

Manawatu Car Club Inc

Magazine

December 2021



RACE WITH US!

THE FINAL WORD...

I wasn't going to write any comments this month after being censored last month, but I have a couple of things to say and hopefully Richie allows me to express them.

I feel a mix of emotions right now. Anger and frustration sure, but overwhelmingly sadness. I am now unable to even set foot on a facility that I literally helped build (yes, there was terraced seating and catch fencing that had my mark on them from when the circuit was first created as well as endless hours in the clubrooms) and partake in a sport that has been a huge part in my life for over 40 years, simply because of my beliefs. I feel very sad indeed. Hopefully I will see you on the other side.

I have never wavered from my morals and principles in my life and I am not about to start now. Think what you like of me. Be assured that I haven't changed one bit and I will always welcome my motorsport whanau regardless of your beliefs and any arbitrary conditions the government may set.

As I will no longer be able to be active in the Club, I believe it's a good time to step aside from all my roles. To all those that have contributed to the magazine over the years, my sincere thanks. To those that have argued against me and my "robust" opinions, my sincere thanks, at least you were on the field rather than in the bleachers. To Russell, thanks, regardless of how genuine and sincere, are simply not enough. You are a marvel and I salute you. To my fellow MX5er's, thanks for being such a welcoming, embracing and fun bunch of people, long may the class continue in the spirit that embodies all that is good about our sport.

Above all, 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.

January							February							March							April						
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DECEMBER

- Friday 3rd Manfeild Test Day
- Saturday 4th Mitre 10 MEGA Summer Race Series Round 1
- Saturday 11th 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





COMING TO YOU IN 2022

75th ANNIVERSARY
MANAWATU CAR CLUB

THE YEAR TO CELEBRATE OUR PROUD HISTORY

75th ANNIVERSARY DINNER
SATURDAY 25th JUNE 2022

‘GOODWOOD DOWN UNDER’
75th ANNIVERSARY
FESTIVAL OF MOTORSPORT

ROUND 4 75th ANNIVERSARY WINTER SERIES
MANFEILD: CIRCUIT CHRIS AMON
SATURDAY 3rd SEPTEMBER 2022
SUNDAY 4th SEPTEMBER 2022

MAKE A NOTE NOW, NOT LATER



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Gareth Stanley



Nick Stewart



Markku Braid

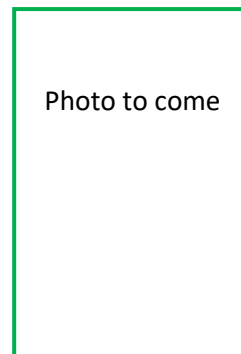


Photo to come

Troy Brown



Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine

FROM THE PRESIDENTS PEN



Well I am glad that November is over, it was one for the memory books that I will be glad to forget...

But now December is here, it is the first day of Summer as I write this, the Xmas tree is up, thanks to the kids decorating it, or could that be destroying it... not sure but it is up and all of the lights are working thanks to them being LED's. No Xmas presents are under it just yet as we thought that they would just not last without little fingers, and the odd big one too, poking and prodding them, until the allotted day for opening them. The advent calendars have been started and the pantry is starting to fill up with all sorts of goodies. But first we have some great racing, both here at Manfeild: Circuit Chris Amon for Round 1 of the Mitre 10 Mega Summer Race Series, and across the ditch at Bathurst.

We then have our Feilding Auto Electrical Winter Series Prize Giving, yep in Summer, happening the following weekend on the 11th December. Tickets to this event are just \$10 and can be brought at the MCC Shop on our website here: [Feilding Auto Electrical Winter Series Prize Giving – Saturday 11th December – Manawatu Car Club](#)

Prize Giving is taking place at the Coach House Museum 127 South Street Feilding. Kick off is at 3.00pm where you can have a wander around the museum and then Prize Giving proper will start at 3.30pm. After Prize Giving there is nibbles being served and then you are welcome to mix and mingle and have another look around the museum. It is a BYO event so please feel free to bring your drink of choice. It should be a fun afternoon... If you are in the running for an award, you will be rung in the coming days just to confirm your attendance.

A big thank you to Trevor Weir who has been our MCC Magazine Editor since May 2016, your contribution to the Magazine and to the club since you returned to the MCC Committee, and lately as a Club Advisor, have been truly immeasurable. I can only hope that one day this crazy world that we currently live in returns to some sort of normality and you return to the fold. I will miss our many chats about the happenings within the club, Manfeild and Motorsport in general, you will be a huge loss to the club and to the sport my friend. Take care, stay well, and we will definitely be one of the first people to see you on the other side...

To all of the MCC Family, may you have a wonderful Xmas and New Year, please stay safe if you are travelling, and make sure that you spend some quality time with your families and friends.

Richie



FEILDING AUTO ELECTRICAL WINTER SERIES PRIZE GIVING DINNER

The Feilding Auto Electrical Winter Series Prize Giving Dinner is to be held at the Coach House Museum, 127 South Street Feilding.

Join us to celebrate a great Winter Series of racing

- Date: Saturday 11th December 2021
- Time: 3.00pm doors open for a wander around the museum
- Prize Giving to start at 3.30pm
- Nibbles will be served after Prize Giving
- Cost: \$10.00 per person
- It is BYO Drinks
- Please book online at [Feilding Auto Electrical Winter Series Prize Giving – Saturday 11th December – Manawatu Car Club](#)

if you are going to be receiving an award, we will be in contact in the week leading into the event. We request that all those who will be receiving awards are to be present at this event.

AN AFTERNOON NOT TO BE MISSED



**COME
CELEBRATE
WITH US!**



The future is America. Our rising star Kaleb Ngatoa has had his first taste of racing in the USA (refer 'Kiwi's Abroad') and now seems certain that's where his motor racing future lays. One weekend at the Circuit of the Americas was enough for Kaleb to decide that the Lone Star State is the place to launch the next phase of his career and the dream of IndyCar racing with ongoing support from Kiwi Motorsport who have guided a number of aspiring young Kiwis along their chosen path. Boxes ticked and back to Marton with the hope of securing a drive in the 2022 New Zealand Grand Prix to kick start the new year. A highly talented young man on a mission...



A very special day coming up. On

Saturday 8th January there will be a Levin Motor Racing Tribute Day at the Horowhenua Vintage Car Club rooms on Tiro Tiro Road. The reason for the day is to honour two of the town's motor racing personalities of 50 years ago, Ron Frost MBE and Bryan Faloon. Frost was an Englishman who came to our country in the early 1950's and established himself as a top exponent of 500cc racing driving Cooper and JBS cars, he became a leading administrator, particularly through his involvement and development of the New Zealand Grand Prix, later a member of the FIA and World Council of Motorsport.

Ron Frost was also the man responsible for creating the one-mile Levin track on the infield at the local horse racing facility, the design being based on the Brand Hatch circuit in England where Frost was a regular competitor. It was this country's first permanent circuit that opened in January 1956 and continued to operate until December 1975, Frost passed way in 1997. Bryan Faloon's racing career began driving a hot 105E Ford Anglia, he became extremely popular through his tail-out driving style, becoming known as 'The Boy from Levin'. He

progressed to open-wheelers, initially driving a Brabham BT4 Climax before switching to a Rorstan powered by a 2.0 litre 8-cylinder Porsche motor that could nowhere near match the 5.0 litre V8 Formula 5000 cars. Unfortunately, these cars didn't match his ability that was recognised by George Begg who asked him to drive his F5000 cars before approaching David Oxton. Sadly, Bran's life ended at 29 years of age in the 1972 New Zealand Grand Prix at Pukekohe when his car was involved in a high-speed collision on the back straight in the closing laps with the Lola of Graeme Lawrence, the Tribute Day will mark exactly 50 years since the accident. The HVCC rooms will be open from noon until 5pm with a small cash entry fee, there will be photos and memorabilia on display together with Bryan's restored Ford Anglia, the Cooper 500 and Brabham BT4 Climax from the Rush Collection, the latter being the car that Denny Hulme drove to victory in the circuit's first-ever Tasman race in 1964, together with the Maserati 250F from the Southward Museum that Chris Amon raced at Levin in 1962, a dinner will be held at the clubrooms in the evening with guests including Graeme Lawrence and Kenny Smith. No doubt a number of the older Manawatu Car Club members who were marshals at the Levin circuit will be seen mixing and mingling. Lots of memories to revive...

