

Manawatu Car Club Inc

Magazine

November 2021



RACE WITH US!



Dear motorsport whanau,

I hope you enjoy this month's magazine...

That is all. Much aroha to you all, and remember to keep the rubber side down.

TW



Opinion Disclaimer

The views and opinions expressed in this magazine are those of the authors and do not necessarily reflect the official policy or position of the Manawatu Car Club Inc. Any content provided by our authors are of their own opinion, and are not intended to malign any religion, ethnic group, club, organization, company, individual, or anyone or anything.

Richie Arber
President
Manawatu Car Club Inc



PrintableX.com

NOVEMBER

- Sunday 7th Transpec / GT Oil Manfeild Open Day Round 4
- Saturday 20th ShowVember Drift Battle, Drift Practice & Tutoring
- Sunday 28th Back Track Clubsport Basic event

DECEMBER

- Friday 3rd Manfeild Test Day
- Saturday 4th Mitre 10 MEGA Summer Race Series Round 1
- Sunday 5th Mitre 10 MEGA Summer Race Series Round 1
- Saturday 11th MCC Xmas Party & Feilding Auto Electrical Winter Series Prize Giving

JANUARY

- Saturday 22nd Multi Event Weekend Day 1
- Sunday 23rd Multi Event Weekend Day 2

FEBRUARY

- Sunday 27th Mitre 10 MEGA Summer Series Round 2

APRIL

- Saturday 2nd Super Trucks Race meeting
- Sunday 3rd Mitre 10 MEGA Summer Race Series Round 3





President: Richie Arber
Mobile: 027-2900-668

president@manawatucarclub.org.nz



Vice President / Treasurer: Tim Wilde
Mobile: 027-472-9664

accounts@manawatucarclub.org.nz



Club Secretary / Events Manager: Jeff Braid
Mobile: 027 -477-3337

info@manawatucarclub.org.nz



Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Gareth Stanley



Nick Stewart



Markku Braid

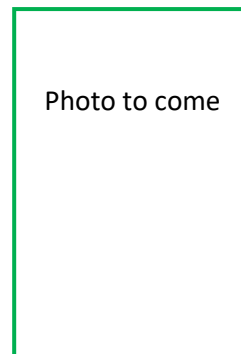


Photo to come

Troy Brown



Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine Editor

FROM THE PRESIDENTS PEN



Well it has not been a great couple of weeks in the Arber household...

From the highs of being able to finally hold the last round of the Feilding Auto Electrical Winter Race Series at the start of October, and to once again team up with my good mate Russell Harris in the commentary box... to the lows of finding out just over a week ago that our 13yr old fluffy member of the family "Blu Dog" had inoperable bladder cancer. As I write this piece it was just two days ago that Lydia and I sat with him at our home in one of his favorite spots in the garage looking out over the property, with a couple of wonderful vets from Totally Vets in Feilding, and we said our last goodbyes and put him to sleep. If you are not an animal lover, or you have not shared some of your life (and the whole of their life I might add) with an animal that is part of your family and your best friend, then you will not understand the grief that this household is currently experiencing.

I picked Blu from a litter of puppies in August 2008. He was the runt of the litter and why the other dogs were all at the front of the cage barking and trying to get my attention, he sat quietly at the back of the cage doing nothing. Some other people were also there at the same time so I left the over eager puppies to them and moved to the side of the cage, I put my hand through the cage bars towards Blu and he slowly came to me and licked my hand and sat down next to me and looked up at me, it was at that instant I knew which puppy I would be taking home that afternoon.

A lot happened over the next 13 years and a lot of great memories were made. Those who met Blu always made comment about his nature and how kind he was, indeed he was Lydia and my first baby before Jack and Emily came along. So you will hopefully understand that while I do have a bit to write about this month regarding the MCC, I will leave it to next month, as I just don't quite feel like it at the moment...

Rest in peace and sleep well my friend, your family will miss you and you will never be forgotten...



Just 6 weeks old – August 2008

Richie





**TRACK 'N 'YACK
ROSE & CROWN PUB
TERRACE END**

**WEDNESDAY 10TH NOVEMBER 7.00PM
ONWARDS**

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



**Manawatu Car Club
Memberships expiry on the
30th September 2021**

Remember to renew your
Membership to continue to receive
all the benefits of belonging to
New Zealand's premiere Car Club.

It's easy to renew, just go here:

[https://manawatucarclub.org.nz/pro
duct-category/renewmember/](https://manawatucarclub.org.nz/product-category/renewmember/)

RACE WITH US!



Well done Manawatu Standard. Since the sad passing of Graham McRae the country's motor noters have written stories on his life, but have never spoken to the man who spent much time with Graham during their teenage years, was his 'gofer' and drove his transporter in both Europe and the United States during the very successful Formula 5000 campaigns. The man was Graham Davidson who's probably better known by his nickname 'Harley' and has enjoyed a very long association with Manfeild through his Manawatu Towing business, the master of vehicle recovery. Peter Bidwell was the journalist who wrote the story of the flawed and troubled genius that appeared in the newspaper's Saturday 18 September edition, becoming the first media person to speak to Graham. The story is well researched and written, highlighted by the fact that 'Harley' is finally acknowledged as one of the few people that the great 'Cassius' trusted. The Palmerston North resident has great stories to tell...



The boom continued. Classic car prices in the Land of Oz reached new record highs in Lloyd's September one-line auction. The three virtually brand new 'Yella' coloured Holdens were first on the block. The HSV VS GTSR W1 went for \$750,000, next up was the HSV VS GTSR with the hammer falling at \$1,000,000, last was one of only four HSV GTSR W1 Maloo utes built, bidding for the supercharged 'hay hauler' ended at \$1,250,000. Not to be outdone, later in the auction there was yet another blue oval homologation special, a 1971 Ford Falcon GTHO Phase III. This example was one of 300 showroom versions and one of 12 finished in 'Yellow Glo', it featured a contrasting beige vinyl roof and won multiple awards at classic car shows, it's in absolutely pristine condition. The Phase III headed-off the Holden trio, selling for \$1.3 million which beat the previous \$1.15 million record for the model. It continues to raise the question, where are they coming from...



The next step 1. Two Kiwi drivers are having their FIA Driver Ratings upgraded with one having a strong MCC link. From 01 January Jaxon Evans goes from a Silver to a Gold Rating to cap off what's been a stellar year. Jax was runner-up the European Porsche Supercup Championship that was decided in the final race. He also made his FIA World Endurance Championship debut driving a Porsche 911 RSR-19 for Dempsey-Proton Racing in the GTE-Am category where teams are only

allowed one Gold rated driver. Evans Australian team mate Matt Campbell is also a Gold driver, so they can't be paired together next year unless they run in GTE-Pro. Drift star Darren Kelly has become an endurance racing specialist over the past two years with the international 'Heart of Racing' team. Partnered by Spanish driver Alex Riberas in an Aston Martin Vantage GT3, the pairing has enjoyed considerable success with their names engraved on the South Island, North Island and New Zealand Endurance Championship trophies, Kelly goes from Bronze to Silver status in the new year. There are four New Zealand drivers who enjoy a top tier Platinum Rating - our man Brendon Hartley, Earl Bamber, Scott Dixon and Shane van Gisbergen. That's a very select group...

The next step 2. With the Formula 1 teams acknowledging there's a need to prepare young drivers for the future, the F1 management is implementing mandatory 'rookie running' beginning next season, that means teams are compelled to put young drivers in one of their cars during selected free practice sessions throughout the year. But teams aren't going to wait until next year, most will run Formula 2 rising stars at the traditional post-season testing at Abu Dhabi who are part of their respective academies. It's been confirmed that Liam Lawson will be linked to AlphaTauri while his Hitech GP F2 team mate Juri Vips will be with Red Bull, Vips is two places ahead of the kiwi in the championship standings (6th & 8th). Marcus Armstrong is a member of the Ferrari Driving Academy so is likely to slot into one of the famous Scuderia's cars. It's an interesting move and a huge opportunity for the young guns...



Dennis Martin's boys create history. Mr Martin's SpeedSport Scholarship has been one of the biggest success stories in this country's motor racing history with the number of graduates who have gone on to succeed at the highest levels in countries around the globe. Another chapter in the scholarship's story was written at the final round of the 2021 DTM Championship at the Norisring in Germany last month with two winners racing as team mates in a major international event. Nick Cassidy won the scholarship in 2006 and Liam Lawson in 2015, both drove for the Italian team AF Corse with Cassidy drafted in as the replacement for Alexander Albon who was on F1 duties in Turkey (see 'Kiwi's Abroad' for the meeting report). However, it's not the first time that scholarship winners have competed against each other, Shane Van Gisbergen and Richie Stanaway raced for different teams at the same time at Bathurst. A disappointing outcome at the

Norising meant that Lawson didn't win the series and Ferrari were runner-up for the Manufacturer's Prize. There was better news with Red Bull/AlphaTauri AF Corse winning the Team's Award, the first time for an Italian team in DTM's 34-year history. Unfortunately, it was the big one got away...

