

Manawatu Car Club Inc

Magazine

October 2021



RACE WITH US!



Opinion Disclaimer

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Richie Arber
President
Manawatu Car Club Inc



Lockdown has given me time to think about all manner of things including how nice it is to still be living in a rural environment. Here's a couple of points you may like to ponder on.

If a climate crisis actually exists, are we really going to have that much of an effect by going to electric vehicles?? Let's look at atmospheric CO₂. Has anyone considered that given that the global population has increased by roughly 5 billion in the last 60 years, so too has the CO₂ breathed out into the atmosphere by that mass of humanity. From almost 1.1 billion tonnes a year to over 2.8 billion tonnes per year?? And that's before you count the actual man-made emissions and pollution incumbent in maintaining this population.

And methane is bad too, right? Even though it's a naturally occurring closed loop greenhouse gas. We are told 85% of NZ's gross methane emissions are from farmed animals farting and burping and that these emissions are up by 8.1% in the period 1990 to 2018

(<https://www.stats.govt.nz/indicators/new-zealands-greenhouse-gas-emissions>) so you could expect the farmed stock numbers to have increased in line with this. However, in the period 1990 to 2019 while dairy cow numbers have indeed increased by 2.9 million, beef cattle have reduced by 700,000 and sheep decreased by 31.1 million (<https://www.stats.govt.nz/indicators/livestock-numbers>). Given that an average dairy cow is equivalent to 7 sheep, that gives an overall DECREASE equivalent to 2 million cattle. I'm no great mathematician but something doesn't quite add up here. Is one of the figures wrong? Or do dairy cows fart more than other classes of stock??

I also researched and confirmed the following regarding the closure of the Marsden Point refinery. "What makes it interesting is how expert opinion on the effect of this closure on NZ's fuel security has altered. In March 2020, Hale & Twomey, independent energy consultants in Wellington, released their report titled: REFINING NZ - IMPACT OF CONVERSION TO FUELS TERMINAL

(<https://www.mbie.govt.nz/dmsdocument/15260-refining-nz-impact-of-conversion-to-fuels-terminal>). The executive summary stated: The change of the Marsden Point facility to a fuel's terminal would have a significant impact on New Zealand's fuel security. In Dec 2020, the same "independent" consultants released another report titled :FUEL SECURITY AND FUEL STOCKHOLDING COSTS (<https://www.mbie.govt.nz/dmsdocument/15257-fuel-security-and-fuel-stockholding-costs-and-benefits-2020>). This report stated: A switch to 100% product import supply in itself is unlikely to result in a materially different supply security situation for New Zealand. A complete turnaround on how the closure would affect NZ's fuel security. How reassuring to see the "experts" manage to be so flexible in their findings."

My personal view is not so much that the security of our supply is compromised (it would always be easy to turn off the tap whatever the product sent here) but that the ability to produce more (or less) of a particular type of fuel from the raw product disappears. I would also be concerned about the by-products such as bitumen having to be sourced from elsewhere. I think that as a tiny island nation at the bottom of the world we should actually be spending more on becoming more independent rather than relying too much on one or two major trading partners. Unless we all go electric of course, then it becomes irrelevant. Comments please.

Thankfully we have managed to secure an October date that would work for the final round of the FAE Winter Series after the latest Level 4 lockdown interrupted the normal flow of events. It's the weekend before the OctoberFast meeting so it's a big ask for the V-Force, but it's a sign of their commitment that we can go ahead and the sponsors can get their full value, plus we get to race, the points in most classes are very tight. Because we are likely to still be at Level 2 it will take place over 2 days with the classes split, as

we have done previously, so that numbers are kept under the threshold figure. Not ideal but way better than not racing at all. Again, and I seem to say this every month, we as competitors are indebted to our awesome V-Force volunteers.

Team MX5. Once again Greg ran a driver training session prior to the last GT Oils / Transpec events, this time on the front 3km track, so no roundabouts, STOP signs or road markings. Colleen and I had both grandchildren driving this time, Thornton in our manual MX5 and Alaska having her first ever go in Tremaine Energy Centre's auto MX5 (thanks heaps Jerry for the loan). Trying to get them to keep well to the left ALL the way around was an interesting exercise in them recognizing placement of the car on the road. It took a few laps to "get the eye in", but by the end of the session they were both going very well. This time the speeds were a little higher too if you wanted them to be, bringing in more judgement skills with braking and cornering. Because there are very few places you can actually take a teen to learn in almost complete safety (perversely largely due to H&S regulations), this initiative has such a great benefit in building confidence and basic skills before they have to take on other road users. Thoroughly enjoyed and very much appreciated by all who participated.

I made an error last month with my questioning of Auckland Transport's latest proposed speed limit changes. Turns out that the loss of life hasn't stayed the same since the last round of speed restrictions came in, it's actually doubled, and that includes a fair amount of lockdown time in there. To repeat the exercise and expect to get to zero deaths – the stated aim – seems to me to be totally delusional thinking. Maybe if everyone walked everywhere

My final thought for this month is more of a plea. While I truly appreciate the contributions to the magazine that we get from time to time, it would be awesome if we had a better representation from our membership. With well over 400 members, each viewing the world through a different lens, it would be great to have a few more diverse views in this publication and a few more semi regular contributors. At present the bulk of the magazine is the work of Russell Harris, who regularly turns out 10,000 words a month on a wide range of interesting and informative topics. Richie and I add our two cents worth, and occasionally we have others contributing their experiences / views which is awesome. I was going to say f'k it this month and go to a cover page, a coming events page and that's it, but the three of us actually enjoy what we do and take real pride in the finished product, so that seemed a bit extreme and defeatist.

The lack of contributors is nothing new, I have several 1950's MCC Magazines and the editors of the time were imploring people to contribute to add to the variety. We have such a wide range of motorsport activities represented by our members that I'm sure would be of interest to all our members if only they could read about it and maybe gain some insights. So, who is up for putting something together? If you are not keen yourself, how about convincing someone else to put pen to paper?? It can be as rough as you/they like, I can sort grammar, spelling and knock a draft into shape, no problem. Even a few letters to the editor if you are upset at something one of us has written, I will publish any I receive. Please, please, think seriously on this. We all have different opinions on most things, it's what makes life, and people, so interesting.

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

TW



OCTOBER 2021

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



OCTOBER

Saturday 16th Feilding Auto Electrical Winter Series R4 Day 1
 Sunday 17th Feilding Auto Electrical Winter Series R4 Day 2
 Sunday 24th Watch this space...!!!

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NOVEMBER

Friday 5th Manfeild Test Day
 Sunday 7th Transpec / GT Oil Manfeild Open Day Round 4
 Friday 12th MG Classic Test Day
 Saturday 13th MG Classic Race Day 1
 Sunday 14th MG Classic Race Day 2
 Saturday 20th ShowVember Drift Battle, Drift Practice & Tutoring
 Sunday 28th 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 & Feilding Auto Electrical Winter Series Prize Giving



TRACK 'N 'YACK

ROSE & CROWN PUB

TERRACE END

**WEDNESDAY 13TH OCTOBER 7.00PM
ONWARDS**

**SEE YOU THERE FOR FOOD, DRINK
AND CHAT**



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Gareth Stanley



Nick Stewart



Markku Braid

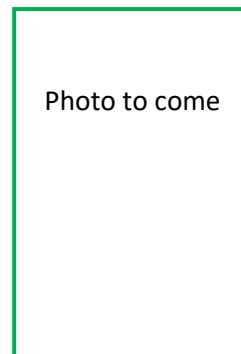


Photo to come

Troy Brown



Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine Editor

FROM THE PRESIDENTS PEN



Who would want to be an event organiser in this current climate, I truly feel for those people that are in this profession fulltime as it has been one hell of a frustrating time of late that is for sure. The phrase “damned if I do and damned if I don’t” is no truer when it comes to event organising. Some people do not realise the amount of effort that goes into organising a race meeting and what is required to be done each and every time a meeting is held. As you are aware, we have had to postpone Round 4 of the Feilding Auto Electrical Winter Race Series, which is now to be held on the 16th & 17th October – one week away as I write this piece. Yip I did not start my bit until the 9th October which is well into the month as we had that much happening and changing on a daily basis that it was pointless to put things in writing only to have to cancel or postpone them again. Right at this moment Round 4 is happening next week, unless the Manawatu Region goes into Level 3, so keep everything crossed that this does not happen.

We have had to cancel our OctoberFast meeting, mainly due to the fact that over 60% of our entries came from the Waikato / Auckland regions, who are at this point unable to leave their regions (unless you are a special person), so that just meant it was not financially viable to run this meeting, which is as simple as that. We have been able to give the classes that were coming to this meeting other dates, so we will see the Super Trucks racing at Manfeild: Circuit Chris Amon but it will not be until April 2022. We are at this moment looking into what else we can do with the Labour Weekend dates, so watch this space as a couple of us have been on some seriously cool medication of late so we are hoping to do something fun that weekend...

Goodbye Jodie... hello Troy... Yep Jodie has left us for another 😞 Long-time Drift event organiser Jodie Bell has moved to the hardcore Naki region to live with her beau of many years, so we have officially replaced her with Troy Brown. Although not as good looking, Troy is very well known to the drift community and he will do a great job I am sure, so welcome aboard mate, we are looking forward to working with you to keep up the good work that Jodie, and Jaron Olivecrona, have done so far for the drift dept of the MCC.

Apparently, we needed a disclaimer, so I have been told... I thought what I wrote was always 100% true and correct and that I utterly believed and agreed with everything that I write... not so apparently, and neither is it for others that contribute to the magazine, so you will see a disclaimer on page 2 of the mag, just below a little something that I, yes I, found on the internet just to take the piss out of those people that sometimes do not agree with what you write and feel that they know better. Just a note here, I am one of those people that will oppose your view whether I actually agree with you or not, it is called having a balanced viewpoint and considering all of the options... yep, I am one of those wan... oops I can’t say that can I...or does the disclaimer protect me if I do say it... ah life was so much easier a month ago 😊

So where are we on the debate about only having fully vaccinated people attend our race meetings... I might pop that one up on Facebook later... ha, ha. Now if you took that comment seriously, please now refer to page 2. I must now check with the lawyer to see if this disclaimer means that I can say what I am really thinking...

