconds dropping her sixth with the four cars behind the # 88 Civic all moving up one spot, Ashworth's official winning margin was 3.8 seconds. Brendon Uncles, Donohue and Graham also broke-out, the latter multiple times, their respective finishing positions were 9th, 11th and 12th.

The Coresteel Buildings IB Cup attracted six additional cars for Round 2 to make a 16-car grid with a lot of interest focussed on Warren Cleland's special project Mazda MX5 that was making its competition debut, category sponsor Geoff Spencer wheeled the Coresteel V8 Holden Ute out of the shed for another run and Greg Browne was behind the wheel of a Starcar. Qualifying was unbelievably close, 12 cars were within 3.1 seconds of the fastest time, 7 within one second. Nick Stewart pipped Troy Howard by 9/100ths for top spot followed by Matt Carkeek, Greg Browne, Kieran Moorman and Luke Bradley with Geoff Spencer completing the 'magnificent seven' who were in the sub-one second group. Jonathan Pierce and Logan Moorman headed the next group that included Warren Cleland who was 11th quickest and 2.6 seconds off the pole time.

The Scratch race was close but it came at the cost of little overtaking. Stewart led away from pole followed by Howard, Kieran Moorman, Carkeek, Spencer, Luke Bradley and Andrew Manderson, on Lap 2 Spencer edged past Carkeek but it was the only positional change in the front half of the field. Kieran Moorman relieved Howard of 2nd place on Lap 4 and there was no change over the final six kilometres, Stewart holding off Kieran Moorman by 0.142 at the flag with half a second to Howard in third place, Carkeek, Spencer and Manderson followed in that order, however Manderson was one of the two drivers to dip below 1.20, the multiple occasions dropped him to 16th which elevated Luke Bradley to sixth, Browne also broke out to be P13 in the official results.



The Reverse Grid had Kolin Yannakis and Cleland on the front row with Ian Humphrey and Tony Stewart behind them, Nick Stewart and Kieran Moorman shared the back row. Yannakis and the Volvo S40 got the best of the start, Browne who held 2nd at the end of Lap 1 after starting from Row 4, the diminutive Starcar followed by Tony Stewart, Manderson and Nick Stewart who had overtaken ten cars in a brilliant opening lap. Browne took the lead on Lap 2 but soon lost it to Manderson, the order at the mid-point of the race being Manderson, Nick Stewart, Browne, Spencer, Kieran Moorman, Tony Stewart, Carkeek and Bradley, Howard's race ended parked on the infield behind flag point 3 in the esses. On the track there was no change in the leading eight cars over the final two laps, Manderson getting the chocolate fish before being relegated to 15th and last because of numerous breakouts. Nick Stewart had also erred so his 2nd place became 9th which handed the win to Greg Browne by 1.1 seconds over Geoff Spencer with a half second gap to Kieran Moorman, the next three in the results were within 6.6 seconds of the winner, Carkeek, Bradley and Logan Moorman.

Reviewing the qualifying and race lap times, setting the grid for the Handicap race would not have been an easy task for the upstairs handicapping team. There was a 25 second spread with 5 seconds gaps, Yannakis and Cleland first away before Darryl Hunter, Tony Stewart and Matthew Elliott, Manderson was on his own at the back giving 5 seconds to Browne and Nick Stewart. Cleland got the better of Yannakis on the run to Turn 1 and led the first five laps, the Yannakis Volvo was followed by Tony Stewart, Elliott, Hunter, Logan Moorman, Humphrey and Jonathan Pierce over the first three laps with the gap 5.2 seconds between the leading pair. Lap 4 ended with Carkeek, Bradley and Nick Stewart running 4th to 6th with Manderson on a charge, the # 142 Honda Integra gained five places on Lap 5 then took the lead on the final lap, pushing Cleland, Logan Moorman, Bradley, Nick Stewart and Kieran Moorman back a place. However, Manderson had broken out, so had Nick Stewart and Kieran Moorman, the official result sheet looked very different, Cleland became a 1.9 second winner over Logan Moorman with Bradley in 3rd place, completing the top six were Carkeek, Pierce and Browne, the latter 9.93 seconds behind Cleland's MX5 that became a winner at its first meeting.

The GDM Retail Systems Classics Cup had 17 cars entered, three less than Round 1, but it remained a very high-quality field that welcomed back Geoff Boyden in the # 66 Castrol BMW and Dean Curtis who was driving his Broadspeed Mk1 Ford Escort. During Qualifying it was difficult to keep up with the leader board with the rapid changes, when the 10-minute session ended 16 cars were within a 10 seconds span, the others only 6/10ths outside. Michael Eden was top of the sheet 0.85 ahead of arch-rival Chris Wall with 5/100ths to Scott Pearson, scrolling down Dean Curtis, Tom Lancaster, Brett Tasker, Geoff Boyden and Ben Boyden were spread by 2.2 seconds, the handicappers had a big job on their hands with three races to deal with.

Race 1 had Tammie Boyden in her customary first away spot, 5 seconds back were Bill Richie, Dave Burroughs and Layton Hammond who was driving his Ford Anglia at this meeting. Wall and Pearson were giving Tammy 25 seconds, Eden 30 seconds. Pearson retired after Lap 1 while Tammie B led the first three laps, initially from Ritchie and Hammond, then Sandra Eden who started with the 10 second group, the two



ladies remained in front at the half-way mark with Bryce Hogg third after picking up two places from the previous lap, Tasker started after 20 seconds but was already in P4 ahead of Dennis McConnell, Ben Boyden and Geoff Boyden. On Lap 4 the action really picked-up, Tasker hit the lead with Sandra Eden and Hogg side-by-side over the line, Geoff Boyden was now a strong contender but had Michael Eden closing in, Tammie B had dropped back to 6th with Wall closing rapidly on the # 28 BMW. The penultimate lap ended with Tasker leading Geoff B by 2.7 seconds, Michael Eden was P3 following another two overtakes, Wall had made three passes with Sandra Eden next and fighting off Lancaster. Tasker had driven a brilliant race and took the checker 1.9 seconds ahead of Michael Eden, Geoff B held out Wall by 0.261 to claim third, Lancaster got ahead of Sandra Eden on the last lap and they completed the top six finishers, next over the line was Dean Curtis, 9 seconds behind the winner. A good start by the handicappers.

For Race 2 Tammie B again only received a 5 second start advantage but Michael Eden was 40 seconds back this time, Tasker and Geoff B again had a 10 second start over the Chev Firenza and Wall 5 seconds. At the end of Lap 1 the up-front order was Tammie B, Ben Stewart, Hammond, Burroughs, Ross Francis and Hogg, Michael Eden had already pulled back 10 seconds of his handicap. There was no change on the next lap but the lead was down to 1/10th and Eden was 19.2 seconds behind Tammie B. Stewart hit the front on Lap 3 with Francis second, Tammie B held P3 as her slide down the field began, Hogg, Ben B and Hammond completed the first six runners, Curtis retired and first to last was now 12.4 seconds. Stewart had extended his lead to 2.2 seconds over Francis by the end of Lap 4, Ben B was now P3 followed by Hogg, Lancaster and Wall, Eden was 9th and 9.4 behind Stewart. The back markers were making their presence felt by Lap 5 that saw Lancaster become a DNF, Stewart still led Francis but Eden has stormed through the pack to third, Ben B had Wall to contend with. The # 35 Firenza ran down the leading duo to take the checker 9/10ths ahead of the fast-finishing Wall who passed Stewart's Nissan Pulsar GTI-R on the run to the flag, Francis was 4/10ths back followed by Tasker and Ben B, the first six cars covered by three seconds, Pearson, Sandra Eden and Geoff B were less than 7½ seconds behind the winner. Well done handicappers.