Hayden Paddon creates history. For the first time in rally car history an event has been won by an all-electric vehicle (EV) and it happened near the small South Canterbury town of Waimate over Labour Weekend, it's only 80 kilometres from Padden's home town of Geraldine via SH1. The Waimate name has been linked to motor racing since the 1960's when street races were very popular around the country and later hosted 'reunion' events, though under much stricter control since the old days. Today racing on the streets has gone, replaced by a tarmac hill climb, this year the sealed course was used on Day 1 as a curtain-raiser for the inaugural Waimate 50 Horsepower Hill Climb run on 4-kilometre gravel road with 250 metre elevation change, the star entry being Paddon's EV Hyundai Kona making its long-awaited competition debut. The 4WD Kona was designed and built in-house by the seven members of the Highlands Park based Paddon Rallysport Team, the 412-volt lithium-ion battery and two electric motors being sourced from Austrian company STARD Industries, the critical aero was developed in partnership with Canterbury University. Hayden Paddon and his world leading EV Hyundai Kona won on debut, the perfect start...



Fancy a retro Lotus super car? It's called the Radford Type 62-2 that's been created by a British coachbuilder with a consortium of backers that includes former world champion Jenson Button. It's a modern interpretation of the Lotus Type 62 from the 1960s that was intended to race in the Group 6 prototype category, the retro Lotus benefits from more than fifty years of technical advancement with a 3.5 litre turbocharged V6 motor in place of the Type 62's Vauxhall derived 2.0 litre DOHC engine. It will be available in three variants with different liveries and power output, each livery recognising great Lotus F1 cars of the past. The 'Classic' will have 320 kW and feature the early green with yellow stripe and wheels colours, the 'Gold Leaf' has the cigarette company's famous red, white and gold with the engine upgraded to 372 kW and an additional seventh gear in the transmission, while the black and gold 'JPS' is a 447kw extreme track version with more extreme bodywork. With the Radford Type 62-2 having a very limited production run

they won't be cheap; the first production car is expected to be revealed before the end of the year with customer deliveries early in the new-year. They will certainly stand out in the crowd...



Who is Radford? In 1947 Harold Radford founded his coachbuilding company that had a reputation for producing luxurious tailored vehicles based on Rolls-Royce and Bentley motor cars, appropriately it was sited in London's South Kensington area. In the 1960's the company was involved in creating the fibreglass bodywork for the prototype Ford GT40, but the Radford name is probably best known for the four bespoke 1965 Mini Cooper S cars commissioned by manager Brian Epstein as gifts to the Beatles to celebrate the success, at the time the Fab Four were at the peak of their fame. Paul McCartney's de Ville was designed to pay homage to the famous DB5, being painted in Aston Martin's Sage Green metallic with black leather upholstery. George Harrison's Mini had a full length sun-roof and a psychedelic livery created by two Dutch artists inspired by their *Magical Mystery Tour* album, while the cream and maroon two-tone Ringo Starr de Ville featured a hatchback boot to accommodate his drum kit. John Lennon's gift was black, which meant black outside, inside, wheels and bumpers that at the time mirrored his Rolls-Royce Phantom V. Three year ago Ringo's Mini was bought by former Spice Girl Gerri Halliwell for 102,000 pounds (NZ\$200,000), the previous year an American fan bid 183,500 pounds (NZ\$360,000) at auction for the McCartney 'brick'. Beatlemania didn't come cheaply...



Some variation for Mr B. As a very enthusiastic Mazda MX5 race driver he would have eagerly awaited the opportunity to sample the latest variant of the world's biggest selling sports car, the MX-5 RF Limited with its 2.0 litre engine, refinement and metal targa top that allows the best of both worlds at the cost of restricted visibility. The excitement was tempered by the fact the press car had an auto gearbox, MX-5's are driver's cars and not even paddle shifting could soften the blow, it merely confirmed that Mr B is a three pedal manual gearbox man like real racing drivers. Next one. It's hard to believe that the first VW Golf GTi was produced in 1976 and immediately redefined the meaning of a hot hatch, nearly 25 years later it's still right up there with the original fuel injected 1.6 litre 82 kW motor a distant memory, the latest version is 2.0 litres and turbocharged with 180 kW which keeps it up with the field. In summary "this legendary model balances nicely between suave and savage", "it begs to be driven with enthusiasm". The next vehicle parked at Villa Bosselman was the Hybrid version of the smallest sedan from Toyota's luxury arm, the Lexus IS 300N F-Sport. Nearly 20 years ago Toyota was at the forefront of the hybrid revolution and recently announced it was investing \$13 billion in battery development, but expectations that this Lexus could be all-electric came up short of the mark. "Stylish and well built, missing is electric engineering" was Mr B's conclusion. What's next on the 'to-be-driven' list...



Very privileged. Richard Bosselman's most interesting 'The Future Looks Bright' article in last month's magazine made mention of Audi and Ken Block linking forces to promote the company's EV's, there was also a photo of the extrovert American standing with a selection of vehicles that have played major roles in the famous company's history and one that looks to the future. The photo was taken in Audi's Museum situated on the outskirts of Ingolstadt in Bavaria. In a casual conversation Mr B mentioned that he was invited to visit the museum a number of years ago following the launch of a new Audi in another country and was the only journo asked, back then visiting was a rare privilege. He said it was much the same as it is today, opened in 2000 the circular building has three floors exhibiting cars and motorcycles representing the brands that formed Auto Union (Horch, DKW, Wanderer, Audiwerke) and later Audi, highlighted by a special 'elevator' that displays 14 cars in constant rotation. The museum has since become a very popular visitor and tourist attraction and is open every day. Definitely a bucket lister...

A most unlikely couple. The partnership between the German brand and extrovert American Ken Block seems very strange at first glance but it could be a marketing masterstroke. Block has a massive global following through his amazing Hoonigan Gymkhana videos filmed at venues around the world - "There are big things to come, including a new Gymkhana film. Audi will build a very top-secret e-tron for the video". The sound track will certainly be very different and it's been hinted the name could be 'Electrikhana'. Seems very appropriate...

What a prize. Go back 18 years to the Eastern Creek International Raceway (name changed in 2012 to Sydney Motorsport Park) and the first ATCC Supercar Championship event promoted by Supercars itself, the VIP Petfoods Main Event. Marcus Ambrose scored his first championship victory but it was the pole shootout that probably attracted the most attention, certainly for the fans. Instead of the traditional 10 car Shootout, it was expanded to the full 33-car field with the running order decided by a barrel draw that involved race fans. Each driver was paired with one of the 33 lucky fans who had pre-purchased tickets, most were hoping to be with Ambrose, Scaife or Murphy, the fan pulled an envelope out of the barrel with their driver's position. When the 90-minute session ended Mark Scaife had beaten Todd Kelly by half a second to claim the \$5,000 Monroe Pole Award, but what was the prize for his fan Fiona Rourke. There was a limited-edition Sony PlayStation 2, garage tour, race day breakfast with drivers, hot lap in the Safety Car, signed merchandise and a year's worth of VB (Victorian Bitter) beer! Under the terms of the competition a year's worth of beer amounted to 52 cartons. Bewdy mate...



If at first you don't succeed, try, try again. Tony Quinn is obviously a stubborn Scot who is determined to acquire the Taupo Motorsport Park, last month he made his second bid by upping the ante. Back in July his offer was \$7,100,000 in cash with his Keltic company assuming \$1,160,000 of TMP liabilities, that offer didn't receive the requisite 75% shareholder approval. Keltic's new bid is \$9,800,000 with TMP settling its liabilities on settlement of the sale. Again, the TMP directors unanimously recommended the TMP shareholders to approve this second offer, the directors who hold TMP shares have undertaken to vote their shares in favour of the resolution to approve the sale. If the sale goes ahead this time Mr Quinn will have his third New Zealand circuit. Taupo is almost on Manfeild's door step...

Quinn lands one that had got away. Back in July Tony Quinn was poised to acquire the Queensland and Lakeside Raceways until incumbent operator John Tetley backed out of the deal at the last minute. Never a man to accept defeat Quinn didn't go away and last month threw out his line with a new proposal as bait, this time he hooked Queensland Raceway with Tetley retaining Lakeside Raceway. The two have pledged to work

together to deliver events with Lakeside having a greater focus on grass roots motorsport. With Mr Quinn taking ownership and management of QR no doubt his first priority will be working on the necessary upgrades with the objective of the Supercar Championship returning to the facility for the first time since 2018. The circuit nicknamed the 'paper clip' has exciting times ahead...

Racing drivers wanted. Italian based Petri Corse Automobili who compete in the European Trofeo Lamborghini are seeking drivers for next year and keen to attract New Zealanders, obviously impressed by the current crop competing in Europe and beyond. Team owner Simone Petri is working with former Williams Engineering Touring Car team manager and Opel DTM Sporting Director Didier Debae who recently left our shores following several years as Operations Manager and acting CEO of V8 SuperTourers and Technical Advisor for NZV8 Utes, so he knows the quality and depth of the country's drivers. Found in the city of Florence in the Tuscany region of Italy, Petri Corse Automobili isn't some little backyard operation, they are official service agents for Bentley, Rolls-Royce, Lamborghini, Morgan, Cadillac, Corvette and Hummer while also racing in the British Touring Car Championship, DTM, Porsche Carrera Cup and Italian Superstars Series. Attracting fields of 30 cars, Trofeo Lamborghini is regarded as a stepping stone to GT3, the 2022 calendar includes six rounds raced on circuits in Italy, France and Belgium, the latter being the season highlight on the legendary Spa-Francorchamps circuit. Interested? Other than ability prospective drivers will be required to live in Europe, have financial backing (with two drivers allocated to each car means about 125,000 Euro (NZ\$208,000) each) and be committed to work for the team, included is unlimited time on the PCA simulators. If that sounds like you and have a love of pasta this could be the opportunity you've been waiting for to advance your racing career on the international stage. Driving a Lamborghini too...