Richie

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The next leg of his racing journey has begun. Kaleb Ngatoa is the club's latest rising star. In a very short period of time the Marton teenager became our country's most exciting and talked about young driver following his New Zealand Grand Prix and Australian VHT S5000 Championship performances earlier in the year. At the club's 'Evening with Kaleb Ngatoa' he spoke of his future aspirations with a focus on an IndyCar career, the realisation of his boyhood dream started on the 16th of last month. On that day he boarded a flight from Auckland to Dallas, Texas. Kaleb has secured a drive with front running team TJ Speed Motorsport to contest the final round of the 'Formula Regional Americas Championship powered by Honda' series that will be raced at the Circuit of the America (COTA) on 04/05 of November. Kaleb will be under the watchful eyes of highly respected and successful Kiwi Motorsport's Teena Larsen and Garry Orton who are based in Dallas, learning about race car engineering, driver conditioning and preparation as he takes the biggest step forward in his career with plans to contest the full FR Championship next year that offers a seat in the 2023 Indy Lights Championship to the winner. To date he has seized every opportunity that has come his way and succeeded, let's hope that this latest pathway in his racing career meets with the same level of success. Kaleb's return home is a big question mark as it revolves around the availability of MIQ spaces, he will have another big story to tell when he does...

Back racing, Supercar style. After a more than a 3-month enforced layoff the 2021 Repco Supercar Championship will finish like never before with five rounds in five weeks! It begins with four successive weekends at the Sydney Motorsport Park starting at the end of this month. With three different circuits offering multiple layouts and night racing SMP can give teams and fans a variation of formats. From Sydney the Supercar Road-train heads across the Blue Mountains to Bathurst for the motor racing carnival of the century beginning on 30 November. From a drought to a deluge...

The talk is getting louder. Chris Lambden is the S5000 Category Development Manager, he's also a New Zealander. There's been further talk about the exciting open wheel category coming to our shores with one circuit expressing verbal interest in hosting a meeting (Manfeild?). The revival of the original Tasman Series

is planned for the 2022/23 season with two rounds in Australia in October and November and two rounds in New Zealand in the new-year avoiding the Toyota Racing Series dates. Lambden isn't averse to the idea of Formula 5000's being included on the same programme at the NZ meetings, surely the ultimate double-header. It's also been confirmed that the proposed Tasman Series will be launched at the Sydney Motorsport Park at the last of the circuit's four Supercar meetings in November with the second round at Bathurst in the first week of December. Drivers will be competing for a \$50,000 prize pool with the series winner collecting a cheque for \$30,000. Our man Kaleb Ngatoa won at SMP earlier in the year, but will he be back from the USA...



Another new racing category for Kiwiland. It's called Super GT and cars eligible to race include any GT4, Ferrari Challenge and Porsche 911 GT3 Cup cars. The Series organisers believe there are more than 80 eligible cars in the country at the present time and are projecting a 30-car grid in the first season. The new championship will have four rounds, two in each island, beginning at Highlands Motorsport Park on 15/16 January with Ruapuna Park the following weekend, Hampton Downs hosts Round 3 on 12/13 February with the series finale at Taupo on 26/27 March. No Manfeild. Each round has three races, two of 30 minutes duration followed by a 60-minute race, to ensure equality there will be a Balance of Performance criteria. That will be achieved by the length of the compulsory pit stop, the duration being calculated on the practice and qualifying times which means the faster the car the longer the pit stop. Seems simple enough. "Super GT intends to provide a fresh dimension to the summer racing schedule by having a 'world class grid' of modern GT cars', let's hope that it lives up to the hype...



The dark cloud with a silver lining. Thanks to the COVID pandemic the Australian motorsport calendar has undergone change after change, month after month with postponements and cancellations, it hasn't been an easy time for both teams and officials. Now there's the biggest news story of the decade. AGR, the organisers of the proposed Bathurst International meeting and Supercars have put their differences and politicking behind them and with the full support of their respective sponsors, Supercheap Auto and Repco, are merging to create a week-long festival at Mount Panorama involving the ten highest profile racing categories. The Bathurst International scheduled for the last weekend of November has been officially cancelled with the Australian Racing Group's categories forming much of the support programme for the Great Race which means ten categories will feature across six days beginning on Tuesday 30 November with the Bathurst 1000 the grand finale on Sunday 05 December. Apart from Supercars fans will watch the Super2/Super3 Series, Porsche Carrera Cup Australia, TCR Australia, Touring Car Masters (TCM), GT World Challenge Australia, V8 Super Utes, National Trans Am, Toyota Gazoo Racing 86 Series and S5000 cars racing on the famous mountain circuit, it's expected that spectators will be allowed. This motorsport blockbuster is like no other, it's going to be MEGA. Subject to that Delta thing though...



A possible reason why. The Australian Racing Group is part of the consortium that's poised to acquire Archer Capital's 65% majority shareholder stake in Supercars, the consortium is also looking at acquiring the Supercar team's 35% which effectively gives them full control of the category. Agreeing to work together with Supercars to make the Bathurst festival possible means ARG will have endeared themselves to the city of Bathurst, the teams and the fans, possibly the first glimpse of what the consortium plans for the future. It's a

masterstroke, perfectly timed...

Another opportunity. With the news that Matthew Payne has become the first member of the Grove Junior Academy that could open the door for the 18-year-old New Zealand Grand Prix winner to race in the Australian Supercar or Super2 Championship, last month he tested a spare Kelly Racing Nissan Altima at the Winton Raceway. If Payne doesn't move up into the V8 league he could stay in the Carrera Cup but driving a Grove Racing entry, whatever, there will be a seat to fill in the Earl Bamber Motorsport Porsche next year. Porsche Team New Zealand is offering a scholarship with the recipient having the opportunity to drive in the 2022 Porsche Paynter Dixon Carrera Australia championship behind the wheel of the latest model Type 992. At the end of last month EBM strongly hinted that teenager Callum Hedge is the driver to replace Matthew Payne, which suggests the scholarship winner will join Maddy Stewart in the second tier Porsche Michelin Sprint Challenge series. Still a great opportunity...



Very positive response. Within 24 hours of the Super GT Racing Entitlement Licences becoming available all thirty had been snapped up. The GT4 will feature six McLarens, three Porsches, two Aston Martins and a single Mercedes-AMG. The Ferrari Challenge class will have two 458 models on the grid while the Porsche class will comprise eight 991's and six 997's. No drivers have been named at this early stage. It's looking good on paper...

No TRS either. Toyota GAZOO Racing New Zealand has confirmed that the 2022 Castrol Toyota Racing Series has been reduced to one round, the 67th New Zealand Grand Prix that will be raced at Hampton Downs on 11th to 13th of February with the new Super GT category on the support programme. A four-round series with two in the South Island was planned but limited Managed Isolation spots for international and returning New Zealand drivers forced the decision. Question - was Manfeild one of the North Island circuits? TGRNZ will introduce a Road to New Zealand Grand Prix initiative that will involve tests for local drivers in both the North and South Islands and prepare them for contesting the country's premier race. Manfeild has been an integral part of the TRS since it began in 2005 when two club members, Brendon Hartley and Chris Pither, were on the grid. Let's hope that TRS returns to its traditional home in 2023...



The answer was no. The day following the announcement that the 2022 NZGP would be the sole Castrol TRS event the country's motorsport promoter, Speed Works Events, released its calendar for the 2021/22 Summer Series. Five circuits, two in the South Island, will host meetings with up to 10 categories per meeting, beginning at Hampton Downs mid-November and ending at Taupo in late March. Teretonga, Timaru and Manfeild are the three circuits that missed the cut, all enjoy a very long association with motor racing in our country. Teretonga opened 1957 and is NZ's oldest purpose-built track, Timaru was established in 1968 and Manfeild five years later in 1973, that's a lot of history. No Manfeild is worrying, there has to be a reason...

NASCAR to race on ¼ mile oval. Currently the shortest oval track is Martinsville Speedway in Virginia that's 0.526 of a mile long, next February NASCAR will race around a quarter mile oval built inside one of America's most famous stadiums, the Los Angeles Memorial Coliseum that was completed in 1923 to honour the city's soldiers who fought in WW1. Owned and operated by the University of Southern California, the Coliseum has a seating capacity of 77,500 and is the home ground of the USC Trojans gridiron and other major league sports teams, it has twice hosted both the NFL Superbowl and Olympic Summer Games, the first in 1932 when the Olympic cauldron was built and is still lit for special and historic events. Construction of the oval around the outside of the sports field will begin on 01 January with details of the degree of banking and event format yet to be released. The occasion is 'The Clash' that's an annual invitation only NASCAR Cup Series exhibition event that's been the traditional prelude to the Daytona 500 race since 1957, it will mark the beginning of celebrations for the centennial year of the Coliseum, the ground being broken in December 1921, what better way to start the year.

By way of comparison, a ¼ mile is 402 metres, the speedway track at the Central Trust Arena is 432 metres. Lap times could possibly be as low as 10 seconds, that's mindboggling...

No chocolate fish. The Goodwood Revival is one of the most special events in motorsport, the circuit is steeped in history and so perfectly groomed for the occasion, the range of cars and motorcycles is extraordinary, how hard they are driven or ridden is even more extraordinary and the manner in which everyone dresses up is a reminder of how motor racing was 70 years ago. One interesting point was that the big races honoured a special former driver, Brendon Hartley competed for the Sir John Whitmore Trophy who was the 1960 British Touring Car Champion, but there's no actual trophies, the winner receives a laurel and invited to choose one of Havana's finest cigars offered from the maker's crafted wooden box carried by a country gentleman. At least you can eat a chocolate fish...