Race 3 was going to a tougher assignment for Eden with another 15 seconds added his handicap, also giving Wall and Pearson and additional 5 seconds. At the front of the field Tammie B had a 5 second start over Burroughs and Hammond, 15 over McConnell with another 10 to the bulk of the field. The early laps had the order Tammie B, Hammond, Burroughs with a break to Lancaster, McConnell, Francis, Ben B, Sandra Eden and Tasker. Geoff B was right with the pack before spinning in the esses on Lap 3, the lap ending with Lancaster in 2nd place ahead of Hammond, Eden was 24 seconds off the lead so had more than halved his handicap at the halfway point. Lap 4 saw Lancaster and McConnell relieve Tammie B of the lead, dropping her to P3 ahead of Hammond, Burroughs and Francis, at the back Eden had reduced the deficit by another five seconds but the laps were running out, Wall had the same problem and the traffic was heavy. Lap 5 ended with Lancaster well in front of McConnell and Tasker, net were Francis, Wall, Tammie B and Ben B with a gap to Eden, the run home was game on for the minor placings. Lancaster crossed the 8.9 seconds ahead of Tasker with three seconds back to McConnell who was 9/10ths ahead of Wall, Eden had closed to within 4/10ths of Wall with Francis completing the top six finishers who were covered by 14.9 seconds, an unusually large margin.



For this round the Ernie's Engineering/Racetech GT Cup was joined by the two Manfeild Muscle Car Cup entries, making it a 13-car grid, the same as Round 1. Shayne Giles blitzed the field in the Qualifying session by a full three seconds from Anton Cheetham who was 8/10ths quicker than Sam Bleakley. Josh Donohue, Michael Jury and Sean Browne were next on the time sheet and within six seconds of Giles, Gary McKelvie was P7 and fastest of the MMC's, Phil Macey was five places further back.

Race 1 was thrown wide-open when Giles withdrew on the second lap, Chris Huszka also becoming a DNF. Cheetham took full advantage, leading Bleakley, Browne, Donohue, Justin Allen and David Scott at the mid-point. Both Scott and Allan Pearce joined the list of DNFs, Cheetham led by 3.7 seconds with Bleakley nearly five second ahead of third placed Donohue, Browne, Allen and McKelvie were next followed by Jury. On lap 6 Jury moved past both McKelvie and Allen as Cheetham took the win three seconds ahead of Bleakley, there was a big 15 second gap to a group led by third placed Donohue, Browne, Jury, Allen and McKelvie, the last of the group being 28 seconds behind the winner. The first GT-B driver to finish was Josh Donohue.

The Reverse Grid was based on the result of Race 1 with Giles the major benefactor, he started on Row 2 behind David Thomsen who was a DNS in the first race and Huszka. Backmarkers Bleakley, Donohue and Cheetham would have to work very hard to get near the front with a win highly unlikely. Giles had no problems this time to leave the chasers in his wake, it would be a race for the minor places. Huszka held second during the opening laps, leading Allan Pearce, Andrew Wasley, Jury, Bleakley and Browne. By the end of lap 3 Giles led Pearce by 12½ seconds, Huszka was now P3 with Bleakley moving up two spots to 4th, from the last row of the grid Cheetham had the bit between his teeth and was up to 5th followed by Jury and Browne. Cheetham got past Bleakley on the penultimate lap, then Huszka on the last lap, meanwhile Giles had a very comfortable win by 21.9 seconds of the impressive Pearce, Cheetham was 2½ seconds behind the Pearce Holden Commodore and followed home by Huszka, Bleakley and Jury, the last three separated by 3.7 seconds and well behind Giles at the flag. Chris Huszka took the GT-B honours.

For the Handicap race Giles would be last away, 5 seconds behind Cheetham and Bleakley, conceding 30 seconds to Wasley who had the front row to himself, Alex Corpe and Scott were 5 seconds back on Row 2. Wasley led the first four laps, initially from Scott, Corpe, Browne and Donohue. Browne withdrew on Lap 3, Wasley led Scott 2.6 seconds with Donohue, Huszka, McKelvie, Corpe and Thomsen the running order. Scott reduced the lead to 8/10ths on the next lap, McKelvie jumped to 4th and Thomsen 5th, a great lap had elevated Giles to 6th and 12.2 seconds off the lead. Scott's V8 powered Mazda MX5 hit the front of Lap 5, Wasley and Donohue were in the podium positions, chased by Thomsen, Giles, McKelvie and Cheetham. Ten seconds covered the first seven cars at the flag, Scott beat Wasley by 1.03, Giles picked off Donohue to grab third, Cheetham overtook McKelvie to claim P5 and Bleakley finished 7th half a second adrift of the HMC Monaro. The result meant David Scott was the top finisher in the GT-B category, Shayne Giles first in GT-A.



In the Tremaine Energy Centre/Hankook Tyres MX5 Cup the grid size expanded from 11 to 17 cars for Round 2 and the qualifying times showed the racing should vary between close and very close with lots of scrapping through the field, the first fifteen cars were covered by 4.8 seconds with the slowest 7.4 off the fastest lap. The timing screen was continually changing with each lap completed, when the session ended Markku Braid was at the top of sheet ahead of Denis Churcher, Jack Cleland and Jeremy Hoskins who was 8/10ths behind the # 105 MX5. Chris Greaney, Conrad Healey, Tim Wilde and Trevor Weir were next and less than two seconds behind Braid, Nick Cummings and Matt Dilly completed the top 10.

The Scratch Race saw Braid lead out while Cleland edged ahead of the slower-starting Churcher, Hoskins, Healey, Greaney and Wilde slotted in behind the leading trio. On Lap 2 Wilde overtook Greaney and Dilly tagging onto the back of the leading group. After Laps 3 and 4 Braid's lead was less than a second, Dilly overtook both Greaney and Wilde. Mark Smith had an off at the Hairpin on Lap 5, Braid and Cleland had opened a small gap on the pack as they got the 'Last Lap' signal. At the end of the race to the flag Braid was 0.764 ahead of Cleland with Churcher a second further back in third, Hoskins, Healey and Greaney were covered by 8/10ths when they took the flag while Dilly dropped back to 9th. A good start for the popular category.

The Race 1 result put Roger Greaney and Smith on the front row for the Reverse Grid, Carl Fransen and Shane Hayter shared Row 2 with Mike Dunn and Cummings behind them, Braid was on his own at the back with Cleland and Churcher two grid rows ahead. The opening laps gave the lesser lights the opportunity to shine, Greaney took the early lead, followed by Smith then Weir who had a great opening lap after starting from Row 4, Dunn, Richard Bosselman and Cummings followed the green # 55. Weir shot to the front braking for Turn 1 to start Lap 2, Hoskins worked his way through the field to 4th place before demoting Weir to P2 by the end of Lap 3, Cleland was up to 3rd place tracked by Dilly, Scott Topham and Cummings. There was a huge moment on the next lap when Smith spun exiting the esses, miraculously there was no contact between cars! There was no change between the front five cars, but on the penultimate lap Cleland edged past Weir as Churcher and Braid came into the reckoning, sitting 8th and 9th. Hoskins went on to score a two second win over Cleland with a similar gap to Wilde in P3, Dilly, Weir and Topham were covered by half a second at the line, there was 2.4 seconds to Braid who had passed Churcher on the final lap, both overtaking Cummings.

The first two race results put the pressure on the handicappers for the final race. Smith was a non-starter which left Hayter on his own, 5 seconds behind Fransen and Roger Greaney. Perhaps surprisingly Hoskins had a five second start on Cleland and Churcher, another five seconds back was Braid who was conceding 25 seconds to the front rowers. At the end of Lap 1 Roger Greaney led Fransen and Dunn, Bosselman had Dilly, Cummings and Hayter for close company as the leaders ended the lap, the first three drivers maintained their positions over the next two laps, but Wilde had moved up to 4th ahead of Dilly, Hoskins,



Bosselman, Topham and Healey, Braid was 14 seconds off the lead. Fransen took over the front running on Lap 4 followed by Dunn, Wilde, Hoskins, Dilly and Bosselman, Braid was now P10 and 9.6 from the front. With two laps to run Cleland suddenly became a challenger, Lap 5 ending with the order Wilde, Dunn, Dilly, Fransen, Hoskins and Cleland, Braid was 3 seconds behind Wilde. There was a frenetic final 3 kilometres with change after change, Hoskins fought his way into the lead to beat Wilde by 3/10ths with Dilly and Cleland 3rd and 4th and 9/10ths behind Hoskins, Braid had to settle for P5 another 7/10ths back closely followed by Dunn, Topham, Bosselman, Churcher, Fransen and Roger Greaney, the eleven cars less than six seconds behind the winner. That's brilliant handicapping and the drivers delivered.

