



Manawatu Car Club Inc
Club Bulletin
August - December '23
Edition

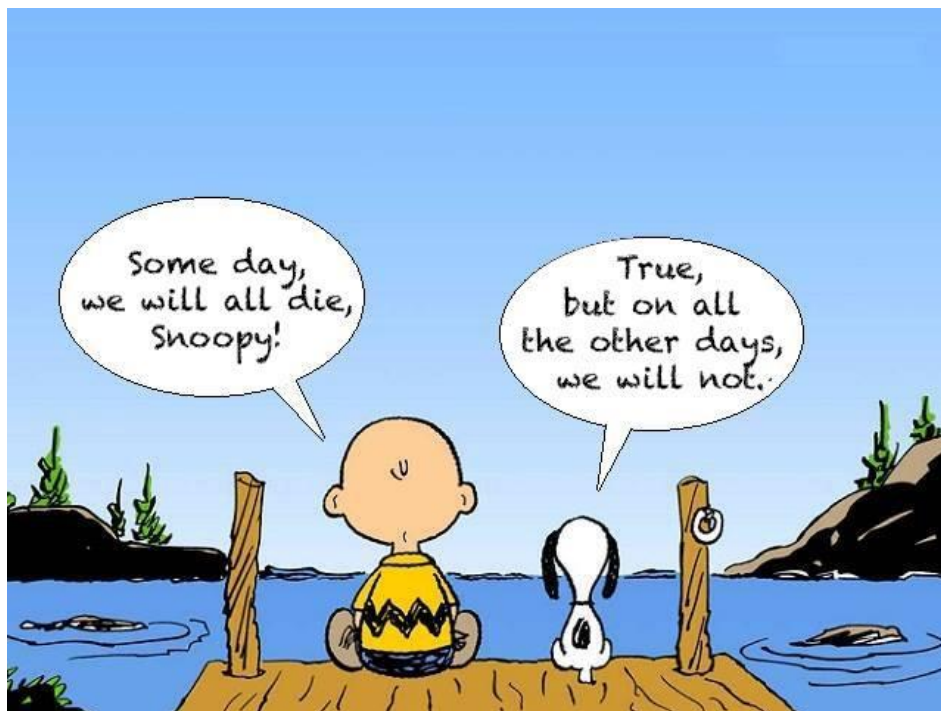
FROM THE PRESIDENTS PEN...



Hi Everyone,

I trust that everyone had a great Xmas and New Years and are settling well into 2024... Ours was a quiet one with both Xmas and New Years spent at home with the family, a nice way to end one year and to start another. I woke up on the morning of the 1st of January 2024 and my immediate thought was "Well I woke up, so that is a good start..." so I posted that on Facebook (something I don't usually do) along with "Make sure you enjoy each and every day like it is your last"... which kinda sounds like a no brainer, as why would you not enjoy each and every day that you are on this big round ball (that'll get the Flat-earthers going) called Earth, but alas some people do not enjoy their life. The fix to this, and to be happy for the rest of your life is... buy a race car, join the Manawatu Car Club, and come racing with us... there you go, simple!

So, my 2024 is going to be spent looking on the bright side of life, and making life easier / simpler... where this will get me, god only knows, but rest assured I will have some fun along the way and I will no doubt get into as much trouble as I usually do, but it will be worth seeing the smile on my face as I do...



Speaking of making things simple, on the following pages you will see this year's race calendar, yip that is all of the events that the MCC is either running, or we are involved in running. So get yourselves a 2024 Wall Planner (they are cheap now that it is 2024) and write the events up on it so that you can see which days you will have to tell the better half that you will be racing... quickly adding that they can come with you if they like as it will be a great day out... if you have no better half, well that makes it simple as it is just a reminder for you to remember as you will not have someone to help with that. 2024 sees us have over 45 days of events lined up, and as you will see there is something for everyone.

2023 was a huge year for the club, especially the last half of the year, which is why you haven't had a bulletin from us since July '23, so while some of you may think that we have been slack, I can assure you we haven't, and if you have been to one of our race meetings, or off track events like the 50th Celebration of Manfeild, you would agree that they don't just organize themselves, there is a lot of hard work that goes into them, now more so than ever as numbers are on the incline with more and more people wanting to attend each event, which is by no means a bad thing, it just takes more time, and people, to make sure we get things right. So, part of getting things right is having information available to you earlier on in the piece, hence the full year's events calendar so you too can plan well ahead.