Remember the Austin J40? Not really a question for our younger members, it's more directed towards the older generation. Modelled on the Austin A40, the J40 pedal car was the brainchild of BMC owner Lord Nuffield and were manufactured by disabled miners in a South Wales village between 1955 and 1971. They had pneumatic tyres, proper upholstery, dummy engine with spark plugs, a hand brake plus electric lights and horn. The J40 was sold through Austin showrooms for 20 pounds which was a considerable amount of money at the time, it was one of the most expensive toys on the market and there must be a few in garages around this country. They occasionally come up for auction, one recently sold in England for NZ6,500 with the famous 'Flying A' bonnet mascot missing! At the Goodwood Revival there were two 250-yard races for J40's and there were sixty of them on the grid with the period dressed drivers pedalling like their lives depended on it, the second race was a full reverse grid. It was brilliantly bonkers...



Big dollars for rare Falcon. The series of Ford Falcon GT models have always been highly sought, earlier this year a 1971 XY GTHO Phase III sold at auction for \$1.15 million in its country of origin. The rarest of all is the 1972 XA GTHO Phase IV that made the front page of Sydney's mass circulation 'Sun-Herald' newspaper with the headline "160 mph Supercars", after the news of the car's existence became known to the New South Wales Transport Minister, Ford's response was to cease the Phase IV programme. Ford Special Vehicles had created the new model as the blue oval badge wanted to win the Bathurst 500 race for three successive years, at Mount Panorama they used the XY GTHO Phase 3 and Peter Brock claimed the first of nine Bathurst victories in a Torana XU-1. Only four Phase IV's were built, three as race cars with one road car that was sent to a south Sydney dealership where it was offered for sale as a registered road car complete with roll cage. Finished in Brambles Red the Falcon is absolutely original down to the tyres and has full documentation, it had 4,698 miles on the odometer when sold privately last month for "just under \$2 million". At an auction three years ago, there was a bid of \$2 million for the same car but the deal wasn't finalised, no problem this time with both the owner and buyer very happy. A pleasure to do business...



A frustrated Mr B. Our racing scribe is certainly not enjoying the days of lockdown, driving a press car to the local supermarket hardly constitutes a comprehensive road test and review for the readers of his weekly MotoringNZ newsletter. Imagine how you would feel if you had the latest BMW M8 Competition coupe sitting outside your front door wanting to be unleashed, you were a law-abiding citizen who respected the lockdown rules and had to leave the keys on the sideboard. According to the brochure - 'The BMW 8 Series Coupé marks the start of a new chapter in the design language of BMW'. It's a lot of automobile at 4.86 metres long, it's certainly stylish and right up there in terms of performance thanks to its 4.4 litre twin-turbo V8 engine that produces 528 horsepower, zero to 100 takes 3.3 seconds, maximum speed is governed to 241 km/h (159 mph) and is reached in under 20 seconds. The chassis is very sophisticated too with all-wheel-drive. Back in 1965 the Bavarian company adopted an official slogan as an integral part of the brand image, 'Aus Freude am Fahren' which translated to 'For sheer driving pleasure', probably nothing has changed that message over the past 56 years, but Mr B will be hoping to have the opportunity to see if it's true with the M8 Competition coupe. Be patient Richard...

Patience rewarded. Mr B did get the opportunity to test the latest Bimmer with the coveted M badge, to quote from his Motoring NZ review - "All in all it's a magnificent beast; a stallion of a car and the engineering is simply astounding; for one, it's incredible this engine can be so powerful and yet also deliver, albeit only when light footing, a sub 11.5 litre per 100 km economy. That side of things is worthy of acclaim. Likewise, the sheer irreverence of the thing". Fair comment, creating a new \$332,000 flagship with a petrol engine when the future is e-power is something of a surprise. Richard's many years at the Manawatu Standard taught him a great deal about journalism and the need for a keen eye to pick up errors. In the September MCC magazine he picked up the wrong spelling of Ralf Schumacher's name in Grid Torque. Great spotting Mr B...



One of MCC's finest. The October 2021 issue # 197 of the glossy NZV8 magazine carries a full seven-page story under the heading "Silk Purse from a Sow's Ear". With words by Shane Wishnowsky and photos provided by Aaron Mai, the subject is a full-blown article on Bryce Hogg's stunning Allan Moffat tribute XD Falcon that made its track debut prior to this year's FAE Winter Series. Apparently, the XD was located on a rural property out the back of Palmerston North that was possibly a bit of a Falcon graveyard, there was more than a dozen to choose from, Bryce went for a XD 'roller' that's described as having a 'mint' body shell, that's how the story began before ending six years later when the project was completed. The article is a most interesting read about a young man's commitment to build a car honouring his hero driver, the accompanying photographs do the car full justice with many showing the exceptional detail. To some the story's title might first appear to be a little strange, the penny will drop with the realisation the fabulous Falcon was built by a Hogg...

New ambassador. Audi's heavily involved in electric competition vehicles, they're seasoned campaigners in the FIA Formula E championship and are currently working on a hybrid RS Q e-tron for the Dakar Rally. Finding the need to raise their e-profile they've secured the services of a driver who split with Ford at the beginning of the year and has bided his time driving a Subaru WRX STI and a Trophy truck, now he's joining forces with the German giant to focus on developing electric performance cars. Last month he visited the Audi Sport headquarters in Neckarsulm to meet the people and the cars, and even got to drive the brand's historic vehicles like the V8 DTM car from the early 1990's and the car that started his interest in rallying, the Audi Sport S1, together with the current e-tron Vision Gran Turismo and production ready RS e-tron GT.

Audi's new ambassador is none other than Ken Block, the extrovert American famous for his incredible

Hoonigan Gymkhana You Tube Series in which he makes drifting look like a casual Sunday drive. Block and Audi, it could become a very exciting combination...



Three of GMH's finest. If you're into very special Holden vehicles and 'Yellah' is your favourite colour this will be of interest, if not you can just drool and live in envy of the lucky new owners. The three vehicles featured in an on-line auction that ran through last month, No.1 is a Holden GTSR W1 sedan that's build # 017 and has just 16 k's on the clock, early bidding suggested a possible seven-figure sale. HSV built 298 of the VF Commodore based W1's, twenty-three came to our country. No.2 on the list is a HSV VS GTRS that was launched in 1996 and distinguished by a centrally-mounted rear wing. The 5.7 litre V8 is mated to a six-speed manual gearbox and the GTRS was the fastest HSV offering at the time. The example on the block is build # 001 and after 25 years has covered just 86 kms. It's so original that the pre-delivery plastic seat covers and steering wheel protector are still fitted. Only 85 of the cars left the production line with ten exported to New Zealand. No.3 is build #001 and one of only four GTSR W1 Maloo utes, it's odometer reads 19 kms and is the only one painted in the iconic 'Yellah' colour. The last one sold at auction for \$1,050,000 after clocking up 681 k's. The three Yellah HSV's would make a stunning and unique line-up in a garage...



Make that four. There was a late addition to the Lloyd's auction that was a one-off concept muscle car, the HSV GTS-R Coupe that was first shown at the 2004 Sydney Motor Show. Based on the Holden Monaro the car was designed for the track with Holden Racing Team (HRT) having input into its development, it has the 6.0 litre 'LS2' V8 motor mated to a six-speed manual gearbox and is fully race prepared, at the time there were plans for a possible one-make series, orders were received before it was decided not to proceed with production. HSV retained ownership until the GTS-R Coupe was sold to a private collector four years ago, it's not the Yellah colour, it's finished in Fusion Orange. Come to think about it, this is a unique opportunity for someone to own a full set of immaculate ultra-low mileage HSV GTS-R's. Fair go cobber...



A Suby too. Also going under the auctioneer's hammer last month was an ex-World Rally Championship Subaru Impreza. It's one of the Group A '555' cars built by Prodrive for the 1994 season driven by greats Colin McRae and Carlos Sainz before being retired in 1996 and put into long term storage. Effectively a barn find, the Suby was in 'as-is' condition after it finished its last event and has been authenticated as being original with its 2.0 litre turbocharged engine and six-speed manual gearbox, the chassis is also untouched. Upon first inspection the Impreza was estimated to be worth between \$15,000 and \$20,000 before a

wash and polish brought suggestions of perhaps \$1 million which seems highly unlikely. That could be a little ambitious...

Back 86ing again. The MCC's Justin Allen has confirmed a third season racing in the Best Bars Toyota 86 Championship Series in the familiar NAPA backed car. His car is prepared by International Motorsport and engineered by Grant Lyons, its 26-year-old driver has been preparing in the off season with time on the simulator, fitness training and racing in the COVID interrupted FAE Winter Series. Last season Justin finished

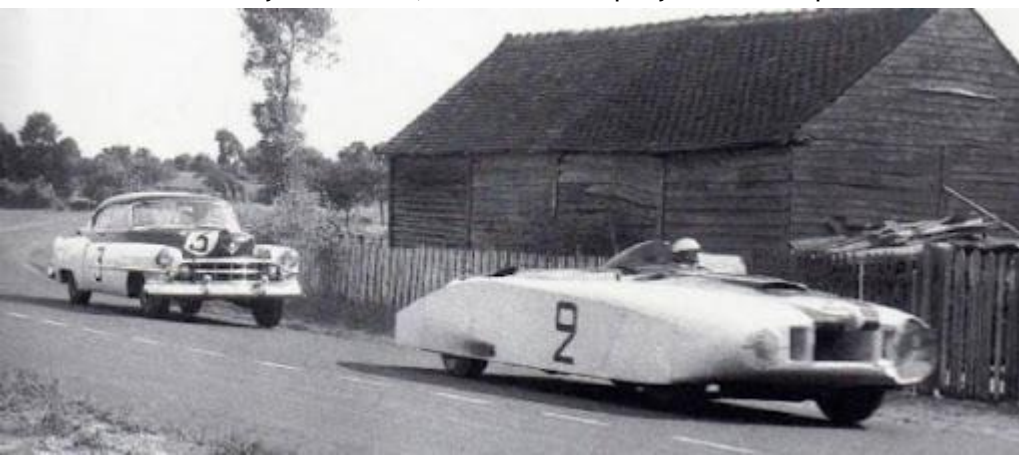
10th overall and had the disappointment of a win at Taupo being taken away by a start line infringement. This time he's really pumped up, he wants his share of the \$175,000 prize pool that includes a test with Triple Eight Race Engineering. It's matter of how hungry our man is...