Halfway through the 2021 Feilding Auto Electrical Winter Series some categories are doing better than others with regard to entry numbers, and it's extremely difficult to change that situation. A number of drivers who contested Round 1 were missing from the Round 2 grids, but on a much brighter note there was a good number of new competitors who have come into the sport, as there was for the opening round.

The Manawatu Car Club will continue to ensure that their Winter Series remains this country's premier club level motor racing event...

RH

RUSSELL'S NOTES...

There was a new fisherman for Round 2. This time the provider was former racer Nick Kacouris who drove a very quick Subaru Leone and was the master of the hole-shot when the start signal was given. Nick has two Wellington based companies, Tricky Angel Motorsport who supply motor racing accessories and Tricky Angel Transport that specialises in sensitive and fragile freight. Nick also found a very good fishing spot, the fish were of exceptional size and taste...

It's so encouraging to see so many new drivers of all ages attending their pre-event briefing on Level 2, the control room is just big enough to accommodate them! Full marks to MCC Committee members Greg Browne, Markku Braid and Nick Stewart for putting their hand up to be mentors to these new competitors to ensure they gain the maximum enjoyment from the sport...

Quick clarifications. To be eligible for the GDM Retail Systems Classic Cup cars have to be produced before 31 December 1987. The same rule doesn't apply to the drivers. Also, the traditional winner's chocolate fish is presented to the driver who crosses the finish line first, breakouts only come into play with the official results...

Remember the remarkable dead-heat finish in the Mitre 10 Mega Summer Series that was a world first in motorsport using electronic timing, two RS Cup Honda Odyssey SUVs crossed the finish line side-by-side and the timing loop couldn't separate them. The RS Cup produced another miracle outcome in their Round 2 qualifying session when Alice Staddon and Paul Rodgers clocked identical 1.32.124 lap times, Alice set her time on lap 2 of the session, Paul on lap 3. The deadlock for grid position was broken by Paul having a faster second-best lap time...

A new voice in the commentary booth. For several years Sabre Motorsport's Sheridan Bonner has put down his spanners and picked up the microphone as the expert commentator for the Formula First races, his knowledge is unmatched and he works well with the regular talker. With no race car MCC President Richie Arber ventured up to Level 2 and was almost immediately handed the second mic/head set, there are no free lunches upstairs. Very knowledgeable, knows what it's like out there in the cut and thrust of close combat, no bad language and he thoroughly enjoyed the experience. Has the future voice of Manfeild been found...?

The 2021 FAE Winter Series has already seen a number of exciting new cars competing and creating special interest. Bryce Hogg's XD Ford Falcon and Philip Macey's XC Ford Falcon coupe are both stunning tribute cars, the latest was Warren Cleland's Mazda MX5 'fastback' that looked very different from MX5 Cup cars with its very sleek bodywork. Back in 1993 the Mazda engineers experimented with the coupe concept but only one car was built and badged the Miata M-Coupe, nine years later they revisited the coupe concept and as a result 179 left hand drive cars were produced for the Japanese market. In what was a three-year project Warren built his car using an American kitset to make the conversion, the high-quality kitset included the roof and flared guards, it was lot of work and a great family bonding exercise, Jack fabricated the splitter for the non-standard front bumper that gives the front of the car a very distinctive 'aero' appearance. When the Cleland's saw the finished result, it would have confirmed that that the project was well worth the time and effort. Nelson Hartley was tasked with breathing some fire into the MX5's 1.6 litre motor, the cylinder head and induction system being the focus, the crafted fuel injection set-up is a piece of automotive art complete with 3D printed trumpets. The outcome was 186 horsepower at the rear wheels which has made this unique car a potent track weapon running in the IB Cup class. Warren's fastest lap was 1.99 second quicker than the best in the MX5 Cup and the first-time outing ended with winning the Handicap race. Why didn't Warren use the Miata name of the Japanese coupe? Jack said no because their car isn't left hand drive, it was considered though...



Dean Curtis had a day behind the wheel of his stunning replica Zakspeed Mk1 Ford Escort. Back in the late 1960's and 1970s Broadspeed's Ralph Broad was the acknowledged specialist for Ford Escort race preparation on his side of the English Channel, on the other side it was Zakspeed's Erich Zakowski, both teams enjoying great success in their respective homelands. Over the years the German team produced some superb 'tin tops' that started with the Mk 1 Escort, there was a Group 2 Mk2 Escort, the Group 5 Ford Capri and ISMA Ford Mustang. Dean's car has the distinctive factory front spoiler and flared guards, it's painted black with the red and green 'Castrol' stripes that were a hallmark of the factory cars and carries the factory race # 18. These 'tribute' cars are a magnificent reminder of our past...



Ben Stewart drove a rare Nissan Pulsar GTI-R, an early 1990's homologation special that met the World Rally Championship Group A rules. A true 'pocket rocket', the GTI-R had an intercooled 2-litre turbocharged motor that produced 169 kW (227 bhp), enough power to sprint to 100k's in less than 5½ seconds and give the car a top speed of 232 km/h (144 mph). That was super quick 30 years ago, still very quick today...



The Browne's raced two Starcars but never went head-to-head during the meeting. Greg ran in the IB Cup and had a fastest lap of 1.21.027 in qualifying, Sean was the in GT Cup playing with the big boys, his best a 1.16.183. On the strength of those time Sean clearly had bragging rights, BUT, he was running a 1.3 litre engine in a later model car compared to Greg's older car with its 1.1 litre engine. That 4½ second difference between the Halcombe Hustlers is significant, but it wasn't quite a level playing field...



Dave Burroughs caught on to Markku Braid's idea of racing the same car in two categories to get the maximum track time. Like Round 1 Markku was on the grid for the SF Cup and MX5 Cup, this time Dave competed in the SF

Cup and Classic Cup. Could the 2021 Winter Series see one driver winning two categories? It's an interesting prospect...

There was a nice change of diet for the volunteers and officials from the Café de Kerb kitchen. Soup was replaced by a very tasty chilli con carne mince dish with a fresh roll, chicken nuggets were in place of savouries, a biscuit or cup cake and the choice of a banana, apple or mandarin. Our volunteer army can't be expected to march on an empty stomach...

Studying the Winter Series entry lists for the first two rounds shows that motor racing is a true family sport. There are three Boydens who all drive BMW's, Geoff, son Ben and Tammie who is Mrs Ben. There are three Clelands, Warren and sons Connor and Jack, another 'family' trio are Jonathan Hogg, son Bryce Hogg and his fiancé Alice Staddon, with the probability of another Hogg racer later in the year.

There are fathers and sons, Paul and Toby McCormack from Whitford (Auckland) who both race in Formula First, Hawkes Bay's Roger and Chris Greaney compete in the MX5 Cup, locally we have Greg and Sean Browne. Kieran and Logan Moorman are brothers, so are Josh and Ethan Donohue, Nick Stewart and Ben Stewart share a common surname but aren't related. There are two married couples competing, Gareith and Samantha Stanley go head-to-head in the SF Cup while Michael and Sandra Eden from Wanganui race in the Classics Cup.

Off the track, up on Level 2 Malcolm and Jamie Glenn are brothers who share the Clerk of Course duties, Shaun and Reneé Hobson control the flag marshals with son Brandan out on one of the points, so are Palmerston North's Green family.

Then there's the Allen and Braid families. Huw and Kathy Allen have been long-term sponsors of the Winter Series via their Feilding Auto Electrical business, son Justin has raced a succession of cars, currently his NAPA Mazda RX7 in the GT Cup class.