This edition of the bulletin is a catch up on nearly everything that has happened since July 2023, so there are plenty of words to read and pictures to look at, and pages to turn, or should that be scroll through, over 70 in fact... our largest ever... so enjoy, you don't have to read it all at once, you can simply come back to it when you feel the need to.

I have plenty of people to thank for the epic 2023 that the club has had, there are way too many to list here, in fear of missing some out, but the club would not be what it is today without those peoples input and help, especially those that volunteer their time freely, you are the lifeblood of this club and I cannot thank you enough for what you have given to this club over the past year and more... thank you.

The highlight of the 2023 calendar year, well that would have to be the Manfeild 50th Celebration without a doubt, what the 50th committee (pictured to the right are Jill Hogg, Russell Harris, Brian Davies, myself, missing from the photo are Greg and Teresa Browne) achieved in a very short amount of time was remarkable to say the least.

A close second would have to be the Feilding Auto Electrical Winter Race Series Prize Giving, a lot of fun and laughter on the night that celebrated one of the best Winter Race Series to date.



I look forward to the many events in 2024, while most will remain the same with regards to the rules and regs, a couple will be a little different, in particular the last two rounds of the Mitre 10 Mega Summer Race Series where we will be combining these two rounds with our February Flat Foot and Super Trucks meetings, both will be held over two days... I do hope that this is seen for what it is intended and that is to give our club racers a feel for what it is like to be involved in a slightly bigger national championship meeting, and to give you a chance to meet some new likeminded people, and to watch some racing that you might not otherwise see...

I am also looking forward to seeing some of the many planned changes to Manfeild that will have been completed over the past few weeks since we were last there, we have worked hard in conjunction with the Manfeild Team to get these improvements underway, with many more to come, so that will be a nice late Xmas present when we run our first event there on the 20th of January '24.

I look forward to seeing many of you in the months to come, until then take care and remember... "Always look on the bright side of life."

Richie

MEET THE 2023 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



January

Sat 20th – Sun 21st – GT Oil / Transpec Services Multi Event Weekend

Thursday 25th – TRS Test Day

Fri 26th – Sun 28th – Super Sprint NZ Championship

February

Saturday 10th – Fugu February

Sunday 11th – GT Oil / Transpec Services Open Day Round 1

Friday 23rd – Manfeild Test Day

Sat 24th – Sun 25th – February Flat Foot & Mitre 10 MEGA Summer Series 23/24 Round 2



March

TBA – GT Oil / Transpec Services Pararorangi Road Rallysprint

April

Friday 5th – MCC Test Day

Sat 6th – Sun 7th – Super Trucks & Mitre 10 MEGA Summer Series 23/24 Round 3

Friday 12th – Manfeild Drift Test Day

Sat 13th – Sun 14th – D1NZ

May

Saturday 4th – Alfa May Madness

Saturday 11th – Back Track Drift Tutoring

TBA – GT Oil / Transpec Services Otara Road Bent Sprint Touge Drift

June

Saturday 1st – Winter Series Test Day

Sunday 2nd – Feilding Auto Electrical Winter Race Series Round 1

Sunday 16th – GT Oil / Transpec Services 4.5km Bent Sprint

July

Saturday 6th – Winter Series Test Day

Sunday 7th – Feilding Auto Electrical Winter Race Series Round 2

Saturday 13th – Drift Practice

Sunday 14th – GT Oil / Transpec Services Open Day Round 2
Friday 19th – Manfeild Test Day
Sat 20th – Sun 21st – 24Minutes of Le Manfeild/Superkarts

August

Saturday 3rd – Winter Series Test Day
Sunday 4th – Feilding Auto Electrical Winter Race Series Round 3
Sunday 11th – GT Oil / Transpec Services Back Track Autocross
Saturday 17th – Back Track Drift Tutoring

September

Saturday 7th – Winter Series Test Day
Sunday 8th – Feilding Auto Electrical Winter Race Series Round 4
Sunday 15th – GT Oil / Transpec Services Open Day Round 3
Saturday 21st – Feilding Auto Electrical Winter Race Series Prizegiving