End of the ice age. Last month's announcement that Kimi Raikkonen would retire from Formula 1 at the end of the current season probably didn't come as a surprise, it will bring an end to the top-level career of a driver who gave so much to motorsport in several disciplines, all uniquely different. In Formula 1 there has been 341 grand prix starts between 2007 and today that have produced 103 podiums, including 21 victories, and the world championship title in 2007. The 'Flying Finn' took a two break from F1 in 2001/02 to drive for the Citroen Junior Team in the World Rally Championship and became the second F1 driver to score championship points in both categories, in his second season Raikkonen ran the car under the banner of his ICE 1 Racing and won the non-championship tarmac Rallye Vosgien in France, winning all six stages. During the same year he headed to the United States to try his hand in NASCAR racing, first he drove a Toyota in the World Truck Series for team mate Kyle Busch at Charlotte Motor Speedway, finishing 15th after starting P31 out of 37 trucks. There was a second race at Charlotte in the Nationwide Series followed by a test with Robby Gordon Motorsport with plans to race in the NASCAR Toyota/Save Mart 350 at the Infineon Raceway. Kimi crashed the car and the deal fell through. 2011 was a busy year as he founded his own ICE 1 Racing Motocross World Championship Team that supported both senior and junior riders. The combination of Kimi's reserved personality and reluctance to take part in Public Relation's events led to his nickname 'The Iceman' but there were rare occasions when he displayed a very human and compassionate side of his life. Forty-one-year-old Kimi Raikkonen was one of a special kind...



Future's looking good. This year's World Endurance Championship is thin on the ground with only five cars contesting the new Hypercar category with the two Toyotas and two Scuderia Glickenhaus cars built to the LMH (Le Mans Hypercar) regulations. Peugeot Sport is expected to boost the number next year and have signed several drivers with excellent credentials, ByKolles and Ferrari have committed to building LMH cars. But its 2023 when the WEC really gets exciting with the more recently introduced LMDh class also coming to play on the world's best circuits, five manufacturers have confirmed they will be on the grid - Acura, Audi, Porsche and Cadillac. Even better is that both the LMH and LMDh categories are eligible to race in both the WEC and American ISMA series which will give the fields a major boost. Bring it on...

A very different Caddy. The entry list for the 1950 24 Hours of Le Mans included the first Americans to race at the Sarthe circuit in 21 years and the cars were the most unlikely contenders. Briggs Cunningham took two Cadillacs across the Atlantic, one a standard Series 61 coupe de Ville, the other had open aerodynamic bodywork that had been refined in the Grumman Aircraft wind tunnel and was quickly nicknamed 'Le Monstre' by the French, both were uniquely fitted with pit-to-car radios for ease of communication. The



coupe was 5.4 metres long and more than two metres wide (the monster was longer and wider), both had 5.4 litre V8 engines that produced 119 kW (160 horsepower) and despite weighing 1,800 kilos the coupe

could accelerated to 100 km/h in 12.4 seconds with a top speed of 159 km/h (99 mph). The two cars silenced the critics by running in 10th and 11th places throughout most of the race and finished in those positions, the coupe de Ville a lap ahead, 'Le Monstre' was stuck in top gear for most of the 24 hours and the 'Yank Tanks' were followed home by the first of the new Jaguar XK120's! The Cadillac name returned to racing in 2017 running in the new ISMA Dpi category, winning the prestigious 24 Hours of Daytona on four occasions between 2017 and 2020 and twice the Dpi championship. The latest Caddy challenger, the LMDh-V.R prototype, will be developed by Chip Ganassi Racing and Action Express Racing working alongside Cadillac and chassis maker Dallara, both teams race the existing DPi-V.R and have achieved great success. It will be powered by a Cadillac engine coupled to a standardised LMDh hybrid system. The year 2023 sounds exciting already and it's still 15 months away...



Fast lane acknowledgement. Daniel Ricciardo is one of Australia's favourite sporting sons, attending a Grand Prix at Albert Park will convince you. When he won last month's Italian Grand Prix it was his first victory in three years and McLaren's first in nine years! To recognise the achievement the McLaren dealerships in Sydney and Melbourne collaborated with McLaren Special Operations to produce three Daniel Ricciardo Edition McLarens based on the 720S that was originally released four years ago. The cars are finished in McLaren's famous papaya yellow with blue rear mirrors, on the flanks are a stylised 3 (Dan's race number) and a small Australian flag, no mention of price though. In Oz, Dan is the man...



A not quite high-performance Jaguar. Ever fancied yourself driving a 925 horsepower V12 Jaguar with three abreast seating, the driver in the middle, and exceptional visibility? That's the good news, on the downside is the maximum road speed of 40 km/h. This Jaguar is an 11½ ton CLAAS Jaguar 900 Forage Harvester with a 24 litre MAN V12 diesel motor mounted transversely at the rear. Based in Germany, CLAAS is one of the world leading makers of agricultural machinery, the Jaguar 900 might not be the greatest road experience, put the big cat in a field of corn or maize and it's a very different story. You could really enjoy that..



SCHUMACHER. The long-awaited full-length documentary on the seven-time world champion was finally released last month on Netflix. It offers a personal look into his life and his journey to become a champion in

what was a sometimes-controversial career, from karting at Kerpen through the years at Ferrari and finally the short final stint with Mercedes-Benz. The focus is on the man in what was at times an emotional roller coaster ride, but through it all Michael was a devoted family man - his wife Corinna, children Mick and Gina-Maria all feature in interviews and wonderful family video footage. SCHUMACHER was released globally to coincide with the 30th anniversary of his Formula 1 debut with Jordan at Spa-Francorchamps, the director also including early archival footage to tell the story of his beginning in karting that involved parents of very modest means, it's also sensitive to Michael's present condition while fully exposing the true two sides of his life. People will have their own views of the great German driver but this documentary might well change some of their thinking...

Another "yellah" Aussie icon making the big time. This time a blue oval example, this 1971 Phase III Falcon GTHO broke all the records with an auction sale price of AUS\$1.3 million in Australia last month. The Yellow Glo example was one of 500 made and one of only 12 in this colour, complete with factory optioned beige vinyl roof. It was described as largely original and well kept, and well known on the show circuit. Obviously, our Western Isle neighbours covet the yellow cars. Originally sold for AUS\$5000 it's not a bad return on investment...



Does your young one fancy themselves as 007?? Well, if they are an aspiring Bond, they can now enjoy a 2/3rds scale Aston Martin DB5 inspired by the "No Time to Die" movie. With a fully electric power train, Silver Birch paint, Smiths instruments, Bilsteins, Brembo brakes, an individual chassis plate and AM badging the car is a true scale replica. And it's complete with all the Q gadgets – Gatling guns behind the head lights, smoke screen exhaust, skid mode and digital number plate. Only 125 are being built so it's an exclusive club. Cost? A mere NZ\$ 175,000. I'll have mine shaken not stirred please...

On a more sombre note, a couple of real characters have recently passed away. Prolific English author Graham Robson is probably best known for the 170 odd books published, but he was also a highly respected co-driver. Also on his CV was running the Triumph competitions department from 1962 to 1965 and a long spell of involvement with Ford at Boreham during the rallying heyday. And a local hero was lost with the passing of Frank Radisich, father of double WTC champion Paul. Frank raced a number of very competitive cars, starting with a Jaguar engine Humber 80 in hillclimb and circuit events then moving on to a string of single seaters including a Lotus 22, McLaren M4a, M10A & B F5000 cars, a Matich and a March 722 with a rotary installed. He was also a force to be reckoned with in later long-distance saloon races. A trained mechanic he founded Central Motors in Auckland and for 30 years ran the Aegis Oil company.





THE FUTURE LOOKS BRIGHT

THE core and most-watched aspect of the Goodwood Festival of Speed is the madcap dash up the Earl of Richmond's driveway. The sheer variety of cars taking part in the 2021 event, in July, was eclectic to say the least. One particular standout that made the final shootout started behind a BMW M1 Procar and in front of a Ford Mustang Mach-E 1400.

The driveway sprint was the competition debut for the first of a new breed of World Rally Championship contenders, designed to meet the Rally1 regulations that enact in 2022. It wasn't a bad outing for the Ford Puma Hybrid Rally1. No, it didn't take any silverware. The big prize went to a McLaren 720S GT3X that was nine seconds quicker across the 1.6-kilometre course.



However, the Puma just being there to make a competition debut around six months before its key rivals was something of a headline maker. True, as British motoring magazine Autocar pointed out in its coverage, a short sprint up a British toff's drive isn't remotely as challenging as a real rally. The competition the Puma will face when rallying embarks on a new hybrid era in Monte Carlo in January is utterly different to anything it beat on July 11. However, this early unveiling surely did more than merely underline M-Sport's serious intent to move up from the role of WRC underdog. What Goodwood fans saw – and you can see at <https://youtu.be/g3bbyXI-d5I> – is a bold start to a new era; a ground-up design with an all-new car for an all-new chapter of motorsport. The crucial difference is that it is, of course, something we have to become used to, regardless of whatever sentiment we harbour toward it.

Electric-involved motorsport is as inevitable as electric-involved daily driving. Those who cannot see this are already behind the times; just as fully and partially electric cars are now part of everyday motoring life, so too is

the case for motorsport. Wholly electric series such as Formula E and Formula Extreme E aside, Formula 1 and endurance racing already feature full hybrid powertrains, and in the coming years the British Touring Car Championship, Indycar Series and more will all add some level of hybrid tech.