Jeff Braid is our club's hard-working secretary, son Markku is a committee member and one of the top MX5 Cup competitors while sister Jacky can be found on Level 2 in her role as head of timekeeping and results. Collectively, the Manawatu Car Club is one big happy family with a love of motorsport...

RH





KIWIS ABROAD

June ended and July began for Jaxon Evans by racing on the same circuit on consecutive weekends in Spielberg as the Porsche Mobil 1 Supercup resumed following the opening round at Monaco. The Red Bull Ring is a relatively short at 4.3 kilometres long with eight corners, when practice and qualifying ended Jax was P5 on the grid but only 3/10ths behind Larry ten Voorde on pole position, the first three cars covered by 0.077. In the 18-lap race Evans lost a position on the opening lap that he was unable to regain despite multiple overtaking attempts, he was also under pressure from the drivers behind the # 20 Martinet by Alméras car. The top four positions at the end of lap 1 where the same when the checker flag fell, ten Voorde backing up his win at Monaco with victory in Austria by 1.736 seconds, team mate Dorian Boccolacci finished 4th two places ahead of Evans who crossed the line 11 seconds behind the winner and being credited with the fastest race lap. On the Supercup championship table ten Voorde leads on 50 points. Boccolacci and Evans are 2nd and 3rd with 31 and 30 points respectively.

Seven days later the Porsche Supercup returned to the Red Bull Ring for Round 3 of eight on the calendar. Qualifying ended with Jaxon Evans posting the second fastest time 0.118 behind Dylan Pereira, championship leader ten Voorde was 4th quickest and Boccolacci 8th with the top 22 lap times within one second around the 4.3-kilometre circuit. "When I went out on my second set of tyres yellow flags came out so I had to slow down slightly. After that my tyre pressure wasn't ideal. Had this not happened perhaps I could have beaten Dylan." In the race Evans took the lead at Turn 3 of the opening lap when Pereira locked up and ran wide, ten Voorde also got past but Pereira muscled his way back to second a few corners later. That remained the order, there were two Safety Car period that saw the field bunch when the leader had built up a healthy lead but both times Evans perfectly controlled the restarts and crossed the line 6/10ths ahead of Pereira at the end of the 17 laps with a gap of 3½ seconds to ten Voorde in third, Evans again posting the fastest race lap. It was Jaxon's first win of the series, closing the gap in the driver's standings to 12 points behind ten Voorde and moving into second place, the Porsche Supercup headed to Hungary for Round 4 on 27/28 of July.



The NTT IndyCar Championship continued last month with Round 9 at the Mid-Ohio Sports Car Course, the Honda Indy 200. Team Penske was still chasing its first victory of the year and injured drivers Felix Rosenqvist and Rinus VeeKay returned to their teams.

In the first practice session Josef Newgarden topped the time by 0.25 from Patricio O'Ward, Scott Dixon was 7th quickest and more than half a second behind Newgarden while Scott McLaughlin was P16 at + 0.90 with two 2021 winners behind him. In the second session O'Ward headed Newgarden by 8/1000ths, McLaughlin elevated himself to P7 ahead of Dixon. Qualifying ended with McLaughlin in P14 after a missed shift on his flying lap cost a couple tenths, the # 3 car missing out on progressing to the next round by 0.0063! Newgarden claimed his third successive pole by 0.003, Colton Herta sharing the front row, Dixon was 5th fastest and on Row 3, McLaughlin was four rows further down the grid.

July 4th is Independence Day in America, it's celebrated in a festive spirit nationwide, it was also a special day for Josef Newgarden and Team Penske. The Mid-Ohio track is unique because it has two start lines, for rolling starts the line is on the back straight for a supposedly safer getaway, Newgarden got the holeshot over Herta but behind them there was chaos at Turn 1 involving five cars, two spun and one stalled, the Safety Car was deployed on the opening lap! The driver who benefitted most from the Turn 1 incident was McLaughlin who gained three places, 14th to 11th. The race went green on Lap 4, Dixon made contact with Will Power, the Australian spun and was hit head-on by Ed Jones, two retirements and a second SC. Back to green on Lap 9 with Dixon in P4, Romain Grosjean went wide overtaking at The Keyhole allowing McLaughlin into the top 10. During the first pit stop sequence Herta had a refuelling issue, Dixon moving up to P3 behind Newgarden and Marcus Ericsson. Newgarden stretched his lead during the second half of the race while Dixon had a train of four cars right behind him, in the final pit stop cycle Alex Palou executed an overcut that took him from 5th to 3rd while Herta stalled which took him out of contention for a podium finish. Ericsson had reduced Newgarden's lead to less than one second with two laps to run but at the end of the 80 laps Newgarden led the Swede over the line by 8/10ths, Palou was more than 20 seconds back in third with another 10 seconds to Dixon as the trio of Chip Ganassi Racing drivers finished 2-3-4. McLaughlin took the flag 52 seconds behind the winner in P12 after needing to conserve fuel in his final stint - "It's a bloody hard series. There's a lot of very good and talented drivers, really good teams. You can't afford any errors."



The Independence Day race ended the eight-race winless streak for Team Penske, in the championship standings Palou extended his lead to 39 points over Pato O'Ward with Dixon another 17 points back in third place, McLaughlin sits 13th on the table with 198 points to Palou's 384.

The IndyCar teams had a four-week break before heading to Tennessee on 6-8 August for the inaugural 'Music City Grand Prix' on a 3½ kilometre long 11 turn Nashville Street circuit that crosses the Cumberland River. Josef Newgarden is a native of Hendersonville that's a 20-minute drive from Nashville so there'll be no shortage of home town support. Yee hah...

In England Liam Lawson had a busy week at two venues. First up was Donington Park where he gave the Rodin FZED its first outing on British soil following the 3.8 litre Cosworth V8 powered track cars arrival from its usual North Canterbury habitat. From there it was to Red Bull HQ at Milton Keynes to see the R37 F1 car that he would drive at the Goodwood Festival Speed, the particular chassis was used by Sebastian Vettel when he won his second world championship in 2011. Next stop was Goodwood House in West Sussex for the iconic FOS where he drove two cars up the 1.86-kilometre hill course over two days, the Red Bull R37 in the F1 'Grand Prix Greats' and his DTM Ferrari 488 GT3 Evo. For safety reasons the F1 cars don't have timed runs, they are 'demonstrations' but that doesn't take anything away from the sight and sound...



While that was happening Mitch Evans and Nick Cassidy were in the 'Big Apple' for Rounds 11 and 12 of the FIA Formula E Championship. Evans had a previous podium finish on the New York Street circuit but it was Cassidy's first time. Before racing began Evans sat 5th in the driver's championship only 12 points behind leader Edoardo Mortara.

Cassidy qualified on pole for Round 11, he held his place going into Turn 1 and kept the lead for the first three quarters of the race. With 10 minutes to run Jean-Eric Vergne was able to use his fan boost advantage to catch Cassidy before making an inside lunge at the Hairpin, the two cars collided and went wide which allowed Maximilian Gunther to take the lead and win by two seconds from Vergne, the incident pushed Cassidy off the podium back to 4th, 4.6 seconds behind the winner. Mitch Evans qualified 16th fastest but his car lost drive halfway through the race which forced his retirement. For the second race of the double-header the two Kiwis were on the pace in qualifying with Evans P2 and Cassidy P3, Evans' Jaguar Panasonic team mate Sam Bird



securing pole position. Evans made a slow start which allowed Bird to make an early break, the two fellow countrymen ran second and third and swapped positions as they activated their attack mode at different times, but with two minutes remaining Evans hit the wall at Turn 3 after running wide and limped home in 13th place. That elevated Cassidy up to second behind Bird to complete a very good weekend for the Envision Virgin rookie who moved up to 5th in the championship standings, Evans failed to score a point which dropped him three places to 8th in the standings that's now co-led by Antonia Felix da Costa and Robin Frijns with two double-header rounds remaining.

