

Manawatu Car Club Inc

Club Bulletin

August 2022



FROM THE PRESIDENTS PEN...



It is with a touch of sadness that I start my piece this month due to the sudden passing of Sue Lobb on Wednesday 24th August. Sue was a big part of the Manfeild team for over quarter of a century and was best described by Russell Harris as a “real trooper with great commitment who gave her all to her second home, a real character in her own way who shied away from any limelight”. Thank you Sue for all that you did for Manfeild over those many years, you were one of those people that we could always count on to help out no matter what. Gone, but definitely not forgotten... Our thoughts are with Spencer and the family at this time.

The last round of the 75th Anniversary Feilding Auto Electrical Winter Race Series is only a week away as I write this, and what a series it has been so far with record numbers of entries, and lots of action on and off of the track (I can only hope that the third emergency service doesn't show up at the next round because of something that has happened 😊). The final round promises to be a cracker, with the 75th Committee planning a lot of events around the weekend, from show & shines, track demonstration laps, parade laps, to a function on the Saturday night, so make sure that you keep an eye on your email and on our Facebook page - [Manawatu Car Club | Facebook](#)



Free Spectator Admission



**Manawatu Car Club
75th Anniversary Winter Series**

Series Sponsor:
Feilding Auto Electrical

Organiser: Jeff Braid 0274773337
info@manawatucarclub.org.nz
www.manawatucarclub.org.nz

PIT CREW Design
TOONING GARAGE

Jared Carruthers Photography

**Manawatu Car Club
75th Anniversary**

Manfeild Circuit Chris Amon

Dates:
Round 1 - Sunday June 5th
Round 2 - Sunday July 3rd
Round 3 - Sunday August 7th
Round 4 - Sat Sept 3rd and Sun Sept 4th

Classes:
GT Cup A, GT Cup B, IB Cup,
SF Cup, RS Cup, Formula First Cup,
Formula Ford Cup, MX5 Cup, Classics Cup
Final round: CENTRAL MUSCLE CARS

Remember this final round is a two day meeting (Sat / Sun) so that we can fit everything in, testing is on Friday if you need it, so what are you waiting for, enter now - [Winter Series R4 – Saturday 3rd and Sunday 4th of September – Manawatu Car Club](#)

Winter Series Prize Giving – with so much on around the country over the next few weekends, we have had to change the date of our Winter Series Prize Giving so that we can get as many people to the event as possible, so the date for this event is now Saturday 24th September 2022. It will be held at the Feilding Civic Centre situated at 84 Aorangi Street Feilding. Doors will open at 5pm with Prize Giving starting at 5.30pm, there will be a buffet dinner served at around 6.30pm after which Prize Giving will continue, then there will be dessert. Cost per person will be \$25, the club is helping subsidise this amount. You can purchase tickets online here - [75th Anniversary Winter Series Prize Giving – Saturday 24th September – Manawatu Car Club](#)

Speaking of prize giving, we had some trophies made for each of the rounds of the Winter Series, so below are some photos of some of the recipients from Round 1 that were presented at the lunch break at Round 3, remembering that there were no presentations made at Round 2, or will there be any recipients from Round 2 due to the cancellation of that round. Round 3 recipients will be presented with theirs at the drivers briefing for Round 4 on Saturday 3rd September.





Richie



MEET THE 2022 COMMITTEE



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Nick Stewart



Markku Braid



Troy Brown



Malcolm Glen



Russell Harris
Club Advisor



Brian Davies
Club Advisor



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
 Sunday 18th Transpec / GT Oils Manfeild Open Day Round 3
 Saturday 24th Feilding Auto Electrical 75th Anniversary Winter Series Prizegiving

OCTOBER

- Saturday 8th Drift Practice – 3km Track – Intermediate & Advanced
 Friday 21st OctoberFAST!! Test Day
 Saturday 22nd OctoberFAST!! Race Day & the 50th Celebrations for Mack Trucks
 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





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CONGRATS

Congratulations to MCC Secretary Jeff Braid on his re-election to the Race Advisory Commission at Motorsport New Zealand's 75th Annual General Meeting at Auckland's Cordis Hotel on 29/30 July. The Race Advisory is one of six advisory commissions that form part of MSNZ's governance structure to help administer, plan and run their particular aspect of the sport and report directly to the MSNZ CEO. Appointments are for a three-year period.

The Race Advisory Commission has five members including a circuit representative who resides in Timaru. The Chair, Mark Mallard, lives in Auckland with the other members being from Pukekohe, Christchurch and Palmerston North. All six advisory commissions (Race, Rally, Clubsport, Historic, Volunteer, Women in motor sport) play essential roles in our sport. Jeff has a remarkable knowledge of the rules and regulations coupled with considerable experience and understanding of both club and circuit management. By being re-elected that knowledge will continue to be used for the betterment of racing at all levels throughout the country. The right man for the times...

The Saturday night the MSNZ Awards Dinner was held 'Under the Dome' at the Auckland War Memorial Museum in Auckland Domain, a magnificent new facility that offers 360-degree views of Auckland. One of the many highlights was Chris Symon receiving his second successive Formula First Championship Trophy watched by his proud parents, father Ross won the title on four consecutive occasions from 1985-86 to 1988-89.

RH



75th ANNIVERSARY WINTER SERIES - ROUND 3

Round 3 of the Manawatu Car Club's 75th Anniversary Winter Series in partnership with Feilding Auto Electrical was held on Sunday 7th August at Manfeild Circuit Chris Amon. There was a new record entry of more than 130 competitors over the eight classes, the day began with a damp track following overnight rain but by afternoon the surface was dry and lap times tumbled as the air temperature reached 14 degrees.

Like the earlier rounds a number of new drivers joined the series which suggests a new competitor record for the final round is likely. The circuit's rain-soaked infield caused problems and resulted in an unusually high number of Safety Car interventions to allow stranded cars to be towed to safety.

It was a dramatic day off the track too when racing was halted following an alarm that resulted in the main building and pit lane garages being evacuated for a significant period. Lunch was taken early and racing resumed at 12.20pm with the remaining 23 races being shortened by one lap as a time saving measure - the Race 24 checker flag fell at 5.11pm, 19 minutes before dusk! It was a close call and made it an extremely long afternoon session for the volunteer officials who rose to the occasion.

The results in both open wheel categories brought three-from-three for the respective winners, Auckland drivers Toby McCormack and Sebastian Manson. In the Total Truck Spray Formula First Cup McCormack began the day with a comfortable over Brody McConkey and Jack Groenewald in the first scratch race before producing the 'drive of the day' with a sensational effort in Race 2. McCormack ran off the circuit when leading a tight group of five cars on lap 4 of six and dropped several seconds behind the pack, with a lap to run he had caught them but in an extraordinary race to the flag the youngster regained the lead exiting the final corner to beat local Jenson Bate across the line by 3/10ths of a second.

The final race was a two-car affair between McCormack and his father Paul, the pair quickly broke away from the field to open up a significant break, swapping positions on each lap before Toby edged ahead to complete his trifecta, third placed McConkey was 7½ seconds behind the pair at the head of four cars covered by 6/10ths at the line.

The small Max Tarr Electrical Formula Ford Cup field was a complete contrast as in each race there was little or no overtaking, Sebastian Manson winning all three from Palmerston North's Blake Dowdall, two by comfortable margins after the first race had a 1/10th second gap at the finish line...

A large field of 24 cars faced the starter in the GDM Retail Systems Classic Cup category for cars pre-31 December 1987, all three races being handicaps. The Classic class has a variation of the break-out penalty, each driver nominates their own lap time, if it's exceeded a time penalty is incurred.



