

Manawatu Car Club Inc

Club Bulletin

April 2022



FROM THE PRESIDENTS PEN...



Well, you would have seen the change to the first page of this bulletin, yes that is an updated design of our car club logo for our 75th year, it is cool don't you think... Turning 75 also means that there should be some kind of celebration, and yes there is going to be plenty of that, starting with a huge anniversary dinner on Saturday 25th June, the exact day we turn 75! If you jump ahead a few pages you will see more detail about the event, along with some of what else is planned for the year. Tickets are limited to the dinner so get in quick otherwise you will miss out and that would be a huge shame as there will be a few special guests on the night that you will not want to miss.

A fair bit has happened since the last bulletin, we have had a Drift Practice event, a Transpec / GT Oil Open Day, the last round of the Mitre 10 Mega Summer Race Series, and our Summer Series Prize Giving, all great events and all very well attended. We were extra happy with the last round of the Mitre 10 Mega Summer Race Series, in that we combined this with a few other classes, none bigger than the mighty Supertrucks! Thankfully we were able to throw the gates open to the public as mandates were being dropped all over the place and we could all race in front of a large crowd. We hadn't advertised this event as everything was pointing to it still being run under the old max 100 people thing, so when this changed only days before the event, we got straight into letting as many people know as we could, through as many channels as we were able to, that it was open to the public. I'm not sure what was in the water that weekend, but the racing was pretty full on, not banging and crashing full on (well except for the trucks), but the racing was tight and close all weekend, which made for great spectator viewing and great fun from a driver's perspective. I was lucky enough to once again be able to drive the mighty green Honda Civic, complementary of Nick Stewart's racing stable, which had a few suspension mods done to it on the Friday night before the racing and then we lightened it a bit on the Saturday morning, these two things, combined with the driver finally finding his balls, we knocked some 4 seconds off our lap time from the meeting before, which was pleasing.

The following weekend saw the Summer Series Prizegiving take place, this incorporates our annual volunteer awards as well. We had a great turnout for this relaxed afternoon event and some hugely surprised winners as well, every one of them thoroughly deserved, so look out for the results and some great pictures further on in this bulletin. Thanks to all of the people who helped with this event, it was awesome to be able to once again celebrate the moments of success with our winners and honour our awesome MCC volunteers.

So, what are you waiting for, get onto the link for the 75th Dinner and get your tickets, you will not want to be the one to miss out I can assure you... And while you are doing that, please note down the dates for our upcoming events, there are also many there that you will want to put in your calendar as well, one in particular shares the event with the 50th anniversary of a well-known truck brand, but more on that next month...

Richie

MEET THE 2022 COMMITTEE



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Nick Stewart



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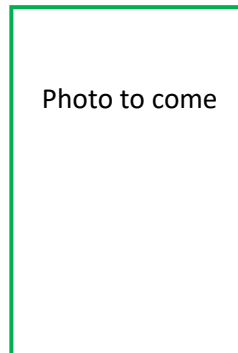


Photo to come

Troy Brown

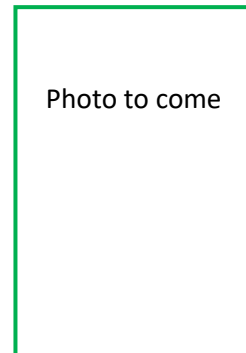


Photo to come

Malcolm Glen



Russell Harris
Club Advisor



Brian Davies
Club Advisor



APRIL

Saturday 30th Drift Tutoring – Back Track – Novice & Intermediate
 Saturday 30th ALFA May Madness

MAY

Friday 13th NIEDRS Endurance Test Day
 Saturday 14th NIEDRS Endurance Race Day – 1 Hour & 3 Hour
 Saturday 22nd Otara Road Sealed Sprint / Touge Drift Demo
 Weds 25th Club Night – Feilding Auto Electrical Winter Series Scrutineering Night



JUNE

Saturday 4th Feilding Auto Electrical Winter Series Round 1 Test Day
 Sunday 5th Feilding Auto Electrical 75th Anniversary Winter Series Round 1 Race Day
 Saturday 11th Drift Tutoring – Back Track – Novice & Intermediate
 Friday 17th D1NZ
 Saturday 18th D1NZ
 Sunday 19th D1NZ
 Saturday 25th 75th MCC Anniversary Dinner