Given the big tick. MotorSport New Zealand has approved Electric Vehicles (EVs) for competition in selected events, sounds straightforward, however there's a very big BUT. The vehicles come with very different health and safety risks, specifically related to battery fires and electric shocks, which means clubs and people must be aware of all safety measures, track marshals will be required to have the skills needed to deal with any

situation that may arise in the completely new world of High Voltage Systems, Lithium-Ion batteries and a new type of fire that can be difficult to extinguish. Electric and hybrid vehicles are already part of our future, now they will be seen in both circuit racing and rallying, MSNZ has produced a 17-page EV Guidelines book that can be downloaded that will have to be studied closely from cover-to-cover, no doubt there will be extensive training sessions along the line. It won't be happening tomorrow, but it will be happening at some time in the future. It won't be going away...



Swiss Miss and Triple Eight link. Roland Dane's daughter Jess is a very savvy young businesswoman who rides off-road motor bikes for recreation. In 2015 she bought shares in Triple Eight Engineering and later became responsible for commercial operations, today she is the second biggest shareholder (after Tony Quinn) and will be Jamie Whincup's right hand person when he takes over the dual role of Managing Director and Team Principal when Roland steps down at the end of the year. Jess has revealed that she was involved in plans to create a predominantly female Triple Eight team to contest the 2019 Supercar Championship by running a third car following the retirement of Craig Lowndes, she would be the Team Manager with Simona de Silvestro driving. Just two days before the deadline one of the major backers withdrew, Triple Eight became a two-car team and Simona did a third and final season with Kelly Racing in the Harvey Norman Nissan Altima. The concept of a female driver and pit crew became reality this year at the Indianapolis 500 when Beth Paretta's Paretta Autosports contested the race with de Silvestro in the

car, her sixth start at the Brickyard. From starting in the Triple Eight sub-assembly shop working on engines and gearboxes, the dynamic 30-year-old Jess Dane has become a very influential figure, part-team owner and heading Motorsport Australia's 'Girls on Track' initiative. An inspirational achiever...

And the winner is. The three finalists in last month's Hampton Downs New Zealand Racing Academy \$30,000 scholarship towards a campaign to race in the coming Best Bars Toyota 86 Championship all gained significant experience racing at Manfeild Circuit Chris Amon over recent years in the early stages of their careers. Because of the current pandemic situation everything relating to the judging process had to be done on-line. The judge's decision went in favour of 18-year-old Matthew McCutcheon, a former SpeedSport Scholarship winner who raced in speedway midget cars at Western Springs before the switch to Formula First and then Formula Ford last year. The other finalists were Hayden Bakkerus and Liam Sceats who each received \$5,000 towards the cost of their Formula Ford season, all three drivers becoming official ambassadors for the academy. This time the big carrot in the Toyota 86 championship is the Rookie of the Year having a drive at Bathurst. The racing should be even closer and hopefully not a smash fest...

Under new management. Those three words are often seen when businesses are sold but this one is as big as they come in our part of the world if you have an interest in motorsport. Following many months of big players being involved in a bidding war it's been confirmed that Racing Australia Consolidated Enterprises (RACE) will be the new owner group of Supercars. Private equity firm Archer Capital secured a majority Supercars shareholding in 2011 for AU\$190 million with the teams owning the balance of shares, with the sale now completed RACE will acquire Archer Capital's 65% stake and the team's 35%. The RACE consortium

is led by Barclay Nettlefold, the Australian Racing Group (ARG) and international financial advisory firm Henslow with their collective resources bringing expertise in sport, marketing and all form of media including digital. Nettlefold is the global CEO of TGI Sport and is regarded as a visionary and passionate leader of the outdoor media and sports industry. The transfer of shares will take place at the end of the year but forward planning between Archer and RACE has already begun. The ARG is a big player in RACE with Garry Rodgers (GRM) its major shareholder, ARG having taken over the running of TCR, Australian GT Championship, Touring Car Masters and S5000 which has given the organisation extensive experience in organising and hosting rounds at the highest level. Big changes are in the wind...

Three continuation Ford Sierra RS500 Group A Touring Cars are being built, to 1990 Andy Rouse Engineering specification. The starting point for all three of the cars will be an original Ford Sierra bodyshell, each built up to a design agreed by Rouse. The first of these racers is particularly special because, as in period, it is based on a brand-new '909' Motorsport shell that's been unused and stored since the '80s. Power will come from a Cosworth YB motor with 575bhp, developed in collaboration with original ARE engine builder Vic Drake. This will be mated to a Getrag five-speed gearbox. Each will be sold race-ready, with HTP papers, fuel cell and roll cage certificates, and finished in white, with options for liveries. Prices start at a not-insignificant £185,000. CNC Motorsport AWS has access to the necessary drawings and data, the company has form in doing such work, being well-established as a builder and restorer of classic Touring Cars, being founded by Alan Strachan, who worked for Rouse in period at the peak of the RS500's dominance.



Thanks to a few of these days run by Greg Browne I have managed to gain some experience driving before sitting my learner's test. Because I had the opportunity to do this, when I started driving on the road for the first time I wasn't panicked by the fact I was now behind the wheel of a car doing 50km/h and I could concentrate more on road rules than car and clutch control. I would highly recommend this to friends yet to get their learner's if it was open to them, and I know that Dad has already organised my younger sister to go. It's a great program and it helped immensely, and was also a fun way to spend an hour.



ROOKIE DRIVER TRAINING DAYS

William Brothwell
Page 15 of 41



From the Manfeild CEO's desk:

We were so pleased to see the successful completion of the Winter Series in mid-October, despite the challenges of the numerous event disruptions around the country, due to the ongoing pandemic. We are so keen to make events happen across our facility as we adhere to the government guidelines and so huge credit to the Manawatu Car Club for your innovation to work alongside the Manfeild Park team to ensure we can continue to deliver such important events, while keeping our community safe.

I have been privileged to be rostered on gate security a number of times in recent months and our patrons attending events on Circuit Chris Amon, in the Stadium, on our equestrian arenas, at the National Driver Training Centre and across our green spaces, are all so grateful to alleviate their cabin fever from being at home to get back participating and competing again. The feedback on how Manfeild is “making events happen” safely is so welcome, as navigating this changing climate is not easy at times. We are being asked about “best practice” as well and so that supports the work we are doing to be innovative within the guidelines. This comes from taking a team approach to the work that we are doing so thank you very much to everyone involved.

This month we farewelled our committed and long serving colleague, Steve Easthope as he resigned to embark on a new career adventure. Steve has served Manfeild well over the last 18 years. Steve has been very generous in sharing his intellectual property, knowledge and experience with our team so we expect a seamless transition following his departure. We wish Steve well as he moves outdoors and pick up his tools in his new role.

The events landscape continues to change around us as we move from the alert level structure to a new traffic light system in this pandemic. The government has shared that the key will be vaccinations for those people that wish to be involved in events moving forward, whether they are an organiser, competitor, patron or volunteer. At the time of writing, I am in discussion with our Board about how we will address the safety of our community in this new events framework. More details will follow under separate cover. The key is definitely that we wish to hold events but it is also important that we keep our communities safe. Covid and its derivations are likely to be staying around for a while yet.

We wish the MCC all the very best for the start of the successful Summer Series and Showvember.

Kathy Gibson CEO



2021 FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 4

Following a two-month postponement the roads again led to Manfeild Circuit Chris Amon for the final round of the Feilding Auto Electrical Winter Series on 16/17 October.

The normal one-dayer became a two-dayer because of the COVID numbers game, on the negative side Auckland and Waikato competitors had to stay at home, more positive was the entry number topping the 100 mark for the weekend with 29 competitors on Saturday and 72 on Sunday.

Both days enjoyed perfect conditions for racing with no rain, dry track, little wind and temperatures that climbed towards 20 degrees during the afternoon with racing being completed by 3.20pm. Despite having limited numbers with no spectators, there was a good atmosphere and the usual camaraderie around the pits and garages. Competitors had the benefit of a 20 minute 'test' session prior to the qualifying. With the meeting running ahead of time on Day 1 because of the merger of the two open-wheel classes, each category had a 'bonus' 8 lap race with a marble draw to finish the day with no points on offer.

Day 1. The two open-wheel categories were the worst affected with COVID defections, the combined fields in Round 3 totalled 18 cars, in Round 4 six cars with a single Formula Ford. Quite correctly officials combined the two classes with the Formula Ford alone on the front row of the grids.

In the Total Truck Spray Formula First Cup there were five runners with Keith Miller the sole Max Tarr Electrical Formula Ford starter. Qualifying ended with Miller's 1.17.885, nearly six seconds faster than Blake Dowdall whose 1.23.568 topped the Formula First times, 0.832 ahead of Jenson Bate with a full second to Judd Christiansen, Christchurch's Darren Thornley and Darren Henderson completed the field with the five cars covered by 3.4 seconds.

In Race 1 Miller left the VW scrappers to themselves, with a great start Bate led into Turn 1 but Dowdall led at the end of the lap, Henderson crossed line P3 followed by Thornley and Christiansen. Bate led Lap 2 while Thornley was now at the head of the battling trio. Another lap saw McDowall ahead again where he stayed until the flag, Bate drifted back with the real action coming Thornley, Henderson and Christiansen with the



three swapping positions on every lap and only 10ths of a second apart. At the end of Lap 7 Miller was half a minute in front after cruising the final stages, Dowdall headed Bate by 4.7 seconds, the real battle continued 17 seconds back and on the last lap it was Henderson who have the benefit of the draft and kept his nose in front of Thornley by 0.156 with Christiansen right on their gearboxes.