October

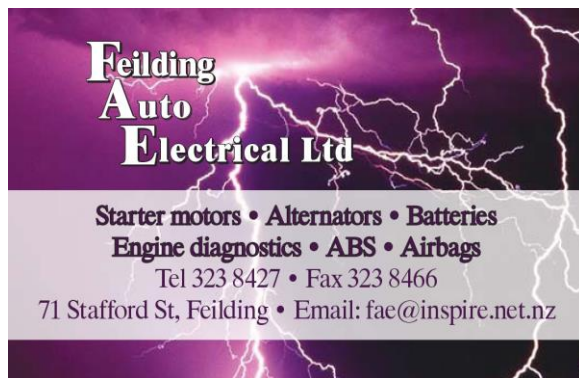
Saturday 5th – Drift Practice
Friday 18th – OctoberFast Test Day
Sat 19th – Sun 20th – OctoberFast Race Meeting

November

Sunday 3rd – GT Oil / Transpec Services Open Day Round 4
Fri 8th – Sun 10th – MG Classic Meeting
Saturday 16th – ShowVember
Sunday 17th – GT Oil / Transpec Services Back track Autocross & Motorkhana

December

Friday 6th – Manfeild Test Day
Sat 7th – Sun 8th – Mitre 10 MEGA Summer Series 24/25 Round 1





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NEW MEMBERS

Since the last Bulletin there's been a big influx of new members, a strong indication of the healthy state of both the club and motorsport in general. We trust that you will enjoy your time with us, irrespective of your specific interest.

James Annabell	New Plymouth
Donna Boniface	New Plymouth
Robert Boniface	New Plymouth
Thomas Boniface	New Plymouth
Garry Carswell	Waipukurau
Adele Dean	Wainuiomata
George Graham	Wellington
Dallas Green	New Plymouth
Stephen Hamilton	Upper Hutt
Askal Harkan	Wellington
Darrell Harris	Taupo
Gavin Hawken	Waverley
Michael Hopkins	Porirua
Phil Keith	Feilding
Aaron Mangin	Levin
Nathan Meyer	Wellington
Deep Patel	Otaki
Bryn Playford	Masterton
Daniel Rollason	Featherston
Samantha Rollason	Featherston
Wayne Scott	Auckland
Kruz Scott	Auckland
Harmony Smith	Levin
Braedan Snowden	Maungatapere
Dr Bruce Stewart	Feilding
Oliver Stewart	Feilding
Thomas Stewart	Feilding
Brad Still	New Plymouth

Mike Bate	Palmerston North
Derek Burrell	Feilding
Teresa Burrell	Feilding
Derek Clarke	Feilding
Yvonne Clarke	Feilding
Peter Frazer	Palmerston North
Regan Frazer	Palmerston North
Callum Gordon	Palmerston North
Elsa Gordon	Palmerston North
Linda Gordon	Palmerston North
Ryan Graham	Palmerston North
Alistair Hoffman	Palmerston North
Cathryn Ireland	Palmerston North
Isaac Pilgrim	Feilding
Paul Pilgrim	Feilding
Jamie Pollock	Lower Hutt
James Webb	Feilding
Ayrton Williams	Auckland
Matt Wallace	Auckland
Lalya Vitnel	Levin



A special welcome to the Boniface family from New Plymouth. Thomas was a promising teenage driver who had shown exceptional ability in both the Formula First and Formula Ford categories, he had also been selected to attend the 2019 New Zealand Elite Motorsport Academy.

Four days after racing at Manfeild Thomas was involved in a serious single car crash leaving Egmont Village in September 2020 and flown to the Waikato Hospital where he was in a coma for 73 days in the ICU, a traumatic period for his parents Robert and Donna. With the support of family and the motorsport fraternity Thomas began the long road to recovery, he had to learn to walk, talk and eat again with the hope that one day he would return to driving a racing car. That day came in September at Manfeild Circuit Chris Amon behind the wheel of a Sabre Motorsport Formula First under the guidance of Dennis Martin. It was an important first step with Motorsport NZ reinstating his racing licence, Thomas felt ready and lined up on the grid for the opening round of the Hi Q Components Formula First Championship at OctoberFAST. After qualifying 14th in the 16-car field came placings of 16, 13, 12 with each race an improvement on the previous one – the comeback has begun...