JULY

Saturday 2nd Feilding Auto Electrical Winter Series Round 2 Test Day
 Sunday 3rd Feilding Auto Electrical 75th Anniversary Winter Series Round 2 Race Day
 Saturday 16th Drift Practice – 3km Track – Intermediate & Advanced
 Sunday 17th Transpec / GT Oils Manfeild Open Day Round 2
 Saturday 23rd National Race Meeting – Superkarts Day 1 / Mini Enduros
 Sunday 24th National Race Meeting – Superkarts Day 2 / Mini Enduros
 Saturday 30th Transpec / GT Oil 4.5km Bent Sprint



AUGUST

Saturday 6th Feilding Auto Electrical Winter Series Round 3 Test Day
Sunday 7th Feilding Auto Electrical 75th Anniversary Winter Series Round 3 Race Day
Sunday 14th Transpec / GT Oil Back Track Autocross / Motorkhana
Saturday 20th Drift Tutoring – Back Track – Novice & Intermediate

SEPTEMBER

Saturday 3rd Feilding Auto Electrical 75th Anniversary Winter Series Round 4 Race Day 1
Sunday 4th Feilding Auto Electrical 75th Anniversary Winter Series Round 4 Race Day 2
Saturday 10th Feilding Auto Electrical 75th Anniversary Winter Series Prizegiving
Sunday 18th Transpec / GT Oils Manfeild Open Day Round 3

OCTOBER

Saturday 8th Drift Practice – 3km Track – Intermediate & Advanced
Friday 21st OctoberFAST!! Test Day
Saturday 22nd OctoberFAST!! Race Day
Sunday 23rd OctoberFAST!! Race Day

NOVEMBER

Sunday 6th Transpec / GT Oil Manfeild Open Day Round 4
Friday 11th MG Classic Day 1
Saturday 12th MG Classic Day 2
Sunday 13th MG Classic Day 3
Saturday 19th ShowVember Drift Comp

DECEMBER

Saturday 3rd Superkarts / Mitre 10 MEGA Summer Race Series Test Day
Sunday 4th Mitre 10 MEGA Summer Race Series Round 1
Saturday 10th MCC Christmas Party & BBQ



MANAWATU CAR CLUB 75 YEARS

Founded in 1947, the Manawatu Car Club is one of this country's oldest car clubs, it's also has one of the proudest records of achievement at both national and international level.

2022 marks the club's 75th anniversary, to honour the milestone a programme of celebration has been planned involving members past and present. The club's winter series at Manfeild: Circuit Chris Amon is one of New Zealand's most important for young up and coming drivers preparing them for the national open-wheel category championships the following summer, and for those people entering the sport, racing at club level.

To mark the occasion, this year it will be known as the 75th Anniversary Feilding Auto Electrical Winter Series with the same class categories as previous years, special trophies will be presented at each of the four rounds, the first being on Sunday June 5th.

The same month hosts the 75th Anniversary dinner on Saturday 25th which is exactly 75 years to the day since the meeting when the club was formed. The function will be held at the Manawatu Golf Club with tickets costing \$75 per person, they will be available through the club's website shop here:

<https://manawatucarclub.org.nz/get-involved/shop/mcc-75th-anniversary-dinner/>

Among the expected 200 attendees will be top drivers who have enjoyed a long and close association with both the club and the circuit.

The celebrations conclude on the 3rd/4th September at the fourth and final round of the 2022 series. Organisers are planning a two-day family festival with static displays and on-track demonstrations by significant cars covering the various motorsport categories from over the years. An addition to the Winter Series programme will be the popular Central Muscle Cars who will have races on both days.

To also mark this special year for the club a fully illustrated book is being written titled 'The First 75 Years', the release date will be in the latter part of 2022.

The Manawatu Car Club's 75th Anniversary celebrations are being planned for the enjoyment of all club members irrespective of their interests, a time to share stories and memories of times that have made the club what it is today...



CLUB RACE TALK

Since the last Bulletin there's been mixed results for club members, both at home and abroad.

Could this be Justin Allen's year?

In Round 4 of the Best Bars Toyota 86 Championship at Hampton Downs he had four Top 10 results, the road show moved to Pukekohe Park Raceway for Round 4 on 4-6 March where Justin was twice in the winner's circle.