Race 2 was more of the same but Dowdall led the Formula First fleet from start to finish, though Bate kept in closer contact time. The three-ship continued as they raced in the opener, Henderson led over the line four times to Thornley's three with Christiansen once splitting the pair. At the checker Miller had a 42.8 second break over Dowdall with Bate much closer at 1.3, the battlers crossed the line 18 seconds later but covered by just 3/10ths, Henderson pipping Thornley by 7/100ths and Christiansen alongside. Great stuff gentlemen.

Race 3 had the same script, Miller was never going to be threatened, Dowdall and Bate ran second and third for the entire seven laps and two seconds was the closest they got to each other, the entertainment value came from the trio who made up the balance of the field as Henderson and Thornley continually swapped positions and Christiansen watched the pair at close quarters. Miller took the flag 38 seconds ahead of Dowdall with Bate 9 seconds behind, there was a bigger gap to the hustlers with Thornley edging out Christiansen by 0.522 and Henderson only 2/100ths away, 0.546 covering the trio as they crossed the line. More great stuff.

Miller and Henderson were non-starters in the Marble Draw that saw Bate lead three of the 8 laps before Dowdall assumed command to win by 3.8 seconds, Thornley was 35 seconds behind Dowdall with another 14 seconds to Christiansen, possibly the latter pair were suffering from battle fatigue!

So the series ended with Keith Miller leapfrogging the absent Hayden Bakkerus and Liam Sceats to win the Formula Ford Cup, coming from 21 points behind to being 208 in front. In the Formula First Cup Blake Dowdall and Jensen Bate did the same to Dylan Grant who ended up third overall, 17 points behind Bate.



The Danny's Auto Services / BT Advisory RS Cup attracted 9 entries, the same number as the previous two rounds. Brett Uncles set the qualifying pace with a 1.30.006 which was 6/1000ths outside the breakout time, he was 0.475 quicker than Dom Fransen who was 4/100ths ahead of Jules Van Niekerk. Michael James, Rodney Penn and Keith Pfeffer completed the top six, covered by 0.183 with Pfeffer 1.3 slower than Uncles.

In the Scratch race Fransen took off like a scalded cat and never looked like being headed with a lead that increased with every lap, Uncles had no response but held second ahead of Van Niekerk, James, Penn, Pfeffer, Connor Cleland, Nick Fisher and Peter Rine completing the running order. There was some close duelling in the midfield but the order remained the same each time the line was crossed, at the end of the six laps Fransen led Uncles by 6.2 seconds. But, the first three finishers had incurred time penalties by breaking out, Fransen offending 5 times, Uncles 4 and Niekerk twice. So the official result saw James the winner by 1.8 seconds over Pfeffer with Penn P3 and 10 seconds behind James, they were followed by Cleland and Van Niekerk. Uncles was classified 8th and Fransen 9th, a whopping 77 seconds behind the official winner.



JAROD CARRUTHERS PHOTOGRAPHY

Quite remarkably there was not a single breakout in the Reverse Grid, lessons had been quickly learned. Starting from Row 3 Penn quickly made his way to the front to lead Pfeffer, James and Uncles, when Lap 2 ended James and Pfeffer had swapped positions, next time round Fransen was ahead of Uncles and Pfeffer was back in P5. Lap 5 saw Uncles back in front of Fransen and Penn on a late race charge, it was all on over the last 3 kilometres with Fransen moving up 3 places to take the flag 4/10ths ahead of James with 4/100ths to Penn closely followed by Uncles, Pfeffer and Van Niekerk, the six cars covered by 5 seconds. Racing as it should be.

For the Handicap the 7-car grid was spread over 35 seconds with Rine's HQ Holden first away with a 5 second gap to Cleland, Fransen and Uncles shared the back row. Rine made the best of his handicap and led the opening laps from Cleland and James. Cleland went to the front on Lap 3, Rine was quickly overtaken and dropped back through the pack, James took over 2nd followed by Pfeffer, Penn and Fransen. Cleland drew away and led by 6 seconds going into the final lap that saw Fransen advance to 3rd ahead of Penn while Pfeffer dropped three places but remained ahead of Uncles, the order stayed to the flag but Fransen had erred again with four sub-1.30 laps, Uncles erred twice. Cleland was the official winner, 4.9 second ahead of James with nearly 5 seconds back to Penn who had a 3/10ths margin over Pfeffer with Rine another 16 seconds back. With their time penalties Uncles and Fransen were 6th and 7th, the latter more than a minute behind the victor.

There were only four starters in the Marble Draw 8 lapper and no breakouts, Penn took the race honours from



Uncles, Fransen and Cleland with large gap splitting the cars.

In the series, Keith Pfeffer led Michael James by 5 points going into the final round, three races later James had 733 points to Pfeffer's 719 and Penn on 686 - 2021 was the year of the Woodville plumber and his venerable # 68 HQ Holden.

Thirteen cars took part in the Geartech Automotive SF Cup, an increase of three from the previous round. Going into the final round Kane Anderson topped the points table but with Mr and Mrs Stanley missing it opened the door for several drivers to benefit from their absence. An interesting entry in the class was Dave Thomsen, the GT Cup regular driving a Honda Civic.

It was Jack Cleland who topped Qualifying with a best 1.23.475 that was 0.858 quicker than Brendon Uncles, the pair very closely followed by Greg Ward, Nathan Harris and Sean Browne who were covered by 1/10 th, all five drivers being under the 1.25 breakout time. Point's leader Kane Anderson was down in P11 and 3.7 seconds slower than Cleland.

In Race 1 Cleland got the jump when the lights went out with Ward in second exiting Turn 1 after starting from Row 2, Uncles pushed him back to P3 before the first lap was completed with Sean Browne, Harris and Greg Browne next, Anderson had gained two positions to be 7th. Uncles took the lead on Lap 2 with David Graham the big mover up to 5th place, he kept gaining positions on consecutive laps. At the halfway mark the order was Uncles, Cleland, Sean Browne, Graham, Ward and Greg Browne, next time over the line Graham was P3 and Ethan Donohue also came into the picture. Starting the last lap Uncles narrowly led Graham followed by Cleland, Sean Browne, Ward and Donohue, but when the flag fell Graham was ahead of Sean Browne, Cleland, Uncles, Ward, Donohue, Greg Browne and Harris, a remarkable 3 kilometres of racing. Graham got the 'first over the line' chocolate fish, but seven drivers had broken out, more than half the field! When all the time penalties were taken into account Greg Browne came out the winner by 0.248 from Harris with Anderson third, Thomsen, Cleland and Ward completing the corrected top six and covered by under six seconds. Sean Browne, Uncles, Donohue and Graham filled positions 10 to 13 in the official result.

The Reverse Grid had Dave Burroughs and Spencer Morris on the front row with Cameron Antrobus and Thomsen behind them, Graham was alone on the back row. Thomsen led the opening three laps with Donohue already up to P2 after starting on Row 4, next were Morris, Greg Browne, Uncles and Anderson. On Lap 4 Donohue went from a 2/100ths deficit to lead Thomsen by more than a second, Graham suddenly



emerged in P3 ahead of Greg Browne, Uncles, Sean Browne and Morris. The leading duo remained in the same order over the final laps with Donohue taking the flag 1.4 seconds ahead of Thomsen, Graham was next while Uncles and Sean Browne got ahead of Greg Browne with Harris and Cleland close behind. Some had learned from the first race, five drivers had incurred time penalties, four being repeat offenders. Thomsen became the official winner with a 4.2 advantage over Uncles, another 2.6 to Greg Browne then Morris, Anderson and Antrobus. Sean Harris, Harris and Cleland were relegated to 8th, 9th and 10th with Donohue and Graham 12th and 13th. Speed costs.

There was a 30 second spread in the Handicap, Burroughs and Morris only having 10 seconds over Anderson, Greg Browne and Thomsen, Cleland and Graham were last to be flagged away. Morris made the best of his opportunity and led the first five laps while there were plenty of positional changes behind the Feilding driver as the race progressed. Uncles retired at the end of Lap 2 and after 3 laps Burroughs held 2nd from Greg Browne, Thomsen, Anderson, Antrobus with Sean Browne best of the rest. On Lap 4 Burroughs dropped back to P5 with no changes in the main pack, the order remained much same on Lap 5 but Thomsen was much closer to the leader and made his pass on the middle straight, Greg Browne also overtook Morris before the flag to be 0.56 behind the Honda Civic with half a second to Morris who just held out the fast finishing Anderson, Burroughs held onto P5 by 7/100ths over Donohue with Sean Browne, Antrobus and Harris following. Again, there were five drivers broke-out, Ward for the first time, the respective time penalties meant in places 8 to 12 were Ward, Cleland, Sean Browne, Donohue and Graham, the latter lapped sub-1.25 on 14 occasions over three races! Kane Anderson ended the day as the 2021 FAE Winter Series SF Cup winner by more than 200 points from Cameron Antrobus.