The final countdown. The full-on week at Mount Panorama to start the month has a multi category schedule of racing like nothing seen before in our part of the world, culminating with 'The Great Race', the iconic Repco Bathurst 1000. There was major disappointment following the news that the Erebus/Boost Mobile 'wild card' entry of Greg Murphy and Richie Stanaway had to be withdrawn, better news is that MCC member Chris Pither will be reunited with the red Coca Cola backed Holden Commodore co-driving with Macauley Jones. That means there will be four New Zealand drivers taking part in the 64th edition of the race - Shane Van Gisbergen, Andre Heimgartner, Fabian Coulthard and Chris Pither. It was very close to there being a fifth Kiwi driver after Chris van der Drift was put on standby when problems arose over Dave Reynolds securing the required Covid Clearance from NSW health authorities. Kelly Grove Racing finally received the necessary clearance which meant Reynolds would be piloting the Penrite Mustang with Luke Youlden his designated co-driver. There's no shortage of endurance experience with the Kiwi quartet, the hot money is likely to be on defending champions SVG and Garth Tander...



Water to asphalt. The name of Mark Cromie has been long associated with motorsport on both land and water. The Whangarei businessman has been a multiple New Zealand and World Jetboat Champion, racing on rivers in Canada, the USA and Mexico as well as his homeland. A long-time Holden dealer he was involved in the ENZED V8 Ute Series beginning in 2009, that was followed by the V8 SuperTourers that were based on Australia's 'Car of the Future', Mark Cromie owned the Holden Commodore driven by Greg Murphy who won two championships and 22 races in 2013 and 2014. Son Nigel followed in his father's wake by competing in international marathon races, but has now decided to pursue a career racing on circuits instead of rivers. Under the Mark Cromie Motor Group banner, Nigel is exiting his 1,500 horsepower 240 km/h boat with no brakes to drive a McLaren 570S GT4 in the new 4-round Rodin GT Series that will be run over three months beginning mid-January at Highland Park. Another Manfeild bypass...



Asphalt to water. Bathurst 1000 winners Jason Bargwanna and Greg Murphy both contested the 1999 World Jetsprint Series raced in New Zealand, Australia and the United States. Bargs was at the helm of a 1,100 horsepower Superboat while Murph drove a less powerful but more agile Group A craft, the Kiwi was extremely smooth on the water and very fast, at Goolwa in South Australia he set the outright fastest time of the meeting. The two drivers attracted huge media interest, particularly in the Land of Oz...

Waving the MCC flag. Halcombe flyers Greg and Sean Browne will be on the grid for the Rodin Super GT Series though Greg maybe only doing selected rounds driving the 1300c Suzuki Hayabusa STAR car that Sean has been running in the GT4 category. Sean is stepping into the GT2 spec Spencer Motorsport Nissan Silvia that has a Llama Engineering prepared 4.0 litre 1UZ-FE Toyota V8 (Lexus) in the engine room, it's the car previously raced by Brock Cooley. That's a serious seat upgrade Sean...



Two Kiwis come together. Former New Zealand rally champion Emma Gilmour has had a massive break in her career, she has become the first female driver to be named a McLaren factory driver and the first Kiwi factory driver since Denny Hulme in 1974, that's nearly 50 years! Gilmour will be driving in next year's Extreme E Rally series that's head-to-head rallycross using fully electric SUVs at remote locations around the globe. Each team has two drivers, one male one female, Gilmour's driving partner is 48-year-old Californian Tanner Faust who is big name in America - the TV host has won the US National Rallycross and Drift Championships together with being an X Games Gold Medallist, all multiple times. Currently with Volkswagen Andretti Rallycross, the stunt driver is also the only American to win a round of the European Rallycross Championship, it sounds like a formidable combination. This year Gilmour has raced these Dakar-like vehicles in Greenland and Sardinia as reserve driver for Veloce Racing. In 2022 it will be a papaya orange McLaren...



Making the most of an opportunity. McLaren boss Zac Brown is among the best in the business when it comes to promotion and exploiting a high-profile occasion. To publicly unveil the McLaren Extreme E Rally weapon and its two drivers he chose the COP 26 Climate Summit Conference in Glasgow that was attended by a large number of world leaders and their country's top officials. Even Prince Charles took a special interest in the radical EV that looks like something out of a sci-fi comic strip. Well done Mr Brown, a marketing masterstroke...

Moving up. Madeline Stewart has been driving a Team Porsche New Zealand Earl Bamber Racing backed entry in the Michelin Sprint Challenge across the ditch, the fast lady is moving to a higher level in the Porsche Paynter Dixon Carrera Cup Australia at the Bathurst 1000 festival as team mate to hot shot Matthew Payne. There's been no racing since May but December will be busy, the week after Mount Panorama Stewart will be on double duty at 'The Bend' in South Australia racing in both Porsche categories, the word is that if Payne does switch to Supercars with Grove Racing his Carrera Cup seat will be taken by young Kiwi Callum Hedge. Racing in the top Porsche category will be a good test for Maddie...

Deal done. Tony Quinn's perseverance has paid off and the canny Scot has acquired his second racing circuit in two weeks, one on each side of the Tasman! Hot on the heels of the Queensland Raceway deal Quinn got the necessary 75% support from the Taupo Raceway shareholders to take over full ownership of the circuit. Judging by what he achieved with Highlands Park and Hampton Downs there's no doubt Taupo will become another shining jewel in his crown with one of the first projects building a kart track. That will only be the beginning...

Move over Mr Paddon. NZ's WRC star Hayden Paddon has enjoyed a great deal of media exposure with his all-electric Hyundai Kona rally car project that made its competition debut at the Waimate 50 Hill Climb in October. It was culmination of several year's work by a team of specialists at Paddon Rallysport facility at Highlands Park in Central Otago. The Hyundai EV has attracted global interest, meanwhile another all-electric racer has been built in a Lower Hutt shed, the 'Ghost EV' that's a hill climb special. The creation of EV guru Sebastian Steel, the lightweight car has a 55-kW electric motor driving the rear wheels, the power being provided by six car batteries as Steel awaits the arrival of new 120V high-voltage battery packs that weigh less than one car battery, the result will be the car tipping the scales at around 450 kgs. Initial testing has been limited to driving around a car park, next will be runs at the Masterton Motorplex to see if the Ghost can achieve the target of 0-100 km/h in under 4 seconds, sprints and hill climbs are all about acceleration. Sebastian Steel is another very clever backyard Kiwi, his EV is a long way from the radio-controlled planes he flew as a boy. It's surprising what's created in sheds...



Another golden opportunity. Castrol has enjoyed an association with motorsport in our country since the earliest days, and supported the Toyota Racing Series since its inception. In our ever-changing COVID world the 2022 TRS has been reduced to a single round at Hampton Downs in February where the New Zealand Grand Prix is the feature race. With little chance of overseas drivers participating, it will again be an all-Kiwi affair, last month Castrol offered to back a wildcard entry for an up-and-coming New Zealand driver under 25 years of age. From the many applications it was whittled down to five finalists who underwent a full assessment before a panel of judges. Entries closed on 26th of November. The lucky driver is...

Raising the bar out of reach. Tony Quinn has never done things by halves, so when his Highlands Motorsport Park circuit celebrates ten years of operation in November 2023, he plans to pull out all the stops like never before. Creating this country's biggest festival of racing is only the starter with the weekend based around reviving the 'Highlands 101', the 101 lap GT race that was held from 2013 to 2016 and morphed into the New Zealand Endurance Championship, the '101' tradition will be rekindled using a Le Mans style start with drivers running across the track to their car. So much for the cars and drivers, this time it will be a spectator who becomes the big winner, anyone who pre-purchases a ticket will go into the draw to win a car, not a Suzuki Swift but a Lamborghini Huracan! The Lambo isn't showroom new, at the present time it's providing hot laps rides at Hampton Downs, but no doubt there will be a filter and oil change

before the new owner takes possession. The ever-ambitious Mr Quinn wants the anniversary event to have the biggest prize-pool of any sporting event held in this country, there are suggestions of a \$1,000,000 cash prize for lucky fans similar to the 'Tui Catch A Million' at cricket matches a couple of years ago. There's just no end to his ideas...