At the same weekend there was action much closer to home with the Repco Australian Supercar Round in Queensland, the NTI Townsville 500 at Reid Park, a 2.85-kilometre parkland street circuit with 13 corners. The first 40-minute practice ended with Erebus driver David Reynolds topping the time sheet 2/10ths ahead of Will Davison, Fabian Coulthard had a very promising session and was 8th quickest 0.4719 behind Reynolds, Shane Van Gisbergen was half a second off the pace in P9 and .055 ahead of Andre Heimgartner. Later in the day SVG was quickest in the second session 0.1224 ahead of the consistent Davison, Jamie Whincup improved by three places to P3, it wasn't a good session for the other two Kiwis, Heimgartner was P19 (+ 0.7540) with Coulthard four positions back (+ 0.9567), how quickly fortunes change.

Qualifying and the first 250-kilometre Race 15 highlighted Day 2 with Van Gisbergen in dominant form, in the qualifying session his first timed lap was 1.14.845, his second 1.12.280, job done. Tim Slade was second quickest only 0.0661 behind followed by Whincup and Davison, Heimgartner just missed the Shootout being 4/10ths slower than SVG, Coulthard was in familiar territory near the bottom of the time sheet, 23rd fastest and 1.05 behind the # 97 car. SVG was fractionally slower in the Armor All Shootout, but 1.12.312 secured the \$1,000 cheque by more than 3/10ths from Whincup, behind the Red Bull Holden Commodores were the Shell V-Power Mustangs of Davison and Anton De Pasquale - the 1.12.934 lap record set by Nick Percat in 2017 had taken a real hammering! SVG - "I'm just the lucky guy who gets to drive this car, it's a pretty special place to be at the moment."



The 250-kilometre Race 15 was going to be about strategy and tyres with two stops. Things went from bad to worse for Coulthard when his car wouldn't start on the grid for the formation lap, it was towed to the Team Sydney garage, the battery was replaced and he started from pit lane. Following a second formation lap Whincup got ahead of Van Gisbergen after the pair traded place on the run to Turn 1, James Courtney jumped from 6th to 3rd while Heimgartner was pushed back from 11th to 17th before the race had settled down! Whincup built up a healthy lead of 2.7 seconds over his team mate with Courtney another 3 seconds back as they approached the first round of stops, Triple Eight went for different strategies, SVG taking on more fuel in his first stop while Whincup had a shorter first stop. De Pasquale undercut Van Gisbergen but the # 97 was quickly back ahead of the Shell Mustang and began chasing down the leader as they headed towards the second round of stops. By extending his stint with extra fuel SVG re-joined behind Whincup but on fresher tyres, the pair worked their way through the traffic and on Lap 70 SVG lunged for the lead going into Turn 7, it was effectively race over as Van Gisbergen relentlessly drew away to win by seven seconds for a Red Bull Ampol 1-2 result, De Pasquale was 30 seconds back in third, only seven cars were on the lead lap. Heimgartner regained the ground lost at the start to finish 12th while Coulthard battled on to finish 21st and two laps down to end his disappointing day.

Day 2's qualifying session for Race 16 saw Whincup pip Van Gisbergen by 0.058 with Cam Waters best of the rest, Heimgartner was 16th quickest and Coulthard 22nd, 9/10ths slower than the pole time. In the Armor All Top 10 shootout SVG clocked 1.12.655, Whincup's lap was 1.12.310 to take pole position. Todd Hazelwood and Percat would start the 88-lap race from Row 2.

When the lights went out Whincup made a clean start while SVG was slow off the line and got jumped by both cars on Row 2, however he was back in second after Turn 11 on the opening lap and from that point the race became a carbon-copy of the previous day for the two Triple Eight drivers. Coulthard's miserable weekend continued when his Local Legends Holden suffered front and rear damage in a first lap scramble for position, he pitted and returned for just one more lap, the race was going better for Heimgartner who had gained four track positions and was running in P12. While Whincup and Van Gisbergen were conducting another master class there were continual positional changes behind them, at the first round of stops Whincup led by 6/10ths, De Pasquale and Hazelwood were third and fourth. SVG pitted four laps later and took on 91 litres of fuel compared to Whincup's 77 litres, the pair having different strategies. With the cycle completed they led Davison by three seconds with another eight to De Pasquale before SVG and De Pasquale began chasing down their team mates. By Lap 49 the two DJR Mustangs had closed up, Davison letting the # 11 through with SVG 15 seconds up the road. Whincup led by 1.6 seconds when he pitted on Lap 60 and left with four new tyres, De Pasquale had reduced the gap to Van Gisbergen to less than 9 seconds when he pitted, SVG followed with 15 laps to run. SVG halved the gap to the leader inside six laps and caught the # 88 car on Lap 75, there was slight contact as they went through Turn 13, Van Gisbergen taking the lead for the run to the finish line and the checker 2.9 seconds ahead in another powerful Red Bull display of strength, De Pasquale was 20 seconds behind in 3rd with another 17 seconds to Davison, Heimgartner came him P12 and last driver on the lead lap.

Race 16 provided Shane Van Gisbergen with the 50th victory in his Supercar career, an important milestone, the win increased his championship lead to 245 points over Whincup...



This year's Toyota Racing Series winner Matthew Payne was also at Townsville in the Porsche Paynter Dixon Carrera Cup Australia Series driving the Earl Bamber Motorsport Porsche New Zealand car. Payne was fourth fastest in both practice sessions before clocking the quickest time in qualifying, his second pole position in 3 races, 2/10ths ahead of fellow Michelin Junior driver Aaron Love. There was drama the moment the lights went out to start the 17 lap race, Payne suffered a clutch issue and bogged down, fortunately being missed by the rush of cars behind him, it dropped him to the back of the field but with his pace and calculated overtakes on the narrow street circuit he worked his way up to 10th place at the flag 18 seconds behind Cameron Hill who scored his sixth win of the series.

Payne started Race 2 from P10 on the grid, the race notable for its number of crashes. The biggest shunt neutralised the field for several laps which resulted in the scheduled 28 laps becoming a time finish. Payne was able to avoid trouble and with well executed overtakes worked his way up to third place for his first series podium finish, 2½ seconds behind winner Cooper Murray with Hill second.

Three of the badly damaged cars were unable to take part in Race 3 that saw Payne standing on the top step of the podium when the 17 laps were completed. From the front row Hill dropped to fifth in the opening lap scraps, Murray started from pole and initially got a break on the pack before Payne reeled him in, making a clean inside pass at Turn 13 on Lap 6. The Porsche Team New Zealand car immediately drew away to cross the line 2.7 seconds ahead of Murray who claimed round honours - "I love the track, the car was awesome and very balanced the whole race."

In the overall series standings Payne sits in 6th place, 260 points behind runaway leader Cameron Hill, he sits 4th of the eight drivers on the Michelin Junior Drivers ladder, 101 points behind Cooper Murray. Round 4 was to take place at the Sydney Motorsport Park on 20-22 of this month, but COVID-19 in New South Wales has forced its postponement until later in the year, that makes it a nine-week break until the Bunnings Trade SuperNight in Western Australia on 11/12 of next month, if it happens...



The third weekend of last month was a busy one with Supercars in Australia, Formula 2 in England and the World Endurance Championship returning to Italy which meant following the fortunes of seven drivers.

Jaxon Evans was back in the Dempsey-Proton Porsche RSR-19 for Round 3 of the WEC at Monza alongside Christian Ried and Matt Campbell. The LMGTE Am category has the highest number of entries and is extremely competitive as Porsche, Ferrari and Aston Martin teams fight for supremacy, the cars had three practice sessions and a short qualifying period to prepare for the 6 Hours of Monza. In FP1 the # 77 Porsche was 9th quickest but only 8/10ths behind the fastest time set by a sister RSR-19, in FP2 the Dempsey-Proton entry was the fastest Porsche but down in P7 behind five Ferraris and an Aston Martin Vantage, the seven cars covered by 0.274. FP3 ended with Evans/Ried/Campbell being 9th fastest in their class and 31st overall. The 10-minute qualifying session ended with # 77 in P10 which meant starting from Row 15 on the grid, their best lap time was 12.8 seconds slower than the pole winning Toyota GR010 Hybrid.