JAROD CARRUTHERS PHOTOGRAPHY

The Marble Draw had Anderson get # 1 and pole position, Sean Browne had # 2 but was a DNS, fast men Donohue and Uncles had #'s 11 and 13, Graham was alongside Cleland on Row 3 of the grid with no break-outs applying. When Lap 4 ended Anderson was the leader from Sean Browne, Cleland, Graham, Harris, Donohue and Thomsen before a Safety Car intervention caused by a 'mysterious' object seen by race control, the SC came in at the end of Lap 6 which meant a two laps sprint to the flag. Anderson had a problem and dropped back through the field, eventually finishing a lap down, his demise left Greg Browne leading Graham, Cleland and Harris. Lap 8 began with Graham taking the lead in Turn 1, Greg Browne also had a problem and was quickly overtaken, so at the line it was Graham ahead of Cleland by 2.8 seconds with 1.7 back to Donohue then Thomsen, Uncles and Antrobus. The first three finishers all broke-out but it didn't matter and the reason for the Safety Car remained a mystery - it was an interesting ending to Day 1.

Day 2. Sunday's four categories had the same format with test and qualifying sessions involving 72 cars, a huge jump from the 29 on the previous day.

The Coresteel Buildings IB Cup got the racing underway with a 15 cars field, two more than Round 3. Qualifying was sensational with the fastest eight cars within 9/10ths of a second, Ian Humphrey was at the top of sheet 0.2 ahead of Jonathan Pierce followed by Russell Chapman, Warren Cleland, Darryl Hunter, Scott Blain, Nick Stewart and Troy Howard, 13 cars were less than four seconds off Humphrey's time, the next car was 4/100ths back! No driver was under the 1.20 breakout time.

Terry May didn't make the start for the Scratch race that saw Chapman take full advantage of his Subaru's 4WD traction to lead into Turn 1 from Row 2 on the grid, Humphrey held P2 from Pierce, Stewart from Row 4, Hunter, and Blain. Hunter retired at the end of Lap 2 and by the end of Lap 3 Humphrey's Falcon XR8 had dropped to 4th and under pressure from Peter Beauchamp who had jumped Blain and Howard. Out front Chapman had a 3 second lead over Stewart and there were few overtakes despite the number of mid-field duels, Chapman crossed the line with a 2.3 second advantage with 6/10ths back to Pierce followed by Humphrey, Beauchamp, Blain, Howard and Kolin Yannakis who had started from P14 on the grid in the Volvo S40. There was only the one breakout driver, Humphrey offended twice which dropped him to P11 in the official results, his best 1.17.21 was an impressive 2.1 seconds too fast.



May was also missing from the Reverse Grid that had Hunter alone on the front row with Matthew Elliott and Cameron Barr behind him, Stewart and Chapman shared the back row with Humphrey and Pierce immediately ahead. With the cars assembled on the grid there was a 20-minute delay to the start, the tyre wall in Turn 1 had to be realigned. Hunter led at the end of the opening lap from the fast-starting Greg Browne, Barr, Howard and Beauchamp, one lap later Stewart and Chapman were running 3rd and 4th. By half distance the leading quartet had a break on the pack, next time round Browne had dropped to 4th and Beauchamp was ahead of Howard. Chapman took the lead on Lap 5, on the final tour Stewart also passed Hunter to make the result Chapman by 2.10 seconds over Stewart with half a second to Hunter, a small gap to Beauchamp who was followed home by Browne, Pierce and Humphrey, no breakouts though Beauchamp went close with 1.20.070. Blain's Ford Focus appeared to lose power over the closing laps and dropped from P6 to P12 when the flag fell, his day over.

In the Handicap four of five front cars were non-starters, Barr getting a 5 second start advantage over Yannakis and Browne, Humphrey was alone at the back and giving Barr's Mustang a 25 second start. Barr led the first 3 laps from Browne, Yannakis, Howard and Hunter, Lap 4 saw Browne hit the front and Stewart elevate himself to P6 ahead of Pierce, Stewart grabbed another place on the penultimate lap but he wasn't quite finished. The 6-lapper ran out with Browne a 2.8 second victor over Barr with 3/10ths to Yannakis, Stewart got by Howard to

be 2/10ths behind the Volvo at the line, the MX5 3/10ths back and 3.6 behind the winner. The handicapping was against Humphrey, he finished P10 was still 22 seconds away from the first car to finish. Again, no breakouts.

Nick Stewart claimed back-to-back series wins, with Luke Bradley absent Greg Browne picked up enough points to finish runner-up.



The Tremain Energy Centre / Hankook Tyres MX5 Cup delivered a field of 15 cars, two less than the series high in Round 2. The qualifying session times were even closer than the IB Cup, discount the two rookies and the remaining 13 cars were covered by an astonishing 2.83 seconds with gaps between drivers measured in 10ths and 100ths. Series leader Markku Braid snatched pole for Race 1 by 0.011 over Jack Cleland with 1/10th to Jeremy Hoskins, next came Nick Cummings, Chris Greaney and Trevor Weir who was just 0.967 off the pace. The two rookies, Shayne Hayter and Carl Fransen were 4.5 and 6.1 seconds slower than Braid. Unfortunately, Hayter had made heavy contact with a barrier that resulted in the left front corner of the # 24 car sustaining significant damage, sadly out for the day.

The Scratch race set the mood for the Mazda men with nine cars covered by 9 seconds at the finish. There was a three-wide charge to Turn 1 with Braid emerging ahead of Hoskins and Cleland, exiting Higgins Cleland ran wide onto the grass and spun across the track, miraculously his car wasn't hit in the avoidance chaos, the lap ended with the order Braid, Hoskins, Cummings, Weir, Zac Stichbury and Matt Dilly. Hoskins led at the end of Lap 2, Braid on Lap 3 and Hoskins again on Lap 4. Behind the duelling pair Cummings retained third place followed by Weir, Greaney, Stichbury and Dilly. Lap 5 Braid led by 1/10th, Cummings was keeping the pressure on, and there were changes in the chasing group. Crossing the line Braid took the flag 0.16 ahead of Hoskins with Cummings 1.4 seconds back in P3, Stichbury edged out Greaney by 9/100ths with 1.3 to Weir, Denis Churcher, Dilly and Tim Wilde who was 8.7 seconds behind Braid.



Clelands's big moment in the Scratch race and subsequent 12th place finish worked to his benefit in the Reverse Grid with a Row 2 starting position, with pole position vacant he was able to cross and get into the lead very quickly and build a lead of 1.8 seconds by the end of Lap 1, followed by Mike Dunn, Dilly, Wilde, Churcher and Fransen. Dilly lost 3 places on the next lap, Hoskins was already P5 and Braid was behind Dilly. By mid-race the lead was out to 4 seconds with Wilde second followed by Churcher, Hoskins, Braid and Dunn, next time round Wilde dropped back to P5. On Lap 5 Stichbury retired, Hoskins passed Churcher and that was the order at the checker, Hoskins put in the fastest lap on Lap 6 to be 3.23 behind Cleland at the line, Churcher was 1.3 back with Braid right alongside and 8/100ths behind in P4, followed by Wilde with a 6 second break to Greaney, Cummings, Weir and Dunn.

The Handicap would be the series decider, Fransen had a 10 second start over Dunn with another 5 seconds to Healey, Bosselman, Dilly and Wilde. At the back Cleland was on his own with Braid, Cummings and Hoskins 5 seconds ahead, 30 seconds covered the field. Fransen could see his big chance and took it, never being challenged with the action coming from the chasing cars and the numerous positional changes as the race progressed. After 3 laps Dunn held P2 followed by Wilde, Dilly, Healey and Bosselman with Braid 18½ seconds behind the leader. On Lap 4 Dunn dropped to 6th, Hoskins had advanced to P8 with Stichbury between him and Braid, at the end of Lap 5 there was no change except Braid had moved up one place and was less than 10 seconds behind the leader, scoring the maximum points was vital going into the final lap, no mistakes. Fransen duly crossed the line 1.7 seconds ahead of Wilde who headed a frantic last dash to the flag, Dilly was 8/100ths back in 3rd with 8/10ths to Healey and 4/10ths to Hoskins, the calculating Braid was 2 seconds behind his main rival to complete the top six finishers with Churcher, Dunn and Weir best of the rest and all within 10 seconds of the winner.

Markku Braid took the series honours by just 9 points from Jeremy Hoskins (the margin was 18 points at the start of the day) with Tim Wilde third at the conclusion of another outstanding MX5 Cup competition.



The entry for the combined Ernies Engineering / Racetec GT Cup and Manfeild Muscle Car Cup totalled 21, by far the biggest field of the 2021 series, five were MMC cars.

In Qualifying Ross Thurston did a 1.08.094 lap that was out of everyone's reach, Shayne Giles got closest with 1.10.029, Brock Cooley was 3.1 off the pace and more than 3 seconds faster than Tim Sillay, next was Tony Barr whose 1.15.08 was the best of the Muscle Cars and 6/10ths quicker than Ian Easton who completed the top six times. Defending GT Cup champion Anton Cheetham was a lowly 12th on the sheet and P6 in the GT-A class, 9 seconds off Thurston's time.

Frank May and Tim Sillay took part in the qualifying session but were non-starters in the Scratch race that had a split grid with the MMC's behind the GT Cup cars. As expected, Thurston left the line like a rocket and that was

the closest anyone got to the Mitsy Evo, Giles would lead the race for P2 followed by Cooley, Michael Jury and Josh Donohue, Easton headed the MMC cars from Barr, McKelvie and Cuttance. Following the retirements of David Thomsen after Lap 1 and Easton's Roush Mustang at the end of Lap 2 the race ran out with little positional change except in the midfield. Thurston came home 13.6 seconds ahead of Giles, the pair half a minute in front of Jury with another six seconds to a tight group that crossed the line in the order Chris Huszka, Andrew Wasley, John Thomson and Josh Donohue, the four cars covered by 2.7 seconds, Cheetham took the flag in P8, 58 seconds behind the winner. Huszka and Wasley were the first GT-B finishers while Barr headed McKelvie in the MMC's.