The omens were good in Qualifying with the NAPA Spares car second fastest only 0.012 behind defending champion Rowan Shepherd. In Race 1 the two cars on the front row scrapped from the moment the lights went out, with two laps to go Justin made his move to take the lead and held out Shepherd by less than 2/10ths to score his maiden win in the category.

With a Reverse Grid for Race 2 Allen was P11 on the grid, former SpeedSport Scholarship winner Matthew McCutcheon recorded his first victory with Allen P6 but only 3.9 seconds behind at the line, five positional gains confirmed the outright pace of the NAPA '86'.

Race 3 saw Allen on pole position and again he had the pack of big names stalking him from start to finish with the big pressure coming from Marco Giltrap. Justin held him out by 4/10ths at the flag to score his second win from the three races.

With parents Huw and Kathy watching at this meeting, Justin showed outstanding judgement under sustained pressure, but despite twice scoring maximum points he left Pukekohe still third on the championship table behind Shepherd and Simon Evans with only 29 points separating the trio.



Round 5 was at the Taupo International Motorsport Park on March 25/26/27, in the first two practice sessions Justin was outside the top ten (P12, P11). He made partial amends in FP3 by recording the 6th fastest lap but was nearly two seconds slower than the pace setting Zac Stichbury who also topped the Qualifying session, Allen dropped to 9th quickest, more than 6/10ths behind the front row for Race 1.

Starting from Grid 11 the NAPA car didn't have the pace of the front runners so Justin was involved in the mid-field battles, he made contact with another car which damaged the suspension and was forced to retire. Race 2 was the Reverse Grid and provided vital points with 11th place which raised spirits, but the weekend ended on a low note when mechanical issues resulted in another DNF in Race 3.



In the three races there were three first time winners, Zac Stichbury, Marco Giltrap and Hugo Allan.

Taupo put a big dent in Justin's championship hopes, dropping him from 3rd to 5th on the Championship table, 144 points behind leader and defending champion Rowan Shepherd.

The 2021/22 season finale is at Hampton Downs on 22-24 April with hopes that Justin can finish on a high note after the disappointment of Taupo...

While Taupo wasn't kind to Justin Allen it certainly was for Chris Symon, the defending Hi-Q Components Formula First champion.

Leading up to Round 4 Dylan Grant had benefited from a string of good results and become the driver to beat, but it all changed at Tony Quinn's latest acquisition. Chris was quicker in Qualifying by more than half a second over his rival with Mason Potter in P3, Jenson Bate was 8th on the time sheet.

In Race 1 Symon was embroiled in a three-car battle with Zac Blincoe and Potter from lights to flag, it was the finishing order while Bate gained three positions to secure the points for 5th. Grant's car lost engine power on lap 3 and he crossed the line in P12.

Grant's engine misfire persisted in Race 2 and he had to settle with another 12th place while Symon made it back-to-back wins, beating Potter by 1½ seconds with Blincoe in 3rd. Bate couldn't match the pace of the front runners and had to settle for 8th at the flag.

Race 3 had a furious opening lap with the leading cars jostling for position and banging wheels. Grant's team had resolved the earlier problems and he was running with the leading trio, into the last lap it was anyone's

race but at Turn 7 the wily Symons made a crucial break to claim his third win of the weekend from Blincoe and Potter with Grant edged out into 4th place, Bate finished P9.

Taupo saw a big swing on the championship points table with Symon heading home with 905 points beside his name and big lead over Grant on 771, a difference of 134 points, Blincoe holds 3rd, his 723 points puts him 11 ahead of Potter. Bate sits 6th with 532 points.

Round 5 was at Manfeild on 2/3/4 April, on the programme of the final round of the Mitre 10 Mega Summer Series...

Across the Tasman Chris Pither made his debut for PremiAir Racing in the opening round of the Repco Supercar Championship on 4/5 March, the Sydney SuperNight at the Sydney Motorsport Park. For a team formed in less than two months with only two Triple Eight Race Engineering upgraded Holden Commodores on its books it was a daunting task to get ready for the start of the season.

The programme featured two 77 lap (300 km) races to start the final season of Supercars as we know them, next year it's the new Gen3 cars with the Chevrolet Camaro and Ford Mustang.