The 6 Hours of Monza didn't bring a LMGTE Am class win, the honour fell to the AF Corse Ferrari 488 that started last with Aston Martin Vantages completing the podium. The # 77 Dempsey-Proton Porsche completed the top five class finishers, one lap behind the class winner and one place ahead of the sister D-P car, a satisfactory result for Jax and his co-drivers.

Brendon Hartley was also on the grid, see separate 'Hartley File'...

The FIA Formula 2 Championship resumed at Silverstone, Round 4 being on the undercard for the F1 British Grand Prix with Liam Lawson and Marcus Armstrong in the international field of young chargers. F2 has a unique format with a single practice session before qualifying followed by two sprint races with reversed top 10, the grid for the longer Feature race is set from the qualifying times.

At the conclusion of practice Dan Ticktum headed the time sheet 0.230 ahead of Aussie Oscar Piastri, Lawson was 9th 0.75 off the pace and six places behind team mate Juri Vips with Armstrong 13th and close to half a second slower than the pace-setting Englishman. In the all-important qualifying Piastri claimed pole position by 0.221 from Guanyu Zhou, Lawson finished P11 more than 8/10ths slower while Armstrong was over a second off the pace in P14 which meant Rows 6 and 7 respectively to start the Feature. Piastri became the fourth different pole sitter in as many rounds.

The Sprint races were over 21 laps of the grand prix circuit, a distance of 123.7 kilometres. Race 1 saw four drivers eliminated on an exciting opening lap, Robert Schwartzmann passed three cars and went on to beat Juri Vips by nearly a second with Christian Lundgaard third. The impressive Piastri worked his way past both Kiwis to finish 6th and 3.2 seconds ahead of Lawson in P7, Armstrong was two places back and 12.8 seconds behind the winner to score a top 10 finish.

That result put Armstrong on the front row for Race 2 alongside Richard Verschoor with Lawson starting behind the pair and two rows ahead of Piastri. In a race punctuated by two Safety Car periods Verschoor got away better and was never seriously challenged on his way to his first F2 win, Armstrong was 1.1 seconds back at the flag and on the podium for the first time this year, Ticktum claimed 3rd. Piastri had another strong race, passing Vips on Lap 5 and Lawson at Brooklands on Lap 18 to cross the line P4 7.7 seconds behind Verschoor and 4½ seconds ahead of Lawson who was followed home by team mate Vips.

The following day's longer Feature race was over 29 laps, 170.8 kilometres, both Kiwi drivers finished but



outside the points. Lawson had a good start to go from 11th to 9th and held the position until the round of pit stops, when the field completed the cycle, he had dropped outside the top ten with Armstrong close behind. The pair battled each other without positional change, crossing the line 11th/12th split by 6/10ths and 40 seconds behind the winner. In an intervention free race, Guanyu Zhou overtook polesitter Oscar Piastri on the opening lap and was never seriously challenged, beating Dan Ticktum to the flag by 3.8 seconds. Piastri came out on top of his battle with Verschoor to claim third, 19 seconds behind the winner.

The F2 teams left Silverstone with Oscar Piastri heading the Championship standings on 89 points, eight ahead of Robert Schwartzmann, there's a two-point gap to Juri Vips with another point to Guanyu Zhou, eleven points spread over the top four drivers. Lawson sits 7th with 58 points while Armstrong's 24 points sees him 14th on the table. Round 5 is at Monza on 11/12 September with Lawson badly needing points to stay in the title race - "A difficult weekend and honestly we didn't have the pace and I don't know why. It was a track that I enjoy and go well at, but right from the start we struggled and it didn't come to us."

The Repco Supercar Championship teams had another week in North Queensland with Reid Park hosting the three 39 lap races of the WD-40 Townsville SuperSprint.

Scott Pye headed the single practice session from De Pasquale, Van Gisbergen was 4th fastest 3/10ths off Pye's time, Heimgartner clocked the 15th best lap with Coulthard three slots back. Qualifying for Race 17 ended with De Pasquale and Cam Waters ahead of Davison and Whincup, SVG had dropped to 6th on the time sheet and 6/10ths down, Heimgartner and Coulthard were P16 and P20.

In the first race of the weekend Waters got the initial jump but De Pasquale led by Turn 2 of a chaotic opening lap with incidents in Turns 3 and 4 then more contact at the final corner, Brodie Kostecki was the benefactor going from 11th to 7th and hassling Van Gisbergen while Heimgartner lost positions. With only a handful of laps run SVG and Kostecki made contact on the final corner that ended with the Boost Mobile driver in the wall, Van Gisbergen copping a 15 second time penalty for his part in the incident. After 10 laps De Pasquale had a 1.2 second lead over Waters with a similar gap to Whincup while Coulthard had charged through the pack to be at the tail of the top 10! Waters and Whincup pitted on lap 17, De Pasquale a lap later, Whincup's was a slow stop, De Pasquale's was quick and he returned in the lead but at Turn 2 Waters benefitted from his warmer tyres to make the lead change. SVG observed the 15 second penalty at his stop, meanwhile Whincup had been slapped with 15 seconds for speeding in pit lane and the race was unravelling for Red Bull. When the stops ended on lap 25 the track running order was Waters, De Pasquale, Whincup and Chaz Mostert, the next move was Whincup getting past the Shell V-Power Mustang, by lap 34 Van Gisbergen was up to sixth. Waters cruised to a 2.8 second win over De Pasquale and Mostert, with their respective time penalties Whincup and SVG were 5th and 6th in the official result, split by 3/10ths. Heimgartner placed 19th while Coulthard's brilliant first stint came to nothing when he ran out of fuel on the final lap and crawled across the line, the lap was outside the stipulated time and he wasn't classified as a finisher. Cruel!

Day 2 began with the Qualifying sessions for Races 18 and 19. The Red Bull Ampol drivers quickly forgot about the dramas of the previous day to lockout the front row for Race 18 with Whincup grabbing pole by 6/100ths, Mostert and Davison sharing the second row while De Pasquale was back in P14, two spots ahead of Heimgartner, Coulthard was 19th quickest and 8/10ths off the pole time. For Race 19 Waters took pole by 0.0162 from Van Gisbergen, De Pasquale and Davison shared Row 2 with Whincup behind them. It wasn't a great session for Heimgartner and Coulthard, 19th and 24th didn't look promising for the race.

Whincup made the perfect start in Race 18 while Waters went backwards to 9th, Coulthard had early contact which damaged the left front corner of the Local Legends Commodore. The changes for the front runners began on Lap 17 with Whincup pitting and taking three tyres, a lap later SVG pitted for rear tyres only which gave the # 97 car a four second gain, teams were running longer opening stints to save good tyres for the final race, Mostert came in on Lap 20 and re-joined in 3rd place. Out front Van Gisbergen made the inevitable pass on his team mate for the lead and following a good initial scrap took the flag with a 4½ second advantage to claim another 100 championship points, Mostert completed the podium for a Holden clean sweep while Waters had to settle for 11th place more than 3½ seconds behind the winner.

Heimgartner came home 20th and on the lead lap, Coulthard was 21st and a lap down. That left it Ford 1, Holden 1 in the victory stakes with Race 19 to come.

When the lights went out the Monster Mustang made the better start but Waters had to concede the lead to Van Gisbergen on Lap 6, the Kiwi star built up a healthy lead but that evaporated on Lap 17 with a Safety Car intervention. He pitted for fresh rubber, Waters did the same a lap later and was able to emerge as the leader with Davison behind him, the Shell V-Power driver having pitted before the leading duo. SVG quickly regained second and the chase was on, the gap coming down on every lap, with seven laps to run Van Gisbergen had an inside lunge at the final corner but Waters defended each attack, the effort had taken its toll on SVG's tyres, the margin was 7/10ths going into the final lap and Van Gisbergen had Davison pushing hard behind him. Waters took his second win of the weekend by 8/10ths over SVG with Davison half a second back to complete the podium. Whincup finished P6 and Mostert P9 after having to double-stack at his pit stop, the delay dropping him to 21st. Heimgartner came home 15th half a minute behind Waters and Coulthard picked up three places from the start to be 20th home. Van Gisbergen enjoyed the race - "What a great battle, I was giving him the thumbs up along the straight it was good fun".