The immediate focus will be in rallying, in two formats. WRC with its hybrid drivetrain and the more extreme rally raid exercise, with the Dakar Rally, also occurring in January. The WRC's upshift is ... well, controversial. Hyundai Motorsport's Thierry Neuville has been foremost among those to criticise the championship's new rule set, built around cars fitted with a 100kW hybrid systems and a stronger, tougher chassis. The Belgian is on record saying he finds it a pity "nobody has the balls" to challenge FIA decisions. All the same, manufacturers are keen to give it a go. Electrification has become a cornerstone of every involving marque's future strategy and the WRC offers a high-profile showcase to demonstrate it.

As Autocar was quick to point out, Goodwood showed the new generation of WRC cars won't be boring, commenting:

"In some ways, the technology takes a backwards step: we're back to manual gearboxes and the aero is less aggressive than it used to be". In other ways, the new Puma is much more futuristic: it has a bespoke spaceframe machine, rather than one based on a production bodyshell, with carbon fibre everywhere. But the oddest thing was how it glided around the paddock noiselessly. The rest of the time, it looked and sounded much like any other current WRC machine, in as much as you could tell from around 54 seconds of action.

Will this be the same for all the new WRC cars? Quite probably. They certainly stand to be feral; the Puma was a handful on Lord March's tarmac. So it should be for all; the 2022 cars are, after all, expected to receive a power boost to 372kW when electric power is engaged alongside the 1.6-litre internal combustion engine. They will also have reduced aerodynamics, suspension travel and will be 100kg heavier than the current cars.



This isn't to Neuville's taste, but perhaps he might come around. That view has been expressed by former rally winner and now boss of Toyota's World Rally Championship programme Jari-Matti Latvala. While the Finn says he can understand driver frustrations, he believes once Rally1 is up and running next year the critical comments will subside. When asked by Motorsport.com for his thoughts on Neuville's position, he offered:

“There are a lot new interesting things but of course there are also elements that are being taken away from the drivers that are used to in the current cars. Next year, no centre differential and less suspension travel but the hybrid will give a 100 horsepower in periods of two to five seconds on acceleration which is a nice feeling to have more power. On the other hand it brings more weight with the batteries ... the car is going to be slower and of course it's never a nice feeling when you are used to something great, that when it's taken away from you and I can understand then criticising these points with the new cars. But I think we are in the situation that we don't need to make cars any faster than they are at this point. Actually, if they are a bit slower in the corners it actually can be even better. I think the driver safety is at a great, great level but if the corner speeds are really high it is more about the spectators because if you go off the road the car can end up so far away from the road”.

“The situation why it's feeling bad now is you can compare the current car and the new car, but when everybody is in the new cars it's the same situation. And when they start to develop and get better they get faster again so six months from now I don't think drivers will criticise anymore.”

As someone who has been fascinated by rally cars pretty much since being lured to the Whanganui River Road as a teenager on a very cold night to witness the Audi team run the UR Quattro in our international event, I'm looking forward to seeing these new WRCs.

Which brings me to ...

Gotta say, I'm also fascinated by Audi's latest, the wholly electrified RS Q e-tron that will return Ingsolstadt to beyond-seal motorsport, in the 2022 Dakar. This project has been gaining a lot of traction (sorry, pun intended) since the car has been seen in testing and also through the brand announcing it has signed on the man who brought the neologism, 'hoonigan,' into popular usage.

When Ken Block finds a seat in the electric off-road monster is not clear. It won't be for Dakar, as the drivers - Carlos Sainz, Stephane Peterhansel and Mattias Ekstrom – and their navigators have been chosen and are in training, having (as I write) just returned from a fortnight's exhaustive desert racing trials in Morocco. The probability of an American, known easily as much for his stunt driving escapades as his business savvy behind sports shoe and energy drink empires, getting a turn seems high. He does, after all, have a solid



background in rallying – from his first international escapade in the New Zealand championship with past national champion and Manawatu Car Club members Sam Murray and Timo Lloyd in 2007 through to becoming, briefly, a Ford works driver in World Rally Championship.

Audi says Block's natural talent and 'ability to inspire' as reasons why they want him onboard.



He, in turn, seems plugged into the ethos of electric mobility being the future, saying: “I see the electric car as a leap forward for us as a society in order to create something that can not only reduce emissions and hopefully make the planet a better place. But not only that: it’s also about performance. I love anything that makes me go faster. Electric cars can do that. And as far as sound goes, I have kids who don’t care about that. They think that the sound of electric cars is just as cool as the sound of internal combustion engines.”

The technical detail about the RS Q e-tron is unsurprisingly fascinating; in many respects, the car seems as radical as the grand-daddy A2 Quattro of four decades ago. If you want a deep dive, this video <https://youtu.be/6K053lcRWpg> provides a good start. Development has not been without issue. The Morocco test didn’t go as smoothly as planned, with frequent sandstorms limiting the running time and temperatures exceeding 40C (much hotter than the Dakar, surprisingly) posing a major challenge to the complex powertrain.

Audi didn’t disclose the total number of miles it clocked over the course of two weeks, but those in charge of the project admitted that a lot of work needs to be done ahead of its maiden appearance, mainly in respect to finessing the powertrain comprising a pair of 250kW electric motors, one on each axle, charged by a range-extender petrol engine. The motors and the engine both come with previous motorsport pedigree. The turbocharged 2.0-litre inline-four petrol was used in Audi’s race cars that competed in DTM, the extrovert



German sports sedan series, in the 2020 season. The electric motors are from Audi's Formula E programme, being the version that ran in this year's FE07 car. The setup is good for a combined 500kW – that's just 60kW more than the fastest Audi electric on sale here, the RS GT road car, achieves with a dual motor set-up and no range extender. Owners can be proud.

In the RS Q e-tron, one of the electric motors – or, more specifically, MGUs (for motor generator unit) – is located in the nose section above the axle, along with a battery pack that constitutes 13 modules of 266 cells each (52 kWh and 375 kg). The petrol engine, fed by a 295-litre fuel tank – this event runs over two weeks and some stages are 800kms' long - sited behind the driver, connects to a converter, which will recharge the battery together with the energy recovery system.

The other MGU drives the rear axle and is not mechanically connected to the front axle. The car has a small single-gear gearbox on each axle and the differentials are digital, with the aim of saving weight and space. The car can also be recharged with a plug and Audi is working with Amaury Sport Organisation, organiser of the Dakar, to find the most sustainable way of charging the car between the stages.

The racer is decent-sized at 4.5 metres long, 2.3m wide and 1.95 high, but it's the massive intake located on the roof that is one of the most visibly striking elements. The car weighs more than two tonnes, but that's not through poor design. The minimum allowed by regulations is 2000kg. It's built tough and designed to survive the worst this hugely arduous event can throw at it.

The impact on motorsport of these, and other cars, is going to be great. How it filters down to the level of social racing the majority of club members enjoy is not so easily defined, of course. MotorSport New Zealand advising (as I write this) that it has finalised guidelines in respect to involving electric vehicles in club and national motorsport is great news. These might well have been published by the time you read this. It is good to hear positivity from administrative body chief executive Elton Goonan. He's spot on in saying that. if we all work together on this, it will ultimately make the inclusion of EVs easier.

Assuredly, as positive as it would be for more cars to follow Toyota Racing Series' shift to ethanol-rich E85 fuel, potentially as a prelude to fully synthetic fuels, that in itself will never be enough. There's no argument that electrifying the national and club levels is going to a massive challenge. Shifting an already hideously expensive sport to hybrid (let alone electric) power is a huge ask. But just as issues like climate change mean the car industry is being forced to make the shift, motorsport will have to follow.

The UK motorsport authority is well into planning for this. It believes that, as with all technology, it will be a trickle-down effect, starting with works-based customer racing, particularly one-make series. These enable firms to introduce relatively cost-controlled technology, while tight regulations protect a customer's investment and allow for new innovations to be phased in without upsetting the competitive balance. And once hybrid or electric cars reach one-make series, it won't take long for them to start finding their way into lower-tier championships.

Richard Bosselman





JUST THINKING OUT LOUD

There are so many racing categories around the world, but how many does the person-in-the street really relate to?

We marvel at the advanced technology and complexity of today's Formula 1 cars, the LMP and now LMPH hybrid racers, but they bear no relationship to road going cars. The new WEC formula that will be introduced in less than 18 months will produce more of the same, though they will wear badges that are well known.

Today, the biggest category in endurance races comprise GT3 spec cars that aren't over-burdened with technology, have relatively even performance, AND they are recognisable because they're based on cars that are the dream of people in the street.

On the global stage GT3 is particularly strong in the WEC and ISMA championships, the class has revived the flagging fortunes of the Deutsche Tourenwagen Masters (DTM) by involving more manufacturers and attracting a new generation of young international drivers. Events like the Bathurst 12-Hour are based around GT3 and look how many of these cars have appeared or are appearing at race meetings in Australia and now our country over the past few years. These cars have become the backbone of sports car racing.

DTM has quickly regained its popularity with both manufacturers and the all-important fans, instead of just Audi and BMW the grids now also boast Ferrari, Lamborghini, McLaren, Mercedes-AMG and Porsche, that list could easily increase in the future with Aston Martin, Bentley, Chevrolet and Ford all currently having GT3 specification cars in their respective stables. In the past we've seen the names of Ascari, Cadillac, Dodge, Honda, Jaguar, Lotus, Maserati, Nissan and Venturi racing homologated GT3 specification cars.

At the present time there are twenty series globally that are specifically for GT3 cars or have a separate class for them, there's another seven that allow certain GT3 cars to compete alongside other competitors. Could these cars with the right Balance of Performance formula produce this planet's best motor racing in vehicles that have some resemblance to current road cars?

However, should we go a step further? If the focus was purely based on entertainment value how about a global MPV Series with sub classes for ICE, hybrid and electric "taxis". They were certainly a hit at the MCC FAES Winter Series and would allow progression to fully electric series as more eligible vehicles come on stream. Greg Browne are you up to drawing up the rules and regulations?

Just thinking out loud...

Clinton Forsdyke II



LET'S GO



About 18 months ago I decided to go motor racing after a bit of a hiatus in my motorsport activities (lack of money and quite frankly lack of incentive after inverting the Escort at a gravel hillclimb, then moving, had put a damper on things). Looking around I had a few criteria any choice of race car had to meet. It had to be cheap to purchase (because I'm a bit miserly), cheap to run (because I'm a bit miserly!!), be easy to drive (because I envisaged sharing it with others at sprint and autocross events) and provide the maximum possible fun factor (because grins per mile are important to me).