American's new drift weapon. Tyre shredder and Formula Drift champion Ryan Tuerck has created some interesting cars during his career and has a great passion for rear-drive Toyotas with outrageous motors in the engine room, his last drifter was a GT86 repowered by a V8 from the sublime Ferrari 458, the 'GT4586'. Created in Tuerck's Race Service HQ in Los Angeles, the new project is codenamed 'Formula Supra' involving the new generation GR Supra and a Formula 1 derived engine. The power plant is a normally aspirated 4.0 litre V10 Judd built by British company Engine Developments that was founded in 1971 by John Judd and Jack Brabham, the engine's capacity was increased from 3.5 litres for sports car racing. With an ultra-short stroke, the motor's 750 horsepower is produced at 7,000 rpm and screams out to an 11,000 limit, drive is via a six-speed Hollinger sequential gearbox and quick-change differential to alter ratios. The body is carbon fibre and there's been a major focus on lightweight, the exciting new Tuereck project has been built for drifting, time attack courses and hill climbs and will certainly not disappoint, the exhaust noise alone will ensure that. It's one super dooper Supra...



Blast from the past. The 1980's was a great era in Australian touring car racing with the 'big banger' Group C cars, the driver's loved them and fans loved them even more, they will never be forgotten. Word from across the Tasman is that one of the XE Ford Falcons is undergoing restoration, the Masterton Homes car that raced with the # 2 on its flanks. A Bathurst 1000 veteran with 11 starts, Steve Masterton had considerable success with the car that was one of two that his team built, highlighted by winning the 1984 AMSCAR Series at Amaroo Park, it also contested the final Group C race in 1986 at Baskerville in Tasmania. At the end of the season the XE was sold to the team's fabricator John Skola who used thinners to remove the logos on the car, it remained untouched in his basement garage for the next 37 years. Steve Masterton and his son James have re-acquired the Falcon that's absolutely original and needs very little work, it will be repainted in its original livery with the signwriting hand painted, Skola will rebuild the engine. The Masterton Homes Falcon is a welcome addition to the ranks of surviving Group C cars, how about a revival outing for the 'big bangers' at Mount Panorama for old time's sake? Just an idea...

And another. This one has links to the Manawatu Car Club because one of its drivers was our own Chris Pither. The car in question is one of the last Holden Commodore from the Garry Rodgers Motorsport stable, it's one two ZB's built by GRM and made its first track appearance in 2018 driven by Garth Tander, Chris was his co-driver for the two big races, they finished 9th in the Sandown 500 and were 6th at Bathurst. Richie Stanaway took over the seat the following year but he suffered a neck injury, as a result he was replaced by Pither at Winton and The Bend with Michael Caruso at the wheel for the rounds at Townsville and Queensland Raceway. Running in the Boost Mobile colours Stanaway and Pither were paired together for the Sandown 500 (P14) and Bathurst 1000 (P12) before the former was stood down for breaking team protocols at the Gold Coast but he returned for the season's final at Newcastle, following the weekend GRM exited from the Supercar category. The # 33 Commodore has been meticulously refurbished as it was raced by Tander and Pither in the two enduros with both driver's names on the rear side windows. Finished in the original Sebring Orange with the Valvoline livery painstakingly hand painted by brush the car was visually one of the most striking in Supercar history, today its new place of residence is the welcome foyer at the GRM facility at Dandenong on the outskirts of Melbourne. What better welcoming sight...



Leading by example. Just days after taking over Queensland Raceway the new owner was at work, as a cleaner! Among many things Tony Quinn is known as a 'clean freak' so perhaps it wasn't a surprise that his first priority was getting the fundamentals right and that meant looking after Mr and Mrs Joe Public which meant the toilets were at the top of the 'things-to-do' list - "As I've travelled the world, I've discovered you can judge countries by using its toilets as a barometer". So, it was on with the 'wellies', out with the mop,



bucket and water blaster for some DIY to get things started. Next on the list are the café and providing shade in the public areas before making changes to the track and upgrading the pit facilities. Ya gotta admire the bloke for getting down and dirty...

WEC history maker. Sarah Bovey gave the FIA Girls of Track programme a real boost when she became the highest ever female qualifier in World Endurance Championship history at the season ending Bapco 8 Hours of Bahrain. Co-driving an Iron Lynx entered Ferrari 488 GTE Evo with Rahel Frey and Katherine Legge, the 32 year old Belgian's fastest lap placed her third in the highly competitive LMGTE-Am category 0.236 behind the class pacesetter, in the race the trio finished 8th in their class. There has been a second all-women team competing in the championship, Beitski Visser, Sophia Florsch and Tatiana Calderson have driven the Richard Mille Racing Oreca 07 Gibson in the LMP2 category. Six young women in the fast lane of top level motor racing...

Looking to the future. With Kamui Nakajima retiring after 17 years in the WEC with Gazoo Racing Toyota a highly coveted seat has become available in the # 8 GR010 Hypercar. On the day following the 8 Hours of Bahrain the tradition WEC Rookie Test Day was held that saw GRT put two drivers in their cars, Sebastien Ogier and Charles Milesi. For Ogier the outing was a major transition from his WRC Toyota Yaris, the seven-time World Rally Champion drove the race winning # 8 car and posted a fastest lap of 1.50.647. Fellow Frenchman Milesi is the new WEC LMP2 champion sharing a Team WRT Oreca Gibson, for the 20-year-old it was a much easier progression into the championship winning # 7 GR010 and his best lap was 1.49.636. The fastest lap of the day was 1.48.697 set by the 'grandfathered' LMP1 Alpine driven by regular Nicolas Lapierre so the two 'rookies' times were impressive, with Ogier having retired from the WRC it gives Gazoo Racing Toyota some interesting options. Charles Milesi raced at Manfeild three years ago in the Toyota Racing Series, scoring a podium finish in the last race at Manfeild. There could be a third candidate, 27-year-old Ryo Hirikawa who has been a Toyota development driver for the past 8 years. We'll have to wait and see who will be Brendon Hartley and Sébastien Buemi's new co-driver next year...



A stellar career. When Kazuki Nakajima took the chequered flag to win the 8 Hours of Bahrain it brought down the curtain on a World Endurance Championship career spanning 9 years and 58 races. The 36-year-old Japanese star had been with Toyota from the first test of their TS030 Hybrid in 2012 and over the ensuing years scored 16 race wins including the Le Mans 24 Hour on three occasions and in a career highlight won the 2018/2019 WEC title with Sébastien Buemi and Fernando Alonso and has been runner-up twice, results that led to Kazuki being inducted into the FIA Endurance Hall of Fame. "It has been an honour to compete for Toyota Gazoo Racing for nine seasons and I feel so lucky to have won races, championships and the Le Mans 24 Hours alongside so many talented, passionate and dedicated colleagues". Nakajima san will continue racing both

Super Formula and Super GT in his homeland, categories where he's been very successful over a long period. A great warrior and champion...

Has Mr B caught the bug. We're not talking COVID, our intrepid racing scribe has something much more exciting, the EV virus. Recent articles in Richard's weekly MotoringNZ newsletter have featured electric vehicles from the upper end of the market that make an auto journo's life a really good place to be. He's been able to re-introduce himself to the slinky Audi RS e-tron GT, this time in home territory after they first met in the Bay of Islands, definitely a hard act to follow. The next delivery to Glenburn Heights was quite a contrast in the form of the new Hyundai Ioniq 5 that really grabbed Mr B's heartstrings that led to describing the SUV with one word - stunning. The test vehicle was the top-of-the range 'Limited' with a \$112,000 price tag featuring a dual motor drivetrain and not lacking in advanced technology or performance with 0-100 in 5.2 seconds. Richard believes that "as a foundation for its maker's future, Ioniq 5 could surely be said to be as important to Hyundai as the Model T was to Ford, the Beetle to Volkswagen and Prius to Toyota. It's a landmark car". Sitting on 21-inch wheels shod with Michelin Pilot Sport tyres specially developed for EVs, the '5' hatch has distinctive styling and will certainly turn heads. Mr B concludes "the electric age is delivering cars that really have something special, Hyundai's Ioniq 5 is utterly brilliant", that's very high praise. Next up Mr B's driveway was big contrast, a chic little French number. The \$60,000 Peugeot e-208 GT that retains styling cues from Pug's original 'pocket rocket' 205 GTi that appeared in the mid-1980s. Following in the wheel marks of the Audi and Hyundai would not have made it an easy task to evaluate e-208, Richard liked the electric implementation and had a dislike for the range distance which is always a key point when discussing electric vehicles. It sprints to 100 k's in 8.1 seconds so it definitely isn't an escargot (French for snail), especially remembering the 400 kgs of under-floor battery which is the equivalent of three adults. Three very memorable drives for three very different reasons...