In the Repco Supercar Championship title race Van Gisbergen has accumulated 1926 points from the 19 races, 276 more than Jamie Whincup with Cam Waters another 156 points back in third. Andre Heimgartner is currently 12th in the standings (962 points) and Fabian Coulthard sits 23rd (516 points). In the Teams Championship Red Bull Ampol enjoys a 825 point lead over Shell V-Power Racing. Now the big question is - Where and when will the next round be held? At the present time the Covid-19 pandemic has a lot to answer for...

The following weekend was much quieter. Round 2 of the FIA DTM Championship at the Lausitzring in Germany and another double-header FIA Formula E event in London.

The DTM Championship teams had a new 4½ kilometre circuit layout at the DEKRA Lausitzring incorporating Turn 1 of the tri-oval that's 300 metres long, has 8.2 degrees of banking, taken at 250 kilometres an hour and known as 'the corner of the brave'.

FP1 was dominated by Mercedes-AMG drivers Arjun Maini and Maximilian Gotz, they set the fastest times ahead of Alexander Albon in the Alpha Tauri Ferrari 488, the trio covered by 0.193. The AF Corse Red Bull sister car of Liam Lawson was P15, 9/10ths off the pace. In FP2 Kelvin van der Linde (Audi R8 LMS) topped the times by 1/2000th of a second from Albon, Lawson posted the 12th quickest time that was 0.765 slower than the South African. The all-important Qualifying session ended with brothers Sheldon and Kelvin van der Linde sharing the front row of the grid for the first race, split by 0.027. Lawson dramatically improved his times to be 2/10ths off pole in P5, two places and 1/10th ahead of Albon.

In the 36-lap race the star was Englishman Philip Ellis who started from 9th on the grid and was running P5 at the end of the opening lap. A heavy crash in Turn 1 brought out the Safety Car with Ellis making up another two places at the restart to be third while Lawson dropped back to 9th. The race settled into a holding pattern before the mandatory pit stop, Lawson was one of the earliest to stop and the Red Bull team effected a rapid change. When the stops were completed the # 30 Ferrari was in third place behind Kelvin van der Linde and Ellis. Driving a Mercedes-AMG Ellis took the lead on Lap 20 with Lawson overtaking the South African a few laps later and that was how the race ran out with Ellis in front by 1.68 seconds at the flag, Mike Rockenfeller moved from fourth to third after van der Linde incurred a five-second penalty, Albon was fifth, 7.8 seconds behind Ellis. Podium finishers Ellis, Lawson and Rockenfeller received weight penalties for Race 2.

Qualifying for the second race saw Ellis beat Lawson by 0.394 for pole position, Maximilian Gotz was 1/10th slower and was joined by Kelvin van der Linde on the second row of the grid. Driving the second AF Corse Ferrari 488 Alexander Albon posted the 13th fastest time of the session, only 6/10ths slower than Ellis.

Lawson was beaten off the line but took the lead at Turn 3 and controlled the early part of the race, Kelvin van der Linde overtook Ellis and was the first to pit for fresh tyres, followed in by Gotz. Lawson pitted two laps later but the stop didn't go to plan, the Red Bull mechanics work at the wheel change was undone when Lawson stalled the Red Bull Ferrari leaving the pit box. The undercut gave van der Linde the lead, running on warmer tyres Gotz also got ahead. Mid-race van der Linde's Audi R8 stopped out on the circuit and time was lost with a full-car reset dropping the car to third. Gotz inherited the lead and led Lawson home by 4.67 seconds, the South African reeled in Lawson who resisted the challenge by 6/10ths at the flag with Ellis 4th. Lawson collected his third trophy in four races - "With the weight we had in the car I think second was the maximum for today".



The best battle of the race was between the two female drivers, Esmee Hawkey had crashed her Lamborghini Huracan the previous day, the car being repaired overnight. The Englishwoman went wheel-to-wheel with Sophia Florsch's Audi R8 but finished 2/10ths behind in the duel for 15th and 16th. In the driver's standings Sheldon van der Linde leads Liam Lawson by four points with a 17 point gap to third placed Philip Ellis. The DEKRA DTM Championship resumes at Zolder in Belgium on the first weekend of this month, two weeks later the teams will be at German's Nurburgring..

On the same weekend the ABB FIA Formula E Championship moved closer to its conclusion with another double-header, The London E-Prix that featured a unique indoor/outdoor circuit that took the cars around the famous Royal Docks and through the ExCel Exhibition Centre.

Round 12 was raced on Day 1 with qualifying suggesting it could bring an interesting result with British drivers topping the time sheet, Alex Lynn heading Jake Dennis by 3/10ths of a second, Mitch Evans was mid-field in P11 and 1.4 off the pace while Nick Cassidy was more than second slower in 20th place.

In the 33-lap race Lynn led from pole but locked up at Turn 10 which allowed Dennis to overtake, there was a pile-up as the cars exited the stadium section, Evans suffered wing damage and ended the opening lap in 9th place. Championship leader Sam Bird pitted at the end of the lap but his race was over, Jaguar Panasonic team mate Evans came in soon after for repairs but was able to continue. Following the dramatic start to the race Dennis put in a succession of qualifying lap times to make a break and it paid off as the race progressed, the driver making the big moves was Nyck de Vries who started in 9th place and with a good strategy using 'attack' mode was P5 at the halfway mark, on Lap 26 he moved into 3rd place, three laps later he was 2nd but fell short of catching Dennis by 5.3 seconds, pole-sitter Lynn took the third place points, 1.6 behind the Flying Dutchman. Cassidy kept away from the dramas and picked up six places on his way to 14th, Evans returned to the race after his repair stop to finish 17th, more than 50 seconds behind the winner. Despite recording his 4th DNF of the season Bird retained his lead in the standings, his 81 points puts him two ahead of Dennis, Cassidy sits 7th with 70 points, ten ahead of a group of four drivers that includes Evans.

Day 2 was Round 13 of the series with qualifying being rain affected, Stoffel Vandoorne posted the fastest lap 4/100ths ahead of Oliver Rowland with Alex Lynn next on the time sheet. Mitch Evans made the six car Superpole Shootout and had to settle for P5, on his flying lap he ran too deep into Turn 1 which compromised the entry to Turn 2. Nick Cassidy recorded the 18th fastest lap which meant it would be a tough race from Row 9 on the grid. Following the session eight drivers were fined 1,000 euros (NZ\$1,700) when their in-lap exceeded 120% of their qualifying time.



The race turned out to be the most controversial of the series. Vandoorne led until the first Safety Car intervention, when the race went green he was tagged, his race ended in 12th place. Lucas di Grassi was running P10, he pitted under the Safety Car and benefitted from the short pit lane when he emerged in the lead ahead of Nyck de Vries and Lynn, the race officials deemed that di Grassi didn't stop in front of his pit box and he was handed a drive-through penalty, he didn't take it and was shown the black flag on the penultimate lap. Meanwhile Lynn used the last of his attack mode activations to pass de Vries for second on the road, Evans initially missed his second attack mode activation but he took the additional 35 kW power boost on his next lap to take 4th place off Maximilian Gunther. At the end of the 30 laps the running order was di Grassi, Lynn, de Vries and Evans, Cassidy lost most of his car's front bodywork after an incident on Lap 10, but he kept his head down and picked up eleven track positions on his way to a hard-earned 7th place. Race 12 winner Jakes Dennis was handed a late drive-through penalty and was 10th, Bird was guilty of causing a collision and recorded his second DNF of the weekend, also incurring a 3-position grid drop in the first race at Berlin, but there was more drama to come. Di Grassi was stripped of his win and relegated to 8th place which meant the podium was Lynn,

de Vries and Evans, later di Grassi was disqualified from the race and his Audi team fined 50,000 euros (NZ\$84,445) for not serving the drive-through penalty!