Why did I settle on an MX5 you might ask? Well, I'd already started to build one before we made the decision to move away from the Manawatu - which necessitated its sale. So, I had a pretty good idea of what was involved, and the approximate costs, plus I knew that the rules forbade doing pretty much anything to the car apart from running decent shocks and brake pads. They were, and still are, relatively cheap to build or purchase (although it must be said as the NA has become a bit of a cult car, so the price has been creeping up on road cars - however good unregistered or project ones can still be had for well under \$5000). A complete race ready Cup car can be purchased for around \$10,000 or a top spec brand new build would probably end up at somewhere close to \$20,000. I ended up buying a Cup car that was an early build and had seen a few races but had obviously been pretty well looked after. So, cheap to purchase, tick.

Cheap to run?? Apparently yes - I have to say that to keep Colleen happy!! In reality, let's take a look at the figures. I have raced almost 2 complete winter series and a summer series, including double entering a couple of rounds. At \$240 or so per round including transponder hire it's a cheap entry compared to many similar series. I borrowed a set of tyres when the rules changed (the class runs a control Hankook tyre, no wets, so one set is all you need) which were Jerry Hoskins spares. By the time I handed them back they had done 12 or so race meetings in total and were still far from bugged. At around \$200 per tyre that's \$800 for way more than a season's racing. I've replaced a full set of brake pads twice at around \$500 per time and I'm lucky if I use 20 litres of fuel on a normal day. I've replaced the rear bumper after a slight ding (no cost for the bumper thanks to Jerry and less than \$500 for paint to tidy up the whole rear end of the car) and I need to replace the front bumper at some point (\$100 plus paint), however at the moment a quick rattle can job on the damaged bumper is good enough. My car runs (I'm told) a standard road engine with God knows how many kms on it and I'm generally mid pack. Regular oil changes and spanner checks are about all it requires. A freshen up might gain a few tenths and is on the cards now I have a spare engine. I had all the gear except that my helmet was out of date, so that and the Simpson Hybrid are on long term loan to me. An awesome second-hand pair of boots and gloves were a \$50 score on Trade Me that were better than my old ones and new underwear cost just under \$200. I'm also very thankful for the help that Tremaine Energy Centre and Ian Humphrey Motors give. So fair to say cheap to run gets a big tick.



The benefit of a one-make series is that the cars are all very close in performance, so the racing is pretty intense. With 15 or so cars all bunched in lap times the slightest mistake is hugely damaging to your overall race place so you learn quickly!! I never seem to be able to regain those lost places but that is probably all down to me!! The mere fact that the racing IS so close and the format of 1 scratch race, one reverse grid and 1 handicap, means everyone gets a chance to mix it up with the other competitors. There is a very strong camaraderie among the regulars and plenty of light hearted banter, but when the chips are down there is always help at hand from your fellow competitors. Don't get me wrong, it IS very competitive, just not at any cost. So fun factor another big tick.

Have I enjoyed my return?? It is vastly different to rallying in almost every sense, but great fun, and having fellow competitors that will give a bit of room (even if you have to have your elbows out to make them!!) is confidence inspiring, so long as you return the compliment. Even at the pointy end of the field racing room is given, so "incidents" are few and far between. So, the answer to my question is an emphatic yes.

For anyone starting out or wanting to move up from the sprint events the easiest way to get into racing is via the RS Cup which means you can use your road car with no modifications and the minimal amount of race gear. There is a well proven pathway from basic club level (grassroots) events to the full on race meetings and plenty of help available if you ask.

If you know of someone that is hesitating to begin their motorsport journey, or is unsure of the next move they can make, please give either myself or one of the committee a call or drop us an email. There is ALWAYS help at hand in our MCC motorsport family.

Trevor W





KIWIS ABROAD

Round 5 of the Porsche Mobil 1 Supercup at the Spa-Francorchamps circuit was a significant milestone, the 300th race since the first event at Imola 28 years ago. Conditions were wet and very tricky all weekend, Jaxon Evans was 7th fastest in practice and qualified P4 on the 32-car grid. The 11-lap race was run in atrocious conditions, on lap 3 Jaxon was spun by another car and dropped to 18th place, working his way to 13th when the race ended behind the Safety Car. He remains second in the standings...

Round 6 was a week later at Circuit Zandvoort, the rebuilt Dutch track that hosted the Dutch Grand Prix between 1948 and 1985. The 4.45-kilometre track has 15 turns, two corners including the famous Tarzan Bocht have 18 degrees of banking which is twice the angle of all four Turns at the Indianapolis Motor Speedway! Jax was P9 on both the practice and qualifying time sheets. In the 16-lap race Evans lost a place before Turn 1 before two failed overtakes, at the second Jaxon lost the back end and was briefly caught in the gravel trap, dropping two places trying to gain one! That left him running P11 which became 10th with a retirement before the finish. "I lacked the speed over the entire race weekend. Now I have to turn my full attention to the finale at Monza". In the Driver's standings Larry ten Voorde holds a 25-point lead over Evans.



On the same weekend Liam Lawson was in Austria for Round 5 of the DTM Championship at the Red Bull Ring. In the sole practice session, the # 30 Ferrari was 5th fastest, qualifying saw Lawson the only driver to go below 1.28 to take pole position for Race 1. Beaten off the line, a quick 6½ second pit stop on lap 9 moved Lawson ahead to be the effective race leader, he had to hold off Maximilian Gotz towards the end and took the flag 1.007 ahead of the Mercedes-AMG. Qualifying for Race 2 ended with Lawson 0.026 behind the BMW M6 of Marco Wittman, for the race the Red Bull Ferrari carried a 25 kgs Balance of Performance weight penalty. Lawson was again beaten off the line but got ahead of Wittman when both pitted on lap 7. The pair were well clear of the pack, the BMW was faster on the straights but the Ferrari was better under braking, Lawson's winning margin was 0.215. It was a near perfect weekend for Liam Lawson, scoring 55 of a possible 56 points and moving back into second on the point's ladder...

A Supercar bombshell dropped with the news Andre Heimgartner would be leaving Kelly-Grove Racing after four seasons and moving to the Brad Jones Racing camp next year. Andre replaced Todd Kelly when he retired

and scored a single win from pole at Tailem Bend earlier this year. It was expected the Kiwi would join Nick Percat in the BJR line-up, however less than two weeks later Percat announced that he was leaving the team. Meanwhile 18-year-old Matthew Payne has become the first Grove Racing Academy driver after signing a long-term agreement. Payne is currently running in the Porsche Paynter Dixon Carrera Cup Australia series with Earl Bamber Racing where he competes against Stephen Groves, the new owner of Kelly-Grove Racing. Looking ahead the options are continuing in the Carrera Cup or moving into Supercar2 (the most likely) or Supercars...

A week after racing in Austria Liam Lawson was at Monza in Italy and back behind the wheel of a Formula 2 car for the first time since mid-July, joined by compatriot Marcus Armstrong. He qualified 4th fastest for the 21 lap Sprint race but with the top 10 reverse grid started P7. Immediately after the first Safety Car intervention Lawson hit the rear of a car and damaged his front wing, when he pitted, they switched to a new set of soft tyres, resuming in 19th place. A strong comeback drive ended with 6th position, that became P5 when a driver incurred a time penalty, the Red Bull/Rodin car was 9.7 behind the winner Theo Pouchaire whose car he hit. Armstrong started from 17th on the grid, keeping out of trouble to cross the line in P11, one spot away from pole for Race 2. Race 2 was uneventful for Lawson, after starting on the third row of the grid (P6) he gained two positions to take the flag in 4th place, 10 seconds behind the winner. However, Armstrong went backwards down the field, in the early phases he battled for 10th before falling back to 15th at the line. The success of the weekend hinged on the 30 lap Feature race, Lawson needed maximum points to stay in the title race, a freak incident scuttled his plans. He had started P4 and got up to 2nd in the early laps, but a slow pit stop dropped him to 5th, that's where he sat until Lap 22. Debris thrown up off the track hit the external fire extinguisher switch which triggered the on-board system, it could have been a very serious situation but Lawson was able to stop the car despite being blinded by the white powder on his visor. "I lost all power; I couldn't change down. The scariest part is that I couldn't see, I didn't know if I was heading for the wall or the grass, or another car. I just kept trying to keep the thing straight and stop somewhere". The race finished behind the Safety Car with Oscar Piastri the winner, Armstrong's car made contact with another on Lap 6 but during the round of pit stops he ran as high as 4th, he finished 10th to score his first point in four races.



Jaxon Evans was also on the Italian Grand Prix undercard for the final round of the Porsche Mobil 1 Supercup championship with two races over the double-header weekend. Evans qualified 4th quickest for Race 1 and in the 15-lapper moved to third going into the first chicane, he was immediately overtaken by his team mate Dorian Boccolacci and ran the remaining laps strongly defending P4 to the finish, Larry ten Voorde crossed the line 3rd and gained the necessary points buffer to claim the title with a race to run. Evans had to defend a tenuous second place in the championship in Race 2, he ran off the circuit twice in a poor opening lap dropping to 10th, he regained his composure and picked up three places before the flag to finish P7, 5.8 seconds behind winner ten Voorde. A disappointing end to the series after his car didn't have the pace in the final two rounds,

however Jaxon finished runner up in the championship, 44 points behind ten Voorde. With its big fields the Porsche Supercup produces incredibly close racing, finishing second is an exceptional achievement...