The jury is out. The New Zealand Motor Writer's Guild is the professional body of our country's motoring journalists, each year they deliberate at great length before the 'foreman' announces which vehicle has been named New Zealand Car of the Year. Today their task is more difficult as e-power becomes more widely used by the world's major manufacturers to the extent that only one of the ten named 2021 finalists rely solely on an internal combustion engine; the remainder are pure electric or part-electric. The models chosen for the final evaluation are the Audi RS e-tron GT, Ford Escape, Hyundai Ioniq 5, Kia Sorrento, Mazda MX-30, Mercedes-Benz EQA, Peugeot 208, Skoda Octavia, Toyota Highlander and Toyota GR Yaris. Both the Ford Ranger and Skoda Octavia are also sold with petrol engines while the Toyota GR Yaris is petroleum only, the turbocharged 1.6 litre 3-cylinder 4WD small hatch being the basis of the World Rally Championship winning GR Yaris WRC. Richard Bosselman is one of the 24 guild members on the selection panel who look at a multitude of factors ranging from how a vehicle performs its intended role to value for money and its environmental responsibility. Electric

power has won the coveted trophy the past two years, the jury will deliberate for many hours before the winner is announced in February. It's no easy task...

Beating the boredom. Former Toyota 86 champion Callum Hedge hadn't raced since the last round of Australia's Porsche Michelin Sprint Challenge back in May, desperate to be back behind the wheel last month he jetted to Italy to drive a car without doors or a roof. Hedge entered the final round of the Formula Regional European Championship at Monza driving for one of the lesser-known teams, his first open wheel outing for more than two years. He was able to test the Formula 3 spec car during the week but struggled with brake issues. In Race 1 he qualified 25th fastest and finished P 22, the following day's qualifying was on a wet but drying track where he was 4.3 seconds off the pole time and would start from 29th on the grid. The race was red flagged, the two leading cars crashed at the restart and ended behind the Safety Car with Hedge in 20th place, from Italy it was back to reality at a MIQ facility in Rotorua. Back to boredom again...



Back to tin-topping. While serving his time in MIQ young Mr Hedge received word that would be off to Australia with a promotion. After driving for Team Porsche New Zealand in the Oz Porsche Michelin Sprint Challenge earlier in the year Callum is moving up to the faster Carrera Cup to form a three car Kiwi TPNZ squad running under the Earl Bamber Motorsport banner, the teenager joining Maddy Stewart and Matthew Payne. The trio debuted at Mount Panorama in the first week of the month and after Bathurst headed west to South Australia for the final round of the 2021 series at The Bend. Our young talent has never had it so good...

Australia says goodbye to another big name. Chrysler is the latest brand about to disappear from the local market, thirty examples of the big 300C saloon remain to be sold before the closure comes, 'down under' was the final RHD market. Chrysler became an established brand on both sides as the Tasman with many well remembered models leaving the production line at the company's Tonsley Park Assembly Plant in Adelaide, the most famous being the Valiant Charger that became one of the 1970's iconic muscle cars with



its uniquely Australian Hemi six-cylinder motor. In more recent times the most successful model was the imposing 300 with its top-of-the-range SRT powered by a 6.4 litre Hemi V8 engine, but with the buyer's declining interest in large performance sedans brought about the end. At the time of the announcement, it was revealed that Garry Rodgers

Motorsport had got very close to introducing the Chrysler name to the Supercar grid. In the wake of introducing the 'Car of the Future' GRM had been talking to both Chrysler and Volvo, Chrysler had secured a two-year contract to be the Supercar Safety Car provider so the possibility of a deal to race the bulky 300C was back on the table. Volvo got word and in a very short time GRM had a contract with the Swedish manufacturer to run their sleek S60 with the Yamaha-based V8 engine that had been developed by in-house tuning outfit Polestar. Driven by the relatively unknown Scott McLaughlin there were six race victories between 2014 and 2016 with the combination becoming hugely popular with fans. A Chrysler 300C Supercar was that close to becoming reality...

Dining out in Halcombe. There's now more to the small Manawatu settlement than it being the residential choice of Greg and Teresa Browne, it has an America-style diner situated on Halcombe Road, the main thoroughfare. Rusty Radiator Diner/Café is sited in the old petrol station/garage, the interior featuring vehicle memorabilia, model vehicles, an old gas pump and most appropriately old radiators that self-confessed petrol head owner Tracey Langerveld has accumulated over the years. The family menu includes fish and chips (Chatham Island Blue Cod), scotch fillet, bacon and eggs together with assorted homemade burgers and soft serve ice cream for dessert. Apparently it opened early in the year and there's a relaxing drive through rural Manawatu to get there. Sounds worth a visit...

Mark Hughes from the English publication MotorSport has written the best tribute to the late Sir Frank Williams. In part "Has there ever lived a man so immersed, so desperately enthralled and in love with motor racing? He didn't have a plan, he had a desire. He knew where he wanted to be – right in the middle of this magical world so far removed from his upbringing in the north-east of England. He didn't have a skill, just masses of charm and a sense of adventure. No skill and no plan going in, he would go on to become one of the greatest team principals in the history of F1 – from almost nothing. He would do anything to stay in that world.

He made ends meet in a variety of ways – a management trainee with a car distributor, Campbell's soup salesman, selling fruit and veg from a van, buying and selling, ducking and diving. Debt didn't worry him unduly and he'd spend the next couple of decades trying to stay one step ahead of the bailiffs. This continued right through to his early years as an F1 entrant. Bernie Ecclestone recalled how Frank would borrow £5000 and promise to pay it back on a set day. Come the day, he'd turn up to return the £5000 – but would immediately ask if he could borrow £7000! Only a romantic could live such a life when not backed by money. Carefree, knowing only that he wished to exist in the special suspended reality of motor racing. But he moved among wealth and so it probably seemed natural. Frank's own ambitions as a driver – way too many accidents, not enough money – came to an enforced halt but his friendship with Courage led him to be his entrant, in F3 and F2. Piers provided the money, Frank organised the team, employed a mechanic, did some trade deals, negotiated with the organisers. The bond they formed was incredibly close. Courage rose to F1 and for a while Frank ran others in F2. But when Courage ran out of F1 options after a few too many accidents, Frank came to the rescue with a second-hand Brabham and a DFV. In that car Courage finished second at both Monaco and Watkins Glen in '69. Just like that, Frank Williams was an F1 entrant.

What followed would have driven a lesser man a long, long way from the sport. Courage was killed in the de Tomaso F1 car Frank was entering in the 1970 championship. But Frank was addicted. For the next six seasons he operated on the financial margins, doing deals here and there to stay in business, his team invariably turning up somehow. There were moments of promise – the Iso Marlboro designed for him by Ray Stokoe was a decent car which occasionally allowed Art Merzario or Jacques Laffite to show well. But generally, Frank's team was not highly regarded. In late '75 he acquired a sponsor, the oil man Walter Wolf. A few weeks before that, he'd acquired a designer, Patrick Head ex of Lola, after a recommendation from Frank's friend and Lola racer Guy Edwards. It was the designer that would prove by far the most significant acquisition. Walter Wolf ended up owning the team after paying off Frank's debts. Frank couldn't bear the idea of working as an employee with what used to be his team and left. Head initially stayed – but was swayed by the adventurer Frank's charm to come join him in a new venture. So Williams Grand Prix Engineering took form. Patrick was the previously missing part in Frank's jigsaw, a gifted engineer, someone who could put a technical structure in place to give Frank the proper foundation to race. When

one of Frank's old gang Charlie Crichton-Stuart then came up with some Saudi money from Saudia Air, a new F1 epoch began.

In no time at all Williams would be F1's dominant team, making champions out of Alan Jones, Keke Rosberg, Nelson Piquet (already a champion), Nigel Mansell, Damon Hill and Jacques Villeneuve over a 20-year period of glory. The colossus of a race team would also properly launch the F1 careers of, among others, Ross Brawn and Adrian Newey. All headed by Frank and his irrepressible energy, his love of racing, his fascination with drivers.