London brought a big shake-up in the championship standings, de Vries is the new leader with 95 points, six ahead of Robert Frijns, Bird and Dennis share 3rd with 81, Cassidy remains 7th on 76 points, one ahead of Evans who gained two places on the ladder. The final two races take place on 14/15 of this month at Berlin's Tempelhof circuit that's a section of a disused airport...

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For Brendon it's been four weeks between races in the World Endurance Championship, plenty of time to go cycling or work out at the gym to maintain the required extreme high level of fitness. But people need an occasional break, so in the first week of last month Brendon, Sarah and friends headed for the uniquely structured Dolomite Mountains in north-east Italy that are famous for skiing, cycling, hiking and climbing, plenty of options to fill in the days.

Their bicycles are always an important part of their luggage and the holiday just happened to coincide with the 34th annual Maratona dles Dolomites, an annual one-day bike race for amateur riders that includes seven passes in the mountains. The days prior to the Maratona are 'Rider's Week' that includes daily group and training rides, cycling events and parties. The race itself has three courses that follow on from each other, the first is 55 kilometres, the second 106 kilometres with the full Maratona course 138 kilometres, if the distance isn't a big enough challenge the changes in altitude is 4,230 metres (13,880 feet) with the steepest climb being to the Giau Pass, the race starts in the village of La Ila with the finish line in Corvara. It's a race that National Geographic describe as "one of biggest, most passionate, and most chaotic bike races on Earth."

There's nothing quite like doing something different on a holiday so Brendon and the boys entered the full Maratona alongside amateur riders from all over the world who seize the opportunity to race on roads used in the famous Giro d'Italia. Brendon was the 238th rider to arrive in Corvara, a remarkable achievement

when you consider there were 6,000 competitors! “Was happy with that. Possibly the nicest roads and scenery I have seen”. So that was the Hartley’s Dolomite holiday, Brendon described it as “mostly relaxing with one day of pain”. From the mountains it was back to work at the Autodromo Nazionale di Monza, for Round 3 of the World Endurance Championship.



“It’s so cool to be racing at the Temple of Speed in our new GR010 Hybrid. Monza has a great history in endurance racing and it’s great that it’s back on the WEC calendar. It will be the first time that we see the new Hypercars on long straights with similar top speeds to Le Mans, so with similar aerodynamic requirements it will be the perfect preparation, it’s also important to keep building points for the world championship, so we are targeting win number three”.

There was an additional Hypercar entry for the 6 Hours of Monza with Scuderia Glickenhaus arriving with the second car in preparation for the Le Mans 24 Hour, it shows how serious the American team is. The first Free Practice session ended with all five LMH cars covered by less than 7/10ths of a second, the Gazoo Racing GR010’s were at the top of the sheet split by 0.134, the # 7 car being quickest, third was the sole Alpine A480 with half a second back to the leading Glickenhaus, the two American team cars split by 4/100ths. Like the previous round in Portugal the United Autosports USA Oreca topped the LMP2 category, 3/10ths behind the LMH field. FP2 saw the pace quicken with the # 7 GR010 keeping its nose in front of the Alpine by 0.727, a Glickenhaus was 3rd quickest 0.137 ahead of the # 8 Toyota that was 3/10ths up on the second Glickenhaus. In this session Racing Team Nederland topped the LMP2 times but was 1.7 seconds behind the # 7 Toyota.

Jose Maria Lopez was the fastest driver in the in the # 7 car and Brendon likewise in the # 8, FP3 was a qualification simulation and the Argentinian was a full second ahead after Brendon encountered traffic at the first chicane on the first lap of his run. A Glickenhaus headed the Alpine but was another half second back, the five LMH’s covered by 1.8 seconds. Qualifying was a short 10-minute session, Lopez delivered again but only by 6/100ths from Brendon, the Alpine was 2/10ths off the pace but 7/10ths ahead of the faster Glickenhaus. Team WRT headed United



Autosports USA in LMP2 but was more than 2½ seconds slower than the in-form Lopez.

Race day was a hot 30 degrees, Toyota Gazoo Racing continued its winning streak but victory went to the # 7 car, giving reigning world champions (Mike Conway/Jose Maria Lopez/Kamui Kobayashi) their first win of the season.

It was race of attrition with the pair of GR010's leading, # 7 in front after starting from pole position, at the 1½ hour mark there was the first driver changes with Lopez and Brendon having their first stints, but the # 8 car struck trouble on Brendon's out lap with a fuel pressure problem, next was a massive brake lock-up at the first chicane when something failed in the car's front-end causing him to go straight ahead, avoiding a LMGTE car in the process! The fuel pressure problems meant longer pit stops which put the car out of contention as the team changed the fuel collector and took everything apart around the fuel tank, as a result the car was forced to run short stints.

This drama elevated the Alpine to second followed by the two Glickenhaus entries before their # 708 car suffered gearbox issues on its first race outing and was retired after 90 laps. At the four hour mark the # 7 Toyota led the race, 25 seconds ahead of the remaining Glickenhaus, before it came to a halt out on the circuit, by the time Kobayashi went through a power cycle and was able to restart he was nearly a minute behind the American Hypercar, but that lead was short lived as the Glickenhaus pitted for a brake change and dropped four laps. That elevated the 'grandfathered' LMP1 Alpine to second with a chance of winning as the leading Toyota had to make one more fuel stop, but a late Full Course Yellow to recover debris on the track allowed the # 7 to take the fuel top-up and re-join still ahead of the Alpine. After 204 laps the checker flag was waved with Kobayashi 1.00.908 ahead of the Alpine Elf Matmut entry that enjoyed a trouble-free race, the two cars four laps ahead of the United Autosports USA Oreca Gibson that capitalised on the Glickenhaus stop to move into 3rd and first LMP2 car to cross the line for the second time in the three races, nearly half a minute ahead of the SG Hypercar than finished third in its class.



For Brendon, Sebastien Buemi and Kazuki Nakajima it was a frustrating race, they placed 33rd and last of the classified runners, 43 laps behind their Toyota team mates after four long pit stops with their car wheeled into the garage each time. On a positive note, the trio still lead the Hypercar WEC by six points over the sister car, the Alpine 480 Gibson sits third a further 9 points back.

"This was definitely not our day. But it was better that we had a day like this here at Monza rather than at Le Mans. This is the one race of the year that we really want to win. We had a few issues with the fuel system which needed repairs, and then with the hub. We're still in the fight for the world championship even though obviously we lost a lot of our point's advantage, but that's motorsport, we know how it goes and we'll come back fighting at Le Mans".

The 89th running of the French classic is scheduled for the 21st of this month and will see the regular WEC cars joined by 'guest' cars from ISMA and the European and Asian Le Mans Series categories.

The 6 Hours of Monza was the first time the FIA World Sportscar Championship had raced in Italy for 30 years. Back in 1992 the race was over 500 kilometres in the new Group C era, Geoff Lees and Hitoshi Ogawa scored Toyota's first WSC victory, their 3½ litre V10 TS101 beating a Peugeot to the checker flag by two laps. For Toyota two starts and two wins, on both occasions the winning cars carried the race number '7'.

Another four-week break from racing for the Hartley's, no doubt there will be something exciting planned to fill in the time...

RH





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SATURDAY 14TH AUGUST

TRANSPEC / GT OILS MANFEILD OPEN DAY ROUND 3
SUNDAY 15TH AUGUST

MANFEILD TEST DAY
FRIDAY 27TH AUGUST

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PARTING SHOT



These photos from early in the late 1990's early 2000's which recently surfaced show the beginnings of drifting in the Manawatu. Some of the Japanese students from the International College started attending our open days and practicing their drift techniques. The somewhat underground movement coalesced in 2003 with the beginnings of what is now D1NZ with organized events, and achieved mainstream attention with the NZ Drift Series in 2007. It's come a long way