RH

CLUB CHAT

The NZ Formula 5000 grid could only have one Feilding driver in the early rounds of the 2023/24 summer series, the reason is that Tim Rush had a freak accident which seriously side lined him. Back in mid-July Tim tripped when carrying a large parcel, when he hit the ground his elbows and knees took the brunt of the impact, both shoulders were sprained, one kneecap was dislocated, and an elbow broken. Imagine living with both elbows in slings! The kneecap relocated itself (ouch) while Tim has an appointment in the operating theatre for his new bionic elbow which will be followed by a recovery period of unknown duration...

October saw three prominent club members undergo surgery at Crest Hospital in Palmerston North. On the 12th Brian Davies had his second knee replacement after a very long wait which should improve his golf, the following day Tim Rush received his replacement elbow, his mum Joy was booked for surgery three days later. We wish them all speedy recoveries...

The name of talented 21-year-old Kaleb Ngatoa has resurfaced. Back in May he was on the grid for Round 2 of the Formula Regional Japan Championship at the Suzuka circuit driving for the Sutekina team in a car prepared by M2 Competition. It was his only appearance in the six-round series, the two races produced a 4th and a DNF. Across 'The Ditch', in August Kaleb's versatility was again illustrated when he teamed with Tony Quinn to win the Queensland Raceway round of GT4 Australia, the pair sharing a Porsche Cayman 718. After qualifying P3 they finished second in the 60-minute Race 1, beaten by a BMW M4, Race 2 was the 'Fight in the Night' enduro which they won after the first car across the line received a post-race time penalty. Race 3 was a Safety Car free 40 lapper, Quinn took the lead with eight laps remaining but with two to the flag he was overtaken by a Mercedes AMG GT, finishing 1½ seconds behind - a win and two seconds gave the Quinn/Ngatoa combination the round honours.

"It was a good weekend. I really enjoyed racing in the night, it was my first proper night race and I was happy to do a good job out there. It was an awesome experience". Being closely aligned with Mr Quinn certainly won't do Kaleb's career any harm...



Here in his homeland Kaleb has been on track in an older generation single seater running in the GVI Formula Open NZ category for the older TRS and Formula Pacific cars. He left Hampton Downs heading the class and overall point's tables at the end of Round 1, he qualified P6 which converted to a win in Race 1, tyre issues resulted in P2 in Race 2 followed by P4 in a very wet Race 3. Driving the GVI/J A Russell/Downs Group Swift DB4 Formula Pacific the young Ngatoa increased his point's advantage by dominating Round 2 at Manfeild's OctoberFAST meeting, qualifying P1, comfortably winning all three races and twice setting a new Formula Pacific/Atlantic lap record of 1.03.6, erasing the 32-year-old mark set by Craig Baird - in qualifying Kaleb had clocked a 1.03.190. The series returns to Manfeild Circuit Chris Amon for Round 5 on 24/25 February...



Kaleb's momentum continued with a late call-up by Team BRM to drive one of their S5000 cars at the four-day Vailo Adelaide 500 meeting, the final round of the 2023 Repco Supercar Championship. Kaleb won three races with the team in the 2021 and 2022 series and wasted no time getting up speed, posting the fastest time in the first practice session 2.04 seconds quicker than series leader Aaron Cameron. Qualifying saw him 7th fastest of the eleven runners (+1.402), Race 1 brought P5 at the end of the 12 laps, 15.5 behind winner Cameron, Race 2 finished behind the Safety Car after nine of the 12 laps with Cameron leading and Ngatoa in 6th place. Race 3 was a DNF following a heavy collision with an unforgiving barrier on the opening lap, not a happy ending to the weekend...

The call-up meant Kaleb missing Round 3 of the GVI Formula Open NZ series at Taupo, the replacement driver in the #2 Swift DB4 was Greg Murphy. The former NZGP and Bathurst 1000 winner was the fastest qualifier, won Races 1 and 2 and retired from Race 3 after 12 of the 15 laps. the 51-year-old is as competitive as ever...

Also competing at the Adelaide Parkland Circuit was Greg Cuttance who ran in the Touring Car Masters races with his Dick Johnson tribute XD Falcon. It was a tough assignment for the Dannevirke driver with the grid including the likes of Steven Johnson, John Bowe and Ryan Hansford, a great experience though to race at the final Supercar meeting for 2023 that was dominated by the blue oval badged Mustangs...