It was remarkable that this sequence continued uninterrupted after Frank suffered his life-changing injuries pre-season 1986. The years of driving too fast on public roads finally caught up with him as he made his way back from a Paul Ricard test to the airport to take part in one of his beloved running races the following day. He hovered on the brink of life and death for some time, Ginny adamant that everything should be done to keep him going even as hope was fading. Within a few months he was back at the races, wheelchair-bound for the rest of his life, but that smile, that sheer zest, still there. The love of racing, the mischief, the romance of it all. Strung together by invisible high-tensile steel that prevented him ever from being ejected from his magical world. In fact, as he returned to the paddock that day at Brands Hatch in '86 his greatest days were still ahead of him – the glory, the knighthood. But best of all, the days when a Williams-badged car would grind the opposition into the ground.





LAST month's issue included reference from Russell Harris about my visit, around 10 years ago, to Audi's Museum collection in Ingolstadt, Germany. That mention reflected a confusion, I fear I caused, about which element of the collection I gained special, rarely-given, permission to view. What was published were images and some background about the Museum Mobile, which is the official museum, open to the general public.

I have been there. It's fantastic.

In reality, however, that wasn't the place in mind. What I was really referring to was something else entirely; a nondescript warehouse/office block elsewhere in Ingolstadt, called 'the barn'. Audi has many more historic cars than it can ever display at the Mobile. The vast bulk of the collection are kept in this storage facility. It's an incredible place, with all sorts of artefacts.

Anyway, I've dug out the story, originally published by Top Gear New Zealand magazine back in 2011 (hence why some of the references are from that era). I know 'the barn' still exists because Ken Block recently went there and got to drive some of the gems... including that one-off Group S rally car.

So, for some Christmas break reading, I hope you enjoy the following ...

SMALL, square, simple. That sums up the little twin-cylinder DKW delivery van my host, Lothar Franz, points out. The 1950s-era 'putt-putt' was a common sight in Germany in the decade after World War II so is fondly remembered there. So, there was no small amount of delight among Audi high-ups back in the late 1970s' when they were presented with one that had been restored by technicians, as an after-hours' exercise.

With this tribute, the company's historic vehicle collection was ... um ... doubled.

That was then. Ingolstadt has since raced to make amends for neglecting its history. It has created Audi Tradition, whose imperative is to bring back the past. From anywhere. In any state. At any price. The Museum Mobile in the heart of Ingolstadt is testimony to this. Horch, DKW, Wanderer, NSU, Rasmussen, Auto Union ... they're all here. The 1900s' veterans, the 1930s' glam cars, the modest fare that kept the



brand alive in the '50s and '60s ... plus stuff it started banging out when times got good again.

You know how easy it is for hobbies to become obsessions. Museum Mobile holds maybe 30 percent of the collection. The rest are where I am now. A secret massive trove in the Ingolstadt industrial estate. 'The Barn' is somewhere along what I'd call sparkplug supplier strasse. Knowing its exact location is of no consequence. This place is emphatically invite-only. Only a handful of journalists have been allowed in. I was the first from New Zealand. Lothar is the big cheese: 'Unternehmensarchiv', I think, translates to 'really nice bloke who oversees very cool stuff.' There's a heap of old to ancient road fare, much good to go again. You know how the Toyota Prius kicked off the hybrid revolution? Pah, Audi had a petrol-electric 100 in 1989. And who knew about the 1955 DKW eight-seater minivan or the Rasmussen motorcycle car?

My personal heaven is the motorsport floor, where every chapter of a rich racing dynasty is lined up. For the past decade, Audi has almost continuously top-scored at Le Mans with its 'R' sportscars (nine years out of 10 if the 2003 Bentley victory is counted. And why not? It was an R8 with a Brit body). They're all here, still bearing spatter and scars from those ultimate Circuit la Sarthe exertions. The petrol 'eights', the diesel '10s'. The '08 car that won when Peugeot were 3s a lap faster. It gets better. Facing them, Monsters Inc. If you've ever seen a Quattro in action, as I first did as a teen, you'll know just what an awesome machine the 1980s' rally weapons were. The turbo noise, the shape seemingly created by a child given a bunch of cardboard boxes and a tube of glue. There are A2s for Blomqvist, Mikkola and Mouton. The amazing 'build a box then add more boxy bits' ultimate S1 that Walter took up the 'big hill', Pike's Peak, in 1987.



That gawky, truncated coupe in plain white turns out to be a car I'd read about, but never seen. This is the prototype for Group S, the next-step formula that never happened once Group B was banned. Rohrl test-drove it, just the once, popping across to East Germany to escape media attention.

More? How about the ultimate OMGs? Auto Unions. Audi has seven. Reproductions, restorations and one utter original, the unique V16 Bergwagen. Hitler loved motorsport. Born of his 1930s' state-funded

motorsport programme, the dominating Auto Unions were rudimentary – drum brakes, crossplys – yet space-age in utilising all manner of special metals with ‘ium-endings to their names. These cars were unlike any other of their period, or much else for a long time since. Their engines regularly put out 400kW and the cars hit up to 320kmh. It took until the 1980s, and turbo technology, for those counts to be once again rivalled in top level racing. The Auto Unions, and Mercedes own car, dominated 1930s’ motorsport as the Silver Arrows. At the start of World War II, Auto Union stored 17 racers at its factory in Zwickau, in the east of Germany. A bad call. It was over-run in 1945 by Stalin’s soldiers and, for 50 years, that was the last that was known.



It only very recently became clear what happened to the cars; that most went to Russia for ‘technical evaluation’. ZIL, limousine-maker for the Communist elite, had the Bergwagen, a fabulously massive car with two conjoined tyres on the back, for extra traction. It was sending it to the tip in 1976 when the junk truck was spotted entirely by chance by the president of a Latvian car club. In 1995, Audi bought it back and was inspired to ‘rebirth’ other greats. The Avus Streamliner in which Bernd Rosemeyer died at an estimated 450kmh. His European championship Type C. A Type D, the twin-supercharger V12 in which Tazio Nuvolari won two 1939 Grand Prix. Plus a 1934 Type A, the first of the breed.

What’s apparent about the Barn is that, like the museum, it lacks for space. And since Audi is still collecting frantically ... well, you just have to wonder where those acquisitions are going to end up? No problem. As we said our farewells, I thought I heard Lothar mention something about a second ‘Barn’. I wonder what’s in there....

As I said, Ken Block and his film crew dropped by the same facility just months ago. Doesn’t look too different to when I saw it. Here’s a link to his video <https://youtu.be/oYU5HfG-TPo>

Meantime, if you enjoyed this story and would like to read more of my work, check out my website, www.MotoringNZ.com.

Richard Bosselman



KIWIS ABROAD

November was a full-on month for NZeders racing overseas, the first weekend of the month saw racing on three continents.

In America Marton's hugely talented Kaleb Ngatoa made his long and eagerly awaited debut in the United States on the first week of November when he contested the final round of the 'Formula Regional Americas powered by Honda' at the Circuit of the America's (COTA). He joined fellow countryman Ryan Yardley who has raced in a previous round, both were driving Kiwi Motorsport entries

The weekend had three 15 lap races, at the end of the single Practice session Joshua Car was quickest, 7/100ths ahead of points leader Kyffin Simpson, Yardley was P3 and Ngatoa 10th of the 14 cars on the grid, 1.7 seconds off the pace, qualifying ended with Yardley P6 and Ngatoa P9. In Race 1 Jason Adler took the flag 0.8 ahead of Yardley with Ngatoa an impressive 6th after gaining 3 places, 11 seconds behind the winner, bagging 8 points for his effort. Race 2 saw Simpson winning by more than 13 seconds from Varun Cloksey, Kaleb was 4th across the line after starting P9 and only 3/10ths off a podium while Yardley finished a lap down in 11th after incurring a 30 second penalty for causing a collision. Another 12 points for our man. Simpson took the checker flag again in Race 3 but only 7/10ths ahead of Dylan Tarella, Yardley placed 5th after starting from 13th on the grid, Ngatoa lost 3 positions before finishing 8th, 35.6 seconds behind the victor but securing 4 points.