Starting mid-field Geoff Boyden won the first race ahead of back markers Ian Williamson and Gareth Hogg but when the post-race penalties were applied to eleven drivers Boyden and Hogg were relegated down the order. Williamson became the official winner by 10 seconds from Adrian Rivers, Michael Eden, Sandra Eden and Ross Francis.

Michael Eden gave the first cars a 40 second start in Race 2 but moved quickly through the field to take the lead by the end of lap 3 and never looked in danger of being caught, Williamson and Hogg again took the minor placings after starting 5 seconds behind Eden. Hogg was one of the seven who erred this time, he also received a further 15 seconds for jumping the start! Eden won by 4 seconds, Williamson ahead of Rivers, Darren Utting and Boyden.

Eden made it back-to-back wins by taking out Race 3, this time ahead of Rivers and Williamson who also started from the rear of the grid, Todd Moffatt, Ben Boyden and Hogg rounding out the top six finishers. Rivers and Hogg picked up time penalties, allowing Moffatt to move up into third followed by Ben Boyden and Utting.

An outstanding field of 25 cars took part in the Ernie's Engineering GT Cup that has two groups, GT-A and GT-B for cars slower than a 1.15 lap time, the big names dominating the result sheets.

As expected, fastest qualifiers Struan Robertson, Jamie Potts and David Thomsen featured strongly throughout the day, Potts winning the Scratch race by 1.1 seconds from Robertson with Thomsen a close third ahead of Daniel Gordon. Ben Van der Werff was the first GT-B finisher in 5th place chased home by fellow GT-B drivers Andrew Wasley and Sam Morley.

Following another classic dual Robertson had revenge over Potts in the Reverse Grid to take the flag 9/10ths ahead with Thomsen only 6/10ths away in 3rd, it was an outstanding race with Thomsen setting the fastest lap at 1.11.42 that was half a second quicker than Potts best. Wasley scored a brilliant 4th to top the GT-B group who also filled the next three places in the order Bayley Walker, Justin Allen and Ian Easton, Van der Werff had retired after three laps.

The field in the Handicap had a 45 second spread, the Safety Car being deployed early after Wasley left the track in the esses on the opening lap and had to be removed. Simon Baker, Chris Huzka and Peter Beauchamp led the restart on lap 3 but couldn't hold off faster cars on the final lap. Potts stormed through the field to win by 5 seconds from Hamish Paterson, Beauchamp and GT-B leaders Tyson De Bes and Tom Alexander after Baker was penalised for jumping the start. Thomsen and Robertson finished 8th and 9th with the first eleven finishers within 10 seconds of the winner, excellent handicapping.



The Tremaine Energy Centre/Hankook Tyres MX5 Cup attracted a field of 20, top of the table drivers dominating the Scratch race with Jeremy Hoskins, Nick Cummings and Markku Braid leading the way home, the trio covered by 4 seconds, Denis Churcher, Jack Cleland, Matt Dilly and Tim Wilde all crossed the line less than 10 seconds behind the winner.

Starting from the 7th row Jack Cleland took the lead in the Reverse Grid on the last lap to beat Paul Greaney by 3/10ths in a close finish with a smaller gap to Braid, right behind the trio were Wilde, Churcher, Richard Bosselman, Cummings and Hoskins, the first eight drivers being covered by less than 6 seconds, the first 17 cars covered by less than 10 seconds! Typical MX5 Cup racing.

In the Handicap 15 seconds covered first to last being flagged away, Hoskins, Churcher, Braid and Cummings being at the back with a group of five starting first and leading the early laps. Shayne Hayter, Bosselman and Dom Fransen set the pace before the on-form Bosselman took the lead on lap 3, from the back of the field Cummings had advanced six places to 14th to head the faster cars. Next time round Hayter lost second place to Fransen, Greaney improved to fourth after starting at 5 seconds and looked a possible winner going into the final lap with his quicker lap times, but a determined Bosselman held out Fransen by 4/100ths and Greaney who was 3/10ths behind the winner as they crossed the line. Eighteen cars were within 8 seconds when the checker flag fell, Phil Page finishing P4 ahead of Cleland, Trevor Weir and serie's newcomer Dean Evans, Hayter having dropped back to P8. Outstanding handicapping again. The MX5 Cup cars are very evenly matched in terms of lap times, in qualifying the top five were within a second and five seconds covered fifteen of the twenty cars.



The RS, SF and IB Cup classes are controlled by lap time brackets, drivers who lap faster than the class time incur time penalties so that the finishing order isn't necessarily the official result.

The Danny's Auto Services/BT Advisory RS Cup (slower than 1.30) attracted 20 starters, the Scratch race became a duel between Richie Arber and Nick Stewart from lights to flag with Eddie Arnold, Fletcher Hoskins, Warren Cleland and Sean Browne coming into the frame on the final laps. Arber led Stewart over the line, but the pair together with Arnold and Hoskins had incurred penalties, handing the official win to Cleland by 6/10ths over Browne, followed by Ernie Greenwell and defending champion Michael James.

On the opening lap of the Reverse Grid Arber ran off the circuit exiting the Hairpin after taking evasive to avoid a car that had suddenly slowed and the Safety Car was deployed so he could be retrieved. Greg Wilson led initially before dropping back into the pack, Greg Browne had a turn in front before son Shaun Browne took over the front running chased by Stewart, Greg Browne, Hoskins, Elliott Andrew and Carl Fransen. Shaun Browne took the flag ahead of Stewart, Hoskins and Fransen who both moved up places at the expense of Greg Browne. Three of the first four finishers (Stewart, Fransen, Hoskins) received time penalties, Shaun and Greg Browne being 1-2 in the final result with Andrew third, next of the result sheet were Richard How, Wilson, Ernie Greenwell and James.

The Handicap had 45 seconds covering the first to last cars to start. From the front David Penfold was never headed, starting 5 second back Jo Dunn held 2nd for three laps before dropping to 6th, Keith Pfeffer became the chaser followed by Caitlin Chowen, Anna Wild and Arber. When they crossed the line Penfold had a 1.2 second lead over Pfeffert with Chowen scoring her first podium result, Arber passed Wild on the final lap to take the flag P4 but was relegated to 18th after being one of four drivers who broke-out.



The Geartech Automotive SF Cup is a faster group (1.25-1.30), fifteen cars contesting the three races. Cooper Cooley, Darren Utting and Irdan Harkan topped the qualifying times and continued that form in the Scratch race where the trio bolted away from the pack that was led by Connor Cleland. Cooley kept reeling off fast laps extending his lead out to 6½ seconds at the finish over Utting and Harkan but all three had broken out multi times which dropped them down the field in the official results, leaving Cleland the winner by 1/10th from Tessa Field and Richard Hainsworth while Brendan Uncles, Tom Bruynel and Everard Petrie also moved up three places.

Cooley underlined his potential by taking the lead on lap 4 of the Reverse Grid after starting at the back, Utting and Harkan shadowed Cooley but the breakout time had again been ignored though Utting only erred once. The beneficiaries were Field, Hainsworth and Cleland who were 1-2-3 and took the most points from the race, Utting claimed 4th despite his penalty ahead of Steen McGhie and Petrie

There were surprisingly few positional changes in the Handicap race which Bruynel led for all five laps while backmarkers Cooley and Harkan were unable to overcome their 40 second handicap, Cooley only moving up to 7th place by the finish. Petrie, Poom Suttisanyapan and Hainsworth followed Bruynel for the first two laps with

Field and Cleland moving up through the pack to be in the top six next time round as Hainsworth fell off the pace. By the final lap the leading group had bunched right up, Suttisanyapan passed Petrie on the final corner to take the flag behind Bruynel with Field P4 and Cleland next home, the five cars covered by 1.8 seconds. Again Cooley and Harkan incurred time penalties.