On the same weekend the IndyCar series was in Oregon for the GP of Portland that's run on a short 3.16-kilometre circuit with 12 turns (Manfeild is 3.03 kms with 7 turns) and lap times of under 60 seconds. Scott Dixon qualified third quickest, 0.86 behind team mate Alex Palou who secured pole. Scott McLaughlin recorded the 15th fastest lap but only half a second off the pace. The 110-lap race had a dramatic start with chaos in the first two corners that resulted in Palou and Dixon being forced to use the run-off, returning to the circuit 9th and 10th before race officials pushed them and other drivers to the rear of the field for missing Turn 1! Five cars were involved in two further incidents, under the yellow period Palou and Dixon were among those who pitted. Dixon pitted again for harder compound tyres on lap 45. McLaughlin was in third place at lap 50, he pitted a lap later and resumed in P13. The race ran out with Palou 1.28 seconds ahead of Rossi and a 3.1 gap to Dixon, McLaughlin was rewarded with P9 (+ 13.9) at the flag, both Kiwis in the top ten. Dixon sits 4th in the points with McLaughlin currently 13th on the list...

A week later the penultimate round of the 2021 NTT IndyCar Championship was at Laguna Seca in California, the Firestone Grand Prix of Monterey. McLaughlin was the sensation of FP2 when he clocked the first sub-71 second lap to top the time sheet. Qualifying saw Dixon claim a start from the 4th row (P8) with a disappointed McLaughlin four rows back (P16) after miscommunication with his crew meant he pitted early when he should have pushed for another flying lap. The 95 lap Grand Prix started with Dixon gaining three positions to hold 5th and McLaughlin four spots to be 12th. Dixon's progress was checked when Takuma Sato spun in the corkscrew and his car rolled back into the path of the Kiwi, contact was made but both were able to resume. McLaughlin had moved to 10th at two-thirds distance before the last round of stops began, when he pitted he overshot his box and dropped back to P13. Herta won the race, taking the flag 1.97 seconds ahead of Palou. McLaughlin crossed the line in P12, 2.8 seconds and one place ahead of Dixon after overtaking his fellow countryman on the final lap, Dixon's championship hopes effectively ended with no points scored. McLaughlin - "We should have been seventh or eighth, but I slid through my pit box which was the only mistake I made. But that cost us 3 or 4 spots. It is what it is. But we have good pace and I passed over 20 cars. It was a lot of fun".



For Kiwi fans the other action was taking place in the Netherlands with Round 6 of the DTM Championship at the TT Circuit Assen which is best known for two-wheel racing, motor cycle enthusiasts call it 'The Cathedral of Speed'. The circuit is 4.55 kilometres long with 18 corners, the fastest is Ramshoek that the MotoGP bikes take at 265 km/h! Qualifying ended with Lawson in top spot, his 1.32.18 was two seconds quicker than he had been in FP2, another 3 championship points were in the bank! When the lights went green for the 35 lap race the front row was slow away which caused a series of shunts behind, two cars retired and the start was put under investigation. Wittman eventually overtook the Red Bull Ferrari for the lead, the inside pass pushed Lawson wide into the gravel which resulted in the BMW driver receiving a 5 second time penalty. Wittman extended his lead to more than 5 seconds, Bartolotti took 2nd place from

Lawson and that was the finishing order, but with Bartolotti not eligible for points Lawson now led the standings. Qualifying for Race 2 was disrupted by a red flag with two minutes to run, Lucas Auer snatched the #1 spot on the grid, 0.075 quicker than Wittman with Lawson 0.087 behind Auer in P3, it was very close. For the race Wittman carried an additional 25 kgs and Lawson 15 kgs from the previous day's race result. Lawson dropped a place at the rolling start and his team again opted for an early stop strategy, he emerged in 10th in track position. Compared to Race 1 the 35 lapper was a tame affair, at the halfway mark Auer led by 1.7 seconds, it dropped to 3/10ths, but Lawson had been told not to take risks and settled for 2nd place half a second behind the Mercedes-AMG. It was Lawson's 8th podium in 12 races and he leads the series by 10 points heading into the penultimate round at the Hockenheimring in Germany.



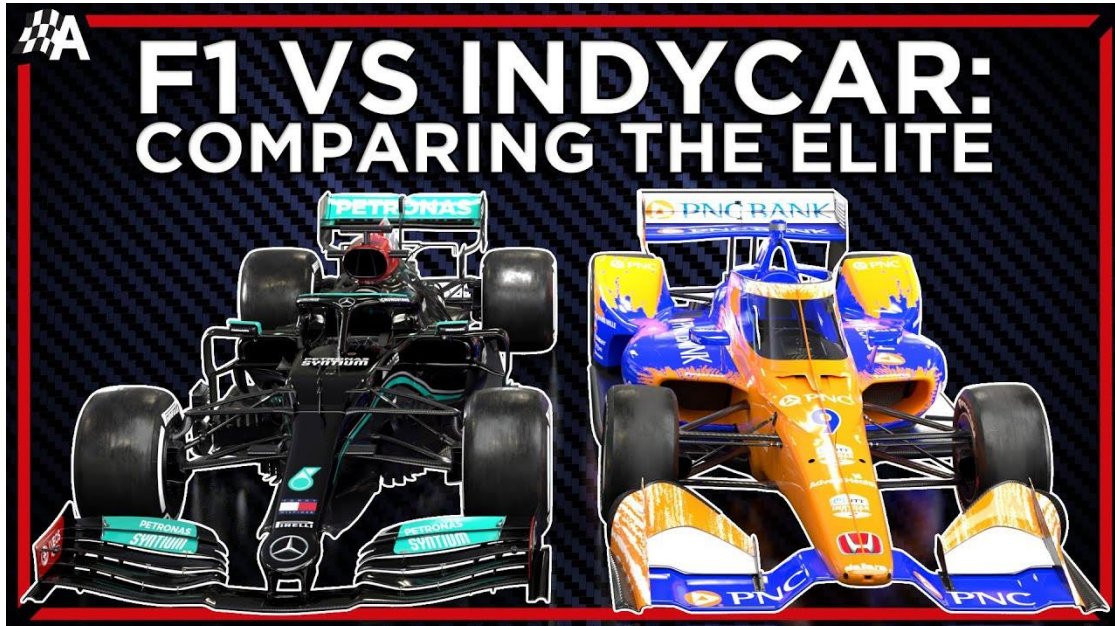
September ended with two key races, one in Russia and the other in America. At Sochi Liam Lawson and Marcus Armstrong were on the grid for Round 6 of the FIA Formula 2 Championship, on the streets of Long Beach the two Scotts were ending their 2021 IndyCar campaigns. Lawson had a lot of ground to make up in his title chase, starting the weekend in 8th place on the point's table. In qualifying for Race 1 he finished 8th quickest, Armstrong sat in P11, with the race's Reverse Top 10 grid Lawson starts 3rd on Row 2. The start of the 18 lap Sprint race was delayed because of track conditions following morning thunderstorms but there was a dry line after the F1 cars finished their practice session though the track was still damp off-line, two cars spun and crashed on their way to the starting grid. The race started single file behind pole man Dan Ticktum who went on to win by 4.4 seconds, Lawson held his 3rd place until Lap 6 when he hit the outside wall at Turn 13, blaming cold brakes for the incident. Armstrong started and finished P11. Because of the lost time the second Sprint race was cancelled.

The 28 lap Feature race saw Lawson starting on the slower medium tyres which resulted in dropping places in the early phase. He took the lead on Lap 11 as the pit cycle began and held it until he stopped on Lap 18 for soft tyres, re-joining in 8th place. Despite the fresher rubber Lawson was unable to gain further track position until 3 laps from the end when a car retired, finishing P7 more than half a minute behind the winner. Armstrong again started and finished 11th to be outside the points. Lawson remains 8th on the points table.

On the west coast of America Newgarden came up trumps in qualifying to beat a vastly improved Dixon by 2/10ths for pole, McLaughlin dropped back to 13th (+ 0.637) and seven spots behind Grojean with the two split by 20 points for the Rookie of Year. The 85 lap Grand Prix of Long Beach started with several incidents on the opening lap, Herta launched over another car, worst affected was Pato O'Ward who was tagged and spun, the title contender later retired. That meant if Newgarden won Palou only had to finish 23rd or better to take the title. At the end of the pit stop cycle Herta led Newgarden and Dixon with Palou P5. Grojean's race unravelled when he clipped a barrier and damaged the rear of his car, the subsequent retirement meant McLaughlin would win Rookie of the Year. Despite fading tyres Herta was ahead of Newgarden by 0.588 at the flag with Dixon another half second away in 3rd followed by team mate Palou. McLaughlin crossed the line in P11, less than second away from a sixth Top 10 result. In only his second season Alex Palou became the first Spaniard to win the IndyCar Championship, in the process giving Chip Ganassi Racing its 14th title, Scott Dixon finished 4th overall behind Palou, Newgarden and O'Ward, while Scott McLaughlin's debut season ended in 14th place, also becoming the first Team Penske driver to win the coveted Rookie of the Year in the team's history that stretches back to the late 1960s. "Your get one shot to win this. To win the Rookie of the Year, it will sit with me forever and no one can ever take that away from me" ...

RH





In an interview with Australia's Speed Café last month Scott Dixon gave a most interesting insight when comparing the two major open wheel categories. The six-time IndyCar champion was possibly prompted by Romain Grojean being the latest F1 driver to switch to racing American style full-time and the successful transition made by the Frenchman. Two young Formula 1 aspirants have also made recent IndyCar appearances.

Dixon thinks that IndyCars is the opposite to Formula 1 because the small teams have gone, now all the teams are well funded, they all have great engineering groups and they all have fairly good speed. He cites Dale Coyne Racing that's one of the smallest teams and what Grojean has done with them with a pole, podiums and being able to fight for race wins, it shows the equality of the field.

"If you have great people with the same equipment, they can get it done and we've seen that, I think that's super appealing to pretty much everybody. It's the opportunity to be able to be racing for race wins, that's the biggest thing for these guys. Some of the teams (F1) they've been in they've been racing for, at best, trying to score one point and 10th place. I think that it's also the whole vibe, IndyCar is pretty open, everyone is pretty friendly, there's a lot of social events. There's a lot of time when everyone gets to relax and talk and catch-up. There's no the stigma like you find in Formula 1 where nobody really talks to each other".