In the two Free Practice sessions Chris was 24th fastest in FP1, improving 1.2 seconds and two places in FP2, the Armor All Qualifying saw the #22 car at the tail of the field and a full two seconds off the pace.

Race 1 saw Pither move up two places by the flag to be 23rd, one lap down on the winner, Shane Van Gisbergen, qualifying for race 2 provided the highlight of the team's weekend.

On a wet track, he was 13th quickest and nearly a full second faster than acknowledged 'rain master' Shane Van Gisbergen. Unfortunately, that form didn't continue into the race itself, it started well enough with Chris picking up three places on the opening lap before eventually drifted back to 20th at the checker flag and off the lead lap. The rain didn't come when predicted and the #22 Coca Cola car wasn't on the right tyre choice at the right time with the tricky weather conditions - *"we had much better competitive pace so were happy with the gains made".*



Round 2 was the NED Whisky Tasmania SuperSprint on 26/27 March, the interesting Symmons Plains Circuit is very short at 2.4 kilometres, has seven turns that are mostly curves, Australia's tightest hairpin and a race lap record of 48.55 seconds set by Joey Mawson in a S5000.

The first Repco Supercar practice ended with Chris Pither 23rd fastest following a best lap of 51.38, Will Davison was quickest with a record breaking 50.34 so the gap was under a second covering 23 cars! Times were fractionally slower in FP2 where Van Gisbergen edged Heimgartner by 2/100ths, Pither again P23 but only 6/10ths behind SVG. Qualifying was a real boost for the fledgling team, in Q1 Chris ran as high as P8 before the session ended in P11 and only 0.19 off the quickest lap time. Q2 saw him drop to P16, 0.39 away from P1, and seven positions better than practice.

In Race 1 the improved grid position was negated when he made contact with another car on the opening lap and received a tough 15 second time penalty that was served at his pit stop, dropping the Coke car back to 20th when the checker fell after 44 laps. Analysing the result, that 15 seconds was a possible 14th place. Race 2 was another 44 lapper that saw Chris qualify an impressive 11th fastest, 0.34 of the pole time. In the race he was involved in the tight midfield battles that saw frequent positional changes and finished 14th, 24 seconds behind winner Shane Van Gisbergen.

The final race resulted in another 20th place to complete the weekend, Chris overshadowed his team mate Gary Jacobson and showed that he's a genuine midfield runner which must be a big boost for newcomer team PremiAir Racing and himself.

SVG's three wins saw him overtake Scott McLaughlin's tally of 57 Supercars victories to be fourth on the all-time win list behind Jamie Whincup, Craig Lowndes and Mark Skaife. Next on the Supercar calendar are the four races on the undercard for the Australian Grand Prix on 8-10th April at Albert Park in front of record crowds. It will be quite an experience...



The VHT S5000 Australian Drivers Championship continued with Round 2 at Phillip Island on 19/20 March. Following a disappointing opening round in Tasmania where Kaleb Ngatoa qualified 8th fastest in the 9-car field and had placings of 9th and two 7ths, his expectations were much higher for Round 2 of the championship at Phillip Island on 19/20 March. The weekend started well for the young Marton driver by qualifying 4th quickest, 0.73 off pole after improving his lap times in each of the practice sessions by half a second.

Kaleb fell back early in Race 1 after struggling at the start, on lap 7 his car ran wide off the track and he dropped to P8, his final finishing position at the end of the 15 laps. Again, starting from the second row in Race 2 it was the same story as he drifted back in the field, there was a wild moment at the final corner when he ran very wide over the exit kerb but he held on to P7 at the flag. Sunday's shorter Feature race was over 11 laps, he kept it all together to cross the line in 6th place for his best result - in all three races Kaleb couldn't match the pace of the front runners because the team was unable to get the set-up of his car right, two bad starts didn't help either, and he finished nearly 1½ minutes behind the winners.

In the championship standings it's very tight at the top after the first two rounds, Tim Macrow holds a one-point advantage over Joey Mawson, with James Golding and Cooper Webster equal third and only two points behind Mawson, Kaleb is currently in 5th place, 80 points behind Macrow.