With two absentees Thomsen and Alex Corpe were the front row for the Reverse Grid race with Gavin McLaughlin and Justin Allen behind them, Giles and Thurston shared the GT back row ahead of the MMC cluster headed by Easton and Cuttance with Barr at the back. There was drama when McLaughlin stalled when the lights went out, somehow there was no contact during the avoiding action, Thomsen was the early leader from Cheetham who made a great start from Row 3, Cooley was already a remarkable P3 after starting from Row 6, next were Giles and Thurston who made easy work of getting through the field, Easton led McKelvie in the MMCs. Cooley was behind Thomsen at the end of Lap 2 with Thurston P3 ahead of Giles and Cheetham, cars were three wide heading towards Turn 1 as Thurston took a lead he would retain to the finish, behind the Evo were Cooley, Giles, Cheetham, Thomsen and Donohue, Easton retired for the second time in two races after two laps! Jury began a late charge as Cooley dropped back through the field on Lap 5, the race running its course with Thurston winning by 11.8 seconds from Giles with Cheetham 15 seconds back in P3 followed by Donohue and Jury who were side-by-side as they crossed the line, Huszka completing the top six and 42 seconds behind the winner. Again, Barr was the first MMC finisher, 1.2 seconds ahead of McKelvie, both Cuttance and Rau were a lap down.



Thurston, Easton and Donohue joined the list of non-starters for the Handicap race, Rau was first away 20 seconds ahead of Cuttance with another 5 to Corpe, Cooley and Giles started 65 seconds behind Rau and gave 20 seconds to Thomsen, Cheetham and Jury. At the midway point the order was Rau, Cuttance and Corpe with Thomsen behind them, Wasley and Jury were next in line. Lap 5 ended with Thomsen in front of Rau with Giles

P9 and 16.4 behind the leader. On the final lap Cooley went from 4th to 2nd relegating Rau to P3 ahead of Wasley and Cuttance, but Messrs Thomsen and Cooley had erred. Both were entered in the GT-B category that has a breakout of 1.15, both Thomsen and Cooley had each gone too fast too often, Cooley on all six laps and Thomsen on five, their fastest was 1.09.82 and 1.11.99 respectively. With the time penalties Thomsen was 1.58.244 behind the winner and Cooley 3.54.288, ouch! That meant Hayden Rau had secured his first win of the series by 0.15 over Wasley with 3.7 seconds to Cuttance in third place, Huszka, Jury and Giles completed the top six finishers, the latter 4.1 seconds behind Rau. A good result for the MMCs with first and third, McKelvie and Barr were 11th and 12th.



JAROD CARRUTHERS PHOTOGRAPHY

Anton Cheetham secured the GT-A Cup in successive years, heading Shane Giles, Andrew Wasley took out the GT-B category from Josh Donohue, Cheetham also claimed the overall GT Cup. In the Manfeild Muscle Cars Gary McKelvie claimed the series honours ahead of Hayden Rau.

The GDM Retail Systems Classic Cup had its strongest entry of the series with 23 cars taking part in the qualifying session, going into the final round Michael Eden had a 41-point advantage over Chris Wall. At the end of the Qualifying session, 22 of the cars were covered by 13 seconds, 16 cars were within 9 seconds of the fastest lap and 8 less than 5½ seconds, with all three races Handicaps the class handicappers had some big calls to make. Ian Williamson headed David Hills by 2.36 for top spot in qualifying but after that the lap times were extremely close. Tony Patmore was P3 followed by series leaders Michael Eden and Chris Wall, next in order were Scott Pearson, Ian Thomson and Tom Lancaster who were covered by 2/10ths, right behind the trio Goff Boyden and Philip McQuoid were split by 4/100ths.

The Race 1 grid was spread over 35 seconds with Bill Ritchie, Dave Burroughs, Tammie Boyden and Layton Hammond in the first group away, down the back Patmore and Wall were given a 5 second start by Williamson. By the end of Lap 2 Burroughs had taken the lead from Ritchie, Tammie Boyden held third from Glenn Watson and Bill Robson who both started in the second group, McQuoid retired. Another lap and Pearson had charged to the front after starting 25 seconds behind the first cars, he led Burroughs by 1.8



JAROD CARRUTHERS PHOTOGRAPHY

seconds while Lancaster had progressed to P8 and Williamson was in the main bunch. Big moves came on Lap 4, Pearson still led but Williamson and Lancaster were now 2nd and 3rd followed by Wall and Eden. On the penultimate lap Wall got ahead of Lancaster with Sandra Eden and Geoff Boyden running 6th and 7th, the flag lap saw Williams catch and pass Pearson to win by half a second with Wall 11 seconds back in P3 ahead on Michael Eden, Lancaster had dropped to 5th with Patmore rounding out the top six finishers. With the first 10 cars covered by 30 seconds the handicappers had some adjustments to make.

For Race 2 Hammond and Ritchie had a 5 second start over Tammie Boyden and Burroughs, Wall and Michael Eden were giving the front pair 35 seconds, Pearson, Patmore and Darrin Hills 40 seconds, Williamson was conceding 50 seconds this time, an additional 15 seconds from Race 1. Ritchie again led Hammond after the first lap, Lancaster was up to P7 and Williamson had gained 8 seconds, by the end of Lap 2 he had pulled back 23 seconds. Half distance saw the order Ritchie, Hammond, Lancaster, Tammie Boyden and Burroughs, next time over the line the changes were coming with Lancaster leading, Wall was P4 and Williamson within striking distance, Lap 5 it was Lancaster, Wall, Williamson and Geoff Boyden with Hammond becoming the third retirement. Williamson was running laps half a second faster than Race 1 and 4½ seconds quicker than the rest of field, he took the lead to beat Wall by 1.12 with 9/10ths to Lancaster, Pearson had another strong race to be P4 ahead of Michael Eden and Geoff Boyden. To illustrate the pace of Williamson and his Ford Mustang, the Wanganui driver started 50 seconds behind Bill Ritchie's Alfa Romeo Giulia and finished 20 seconds ahead at the flag drop, Ritchie was P13.



The handicappers had their calculators out again to set the grid for Race 3, Williamson would be giving Ritchie a 55 second start this time, Burroughs, Tammie Boyden and Watson were five seconds behind the Italian car, Lancaster and Geoff Boyden were half a minute from the front row and had 10 seconds start on Michael Eden, Wall and Pearson with another five to Williamson. Ritchie led the first three laps at which point Watson was 2nd ahead of Bruce Goodwin with Ben Boyden, leading Graham Moody, Tammie Boyden and Geoff Boyden, Williamson was 23 seconds behind the leader. Lap 4 saw Goodwin's Camaro first across the line ahead of wall, Ben Boyden, Geoff Boyden, Ritchie and Lancaster, next lap it was Wall from Goodwin and Pearson who had gained multiple positions in the space of 3 kilometres, Williamson was out of the picture this time. In the rush to the flag Goodwin was overwhelmed and finished 8th, Wall took the win and the series with a 2.8 second margin over the impressive Pearson, 4 second back was Geoff Boyden in P3

with less than second to Williamson who overtook Lancaster on the run to the line and Michael Eden having to settle for P6 and second in the series. Good handicapping with places 2 to 9 covered by 7 seconds.

So that was the 2021 Feilding Auto Electrical Winter Series, another big success story for the club despite having to fight the rules and regulations of COVID-19 along the way. That success was the result of belief by club officials backed by the full support of the competitors and the volunteers - all involved should be proud of the part they played...

RH

FINAL POINTS

FORMULA FIRST CUP

Brad Dowdall	667
Jensen Bate	638
Dylan Grant	621

RS CUP

Michael James	733
Keith Pfeffer	719
Rodney Penn	686

IB CUP

Nick Stewart	673
Greg Browne	626
Luke Bradley	462

CLASSICS CUP

Chris Wall	597
Michael Eden	578
Tom Lancaster	542

GT-A CUP

Anton Cheetham	781
Shayne Giles	539
Dave Thomsen	420

MANFEILD MUSCLE CARS CUP

Gary McKelvie	419
Hayden Rau	317
Philip Macey	247

FORMULA FORD CUP

Keith Miller	718
Hayden Bakkerus	510
Liam Sceats	506

SF CUP

Kane Anderson	727
Cameron Antrobus	508
Samantha Stanley	494

MX5 CUP

Markku Braid	724
Jeremy Hoskins	715
Tim Wilde	645

GT CUP

Anton Cheetham	781
Andrew Wasley	746
Josh Donohue	683

GT-B CUP

Andrew Wasley	692
Josh Donohue	608
Justin Allen	594



JAROD CARRUTHERS PHOTOGRAPHY

RUSSELL'S NOTES...

Alister MacLennan of MacBilt Engineering was the man who threw out his net to catch the chocolate fish that fed the first finishers in each race at the final round of the FAE Winter Series. MacBilt operate from premises in Granada North which is close to the SH1 Motorway and have a close relationship with motorsport. For this series there has been a different 'supplier' at each round, always appreciated and now very much part of the tradition...



Miracle miss. On the opening lap of the MX5 Cup Reverse Grid Jack Cleland ran wide onto the grass exiting Higgins, normally it's simply a matter of driving on and re-joining the race, not this time as the Fleetwise #18 spun back onto the circuit which saw a real scramble with a dozen drivers having to decide to go left or right to avoid the still moving car, miraculously there was no contact and everyone survived the frightening moment. There were some impressive reactions...