The Formula Open NZ Series has been seriously upgraded, no doubt the result of the involvement of entrepreneurial sponsor Peter Johnston. The opening two rounds of the 2023 series had grids of twenty cars with the promise of more to come, Bryan Hartley is expected to debut his recently acquired Ralt RT4 in Round 5. The cars are competing in three categories for trophies honouring top New Zealand drivers of yesteryear - the Formula Pacific/Atlantics are chasing the David Oxton Cup, the TRS FT50's the Graeme Lawrence Cup and the TRS FT40 cars the Jim Palmer Cup, the overall winner receives the Howden Ganley Cup. An interesting feature is that the Formula P/A cars run on cross-ply racing tyres while the FT40/FT50 cars use radial-ply tyres, as each did in their day. It was the Formula Pacific/Atlantics that superseded Formula 5000 as the country's premier open wheel category in January 1977 and introduced the name of Keke Rosberg to kiwi fans. Formula P/A, different sight, very different sound...



Who is this man Peter Johnston? Better known in motorsport circles as "PJ" he founded the hugely successful GVI (Genuine Vehicle Imports) business nearly 30 years ago and have since sold more than 50,000 units! He's the man who led a group that launched the careers of Scott Dixon and Brendon Hartley, he also supports kiwi speedway stars Michael Pickens (sprint cars/midgets) and Brad Mosen (midgets). This season PJ has invested his time and energy into GVI Formula Open NZ by giving its image a much-needed facelift. He's a man of many hats and currently has the role of Chair of Rally New Zealand with a personal objective of our event being reinstated on the World Rally Championship calendar. This country first hosted a WRC round in 1977 with the last occasion being in 2012, it was due to return in 2020 and 2021 but those events were cancelled due to the COVID-19 pandemic. It won't be 2024 as that event calendar is set...

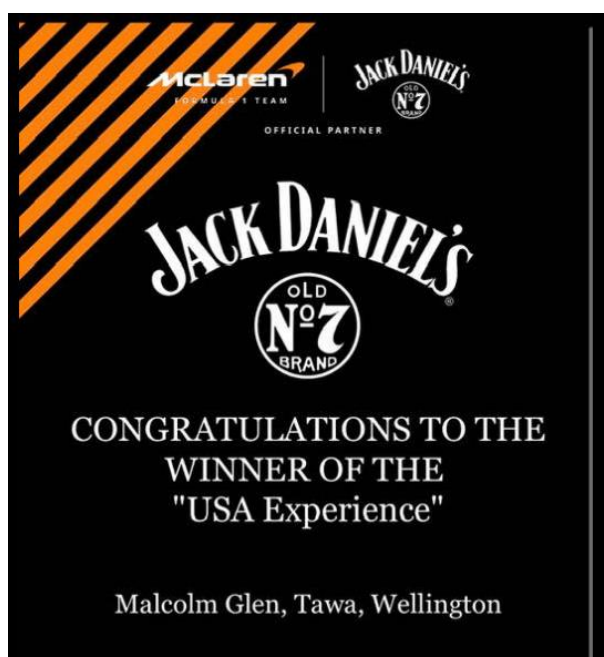


The kiwi "PJ" is not to be confused with the Aussie "PJ" (also Peter Johnson, no 't') who was the flamboyant flagman who made a one-off New Zealand appearance at Manfeild at the 1978 Formula Pacific/Atlantic International Series meeting, the previous night he had performed at the Palmerston North International Speedway. His athleticism and bright pink/lime green outfit were his hallmarks as he travelled the world with his back and white chequered flags. An extraordinary showman...

Club member Rianna O'Meara-Hunt and her American co-driver Hannah Grisham enjoyed double showers of champagne in the final event of the Pirelli GT4 America AM Series. It was the first time both had driven on the Indianapolis Motor Speedway Road Course, following strong qualifying their #26 'Heart of Racing' Aston Martin Vantage won both races after starting P1 and P3. It was the perfect ending to their US campaign...