The Coresteel Buildings IB Cup (1.20-1.25) had a sixteen strong grid, Grant Rivers and Nick Stewart started the Scratch race from Row 2 and were never more than few tenths of a second apart after the pair overtook Greg Browne on Lap 2. That remained the order until the penultimate lap when Dennis Young who started four rows further back on the grid moved up to 3rd, over the final three kilometres Browne was passed by three cars to finish 7th, Rivers taking the win half a second ahead Stewart, the impressive Young, Brian Hamilton who clocked the fastest race lap and Glenn Mason.



The same pair placed 1-2 in the Reverse Grid, this time it was Stewart who crossed the line in front of Rivers with a similar winning margin, Ian Thompson started two rows ahead of the pair and was 4½ seconds back in 3rd, getting the better of his battle with Young after the pair overtook Peter Edmond on the final lap, the Volvo driver a couple of tenths ahead of Jeremiah Raine. Greg Browne became a DNF after three laps,

Rivers was a non-starter in the Handicap that had Stewart, Young, Thompson and Browne giving away 15 seconds to Kane Anderson, Cameron Antrobus, Stephen Hamilton and Callum Davies. There was a Safety Car intervention on lap 4 and the race ran out under yellow with the order Kane Anderson, Edmond, Davies and Josh Donohue, Stewart finishing highest of the back markers in 8th place ahead of Young and Raine.

The fourth and final round of the Feilding Auto Services supported series will be held on 3rd/4th September as part of a two-day motorsport festival that will conclude the club's 75th anniversary celebrations.

RH

2022 75th ANNIVERSARY WINTER SERIES CHAMPIONSHIP POINTS - 3/4 ROUNDS

FORMULA FIRST

Toby McCormack 402, Paul McCormack 367, Brody McConkey 337

FORMULA FORD

Blake Dowdall 402, Judd Christiansen 336, Keith Miller 294

RS CUP

Warren Cleland 302, Michael James 283, Greg Browne 204

SF CUP

Connor Cleland 371, Tessa Field 367, Richard Hainsworth 335

IB CUP

Nick Stewart 373, Peter Edmond 325, Kane Anderson 231

MX5 CUP

Jack Cleland 300, Nick Stewart 299, Jeremy Hoskins 292

CLASSICS CUP

Michael Eden 355, Adrian Rivers 277, Ben Boyden 259

GT CUP GT-A

Jamie Potts 421, Struan Robertson 390, Sam Bleakley 330

GT CUP GT-B

Andrew Wasley 387, David Scott 292, Ian Easton 291

RUSTY'S NOTES

Looking at the 2022 Winter Series points table after three of the four rounds makes interesting reading, in a number of cases the final place getters is far from decided. Analysing the points suggests Toby McCormack (Formula First), Blake Dowdall (Formula Ford), Nick Stewart (IB), Michael Eden (Classics) and Andrew Wasley (GT-B) have one hand on their respective class trophies while others will certainly go down to the wire.

In GT-A Jamie Potts leads Struan Robertson by 31 points, Warren Cleland holds a 19-point advantage over defending champion Michael James for the RS honours while in SF Connor Cleland and Tessa Field are split by 4 points. The several cases the minor places look undecided, the tightest being GT-B where David Scott leads Ian Easton by a single point.

Perhaps the biggest surprise is that defending MX5 Cup champion Markku Braid isn't in the top three and hasn't won a race! Currently he sits in P4 with 283 points which puts him just 17 points behind top-of-the-table Jack Cleland who has a one-point advantage over Nick Cummings with another seven to Jeremy Hoskins - so close.

With 75 points for the win, 69 for second, 60 for third and points scaled down for the remaining placings, coupled with their being only three races to go, positions will definitely change in some categories. The thrill of the chase...

It must be said that a number of new drivers to the series are making a very good impression. The South Island MX5 Cup trio are maximising the opportunity to get as much wheel time as they can and have shown the ability to run with all but the top regulars. There are several first-year racers whose ability has improved with every race with lap times dropping while learning about the basic 'rules' of racing, correct lines, knowing where the cars are around you and being safe. Racing is much more than just going fast...

The chocolate fish presented to the driver of the first car to cross the finish line in each race has become a standout feature of the series, to some drivers it seems winning a fish is more important than the points they lose for breaking out! Imagine the delight it must bring to first time winners and there's been a few of them this year. For Round 3 Richie Arber from Tracgrip had been out trawling and netted enough to fill the needs of the day, one particularly happy chappy was Richard Bosselman who caught his second fish following an outstanding drive to win the MX5 Cup handicap, apparently Mrs B has a great liking for marshmallow, especially when it's chocolate coated, so she was most impressed with Richard's catch of the day...



Hamilton driver Dean Evans entered the Winter Series in the MX5 Cup with great expectations of racing at Manfeild Circuit Chris Amon for the first time. His day looked like ending early when a radiator hose burst while warming the engine in pits, 'roadside assist' quickly responded in the form of Bryce Hogg who offered offering his road MX5 as a donor car to cannibalise the required parts to get Dean's machine back out on the track. At the end of racing Dean swapped the parts again so Bryce could drive home! It was a nice piece of public relations for the club as Dean is the editor of the 'Driven' motoring section in the New Zealand Herald newspaper. The scribe is a useful racer too, qualifying P10 in the 20-car field followed by placings of 18, 14, 7 in his three outings, he dropped eight places with an 'off' in Race 1 which had a major effect on his starting positions in the following two races. Apparently Dean mentioned his day in the video that's included in his weekly 'Driven' pages and thanked Bryce for his assistance - nice one...

Bryce Hogg played more than the role of being the good samaritan, he was seconded to drive the Falcon XR6 Safety Car on what became an extremely busy day. With drivers leaving the bitumen and ending up on the extremely wet infield there must have been a record number of SC interventions called so the errant cars could

be moved to safety. Bryce 'led' the final two laps of the IB Cup handicap race to the checker but there was no chocolate fish...

It's always interesting to see cars that are a little different from the norm competing, a good example is the 1984 Lancia Beta Coupé raced by Darren Utting from Otaki in the Classic Cup category. The front-wheel-drive Volumex VX was only produced for a year and offered exceptional performance at the time thanks to its 2.0 litre supercharged motor that produced 135 bhp, the VX sprints to 100 km/h in 8.5 seconds and has a top speed of 200 km/h which partially explains why Darren is so competitive, the driver deserves credit too...



The source of the alarm that halted the racing was traced to one of the Level 1 suites. The 'offender' appeared to be a faulty smoke alarm in the Higgins Suite which raises the question, what were Vern and his mates cooking that set it off? Or was it an overheated discussion? Your guess is as good as mine but it seems that no real harm was done other than the delay in racing...

The appearance of the BMW's of father and son Jonathan and Gareth Hogg is further enhancing the image of the sport with their standout liveries, they are the latest to follow on from the Boydens and Warren Dunn who got the retro ball rolling. Greg Cuttance, Bryce Hogg, Richard Clulee and Geoff Spencer have followed the same path and it certainly adds colour to the grids, as a bonus it can also revive memories of the racing of yesteryear for some of the older generation. Word is that the Hogg BMW 635 'Batmobile' will be the subject of a future article in New Zealand Classic Car magazine...

RH



CLUB TALK

Veteran Brian Green still feels a need for more speed after nearly 50 years of competitive racing. The country's most experienced rally driver and Daybreaker legend has found that it's time to move into the really fast lane by co-driving in the forthcoming Carters Tyre Services South Island Endurance Series, the car is a GT-4 spec McLaren 570S

Brian has tested the car at Hampton Downs and found it vastly different to anything else that he's driven as the car requires a different cornering technique. Impressive acceleration but the lasting memory of the initial test runs was the extraordinary braking power.

The three-round series begins on 3 September at Ruapuna Raceway, then shifts to the deep south and Teretonga Park on 24 September, the final round is at Timaru's Levels Raceway on 15 October.