In the final championship analysis Kyffin Simpson was crowned 2021 FR Americas champion with 314 points to Joshua Car's 218, Ryan Yardley was 10th in the standings with 68 points from two rounds, Kaleb Ngatoa collected 24 points from his three races in the final round which shows what might have been with 18 races in the full series against US rising stars. So where to now...

Over the same weekend Jaxon Evans and his Dempsey-Proton team were back at work after a week enjoying the sights of Bahrain in the Persian Gulf between the final rounds of the 2021 WEC. The season closing 8 Hours

of Bahrain was at the same Sakhir circuit, apart from the additional two hours of racing the difference this time was only the first two hours of the race would be run in daylight.

FP1 was an hour-long night session with an Aston Martin Vantage AMR topping the times with 1.58.093, the Dempsey-Proton # 77 was third quickest at 1.59.339. The day time FP2 saw Matt Campbell put the D-P car at the top of the time sheet with a 1.58.489 lap that was 2/10ths quicker than a pair of Ferrari 488's.

During FP3 there was a red flag period so debris could be cleared off the circuit, Porsche Team Target 1 was fastest with 1.58.696 with the two Ferrari's next, the D-P # 77 was P5 but only 0.385 off the pace.

The short LMGTE-Am Qualifying session ended with the Evans/Campbell/Riad car a lowly P9 and 27th in the 31 car field, their best 1.59.936 was slower than in practice and more than a second down on the class leader, however the trio had started from the same grid position a week earlier and finished on the podium.



The # 77 car had a trouble-free 8 hours and steadily moved up through the field to be in contention for a podium approaching the final hour. There was controversy in the final 15 minutes when the class leading Porsche was spun by the AF Corse Ferrari that went on to the win, in a thrilling class finish Campbell overtook the Team Project 1 Porsche on the last corner of the final lap to cross the line 0.123 ahead to claim second place, a lap down on the class winner, a spectacular outcome. Dempsey-Proton is a Porsche Customer Team, owner/driver Christian Ried - "It was a super race and a great end to the season. We moved up to third in the championship so it couldn't have gone better for us. Jaxon and especially Matt put in an awesome fight".

Both Campbell and Evans are former winners of the Porsche Carrera Cup Australia championship and graduates of the Porsche Junior Michelin programme, they must be hot property after their 2021 year...

From the Asian continent the racing moved south of the equator to Australia and the second of four Supercar rounds at the Sydney Motorsport Park, the Armor All Sydney SuperNight meeting, a turbulent weekend including the weather.

Young Erebus driver Will Brown topped the sheet in qualifying for Race 23, edging Jamie Whincup by 2/100ths with Shane Van Gisbergen 1/10th back in P3 ahead of Will Davison. De Pasquale had dominated the practice sessions but had gear selection problems and didn't set a time, Heimgartner and Coulthard were also eliminated in the first round and would be at the back of the grid with only De Pasquale behind them. Brown had secured his third front row start in a week!

At the start of the 32-lap night race Brown got the holeshot, Davison went wide at the Turns 1 and 2 and dropped to 6th, Cameron Waters gained five places to be 5th after the opening lap. Whincup was first to pit on Lap 5, Brown came in the following lap wanting the undercut but a wheel nut problem resulted in a 28 second stop. After 10 laps SVG led with Whincup P12, it was another six laps before the leader pitted. With SVG on fresher tyres Whincup let his team mate through, when the pit cycle ended SVG led Whincup and Davison, Heimgartner collided with Macauley Jones and was forced to retire with damaged steering. With seven laps to run Davison was being hard pushed by Nick Percat as SVG edged away from the chasers but there was no change in order before the flag fell - SVG home by 7 seconds from Whincup with a similar gap to Davison who took the flag half a second ahead of Nick Percat, Coulthard came home P17. James Courtney, Chas Mostert and De Pasquale each picked up 5 second time penalties for exceeding track limits which put them outside the top 10 finishers.

Qualifying for Race 24 had De Pasquale at the top by half a second from Van Gisbergen with Mostert third fastest, Heimgartner finished an encouraging P8 1.4 off the pace and ahead of Whincup while Coulthard would start P18. The rain had gone but the track was greasy for the race, starting on hard tyres SVG led into Turn 1 but on Lap 2 the Shell Mustang benefitted from the soft rubber to take control of the race while SVG came under pressure from Heimgartner. Van Gisbergen pitted on Lap 13 and took on four new soft tyres,



Heimgartner was 9 seconds behind De Pasquale, by lap 22 the Shell car had a 15 second advantage before the NED driver made his stop, De Pasquale pitted a lap later for hard tyres and emerged 3 seconds ahead of Van Gisbergen, with the # 97 Commodore on soft rubber the battle was on until it was down to less than two seconds, that was the wake-up call De Pasquale needed to up his pace. Behind the pair James Courtney and Davison were fighting for the podium but the best battle was for P7 with Heimgartner on soft and Mostert on hard tyres that was eventually settled in the Kiwi's favour though his 'blocking' did bring out the bad sportsmanship flag! De Pasquale scored his third win in five races at SMP, crossing the line 8.3 seconds ahead of van Gisbergen with another 9 seconds back to Courtney who scored his first podium of the season thanks to a smart strategy call. Coulthard had a better race to finish P14 but it was a disaster for Whincup who finished 25th after a puncture meant a second pit stop.

Light rain was falling during qualifying for Race 25 with Van Gisbergen claiming P1 on the grid, 0.158 ahead of Mostert and another 3/10ths back to De Pasquale. It was another good session for Heimgartner who was 5th quickest and two places ahead of Whincup, while Coulthard was down in familiar territory, P22 and more than two seconds off SVG's pace. There was a sensational start to the wet race when Bryce Fullwood led into the first corner after starting from Row 4 on the grid, the officials reacted swiftly and he was handed a drive through penalty for a jumped start. At Turn 3 the Boost Mobile cars of Courtney and Brodie Kostecki collided and ended up in the tyre barrier alongside each other resulting in a Safety Car intervention. At the restart Van Gisbergen skidded through the wet gravel trap at Turn 1 but kept out of the barrier and Whincup led after starting P6, De Pasquale and Davison were 2nd and 3rd, Will Brown had moved from 17th to 4th and Mostert from 25th to 12th. The stops began on Lap 11 with Mostert first in, on the next lap SVG was advised of a Safety Car restart infringement, protests from his team saw the penalty later withdrawn after investigation. The championship leader pitted on Lap 17 but he left the box with a mechanic's rattle gun still attached to the wheel, the unsafe release incurred a drive through penalty that was served the following lap. By Lap 18 Whincup had a 6.4 second advantage over De Pasquale who made his stop a lap later, there was another two laps before the second Safety Car deployment after Jake Kostecki ploughed into the barriers and the race was neutralised in the worsening conditions. The cars circulated for three laps behind the SC before the red flag came out, 10 minutes later the race was declared with the order Whincup, De Pasquale and Mostert who had gained 22 track positions, Heimgartner finished in the top 10, Coulthard was P19 while Van Gisbergen dropped 22 places to 23rd, his championship lead reduced to 337 points.



Weekend 3 at the SMP was the BP Ultimate Sydney SuperSprint with a return to all daylight races with only 'soft' tyres available. Race 26 Qualifying saw the regular quartet at the front of the pack, De Pasquale was 0.34 quicker than Whincup who edged Davison by 3/100ths, Van Gisbergen was 0.46 off the pole time in P4. Further back were Heimgartner who posted the 14th best time with Coulthard a further seven places back on the grid.

SVG made the best start and had the lead after Turn 1 in what would become a strategic battle. De Pasquale soon took over the front running while Whincup conceded P2 to his team mate on Lap 8, but it was Lap 17 that had a major influence on the outcome of the race when the leading duo pitted with SVG trailing by three seconds, the # 97 car emerged in front as they had only changed two tyres while the Shell team had opted for fresh rubber on all four corners. By the end of the out lap De Pasquale was back in front and took control, on Lap 30 Brown slipped past Whincup and the race ran out with De Pasquale 1.9 seconds ahead of Van Gisbergen with a 1½ second gap to the impressive Brown and Whincup P4. Heimgartner completed the top 10 finishers with Coulthard 16th after gaining five track positions. With the different strategies De Pasquale had 12 new tyres to see out the meeting, Van Gisbergen had 14.