Round 3 is the first of the major meetings on 8-10th April, S5000 is one of the classes on the support programme for the Australian F1 Grand Prix. The category has a record 17 car entry with the possible addition of two more cars, several of the drivers will be new to S5000. At the earlier rounds young inexperienced drivers tended to run into each other, hopefully that won't be the case at the showpiece meeting. Kaleb has John Davison joining him at Team BRM, the 35-year old's career includes six starts in the Indianapolis 500 while last year he contested 20 NASCAR Cup Series races. Davison was to race a S5000 at the 2021 AGP, he practiced in the car before the event was cancelled. There are sell-out crowds on both the Saturday and Sunday and a global television audience, for Kaleb it's time to bring his A-Game to Albert Park...



Kaleb had a dramatic change of mount when he crossed Bass Strait for the Tasmania Super Sprint on 25/26/27 March, from the 560 horsepower S5000 to a 135 horsepower Aussie Racing Car, the ARCs being one of the support classes at the Supercar round. His vivid yellow car carried the branding of category owner Tony Quinn's Local Legends Meat Snacks. Ngatoa had tested the car at Queensland Raceway - *"They are awesome to drive, I can't wait to get stuck into it and have some fun in Tassie. I'm looking forward to it and seeing what the future holds working with Aussie Racing Cars, Tony Quinn and Local Legends"*.



In the 25-car field Kaleb was fifth quickest in practice before the pace quickened in qualifying and he dropped to P15, 1.04 seconds off the fastest time. In the first of the four races over the weekend the # 101 car retired after only six of the 16 laps, in

Race 2 he covered one more lap (7/19) before another DNF result, the gremlins wouldn't go away and Race 3 ended after 6 laps, Race 4 after 7 laps.

There were 10 DNF's in the class over the weekend, Kaleb accounted for four of them in what proved to be a most disappointing ARC debut...

Meanwhile Brendon Hartley had to wait until 18th March for the opening round of the 2022 FIA World Endurance Championship, the 1,000 miles of Sebring. The official Prologue took place a week earlier with four three-hour track sessions, an analysis showed that the all-conquering Toyota Gazoo Racing GR010 hyper cars would have much stronger opposition in the second year of the LMDh category, one car topped the time sheet in the first session before being 9th and 15th overall at the end of the weekend with Brendon being the team's quickest driver.

The main reason were the amendments made to the Balance of Performance formula that further penalised the Toyotas - the speed at which the GR010 Hypercars could deploy their advanced four-wheel-drive system was increased from 120 km/h to 190 km/h, as well the minimum weight was slightly raised by 4kgs to 1070 kgs. That meant at Sebring the system could only be used at Turns 1 and 17 at the beginning and end of each lap!

In practice Brendon set the second fastest time but that was erased because of a pit lane speeding infringement, his next best lap dropped the #8 car to P5, behind the 'grandfathered' LMP1 Alpine and a trio of LMP2 cars, the sister #7 was P8.



Qualifying saw Brendon set his fastest lap at his first effort, looking to improve in the final minutes was thwarted by a red flag, his 1.49.219 left him 1.8 seconds behind the Alpine that secured its first WEC pole position with the Glickenhaus sharing the front row, for the first time a Toyota would start from Row 2. *"It was tricky because there wasn't much grip out there for us so we were sliding around a bit. It was a pretty clean lap other than the last corner when I carried too much speed and lost a couple of tenths. But it was*

definitely not enough to be anywhere near challenging for the pole. We have to do the job in the race by putting together the cleanest race we can. It's an endurance race and anything can happen, so we'll keep fighting".

The weather shortened race was disrupted by three red flags, the most ever in a WEC race. The first was waved on lap 111 in the fourth hour, triggered by José Maria Lopez in the #7 Toyota when he careered into a tyre barrier at high speed, the car flipped end-for-end but the driver was uninjured. At the time Brendon was nearing the end of his double stint and pitted to avoid running out of fuel but the race was under Safety Car conditions and had to complete another lap before stopping, handing the car over to new co-driver Ryo Hirikawa.

The last two stoppages were caused by the weather as wild thunderstorms rolled into the area with lightning strikes, the race ending after 194 laps. The #8 car had no answer to the Alpine all week, the French entry controlling the pace from start finish, taking the flag 37.4 second ahead of the Toyota with a lap back to the Glickenhaus in third place - it was Alpine's first WEC victory and its three drivers had performed faultlessly.