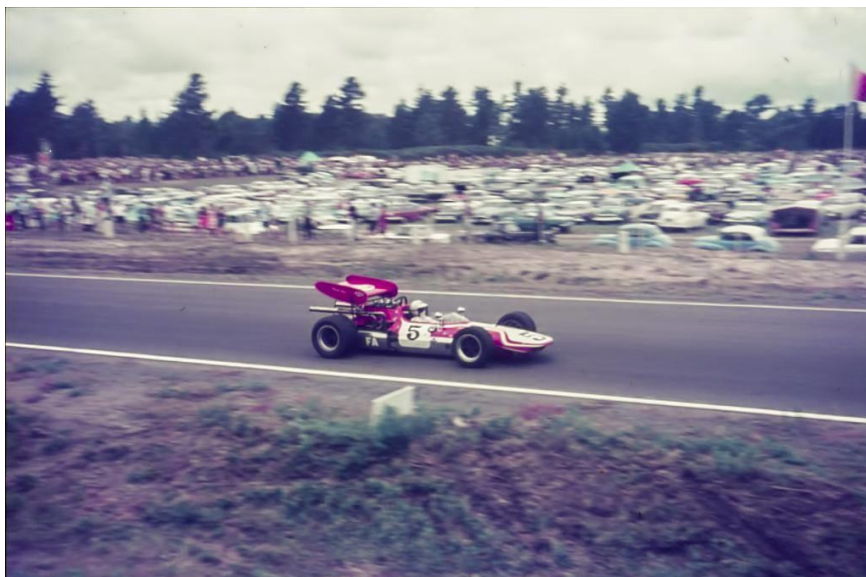
These endurance series attract an outstanding entry as they cover three categories up to 3500cc, 3500cc plus, both over one hour duration, as a prelude to the 3-Hour Feature race that attracts the country's best GT cars and drivers. This year's entry list will include a Brabham BT62, the Australian-built MARC II Mustang, Mercedes-AMG GT3, McLaren 570S GT4 and many Porsches.

The minimum driving time is 70 minutes which 'Greeny' thinks could be pushing his physical fitness to the limit...

What does a prominent businessman and racing driver do when the winter gets too cold at home? There are stories suggesting Paul Dewar's solution is to pack his precious rods and waders to head overseas for a couple months to indulge in his favourite past-time of sport fly fishing on the best European rivers that have many different species of fish including trout and salmon that are well known in this country, with exceptionally high temperatures being experienced over there (40+) 'Dewey' may have gone from one extreme to another...

The MCC's two Formula 5000 drivers, Kevin Ingram and Tim Rush, should be seen racing at Manfeild Circuit Chris Amon on the weekend of 12-13 November, the MG Classic meeting is Round 1 of the 2022/23 SAS Autoparts MSC Formula 5000 Tasman Cup Revival Series. The remaining four rounds will take place in the new year at Taupo, Ruapuna, Pukekohe and Hampton Downs, including Pukekohe will be well received as it's the circuit with the longest association with the category.

Formula 5000 was known as Formula A when the cars appeared in New Zealand for the first time on 28 December 1968 at Mt Maunganui's Bay Park Raceway, three cars and their drivers came out from the United States for the meeting to race under Formula Libre regulations against the best local opposition, driving a Sceptre Chevrolet Ron Grable won the Monaco Cup feature race. Such was the initial reaction to the stock block V8s that MANZ adopted F5000 as this country's national formula the following year, Australia's governing body CAMS also adopted the class for the 1970 Tasman Series...



Kaleb Ngatoa has competing at an Australian Grand Prix meeting on his CV, but it appears it will be a one-off for the sixteen S5000 drivers who raced at the Albert Park circuit back in March. It's been confirmed that in 2023 the support race programme will be very different following the FIA's decision to include both the Formula 2 and Formula 3 categories at Formula 1 races, the only 'outside' category in Australia will be the Repco Supercar Championship round. Still expect the 'full house' signs to go out though...

It's surprising what you learn chatting across a freezer chest at the Mad Butchers in Pioneer Highway. A driver and car that have missed the past two series will return in 2023 following a major rebuild to repair race damage. The driver is former winter series champion-of-champion trophy winner Dean Curtis, the car his extremely quick BDA powered MkII Ford Escort that can be expected to be even quicker. During the conversion there was also a suggestion of a new race car project. Obviously a 'watch this space'...

We know that some cars are faster than others, it's a fact of motor racing at all levels, depending on the category the speeds reached can be extremely high, of course at club level they are much lower. But there are a several cars in the Winter Series that are very quick in a straight line that other drivers have to be aware of, an interesting measurement is the distance cars travel in one second. At 100 km/h the distance is 27 metres, up the speed at 160 km/h and it becomes 45 metres which is nearly half the length of a football field, increase it again to 180 km/h and the distance goes out to 81.5 metres covered every second. Most drivers have had occasions when a car that appears in the distance is suddenly behind or alongside them, it illustrates the importance of using the rear vision mirror...

PUTTING THE FANS FIRST

The reinstatement of the Adelaide 500 was a key factor in the successful campaign of the new South Australia Premier Peter Malinauskas. His predecessor believed that increased costs and declining public interest were the reasons for the event's decline and ultimately being dropped from the Supercar's calendar. On voting day, the support for Peter Malinauskas was overwhelming and it was quickly confirmed that the iconic event would return to the streets of the state's capital as the 2022 Championship finale.

Premier Malinauskas had delivered his promise and at the launch function it was announced that in response to the increased cost of living ticket prices would be made affordable by taking them back a decade to what they were in 2012. That translates to a single GA ticket starting at AU\$29 and peaking at AU\$89 each for Saturday and Sunday. The Valo Adelaide 500 will take place over the weekend of 1-4 December and seems certain to be a sell-out with headline act entertainment on Saturday and Sunday nights - let the party begin...

RH



TOP GUN?

Analysing statistics always reveals some interesting facts, there are 'stats' that can be interpreted to show that our man Brendon Hartley is the most successful New Zealand racing driver of all time. In this instance it's the number of wins recorded in official FIA sanctioned championships, i.e., Formula One, World Sportscar and the World Endurance Championships.



Denny Hulme competed in F1 from 1965 to 1974, starting in 112 grand prix with 8 wins, and the 1969 world championship title. Competing in the sports cars championship its long been forgotten is that in 1961 five years earlier he had finished 14th overall and first in the Sports 850 class co-driving a 847cc Fiat Abarth with Hawkes Bay farmer Angus Hyslop, the diminutive car covered 263 laps and during the course of the race was lapped 70 times by the winning Ferrari!



Bruce McLaren won 4 of his 104 grand prix starts between 1958 and 1970 but Le Mans wasn't kind to him despite the fact that he triumphed in the 1966 classic with Chris Amon in the famous Ford 1-2 attempted 'dead-heat' finish, six of his other seven appearances at the Sarthe circuit ended with retirements.

The names of Hulme and McLaren will always be associated with the Canadian-American (Can-Am) Challenge Cup glory days that began in 1967 when what became known as the 'Bruce and Denny Show' won the title for five straight years, however Can-Am with its mighty 7-litre Group 7 sports cars wasn't an FIA category.



Chris Amon was the other member of our 'Trio at the Top', between 1963 and 1976 he had 96 grand prix starts that produced 11 podiums without a single win despite driving for thirteen different teams during that period of his career! Chris competed in world sports car racing at the highest level from 1963 when he co-drove a Sunbeam Alpine in the Le Mans 24 Hour. Three years later he won the 12 Hours of Sebring with Ferrari and the great French classic sharing the winning Ford GT40 with Bruce McLaren, it was a great result for the kiwi drivers with Denny Hulme in the second placed GT40. The following year came wins with Ferrari in the Daytona 24 Hour and 1000 km Monza races, his last victories. In Can-Am he drove for both McLaren and Ferrari but success continued to elude him, he did make a very brief return in 1977 at St. Jovite in the new Wolf-Dallara, after finishing 16th he walked away from motor racing and retired to the family farm near Bulls.