Sunday began with back-to-back qualifying sessions for championship races 27 and 28. There was Shell V-Power front row lockout for Race 27 with De Pasquale heading Davison by 0.257, Whincup was only 4/100ths slower than the Mustangs and would have Brown for company on Row 2, Van Gisbergen was P5 but more than half a second off the pace. Heimgartner clocked the 16th best time but Coulthard would start from the back row. Then came a bombshell, SVG received a three-grid penalty 'for impeding' which dropped him to P8 and Row 4. For Race 28 it would be an all-Red Bull Ampol front row as Whincup edged Van Gisbergen by 0.219, De Pasquale was a 100th of a second slower in P3 with Brown again on Row 2, Davison was 5th quickest but 9/10ths away from the pole lap. It wasn't a good session for the other two kiwis, Heimgartner and Coulthard being 23rd and 24th respectively to share the back row of the grid.

When the lights were extinguished for Race 27 De Pasquale grabbed the lead with Whincup slotting into P3 behind Davison. The stops began on Lap 10 with Davison first to pit, four laps later the leader stopped for four tyres, Whincup peeled off on Lap 16 and took three tyres. Van Gisbergen was the last to pit on Lap 19 to complete the cycle, taking on three tyres for the run to the flag. The stops left Davison out front from De Pasquale, Whincup and Mostert with SVG in 10th place, the two Shell cars quickly reversed positions before Whincup relieved Davison of P2 on Lap 29 and on fresher tyres Van Gisbergen was looking a threat, two laps later he overtook Davison and began hunting down Mostert for the final podium position. The pair were together entering the final corner but SVG got the better drive exiting and won the drag to the flag by 7/1000ths of a second, meanwhile De Pasquale had crossed the line six seconds clear of Whincup. Davison finished 5th while Heimgartner and Coulthard were well down the field in 15th and 16th.



Race 28 brought the weekend to a close with a Holden trifecta but not in the expected finishing order. From the front row Whincup led Van Gisbergen with Brown getting the jump on De Pasquale before the changes began on Lap 11 when De Pasquale and Mostert pitted, the Shell car took on four tyres so the order was reversed when the pair exited. Brown was next to pit two laps later, Lap 16 saw Whincup stop for three tyres with SVG doing the same on Lap 19, leaving the race order Brown, Whincup, Van Gisbergen and Percat. The two Red Bull Ampol drivers began to lock horns which allowed Brown to extend his lead to more than four seconds. The championship leaders continued to fight with occasional contact before seriously chasing Brown, with the three laps to run the trio were covered by 0.56, but the 23-year-old kept his cool and took the checker by 3/10ths over Whincup, another 2/10ths back to Van Gisbergen with Percat trailing by a further six seconds in P4. At the line De Pasquale had faded to 9th while Coulthard and Heimgartner ended up P19 and P24 more than forty seconds behind the winner to close off their disappointing weekend. It was a very special race for Erebus Motorsport's Will Brown who became only the third driver in the 'Car of the Future' era to win in their debut season, joining Chaz Mostert and Scott McLaughlin - he's definitely the pick of the new young breed. There's one more round at SMP before The Mountain calls...

On the same weekend but across the Pacific Ocean two prominent New Zealand drivers were competing at the Road Atlanta circuit in Georgia on American's south-eastern seaboard. Scott Dixon and Earl Bamber were co-driving in the 10-hour ISMA Petit Le Mans sharing the Chip Ganassi Racing Cadillac DPI with Renger van der Zande, Bamber was a late replacement for Kevin Magnussen and as a result the # 01 car had to start from the rear of the prototype category grid. Bamber quickly adapted to the car and was third fastest in the pre-race warm-up session 8/10ths off the pace. Van der Zande started the race before handing over to Bamber who was hit from behind which damaged the rear wing and bodywork, he pitted twice for temporary repairs during a caution period and was able to continue on the lead lap. Dixon got the car into the top five but had to pit with a brake rotor issue, losing a lap that couldn't be regained and the CGR team had to settle for 5th place. After losing three laps before half distance with an engine misfire the factory Mazda DPI took the lead with 30 minutes remaining and took the flag ahead of a Cadillac and Acura, the three cars covered by 3.7 seconds after 10 hours of racing, it was fitting that Mazda won the final race to conclude their ISMA programme. At Road Atlanta one of Jaxon Evan's WEC co-drivers, Matt Campbell, shared the winning Porsche 911 RSR in the GTLM class after a race-long battle with the Chevrolet Corvettes and BMWs from the manufacturer's teams. The category won't be included in next year's ISMA Championship so the victory was the perfect swan song. Earl Bamber is driving full-time for Chip Ganassi Racing next year alongside van der Zande with Scott Dixon joining the pair for the longer endurance races, first up is the traditional season opening Daytona 24 Hour at the end of January.



After another week passed it was back on familiar territory at the Sydney Motorsport Park for the fourth and final time with the Beaufairs Sydney SuperNight.

On Day 1 a New Zealand driver stole the limelight but it wasn't one of the Supercar big names, it was Kelly Grove Racing's new recruit, 19-year-old Matthew Payne who had his first taste of V8 tin-tops, it couldn't have been more impressive. Payne was making his Supercar debut running in the Super2 category behind the wheel of a KGR Nissan Altima, he had tested the car the previous day. It was a taste of what was to come when he recorded the fastest lap in FP1, beating the championship leader and Triple Eight's new star Broc Feeney who replaces Jamie Whincup next year. The teenager also participated in the 40 minute 'Additional Driver' practice session that's gives co-drivers wheel time preparing for the Bathurst 1000, he drove Dave Reynold's Penrite Ford Mustang with co-driver Luke Youlden acting as his data engineer. Payne got up to speed remarkably quickly and on his 11th lap was at the top of the timing screen, he stayed P1 8/10ths ahead of Lee Holdsworth. Chris Pither was back in the Coca Cola Commodore and 16th quickest, 9/10ths off the pace.



In the Super2 FP2 session the Nissan Altima of Declan Frazer was 6/100ths faster than Feeney, Payne was P5 and 3/10ths behind Frazer. Qualifying took place on Day 2 with Nissan Altimas 1, 2, 3 on the timing screen, Payne was sitting on pole position when the checker flag came out but was relegated to P2 when Jayden Ojeda went 2/10ths quicker on his final lap, Frazer and Feeney would share Row 2 for the first race. Race 7 of the championship had the Super2 and Super3 cars sharing a split grid. Under lights Payne's bubble burst when he stalled, the stranded car was avoided and he got away 30th and last. Ojeda and Feeney clashed at Turn 3 which handed the lead to Tyler Everingham who led to the flag that was waved after 15 of the 18 laps because of time-certainty, Feeney was 3/10ths behind the Altima while Payne recovered to cross the line a disappointed P17, it was a story of what might have been.

Day 3 of the meeting saw the drivers qualifying and racing in wet weather, Feeney secured pole by 0.0602 from Zac Best with Everingham third quickest, Payne was P14 and 2.7 seconds slower than the pole time.

Race 8 of the series saw Payne's debut weekend completely unravel in the heavy rain and the race declared before half distance. The Safety Car intervened three times in the first 7 laps as cars skated off the circuit, at the final restart Payne was up to P7 and as the field charged towards Turn 1 the Kiwi and Angelo Mouzouris were blinded by the spray and completely missed the corner, going straight ahead up the old drag strip, Mouzouris was able to turn onto the grass while Payne aquaplaned straight ahead unable to effectively slow the Altima, he ploughed straight through the first row of tyre bundles and came to a halt tangled in the second

row further down the escape road with the front of the Penrite Nissan suffering significant damage. The incident triggered another Safety Car followed by the red flag, there was no result declared and the Super2 championship has one more round at Bathurst. For Matthew Payne a weekend that started so brilliantly ended in great disappointment for the entire Kelly Grove Racing team...

On Day 1 the Repco Supercars had an interesting night FP1 session that ended with Shane Van Gisbergen 1.3 seconds off the pace with the 19th fastest lap time. Anton De Pasquale continued his love affair with SMP by clocking the fastest time 0.27 ahead of an impressive Brodie Kosteki, Whincup was P6 and 6/10ths off the pace, Fabian Coulthard's P13 was encouraging and put him two positions ahead of Andre Heimgartner. On Day 2 FP2 ended with rain falling and SVG much closer to the top of the time sheet, De Pasquale was ahead of Will Brown by 0.102 with Van Gisbergen P3 and four spots ahead of Whincup. Qualifying for Race 29 saw De Pasquale claim provisional pole by a full half second from SVG with Whincup and Will Davison next on the time sheet, both Heimgartner and Coulthard were outside the top 10 so their starting positions were locked-in at P19 and P24 respectively. There was no stopping De Pasquale, in the Shootout he was 2/10ths ahead of Whincup while Davison and SVG would start from Row 2 after both were more than 8/10ths off the pole time, Brodie Kosteki was best of the rest.