Another NASCAR. Not the real deal but it did look the part. Nathan Harris was on the grid for Saturday's Geartech Automotive SF Cup races in his impressive looking black Ford Falcon, a large NASCAR style '8' on the doors, Mitre 10 Mega on the rear guards and numerous decals on the front - it looked fast, sounded fast, and was fast. Fourth quickest in qualifying and only a second off the pace, 2nd in the Scratch race just 0.248 behind Greg Browne, 8th in the 13 car Reverse Grid and 7th in the Handicap, Nathan also set the day's fastest 'legal' lap time (breakout 1.25) of 1.25.039. An impressive debut for both man and machine...



Looking at the other side. Tim Wilde in the MCC's Vice President and Treasurer, he's also one of the top MX5 Cup racers. Because the Mazda's weren't racing until Sunday Tim came day from Hawkes Bay on the Friday night so he helped with the gate documentation on early Saturday morning. But the 'work experience' didn't end there, his next assignment was driving the Falcon XR6 Safety Car, it was a quiet day with no SC



interventions, and it seemed like his day would end with nothing special to remember the occasion. The final race with no points changed that. The officers on the Level 2 bridge saw something mysterious that warranted the Safety Car, the race was red flagged and the SC waited for the field at the entry to the esses, the field reformed in single file and followed the SC, it didn't pull off into pit lane but continued for a second lap, maybe Tim couldn't find the flashing lights switch? This time round the lights were extinguished at the appropriate spot, the XR6 headed for the pits and there was a two-lap sprint to the checker. For Tim Wilde it was a day of learning and a very good day at the office...

Impromptu awards ceremony. At the conclusion of their final race the MX5 Cuppers staged their own series podium presentation in front of the double garage adjacent to the dummy grid. Milwaukee tool boxes were used to form the podium, there were only two so the third placegetter had to stand on the ground. Winner Markku Braid was in the middle with runner-up Jerry Hoskins on his right, Tim Wilde was on his left and standing on the ground, but he's a tall man so wasn't dwarfed by the other two. It was a nice fun way to end the weekend and the series...

On the piste. Gareith and Samantha Stanley were conspicuous by their absence, so where were the two highly competitive SF Cuppers? It was revealed they were actually in the lower South Island snowboarding on the slopes near Queenstown, perhaps a little surprising considering Samantha was holding P2 on the series points table and Gareith P4. A very different excitement, this time without wheels...

Overheating. There was a delayed start to the first race following Sunday's lunchbreak. The drivers did the usual formation lap and formed on the grid but remaining stationary for 20 minutes not knowing what was happening. It was a warm day and the drivers were sitting in their cars wearing all the required PPE, not surprisingly they began to overheat. There was obviously a breakdown in communication though the 'Delayed Start' board was shown as they left the dummy grid and filed down pit lane. The problem was the need to reinstate a section of the tyre wall in Turn 1 that had become dislodged, a task not nearly as easy as it sounds. If it happens again the drivers will be told so they can get out of their cars where it's much cooler. Overheated drivers are not happy drivers...



During the qualifying session Bunnythorpe MX5 driver Shane Hayter heavily modified the left front corner of his car following an off-course excursion exiting Higgins corner, making contact with the concrete barrier. The wheel and suspension were seriously misaligned which suggested significant damage in the area. A disappointing ending to his first series...



It was great to see a number of cars returning to the track. Scott Blain was back in the # 500 Ford Focus ST Turbo, Ray Hartley returned with a sinister black Holden Commodore wearing his familiar # 1, after being 13th fastest out of 15 cars in the IB Cup qualifying session the car was put back on its trailer. The 'Mayor of Ohingaiti', Bruce Goodwin, was a welcome addition to the Classic Cup in his familiar Chevy Camaro while the Manfeild Muscle Car grid was boosted by the return of Ian Easton in his Roush Mustang and Greg Cuttance in his stunning Dick Johnson tribute Green-Tuf Group A Ford Mustang. Greg had problems with the car during qualifying for Round 1 and never took part in the racing, this time it never missed a beat which made the return trip to Dannevirke much more enjoyable...



The # 33 Mazda MX5 shared by Lower Hutt father and son drivers Carl and Dom Fransen had plenty of track time over the weekend. On Day 1 Dom was at the wheel and raced in the RS Cup, P2 in qualifying and winning the Scratch before being relegated for breakouts. Another win in the Reverse Grid with no breakouts, then 3rd in the Handicap where he increased his impressive total of breakouts. In the Marble Draw breakouts didn't count, Dom was leading when he spun at Higgins on the last lap, quickly recovering to cross the line in P3. On Day 2 Carl Fransen took over the driver duties for what was a very steep learning curve running in the super competitive MX5 Cup. After being at the bottom of class he showed great composure to score a flag-to-flag victory in the Handicap race, the perfect way to end a family weekend...



Much to everyone's delight the Manfeild Muscle Cars returned in good numbers despite the absence of Ken Lupton and several other drivers from earlier rounds. There were four Ford Mustangs of varying ages driven by Tony Barr, Ian Easton, Hayden Rau and Greg Cuttance matched against the solitary GM entry, the HMC Holden Monaro in the hands of Gary McKelvie. May the Ford versus Holden battles continue for years to come...



Common sense prevailed when the Formula First grid was joined by the solitary Formula Ford driven by Keith Miller who started each race from the front row of the grid. A Formula Ford is significantly quicker but there was never any danger of catching up with the Veedubbers in six laps and interfering with their racing. After finishing runner-up last year Keith Miller took out the trophy, much deserved too for a long time Manfeild regular who had previously raced at Porsche 911...

I received the following from long time club stalwart Geoff Boyden. His immaculate BMW is a fixture at most of our meetings, along with the other family cars. Now I know why...

“Trevor sometimes you just start thinking and in this case it was about how many times have I raced the E36 BMW. I then thought maybe this could be of interest and others might put pen to paper and send you the same info. So here is my little blurb.

My BMW E 36- Car No 66- in Castrol's colours first went on the track in 2013. Prior to that it was a private registered car. Since that first meeting ...

- It has 73 race entries and now into the 2nd logbook.
- It has therefore, based on an average of three races per meeting, faced the starters flag 219 times.
- It wears out 2 full sets of tyres per season.
- It has, I think had 4 DNF's in 219 starts.

Not bad for a basic BMW with not too many mods, and a classic driver.

And I almost forgot, it has had a few wins as well”.





KIWI'S ABROAD

October began with the 7th and penultimate round of the DTM with Liam Lawson 10 points ahead in the championship standings. The Hockenheimring is fast with long straights and both AF Corse Ferrari's lacked speed, it was the German V8 cars on home soil that dominated the first day practice sessions. After struggling in both practice sessions, the two Ferraris found their missing speed in qualifying, van der Linde topped the sheet with Lawson P3 0.612 slower than the pace setting Audi, team mate Albon was 8/10ths away in P9. There was drama at the Turn 6 Hairpin on the opening lap caused by a late braker, the result was Auer being hit and going from 2nd to the back of the field. Lawson got a tap from behind but retained his 3rd spot, the Kiwi and Maximilian Gotz pitted on Lap 7, despite a quick 7 second stop the Red Bull car lost track position after emerging behind the German driver. Meanwhile Albon was on a charge following his stop, passing Lawson and Gotz to P2 behind van der Linde, by Lap 31 Gotz had brake problems and Lawson was able to overtake at the Hairpin to be in 3rd place. Mike Rockenfeller dove a very long first stint and with fresh tyres Lawson was suddenly under new pressure, on the final lap there was 'race rubbing' on the exits of Turns 13 and 14 with debris coming off both cars, Rockenfeller was ahead and Lawson was off the podium. Out front van der Linde was untroubled and took the checker 5.8 seconds ahead of Albon with a 10 second gap to Rockenfeller who completed a 1-3 result for the Audi ABT Sportslines team, Lawson was P4 and 17.3 seconds behind the winner so wouldn't pick up a weight penalty for Race 2.

Qualifying for Race 2 saw van der Linde secure his second pole of the weekend, 8/100ths ahead of Auer, Maini and Lawson were next quickest with Albon P6. Lawson immediately went on attack and made an outside pass on van der Linde at the chicane but the Audi was ahead two corners later, the move was repeated on Lap 3 with the two cars alongside each other, rubbed panels through



the next series of corners with no change of position, out front Auer had built-up a useful 2 second lead. Three laps later came word that the South African was under investigation for moves against Lawson, he received a 5 second time penalty. Lawson pitted on Lap 7, the two cars ahead a lap later, van der Linde's stop was two seconds slower and he dropped behind the Ferrari, on Lap 23 it was announced that the Audi driver had picked up another 5 second penalty for a pit stop violations which put him right out of contention. The race ran out with Auer 6.38 seconds ahead of Lawson, van der Linde dropped to P10, Gotz being elevated to 3rd and completing the podium with Albon two spots back.

In the championship Van der Linde and Lawson started Race 2 level on points, when it ended Lawson was ahead by 14 points with the two final races a week later...



The 8th and final round of the revamped DTM championship had so much at stake with the strong possibility of a New Zealand driver winning the title. For the finale Lawson had a NZed team mate with Nick Cassidy taking over the sister AlphaTauri Ferrari from Alexander Albon. The Norisring is a simple 2.3-kilometre-long circuit with only six corners, it features a long run to Turn 1, the unusually wide Beuthnerstrasse hairpin.