Our three top drivers of the era had different fortunes, collectively there were 12 world championship grand prix victories and a world title, Chris Amon was unable to contribute to those figures, in part for his amazing ability to change teams at the wrong time! Add to the list outright and class wins in the Le Mans 24 Hour.



Brendon Hartley's F1 career in 2017 and 2018 saw him face the starter at 25 races for Scuderia Toro Rosso, scoring four points with a highest placing of 9th and two other top 10 finishes. An earlier move to the FIA World Sports Car Championship in 2015 driving for Porsche brought immediate results with four wins and the world championship in the first year, there were four wins the following year, and another four in 2017 that included the Le Mans 24 Hour to secure a second world title.

When Porsche withdrew from racing Brendon was signed by Toyota Gazoo Racing for 2020 where his winning streak continued. First at Fuji and Le Mans, followed by 3 wins from the six races in 2021, this year the only win to date has been a third victory at Le Mans.

Brendon Hartley's stats are certainly impressive with eighteen FIA World Championship wins to his name and the likelihood of more to come, but the reality

is that true comparisons between the eras and the drivers involved is impossible.

The feats of Denny Hulme, Bruce McLaren and Chris Amon on the world stage should never be overlooked and forgotten, these three drivers will always be part of our great motor racing heritage. Brendon races cars from a completely new and different generation with incredible sophistication and engineering technology.

Over the past seven years he has proven to be one of the world's finest endurance drivers, Formula 1 didn't treat him well, the WEC has...

RH

ACROSS THE DITCH

For Round 7 of the 2022 Repco Supercar Championship, it was across the Northern Territory border into Queensland for the NTI Townsville 500 at the Reid Park circuit on 08/09/10 July.

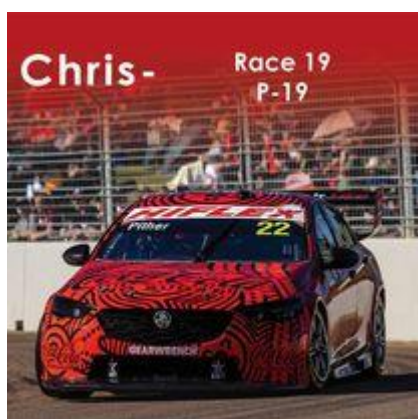
In FP1 SVG topped the 20-minute session, heading Heimgartner by 9/100ths of a second. Our man Chris Pither was 22nd on the time sheet 1.07 off the pace with new team mate James Golding 3/10ths slower and one spot back. FP2 ended with Heimgartner quickest and SVG P3, the two kiwis split by 2/10ths, in this session Golding headed Pither by 0.130, the pair 21st and 24th respectively.

Waters topped qualifying to claim provisional pole for Race 19 of the championship, 0.122 quicker than SVG with another 9/100ths back to Heimgartner in P3. Towards the back of the pack Golding clocked 21st fastest while Pither was a full second off the pole time and at the bottom of the sheet.

In The ArmorAll Top 10 ended with SVG, Davison and Waters covered by 3/100ths of a second and at the front of the grid, Heimgartner was P4 at + 0.26.

The Townsville round featured two 250-kilometre races (88 laps) which meant refuelling as well as two tyre changes, team strategies played a major role.

Race 19 saw those who started on soft tyres having superior pace, when the lights went out both PremiAir Racing Commodores took hits, Pither was OK while Golding was launched into the air by Courtney who copped a 15 second penalty, the Subway car suffered damaged steering and lost time in the pits, dropping four laps. SVG was beaten off the line and dropped to P3 behind cars that started on the soft rubber, during the first stop cycle Pither moved up as high as P15 after switching from the hard tyres. SVG had also started on the 'hards' and at his first stop took on a heavy load of fuel. Running in P3 and 13 seconds off the lead the #97 RBA Commodore pitted again with 24 laps to run, emerging in P5 with the freshest tyres and lightest fuel load. SVG chased the leaders in a relentless pursuit and took the lead with two laps to the flag, beating Davison by 5 seconds, Waters overtook Heimgartner on the final lap to claim the bottom step of the podium - it was a strategic master class from SVG and his Red Bull Ampol engineer backed by slick pit work.



Pither crossed the line a lap down in P19, an encouraging six place gain from his starting position, team mate Golding was 23rd on the result sheet and six laps behind the winner, the start line incident ended his hopes of a good result on debut.

Day 2 began with qualifying for Race 20, Davison secured provisional pole, SVG was P5 at + 0.26, Pither clocked the 21st fastest lap (+ 0.8589) to be three grid spots ahead of Golding, all 25 cars being covered by 9/10ths of a second. Waters won the ArmorAll shootout from De Pasquale, Davison and SVG shared Row 2.



This time other teams picked up on the Red Bull strategy used in Race 19 with only one car starting on the super soft rubber, De Pasquale had the best start but Randle was the driver on super softs and moved into the lead on lap 13, he was 5 seconds up when he pitted for his first stop. Thirty-five laps into the race SVG led De Pasquale by 2.6 seconds before the next stops began on lap 44 which was the halfway mark, the final stop cycle began on lap 58 with super softs being fitted for the run to the flag, the leaders stayed out for another 10 laps with SVG returning to the track 2.6 seconds ahead of De Pasquale who had the better pace, the gap reduced to 6/10ths with two laps to run. In a dramatic finish the Shell V-Power driver made an ambitious inside lunge down the inside at the last corner and turned the leader around, he slowed on the final straight in an attempt to redress what had happened but SVG showed incredible gamesmanship by not overtaking and followed the #11 Mustang across the line to ensure the officials would issue a penalty!

The token 5 seconds punishment meant De Pasquale didn't lose a place, Waters claimed the final step of the podium, Heimgartner came home in P8 after starting 12th while Pither took the flag a lap down in 18th, a gain of three places and 13 seconds ahead of Golding who was P21.

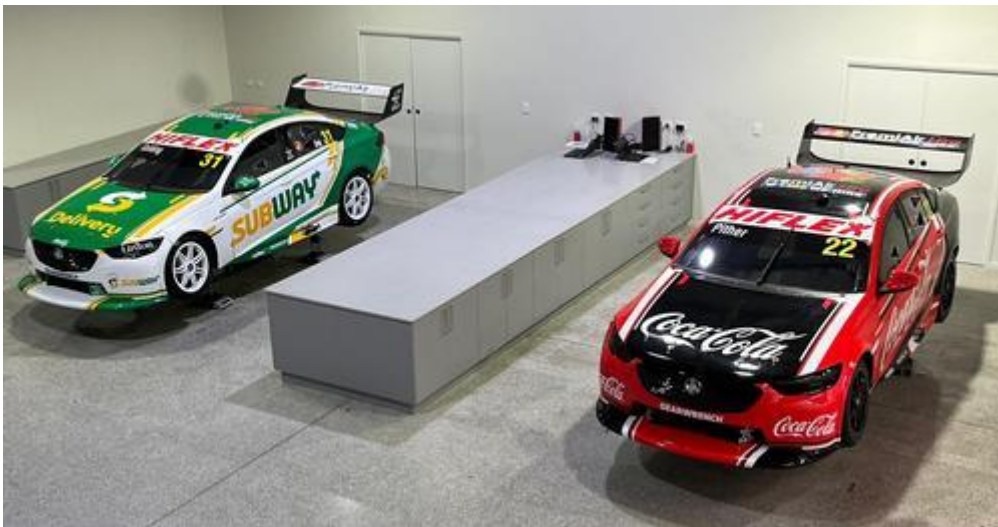
Townsville had two dramatic mini-endurance races that clearly illustrated Shane Van Gisbergen is the 'real' racer on the Supercar grid.