Australian Will Power is also a former champion and Indy 500 winner, he echoes Dixon's thoughts that IndyCar is the place where drivers get more enjoyment from being able to race for wins. He cites the case of Marcus Ericsson who had 97 F1 starts without claiming a win or podium. Now in his third season in IndyCars the Swede has two wins and had an outside chance in this year's title race prior to the penultimate round. Grojean enjoyed a spell of success with Lotus which saw him claim 10 podiums all up, he never stood on the podium in five years with Haas. That's not as big a problem in IndyCar. Grojean spent most of his F1 career in



the back half of the field and there was nothing he could do about it. It's almost a pecking order of teams and where you're going to finish is wherever your team stacks up. That's it. Whereas in IndyCar you can be 20th one weekend and be on the pole next week and winning a race.

You can be in any team and win. The driver is very much the force behind that because the driver is the one that can lead the engineers in the right direction as far as development goes. It's basically set-up so you're looking at set-up philosophies, springs, roll bars, diffs - the only things that you can adjust in the car, which is not much. With the low down-force cars it's very much up to the driver to get the team pointed in the right direction.

In the past two months young Formula 1 aspirants have been on an IndyCar grid. Danish FIA Formula 2 driver Christian Lundgaard drove for Rahal Letterman Lanigan Racing at the Indianapolis Motor Speedway road course round following a single test session at Barber Motorsport Park, the 20 year old qualified fourth fastest and finished 12th. Callum Ilott raced in the 2015 Toyota Racing Series winning four races, the 22-year-old Briton is currently a Ferrari test driver and second reserve driver for Alfa Romeo. At the Portland International Raceway he drove for the new Juncos Hollinger Racing team with who he will see out the current IndyCar season, he qualified P19 only 7/10ths off the pole time, but retired from the race with a mechanical issue. He will drive full-time for JHR next year

Backing up what Scott Dixon and Will Power said, it could be that IndyCar is an easier pathway to top level open wheel racing providing a driver has the necessary talent. While they talk about Grojean and Ericsson, let's not overlook Scott McLaughlin who has achieved two Top 5 and six Top 10 finishes and leads the Rookie standings. The Team Penske driver finished 3rd in his first oval race at the Texas Motor Speedway, set the quickest time in the second practice session at Laguna Seca, then made five overtakes on the opening lap of the race, a silly pit stop error cost him a possible Top 5 result.

An analysis of this year's results shows that nine different drivers have won the 16 races, seven different drivers have started from pole position, 20 drivers have secured Top 5 finishes, 27 Top 10 finishes, 5 drivers in the title chase before the penultimate round, 3 drivers going into the final round, compare that to Formula 1 and it's hard to disagree with what Scott Dixon and Will Power had to say, the impressive IndyCar overtaking statistics would further add to their argument...

Clinton Forsdyke II

PS Both Scott Dixon and Will Power had Formula 1 tests back in 2004, Dixon with Williams-BMW while Power drove a Minardi, both proved to be one-off experiences. Grojean is hot property, he will be moving to Andretti Autosports in 2022 alongside Colton Herta and Alexander Rossi, a very formidable trio.





THE HARTLEY FILE

Following the excitement of a P2 podium finish in the Le Mans 24 Hour race, Brendon's September racing was almost as extreme as it could get. The occasion was the famous Goodwood Revival meeting that returned to the British calendar after two year's absence, he was in the field for the Sir John Whitmore Trophy race, 45 minutes duration with two drivers, the vehicles the hottest version of the ADO15.

From 1,000 horsepower 350 kilometre an hour hi-tech sports cars it was back to the racing of the mid-1960s driving a 1275cc Mini Cooper S. The Hartley family have a close affinity to the Mini, Bryan was a top exponent of Mini-Seven racing while Nelson set world land speed records at the Bonneville Salt Flats in a 1,000cc Cooper S, now it was Brendon's turn.

Thirty of the iconic 'bricks' were on the grid for the race that celebrated the 60th Anniversary of the original 997 Mini Cooper. The driver line-up certainly had star quality with five ex-Formula 1 drivers, sports car, saloon and touring car champions, Le Mans winners, celebrities like six-time Olympic cycling champion Sir Chris Hoy, a former Stig and the lead singer of the rock band AC/DC, Brian Johnson - Brendon was in exceptional company.

John Whitmore became an early star of the British Saloon Car Championship when he won the title in 1961 driving an 850 Austin Mini-Minor, beating the 3.8 MkII Jaguar of Mike Parkes (one-time Manfeild regular and Mini exponent Frank Hamlin won Class A at the Brands Hatch round). Two years later Whitmore finished a close runner-up in a 997 Mini Cooper, beaten by Jack Sears who drove three cars (Cortina GT, Lotus Cortina, Ford Galaxie) to claim the title.

The "Battle of the Bricks" was Saturday's Feature race at the 'Carnival of Tweed and Speed' where everyone, yes everyone, dresses in period clothing to recreate the atmosphere of the 1950's and 60's.

Brendon was with one of the lesser-known drivers, Gary Wright who had competed in the Masters Pre-66 Touring Car Championship, their car qualified P27 to start on Row 9 of a grid that had a significant time differential between first to last, obviously there were fast Cooper S's and really fast Cooper S's! Brendon did the second stint when they were well out of contention, upping the pace with a best 1.35.76 that was 2.8 seconds off the fastest lap to finish P19 and two laps down. The race was won by Nick Swift and Andrew Jordan, Swift is England's acknowledged master of preparing BMC A-Series motors and an accomplished racer, his Swiftune business prepared the engines of 24 cars on the grid, Jordan was the 2013 British Touring Car Champion.

One driver who really enjoyed the weekend was Brendon's former Porsche WEC team mate Romain Dumas, he co-drove the second placed Cooper S in the Whitmore Trophy before taking on the hoard of Austin A49 Farinas, Mk1 Jaguars, Alfa Romeo Giuliettas and other classics in Race 1 of the St Mary's Trophy. The Frenchman was behind the big plastic steering wheel of a 7-litre 1959 Ford Thunderbird, showing remarkable car control he threw the massive beast around the circuit, passing everything on his way to second place.

The weekend was a wonderful experience for the Hartley's, dressed as Goodwooders and all so English old boy with bygone days recreated. While on the other side of the Channel Brendon and Sarah are taking the opportunity to have a holiday break to catch-up with friends and share their wonderful news, they will become parents in the new-year with a little 'bambina' (girl). All very exciting.

There's still a wait to the next WEC race on the 30th of this month, the 6 Hours of Bahrain that's the penultimate round, the result will be critical to the outcome of the 2021 championship with Brendon and his two co-drivers currently second on the points table...

RH



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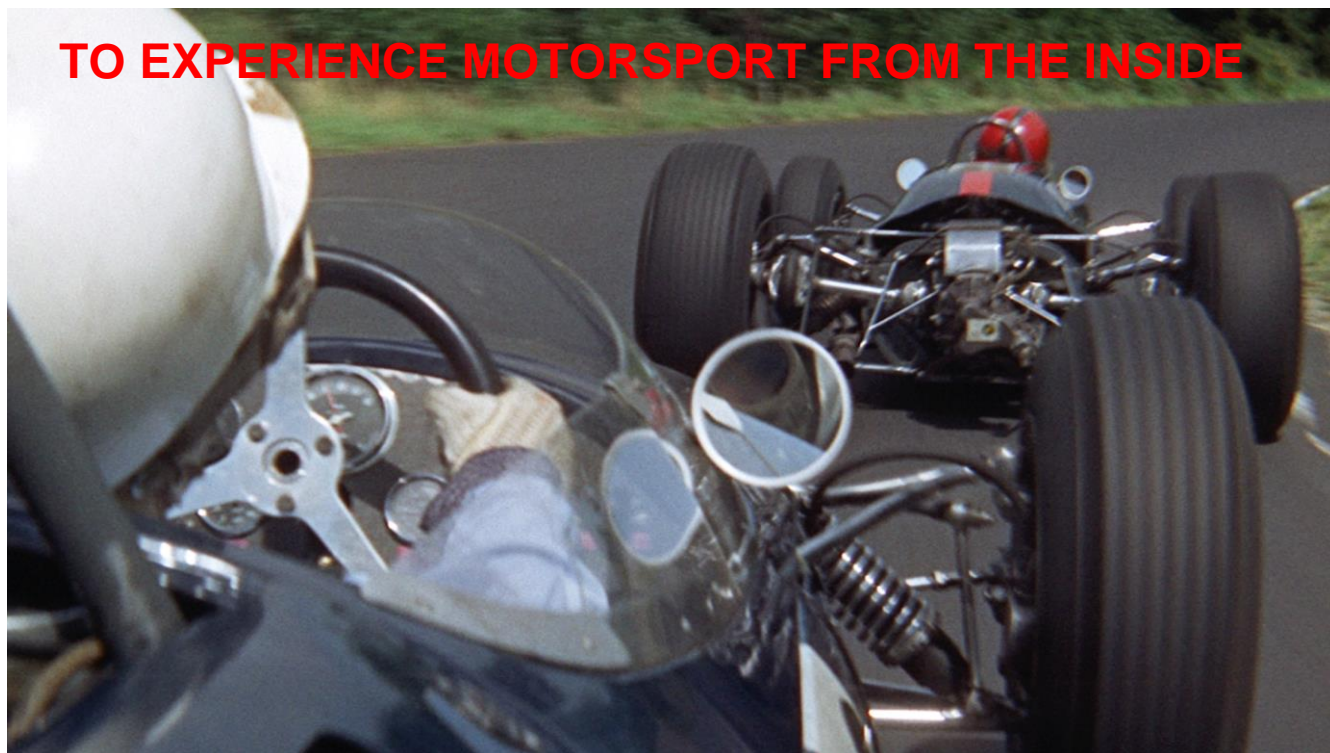
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PARTING SHOT



Wet is nothing new at Manfeild: Circuit Chris Amon. Jim Richards in the Sidchrome Mustang, Leo Leonard in the PDL Mustang, Jack Nazer in Miss Victorious and goodness knows who else behind the wall of spray!!