In qualifying Lawson picked up three championship points by securing pole position for Race 1 ahead of van der Linde with Auer and Maini sharing Row 2 of the grid ahead of Gotz, Cassidy ended the session an encouraging P8. Not unexpectedly there was a big rush towards Turn 1 in the 67-lap race, not unexpectedly there was a lot of pushing and shoving as the field negotiated the hairpin with cars three and four wide, Lawson emerged in the lead, van der Linde was pushed back to 7th while Cassidy went from 8th to 3rd. At Turn 4 Philip Ellis who started P6 took the lead followed by Lawson and Cassidy. Gotz and Lawson made their stops on Lap 7, emerging behind Auer with the Ferrari ahead, during the stops Maini took the lead until he pitted on Lap 27, re-joining in P2 behind Gotz with Lawson P3 but coming under pressure from van der Linde. The AF Corse team left Cassidy out until Lap 65, with perfect timing he re-entered in front of the Audi and played the team game by blocking and slowing an unhappy South African to ensure Lawson would finish in front, van der Linde was able to pass the Cassidy but the gap to the Ferrari was too great. Gotz took the flag 7.6 seconds ahead of Maini, Lawson was 4/10ths back in 3rd and 3½ clear of van der Linde who had Cassidy right on his tail. It was a key result in the title race, Lawson had increased his lead to 18 points over van der Linde, with a single point to Gotz.

Qualifying for the final race of the year firmed Lawson's grip on the trophy by securing another 3 points for pole position. Going into the final five minutes of the session Cassidy topped the sheet after being the first driver to break into the 48's, with 3 minutes to run Lawson went to the top with a 48.62 lap, in the dying seconds van der Linde split the two Kiwis with a time 4/100ths slower than Lawson, the fierce title rivals again shared the front row.

From the rolling start of the race Lawson grabbed the initial lead as they field stormed towards the Hairpin with Cassidy ranging up on the outside, like Race 1 van der Linde dived down the inside gap but carried too much speed, he ran wide, hit Lawson who was pushed wide into his team mate. The South African



continued in P2 while the two Ferraris had to wait for the entire field to pass before they could reverse out of where they were and resume racing. The stewards handed the Audi driver a 5 second time penalty for 're-entering the track in an unsafe manner'. Lawson pitted with damaged steering on consecutive laps before being sent back out, limping his way around the circuit until the finish, his championship hopes diminished but still alive if the race's outcome went his way. Cassidy's car was undamaged and had great pace, by Lap 18 he'd gone from P20 to P12, two laps later he was in the top 10. On lap 54 van der Linde spun after puncturing a tyre, the result of earlier damage, he pitted and dropped to 17th. Cassidy led after the second round of stops before pitting three laps later, returning in P5, if he could pass the four Mercedes-AMG cars it could possibly give Lawson the title, it was a huge ask. Mercedes-AMG were not going to be caught napping, responding to orders Gotz overtook two of the cars on Lap 62 to be second with Auer 12 seconds up the road, another lap saw Gotz in the lead but the race drama continued, a front corner of the AlphaTauri Ferrari was badly damaged when Cassidy and Ellis made heavy contact and his race was over. In front of his home crowd a surprised Maximilian Gotz took the checker flag and the championship, crossing the line 8/10ths ahead of Auer, Max Buhk was 5.3 seconds back in 3rd to complete the Mercedes-AMG trifecta, Cassidy was a lap down and out of the points in P13. Van der Linde and the wounded Lawson were the 17th and 18th cars to take the flag, but the Red Bull driver wasn't classified in a gut-wrenching end to his DTM campaign.

In the final championship standings Maximilian Gotz finished with 230 points, 3 ahead of Lawson with van der Linde a further 19 points back in third. Winning the Junior category was little consolation for Lawson, Red Bull AlphaTauri AF Corse easily took out the Teams Award, ending the season 372 points ahead of Audi's Team ABT Sportsline, while a greater number of cars and 1-2-3 result in the last race ensured Mercedes-AMG claimed the Manufacturers Prize ahead of Ferrari and Audi. The revitalised DTM Championship featuring GT3 cars was very well supported by the top makers and an undoubted success, bringing with it a new generation of driver talent...



A meteoric rise. The name of Matthew Payne was virtually unknown in motor racing circles a year ago and now he's poised to become this country's next Supercar driver. He was prominent in karting, being a multiple national champion before heading to Australia and Europe where he would drive for the crack Italian Birel ART outfit and actually lived at the Birel factory. His stay was short lived because of Covid-19 and he hastily returned home where he sampled a Formula Ford and was entered in the 2021 Castrol Toyota Racing Series, finishing 3rd in the NZ Grand Prix and winning the 3-round series. From that point life changed very quickly, Earl Bamber recognised his talent



and signed him to drive for EBM in the Porsche Paynter Dixon Carrera Cup Australia championship, Payne relocating to the Gold Coast. He's been a front runner with a win, two podiums and two pole positions to his name, suddenly his name surfaces as the likely replacement for Andre Heimgartner in the rebranded Grove Racing for next year's Repco Supercar championship, all this despite the fact he's never driven a Supercar or has the required Super Licence! Last month the 19-year-old was given the opportunity to acquaint himself with V8 power during two days of testing at the Winton Motor Raceway under the close scrutiny of 2005 Bathurst 1000 winner Todd Kelly, on Day 1 the teenager drove an older Kelly Racing Nissan Altima then on Day 2 the team's new Ford Mustang. Having worked with Cameron Waters, Jack le Brocq, Nick Cassidy and Heimgartner Kelly is an astute judge of talent, he was most impressed with the teenager's performance - "To be honest I've never seen anything like it. He hopped in the car and instantly kind of felt what the car needed and how the car had to be driven. He didn't overstep the mark once in the Nissan, like didn't drop a wheel off the track, didn't do a thing wrong and his lap times and his driving style was like he'd been in the car for five years. I have honestly never seen anybody just naturally adapt and be able to feel the grip and what the car can do and not overstep the mark at all. In the Mustang it was more of the same, when the engineers changed the car, he instantly adapted to it and relearned how to drive the car based on what it needed. Most importantly he was incredibly fast, like he was 100% on the money. I'm a little bit blown away and I said to team co-owner Stephen Grove you're onto to something here, this kid is like something I have never seen before".



Testing is one thing, the push, tap and shove of close quarter Supercar racing is quite another, then there's the matter of securing that all-important Super Licence dispensation. Could Matthew Payne be the new SVG...

RH



THE HARTLEY FILE

October was an unusually quiet month for the Hartleys, lots of cycling and gym work for Brendon to keep up his extreme fitness levels in preparation for the month ending round of the 2001 FIA World Endurance Championship, the first of a double header at Bahrain. The 6 Hours of Bahrain will be the first WEC race since the Le Mans 24 Hour back in August, the following weekend the championship will conclude with the 8 Hours of Bahrain.

To refresh memories Gazoo Racing Toyota hold the top two spots in the Driver's Championship and lead the Manufacturers standings from Alpine. Going to Bahrain Brendon and his co-drivers Sébastien Buemi and Kazuki Nakajima are 9 points behind the sister # 7 trio with our man seeking his third WEC title. He won with Porsche in 2015 and 2017, since moving to Toyota three years ago he's been runner-up twice so could it be a case of third time lucky?

Brendon - *"We go to Bahrain with all to play for in terms of the driver's championship because the gap between the top three is pretty close. Bahrain normally produces good races and it's a nice circuit. We have prepared on the simulator, but nothing will beat the real sensations of driving our Hypercar around the track".*

For this race the Hypercars return to the minimum weight they had at the beginning of the series with no Balance of Performance ballast, the GR010s shed 26 kgs to 1,040 kgs and the Alpine 22 kgs to 930 kgs. TGR President Koji Sato says *"Reliability and performance are never guaranteed in endurance racing, especially with a new car. The whole team is working hard to give both driver crews an equal chance of winning the world championship"*.

Analysing Toyota Gazoo Racing's statistics reveal that over the past three years their car that won the World Championship didn't win Le Mans, in 2021 the # 7 GR010 won the French classic, does that mean Brendon will win his third world title in the # 8 car...

RH





RACE WITH US

TO EXPERIENCE MOTORSPORT FROM THE INSIDE



TRANSPEC / GT OILS MANFEILD OPEN DAY ROUND 4
SUNDAY 7TH NOVEMBER

SHOWVEMBER
SATURDAY 20TH NOVEMBER

BACK TRACK CLUBSPORT EVENT
SNDAY 28TH NOVEMBER

Entry details for all events available on www.manawatucarclub.org.nz or follow us on Facebook

PART TIME

SCHOOL BUS DRIVER



**Apply
Now!**



What you need:

- You need to enjoy being with young people and have their safety and welfare at heart.
- A Full Class 1 Licence for at least two years. A Class 2 Licence would be an advantage.
- Passenger (P) endorsement (we can help you obtain this)
- A responsible and caring approach
- A team player

This is an ideal chance to help your community and try something different with a great company.

Our recruitment process includes a Drug and Alcohol Test and Police Vetting check.

To apply please call Craig on 027 287 2747 or email craig.strong@gobus.co.nz

Where do we have opportunities?



www.gobus.co.nz

Or you can contact Kaye Flannagan, GoBus Transport Ltd on 0272-401-061 or email

Kaye.Flannagan@gobus.co.nz



The day Denny brought the M23 to Manfeild