This victory also rewrote the record book, Van Gisbergen's chassis number 888A-054 became the most winning chassis in ATCC/Supercar Championship history with 29 victories after making its debut in the 2020 Adelaide 500 and being driven in every race since. The previous record was held by Jamie

Whincup's Vodafone VEII Commodore that had the nickname 'Kate' and is owned by the seven-time champion.

The 2022 Driver's Championship battle sees SVG leading De Pasquale by 274 points, while Red Bull Ampol has overtaken Shell V-Power Racing for the Team's trophy by 10 points. Chris Pither sits 23rd in the Driver's standings that has 29 listed point's scoring drivers.

In mid-July Chris's Coca Cola Commodore was on the move to PremiAir Racing's brand-new permanent workshop in the suburb of Arundel which is close to the Surfers Paradise Street Circuit. Previously the team had been operating out of the Brisbane shop that's the home of team owner Peter Xiberra's Top Fuel dragster as a temporary base. It's another big step forward for the rookie team...



Next on the calendar was the OTR Super Sprint on 29-31 July at The Bend Motorsport Park in South Australia, a north to south transverse of the continent.

FP1 ended with a Red Bull 1-2 but with rookie Broc Feeney 0.14 ahead of SVG who radioed "*feels fast, but it's undriveable*" during the 30-minute session. Chris Pither posted the 24th best time of the 27 drivers, 1.32 seconds off the best time, putting him two places behind team mate Golding.

FP2 saw Feeney back in P8 and 4/10ths slower than SVG who topped the times ahead of De Pasquale, the entire field was closely bunched with Pither in P22 but only 8/10ths slower than the fastest lap, Golding was six spots ahead of the Coke car.

Qualifying for Race 21 was in three parts, Pither was 4/100ths quicker than Golding but both were eliminated in Round 1 and would start 22nd and 23rd. Heimgartner failed to make it through Round 2 to be P14 on the grid. Round 3 ended sensationally when Tickford Racing's wildcard entry Zac Best took out pole position in only his second Supercar Championship race as a solo driver! Best's Ford Mustang was 2/100ths quicker than SVG with Waters and Mostert starting on Row 2.



Best's start in the 24 laps race was investigated but ultimately cleared of going early, the 20-year-old held a 1.6 second lead after two laps before SVG starting applying the pressure, making the pass on Lap 11 before the youngster pitted for new rear tyres. The defending champion ran two fastest laps to build a gap on the chasing group of Waters, Davison, Mostert and Best who wasn't overawed by the big names around him.

Van Gisbergen finally stopped on at the end of Lap 20 for rears, emerging still in the lead by 1½ seconds and put his final stamp on the race by setting a fastest time on the last lap. Davison used an undercut at the final stops to move into second place and finish ahead of Mostert and Waters who held out Zak Best by 4/10ths, the winning margin being 2.22 seconds.

SVG has been critical of his car in the first practice session but was happier after the race - *"The car was magic thanks to the team. I've been struggling with my driving, but the car has been really good, just hard to drive but when racing under the limit it was fine. Would have loved to have battled on track, but the guys did a great job and the pit stop was awesome too, so yeah, really stoked"*. He made only two passes on the track, one at the start and one on Lap 12.

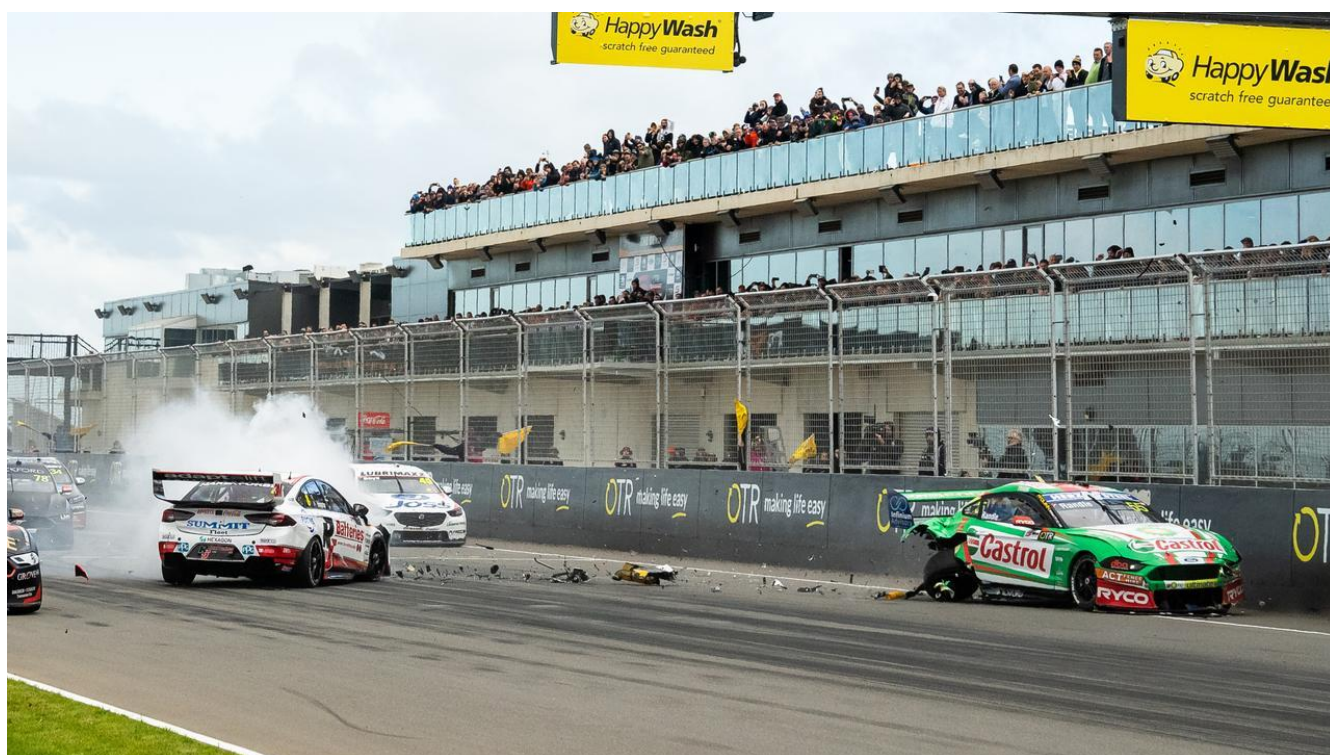
Day 2 was also cold and cloudy at Tailem Bend, with no practice scheduled it was straight into the 10-minute qualifying sessions for Races 22 and 23.

There were many changes in grid positions, some drivers moved forwards and others backwards in the second session with the key constants being Waters and Van Gisbergen.

For Race 22 there was a Tickford Racing lock-out of the front row with Waters heading Randle by 7/100ths of a second with SVG in P3 at + 0.23, Courtney would join him on Row 2. Day 1 hero Best dropped down to 16th fastest and one spot ahead of Pither who was + 1.06 and three positions ahead of Golding.

Waters got the pole double, for Race 23 he edged De Pasquale by 3/100ths with another 6/100ths back to SVG who would have team mate Feeney for company on Row 2. Further back on the grid Best improved nine spots to P7 while Randle dropped from 2nd to 8th, down the field Golding gained four places to start 16th and Pither dropped eight back to P25 at + 1.17 - the positional changes were extraordinary.