The night Race 29 was over 64 laps totalling 250 kilometres that became one of the most enthralling of the championship with its strategic gambles after five of the top drivers elected to start on the 'super soft' tyres. Whincup beat pole sitter De Pasquale into Turn 1 while Van Gisbergen picked off Davison, on the next lap he did the same to the # 11 Shell Mustang to make it a Red Bull Ampol 1-2 with Whincup holding a 5 second lead when there was an early Safety Car intervention on Lap 7. That led to a frantic dash for the pits with cars stacking, including SVG, tyres were changed for different compounds, when racing resumed on Lap 10 Whincup had retained the lead with his team mate back in 9th, preservation of the tyres became critical. Light rain falling on Lap 34 heralded the start of the second round of stops, when the cycle ended Cameron Waters led Will Brown, Whincup was P5 and three spots ahead of Van Gisbergen but the Triple Eight garage had made the call to put the six-lap old 'super softs' back on the cars for the final stint and it paid off. With the better grip the pair went into attack mode, the pair swapped positions on Lap 41 and with four laps to run SVG was up to P3, next time round the Holden pair swept past Brown then Waters to run 1-2 to the flag split by 1.1 seconds, Waters held on for 3rd but was five seconds back and 4/10ths ahead of De Pasquale, all 23 finishers were on the lead lap with Heimgartner 15th home and Coulthard 21st. It was strategic master class from the entire Triple Eight team, brilliant calls in changing circumstances and the two drivers putting the flashpoint of the previous weekend behind them, the outcome was securing the Teams Championship for the first time in three years.



Van Gisbergen led the Beaurepairs Sydney Cup with its \$25,000 cash prize by 73 points from De Pasquale and Whincup with one race to run.

Qualifying for Race 30 on Day 3 took place with rain falling over Eastern Creek, what a difference a wet track makes and the session ended with all three Kiwi drivers in the top 10, when did that last happen? Heimgartner had provisional pole by 0.558 from Van Gisbergen, a kiwi 1-2. Todd Hazelwood was only 2/100ths slower with Coulthard P4 and 3/10ths off the pace, Whincup was three places back after sliding off the track at Turn 1 into the tyre barrier and damaging a rear track rod. Both DJR Mustangs missed the cut with Davison 11th and De Pasquale 17th, the latter 1.48 behind the NED car. The Armor All Shootout turned up another surprise outcome with Nick Percat securing pole 4/10ths faster than SVG, David Reynolds and Tim Slade would start on Row 2, Coulthard was on the next row with Whincup and Heimgartner behind him, a wet track is a great leveller.

Race 30 was in daylight scheduled for 64 laps but due to the impossible conditions with extensive standing surface water around the circuit and a waterlogged infield was declared with no result. The 'race' started behind the Safety Car and the field circulated until the Race Director called the red flag on Lap 6 to end four consecutive weekends of the track activity at Sydney Motorsport Park - it was the second time in 11 Supercar races at SMP that the red flags were deployed because of rain.



The non-result confirmed Shane Van Gisbergen as the 2021 Repco Supercar Champion for the second time, he had won the title in 2016 in his first year with Triple Eight Engineering Racing. SVG also collected the Beaurepairs Sydney Cup and \$25,000 winner's cheque, capping off a great weekend for the Red Bull Ampol team who had clinched the Team Championship the previous day.

It was a dramatic final day at Eastern Creek with the weather gods being the winners, next up is the 'big one' at Mount Panorama on 05 December where Shane Van Gisbergen and Garth Tander are the defending champions, perhaps another title?

And that was Kiwi's racing abroad in November, it was quite a month...

RH



THE HARTLEY FILE

For the Hartleys the week between races in the Kingdom of Bahrain would have been a nervous wait with the battle for the WEC Driver's Championship going down to the wire with the # 7 car holding all the aces in the pack, gaining the additional point for pole position would be the first priority. There was additional pressure on Brendon and Sébastien Buemi because it would be co-driver Kazuki Nakajima's final WEC race with Toyota and he deserved a winning send-off.

Brendon was at his brilliant best and got the ball rolling by dominating all three practice sessions. The 80-minute FP1 was under lights and Brendon's 1.49.490 was 0.488 quicker than Kamui Kobayashi in the sister car - *"That was really nice session for us in the # 8 car. The set-up we chose for the last race was too hard on the tyres, so we changed it and actually the car felt really nice driving the first practice. We also tested some adjustments to the brake set-up which was quite positive, so all in all I'm pleased with how it went today"*. FP2 was more of the same with the gap between the team rivals a full half second this time, Brendon was down to 1.47.673, more than 8/10ths faster than in the previous night's session. In FP3 the lap times were slightly slower but Brendon was 0.431 quicker than Kobayashi, the two Toyotas were running sub-1.49 laps while the Alpine A480 Gibson was in the high 1.51's and behind the two leading LMP2 cars. During all three practices the Toyota's were doing multiple qualifying simulations and fitting a new set ofMichelins at the start of each session, next was the 10-minute qualifying period and the all-important one point for pole position. On his first flying lap Kobayashi clocked 1.46.250, Brendon was half a second slower after a brake lock-up compromised his lap, the Japanese driver failed to improve his time in the second attempt and Brendon came up short by 0.290 - that one point meant that if the # 8 car won the race, the # 7 would only have to finish third to claim the title. The challenging Alpine got to within 7/10ths of the Toyotas and was 2½ seconds ahead of the fastest LMP2 lap time. *"The goal now is to win Kazuki's last race so that he can sign-off his legendary career with a race victory"*.



With the pair of Toyotas locking out the front row the rolling start didn't go to plan when the Alpine slipped inside both cars at Turn 1 and led the early laps of the race, it wasn't to last and the French entry was relegated to third before the end of the first hour with the # 7 Toyota leading, the Alpine suffered gear selection issues and pitted, losing 3 laps as the issue was resolved.

After 80 minutes racing the lead was relinquished to the faster sister # 8 on team orders giving Nakajima a small lead over Lopez, by the 4-hour mark Brendon had increased that advantage to 17 seconds. The two Toyota's had been enjoying a trouble-free run before the # 8 car had a gear changing issue that necessitated changing the steering wheel, on re-joining the lead was 24 seconds as the 6th hour ended.

From that point the GR010's ran flawlessly in what was a near perfect performance, appropriately Nakajima did the final stint in the # 8 car and after 247 laps took his final WEC checker flag 7.35 seconds ahead of the # 7 Toyota with the third placed Alpine Elf Gibson six laps in arrears and a lap ahead of the leading placed LMP2 entry.

Brendon - *"It felt good to win the race today, particularly after a tough race here last week. We came back much stronger this week, I want to say massive congratulations to Mike, Kamui and José for winning the driver's championship. It was hard fought all season between the two cars and they just came out on top. Also, big congratulations to Kazuki for finishing his WEC career with a win and for everything he has achieved. I am sad that it is his last race for us but I'm also pleased for him to finish on a high, having been on such strong form these past two weeks"*.

So, the 2021 WEC ended with the two Toyota Gazoo Racing GR010 Hypercars winning three races each as TGR became the first team in WEC history to win every race in a season. Kamui Kobayashi, Mike Conway and José Maria Lopez claimed back-to-back Driver's Championship after accumulating 173 points, five more than Brendon, Kazuki Nakajima and Sébastien Buemi, while TGR took out the inaugural Hypercar World Championship by a 78-point margin over Alpine Elf Matmut.

Brendon won WEC titles with Porsche in 2015 and 2017, since moving to Toyota he has been runner-up twice, both times by a margin of 5 points. Could 2022 be third time lucky...

RH





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PARTING SHOT



Certainly not PC now but who can ever forget “Doris” who became a feature on both the local and international rally scene as a companion to a certain exclusive group of MCC members!! (photo from Richard Leggett’s NZ Rallying History Facebook page).