"We had a pretty clean race. Seb (Sebastien Buemi) did a good job on the first two stints. I took some older tyres and it was tough against José who put me under great pressure. Unfortunately for him he had the incident. Ryo had a fantastic debut in car # 8. We already have a good team spirit going, and he delivered a perfect race today. We didn't have the pace to fight for the win but we did a faultless race and we can be satisfied with second. We'll take these points and prepare for Le Mans and a World Championship challenge".

The result puts the co-drivers of the #8 Toyota in second place in the Driver's Championship with 27 points, 12 behind the Alpine trio Negrao, Vaxiviere and Lampierre. Alpine Elf Matmut hold a 12 points advantage in the Constructor's Championship, the next round is the 6 Hours of Spa Francorchamps on 5/6/7th May.

There are a number of 'new' drivers competing in the 2022 WEC, the most interesting is 8-time World Rally Champion Sébastien Ogier who is co-driving a LMP2 Oreca Gibson for Richard Mille Racing. Ogier drove for Gazoo Racing Toyota in his final WRC seasons and was invited to drive the GR010 Hybrid at the post-season testing after the final race in Bahrain. In his WEC debut outing Ogier's car finished 12th in class and 15th overall, 5 laps behind the outright winning Alpine.

From Florida the teams move to Belgium for Round 2, the 6 Hours of Spa-Francorchamps on 5/6/7th May, a high speed 7 kilometre circuit through the Ardennes countryside and forest that's a real contrast to the former WW2 airfield at Sebring...

RH



2022 MITRE 10 MEGA SUMMER SERIES PRIZEGIVING

There was a very good turnout for the 2022 prize giving and awards at the Feilding Civic Centre on the afternoon of the 9th April, especially with the distraction of the Australian Grand Prix meeting at Albert Park across the Tasman. This event is particularly special as it recognises the club's volunteers, and as always, they responded in numbers.

A special tribute must be made to the people who travelled from New Plymouth, Wanganui, Levin, Otaki, Wellington and Upper Hutt to participate in the occasion.

Club President Richie Arber presented the trophies and awards, the recipients being briefly interviewed by club secretary Jeff Braid.

2022 MITRE 10 MEGA SUMMER SERIES RESULTS –

RS CUP

1st	Rodney Penn	558 pts
2nd	Connor Cleland	534 pts
3rd	Keith Pfeffer	377 pts



SF CUP

1st	Kane Anderson	502 pts
2nd	David Thomsen	485 pts
3rd	Spencer Morris	467 pts

**IB CUP**

1st	Michael Eden	485 pts
2nd	Nick Stewart	401 pts
3rd	Sandra Eden	388 pts

GT CUP - GT-A

1st	Jamie Potts	367 pts
2nd=	Sean Browne	217 pts
2nd=	Grant Woodford	217 pts



GT CUP - GT-B

1st	Nathan Spencer	503 pts
2nd	Steve Hildred	455 pts
3rd	Gavin McLaughlin	289 pts



GT CUP OVERALL

Nathan Spencer

CHAMPION OF CHAMPIONS

Rodney Penn



2022 MANAWATU CAR CLUB VOLUNTEER AWARDS

ALWYN DAVIES MEMORIAL TROPHY - Rescue Marshal Award

Trevor Shannon

MIKE WEBSTER MEMORIAL TROPHY - For Dedication and Performance in Flag Department

Warrick Laws

V-FORCE ROOKIE OF THE YEAR

Rachel Burroughs

KIRK TROPHY - Helper's Award

Jill Hogg

BLAIR TENNENT MEMORIAL TROPHY - Outstanding Club Participation

Greg Browne

ROSS TILLSON MEMORIAL CUP - Long Service Award

Denise Garner



There was an excellent atmosphere, most stayed to mix 'n mingle at the end and there was plenty of emotion from several recipients, in particular Rodney Penn and his wife who were both stunned when he was announced the Champion of Champions, an incredibly special moment.

At the end of the presentations President Richie outlined the plans for the forthcoming celebrations that are an integral part of the 75th Anniversary Feilding Auto Electrical Winter Series and highlighted by the Anniversary Dinner on Saturday 25th June, 75 years to the day since the club was formed.

Special thanks to Andrew Stewart Mitre 10 Mega Palmerston North, Feilding Civic Centre, The Verdict and the others who contributed to another very successful club function...

RH



"That's all Folks!"