Race 22 started in dramatic fashion when Randle's Mustang didn't move from the front row when the lights went out, cars swerved around him but the unsighted Heimgartner who started from Row 6 ploughed into Randle at speed, immediately triggering a red flag. It was a big hit but both drivers were able to get out of their cars before being taken to hospital for overnight stays. Percat was also caught-up in the incident but was able to make the restart.



With the long delay before a full restart and a reduced 22 lap distance that was subject to time certainty, Waters was alone on the front row. The Tickford driver had a poor opening lap and was overtaken by Mostert, Courtney and De Pasquale by Turn 5, at the next corner SVG made an inside move into P4. Courtney was first to stop on Lap 5, followed by De Pasquale, a lap later Mostert pitted leaving SVG in clean air and setting successive fastest laps, Waters made his stop on Lap 11. SVG led by 41.5 at the 16-lap mark when he pitted for new rear rubber, exiting the lane with a one second lead and it was effectively game over as the race was further reduced to 18 laps. There was a Holden 1-2 with Mostert 2½ seconds behind at the flag with Courtney completing the podium ahead of Waters, on the final lap Van Gisbergen set a new fastest lap to bag another five championship points.



Producing an outstanding drive Chris Pither gave PremiAir Racing their best result of the year, taking the flag in P12 and 1.5 seconds away from a top 10 finish. He completely overshadowed Golding who placed 23rd but still on the lead lap.

To cap off the weekend rain started falling as the cars sat on the grid for the start of Race 23, prompting teams to switch to wet tyres. There was still an oily patch on the track from the earlier start-line shunt, the race getting underway behind the Safety Car, the field getting the green flag on Lap 3 with Waters leading the way from pole position. He dropped places to De Pasquale and SVG at Turn 13 but regained the lead from SVG on the main straight to begin an epic battle between the pair as they exchanged positions until Lap 10 when Waters locked-up and went wide at Turn 17, the # 97 Holden

was through the gap and away to hold a 4 second lead by the end of Lap 13, that gap doubled by Lap 20.

With the rain continuing to fall the leaders stayed out until the last opportunity to meet the compulsory pit stop requirement, SVG leading Waters into the lane, that left only a short run to the flag but long enough for Van Gisbergen to set a new fastest lap. At the end of the 24 laps SVG led Waters home by 8.7 seconds with Brodie Kostecki a similar gap back in third. Both Premi-Air Racing entries had top 20 results, Golding placing 14th and Pither 18th, the last car on the lead lap, capping off a much-improved weekend for our man.

For rookie Zane Best, The Bend went from hero to zero. After a sensational start with pole position for Race 21 and finishing 5th in the race itself, Race 22 saw the 20-year-old down in P19, the downward slide continued in Race 23 with a DNF after completing five laps. A very mixed day.

For Shane Van Gisbergen, The Bend was a 'triple' treat weekend with three race wins and three fastest lap to score maximum points and extend his championship lead to 393 points over Waters who is two points ahead of De Pasquale.

Next on the Supercar calendar is the Penrite Sandown Super Sprint on 19-21 August...

RH

THE LION STORY'S HAPPY ENDING



When Shane Van Gisbergen took the checker flag at the end of Race 23 at The Bend it was his 14th victory in this year's Repco Supercar Championship and Holden's 18th. With the Manufacturer's Championship being decided on race wins, Holden clinched what will be its final Manufacturer's title with five events to spare, Ford having scored only five wins to date.

The Lion is still roaring loud and proud...

RH

END OF AN ERA

The biggest motorsport story of the past months in this country is the closure of the Pukekohe Raceway next April after 60 years of operation.

The news came following the decision of land owners Auckland Thoroughbred Racing (ATR) to focus the site's activities on thoroughbred racing at its venues to provide a sustainable future for the sport in this country. Plans are being developed to build significant additional stabling at the facility to accommodate an increased horse population, a large section of land near turn one has been listed for sale for commercial development.

The Pukekohe track was originally opened in 1963 to replace motor racing at the Ardmore airfield and for a long period was this country's premier circuit, there's no doubt that it has served the sport well but in terms of overall facilities 'Puke' has been overtaken by the likes of Highlands Park and Hampton Downs, also to a lesser extent by Manfeild Circuit Chris Amon and other tracks.

Pukekohe played a major role in the development of the sport in our country, in the mid-1960's the circuit introduced 3 and 6 Hour production car endurance races that were very popular with drivers, manufacturers and the public, later came the Pukekohe 500 that attracted Australian teams and the final round of the Nissan-Mobil Series in the late 80's ad 90's

The track hosted its first V8 Supercar Championship round in 1996, when kiwi hero Greg Murphy scored the first of three successive in his Kmart Racing Holden Commodore, he won again two years later. Shane Van Gisbergen (twice) and Scott McLaughlin also triumphed and enjoyed the adoration of the crowd.



Pukekohe became the home of the New Zealand International Grand Prix from 1963, a race the track would hold on 29 occasions in its 66-year history, no doubt there will be pressure from some quarters to allocate the 2023 NZGP to the circuit as a 'farewell' gesture before the last event will take place on 02 April.

Pukekohe is further proof that motor racing doesn't mix well with horse racing, Levin found that out many decades ago.

Supercars Australia remains committed to a round in our country and will be exploring other venue options, if you're a betting man put your money on Hampton Downs or for bigger odds Highlands Park, the rank outsider would be Taupo - the logistics would favour the Waikato track with Auckland International Airport in reasonably close proximity...

RH

BRENDON AT THE TEMPLE OF SPEED

Fresh from winning his third Le Mans 24 Hour race Brendon Hartley was back racing in Italy as the 2022 FIA World Endurance Championship began the second half of its season with the 6 Hours of Monza on 8/9/10 July at the famous high-speed circuit - *"I'm happy to be back here at Monza and can't wait to see the first of our new Hypercar competitors on the track"*, he was referring to Peugeot's wingless 9X8 that marks the French makers return to endurance racing after an 11-year absence.



The 90-minute FP1 session ended with Glickenhaus Racing setting the fastest lap at 1.37.984 that was 0.618 quicker than the Alpine and 2/10ths ahead of the impressive Peugeot. Sébastien Buemi was P4 in the #8 GR010 Hybrid, his 1.39.120 being 1.136 slower than the American team car and 0.167 ahead of the sister #7 Toyota, the second Peugeot was down in P20, three and half seconds off the pace.

"Our day went smoothly but we seem to lack a bit of pace. We tried some different set-up options on our car compared to the #7, so we need to analyse the data".

On Day 2 there were two further practice session before qualifying that took place in the early evening. In FP2 the Gazoo Racing Toyota mechanics worked on mechanical set-up options to optimise both cars for the race, Brendon setting the fastest time of the session that ended with six Hypercars separated by 0.424. The GR010's ran new Michelin rubber and low fuel at the start of FP3 to prepare for the 10-minute pole shootout before reverting to race set-up and tyre work. Enjoying the benefit of a Balance of Power adjustment the Glickenhaus was again quickest ahead of both Peugeots, the #8 Toyota was P4 at + 0.488 and 2/10ths ahead of the sister #7 while the Alpine another 9/100ths back in P6, the six cars covered by 0.831.

For the all-important qualifying the track temperature had increased to 50 degrees, the Glickenhaus securing pole with a best 1.35.416, Brendon was next on the time sheet, he locked-up his front tyres and lost time before two final laps that pushed him to within 9/10ths of pole position, the Alpine would start on the second row, joined by the #7 GR010 that had its fastest lap deleted for a track limit violation.

"It felt nice to push the Hybrid to its limits at Monza, it was a tough qualifying and everyone was making little mistakes, it's very easy to lock brakes. Clearly the Glickenhaus is quicker than us here, congratulations to them for pole position. On one lap they had a big advantaged but it's not just about qualifying, we can be satisfied with second because we have a six-hour race tomorrow to try to gain one position. It's been really close in Hypercar throughout free practice, it will be close between six cars and that's exciting - I'm looking forward to this race".

As expected, the Glickenhaus immediately took the lead ahead of the two Toyotas, but in the first hour the #8 car experienced an electrical problem that affected the car's braking, Buemi lost two places while battling with the problem before having to pit for a full power cycle to reset the system which cost the team half a minute. He returned to the track in 5th and passed one of the Peugeots to gain a place before a second full course yellow at the two-hour mark triggered the next round of stops that saw Brendon do the next stint.

The Glickenhaus was very impressive in the first three hours and appeared to have the race under control with a healthy 50 second lead, the #7 GR010 challenged the Alpine for second place throughout the first half but going into Hour 4 another incident brought out the Safety Car which bunched the field, the Hypercars pitted and the #7 Toyota took the lead thanks to a shorter stop. When the race went green the Glickehaus served a 'drive-through' penalty before the turbo expired on lap 96 which put the Toyota's 1-2, the two cars alternating positions in the pit stop cycles with the Alpine always lurking. Brendon had an epic battle with the Alpine during the middle stint before handing over to Hypercar rookie Ryo Hirikawa for the run to the finish, a first time for the young Japanese driver.



Approaching the final hour, the French car was on fresher tyres and moved into P2, the following lap Kobayashi was defending his lead on the start-finish straight approaching the first chicane when the Toyota and Alpine made contact, the #7 car sustaining a right rear puncture and suffered damage to its bodywork, also receiving a 90 second stop-go penalty after being adjudged as causing the incident. At the time the #8 car was effectively the leading Toyota as the #7 still had to stop for a tyre change.

Kobayashi slowly made his way to the pits for repairs, benefitting from a full course yellow to resume in third place. Hirikawa responded brilliantly to the pressure and possibility of winning, closing the gap to the Alpine to 2.76 seconds when the checker fell after 194 laps, the #7 Toyota was two laps down in a hard earned third place.

"I think that we did a very good race and it's a bit annoying to miss the win by three seconds after six hours. Séb had the issue early on in the race but he managed it very well and we didn't lose too much time. The pace from all three drivers was strong all day, and the engineers and mechanics did a great job too. Alpine were quick today, we didn't do much wrong but we still fell short so congratulations to them. Now we want to come back stronger in Fuji".

The Glickenhaus demonstrated that it's now a serious contender, after starting from pole position it eased away from the field before striking a turbo problem, it set the fastest lap of the race and the highest speed through the speed trap, 215.9 km/h. The American entry was classified 4th in the Hypercar category and 33rd overall. On debut the two Peugeots displayed great speed in practice but not good pace in the race and both cars suffered reliability issues.

In the Driver's Championship the Alpine trio have 106 points after four rounds, Brendon, Sébastien and Ryo are 10 points behind and 20 points ahead of the sister #7 car. With two cars Toyota Gazoo Racing increased their lead in the Hypercar Championship to 15 points over Alpine Elf Matmut with Glickenhaus a further 36 points in arrears.

Round 5 is the 6 Hours of Fuji that takes place in Toyota's homeland on 10/11/12 September.

As an aside, this year marks the 100th Anniversary of the famous high speed Monza circuit that hosted the second Italian Grand Prix on 10 September 1922. The race was over 80 laps of the then 10 kilometre (6.21 mile) long track, a distance of 800 kilometres (496.8 miles) with eight drivers facing the starter, five would retire before the finish.

The Fiat 804s driven by Pietro Bordino and Felice Nazzaro dominated for a 1-2 result, both covering the full 80 laps with Bordino's winning time being 5 hours 43 minutes 13 seconds with a fastest lap of 4 minutes 5 seconds, his margin over Nazzaro more than 8 minutes. The other finisher was Pierre de Vizcaya in a Bugatti Type 29 that covered 76 laps.

The Austro-Daimlers entered didn't take part after one of the drivers had a fatal accident during practice, the remaining two cars were withdrawn. One of the German cars was to be driven by Alfred Neubauer who would later become the legendary Mercedes-Benz team manager through the 1930s until the horrific Le Mans crash in 1955, it would be the last race for the silver sports cars and the portly Neubauer.

The current 5.79 kilometre (3.6 miles) grand prix circuit with 11 turns is the ninth variation of the Autodromo Nazionale di Monza during its long history, it features long straights and fast corners, the outright lap record set in 2004 stands at 1.21.046 which equates to an average speed of 257.35 kp/h (159.91 mph) - the name 'Temple of Speed' very appropriate...

RH

CHEQUERED FLAGS FALL

Motorsport, Manfeild Circuit Chris Amon and the Central Muscle Cars lost a popular competitor and friend with the passing of Gary McKelvie at Arohanui Hospice on 11 July.

The 70-year-old was a very popular figure who enjoyed a highly successful career both in racing and business. He is well remembered for his exploits on speedway ovals where he first raced a pink stock car with the name 'Miss Drag Stripper' before enjoying great success driving powerful V8 powered saloons, initially a Holden Monaro followed by a Chevy Monza.

Gary later took up circuit racing and was a founder member of the Central Muscle Cars, his always immaculate orange 1969 Holden Monaro HT backed by the Horowhenua Motor Company (HMC) became a very familiar sight wherever the CMC group raced, as with all his cars it carried #62.



Gary enjoyed a near 50-year association with the Horowhenua Motor Company that evolved from Wightcars Levin in 1989, starting as a mechanic before moving to the sales area and later becoming the company's Dealer Principal, always enjoying a close relationship with customers from all areas of the lower North Island. Over time the company grew from a Holden dealership to include the Mazda and Suzuki franchises and more recently expanded its operation with HMC Kapiti located in Paraparaumu that has the Suzuki and Kia franchises.

Gary's wife of 40 years, Chris, has played an active role in the company's operation since 2001 and under their leadership the HMC has been very supportive of the local community and various organisations.

The service to celebrate Gary McKelvie's life took place at Levin's Salvation Army Centre at 2pm on Friday 15 July, attended by people from all walks of life including business and motorsport, a tribute to his popularity and standing. It was revealed he passed away exactly four years to the day after he was first diagnosed with cancer.

Appropriately the service ended with Roger Miller's 'King of the Road' as the gasket bearing his race number was carried to the hearse past his mighty Monaro.

The Horowhenua 'mafia' (Paul Dewar, Alan 'Crash' Jensen, Tom Lancaster, Ian Easton) lost a long-time mate...

The end of the month saw the passing of a well-known club personality of fifty years ago. Gary Shaw was 83 years of age when he died peacefully with his family present in the Napier Hospital after a short period of ill-health.

A passionate follower of jazz music, he will be best remembered as the owner of Gary Shaw Wheel Alignment on Feilding's Kimbolton Road, over the years many club members benefitted from his knowledge and experience to improve their cars for either road and track. He was extremely professional with a strong work ethic, referring to himself with the grand title 'undercar specialist'.

Gary raced at Manfeild's early meetings in a quick left-hand-drive Fiat 124, he had a real passion for European cars and his last was a Peugeot. To many a lasting memory was his futuristically designed self-built motorhome that was appropriately named 'Dream Maker', it became a regular sight at club events being used as a very comfortable office. His 'eye for style' is also evident from the stand-out A-frame house that was built for Gary and Joan on Awahuri Road, downstairs included her art studio, it remains there today. Following the sale of his Feilding business, the Shaws relocated to Whakatane where Gary ran a successful tourist jetboat operation before later retiring to the Hawkes Bay.

A memorial service to celebrate Gary's life was held at 1pm on Wednesday 10 August, because of his long-standing passion for the track the venue was the Toyota Suite on Level 1 of Manfeild Circuit Chris Amon's control building - another mate from past generations has gone, but leaves many special memories...

RH