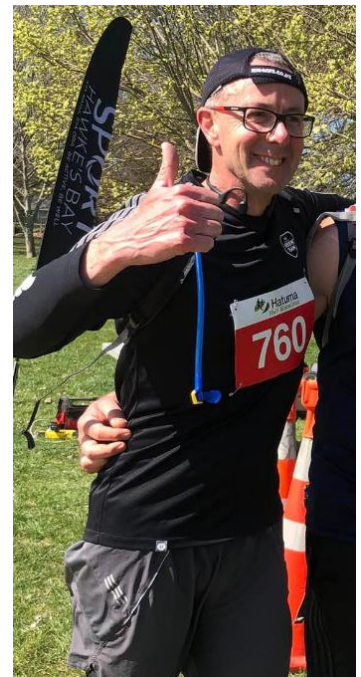
The boy is back in town. Sean Browne has returned home from his Auckland sojourn where he worked at Snells Beach Autos. Sean has returned to Hartley Engines where he started work seven years ago as a keen 16-year-old, the Domain Street horsepower emporium has undergone serious upgrading since he departed so now he's working in a very different environment with new opportunities...

Popular Manfeild Clerk of Course Malcolm Glen missed Day 2 of the 37th MG Classic because he was winging his way on American Airlines flight AA34 from Auckland to Dallas Fort Worth, duration 15 hours! From DFW there was an interstate flight to Tennessee, not to attend a concert at Nashville's Grand Ole Opry or a speedway meeting at Knoxville which is the home of sprint car racing in the USA, his destination was the town of Lynchburg, population 6,600, in 'dry' Moore County which means if the locals want a drink they have to drive 20 kilometres to Tullahoma! Ironically Lynchburg is the home of Jack Daniel's, America's oldest registered distillery that was established in 1866, Malcom's trip came about when he was announced the winner of a national competition for consumers of the famous bourbon whiskey, VIP treatment with time spent in the sampling room and learning more about his favourite tippie - the distillery hosts 250,000 visitors a year, annual production is 126 million litres with 150 million bottles sold globally, 96% of sales being JD Black Label. But that was only part of the prize package, from Lynchburg it was interstate to Nevada for the much-anticipated F1 Las Vegas Grand Prix. Despite JD having a link with McLaren there was no garage visit but his allocated seat was opposite the pits with a view of Turn 1, fully catered of course. A most memorable trip but the return home didn't have a happy ending with his final flight from Auckland to Wellington being unable to land because of the weather conditions, so it was back to Auckland for a one-night stay in the City of Sails...



Our outstanding photographer Jarod Carruthers is also a competitor in a very physically demanding sport, the fact was revealed in a snapshot on his Facebook page wearing a race number on his singlet. Further enquiries revealed that running is his hobby sport, serious running in the form of half marathons, there's also a 42-kilometre full marathon on his 'been there done that' list. Jarod suggests that the distance he covers during a big weekend at Manfeild chasing great shots is about the equivalent of a half marathon, oh to be young and fit...

Talking physically demanding sport, Brendon and Sarah Hartley have been long-time mountain bikers who have competed in big European events. Two days before they flew home to Monaco after attending the Manfeild 50 dinner, they joined more than a thousand riders for the Shimano Whaka 100 MTB Marathon which is regarded as one of the Southern Hemisphere's toughest single day mountain bike events. Staged in the Whakarewarewa Forest south of Rotorua that has 200 kilometres of trails, the event is not a casual ride, it's full focus for over 100 kilometres on a course with a lot of climbing, no e-bikes. Both received finishing medals - "The most fun I've had on an MTB, 107 kms and 2,800 m climbing on some of the best and challenging trails in the Redwoods. Good vibes all day thanks to our support crew (including Paige), other riders and organisers who all get a 5-star review, incredible event. Big respect for the boys and girls at the front competing for a national title. Sarah and I both happy with our efforts and were still smiling at the end. I crossed the line P50 overall with a time of 6.14.41 (15 minutes better than his goal). Focus now back to 4 wheels and the FIA WEC title which I do have a chance of winning". Sarah completed the course in 7 hours 40 minutes - cycling is a key aspect of Brendon's fitness programme, Sarah joins him with nearly two-year-old daughter Paige also going along for the ride...





One of America's biggest automobile related exhibitions is the annual SEMA (Specialty Equipment Market Association) Show in the Las Vegas Convention Centre. For 'Trade Only' with the public excluded, SEMA covers an area of 1.2 million square feet, has 2,400 exhibitors and 1,500 feature vehicles with many being created especially for the show. Showcased are products and innovations from new and iconic exhibitors and the latest custom vehicle trends, there's also the opportunity to participate in skill enhancing sessions and rub shoulders with famous people like Mario Andretti and Chip Foose. Among this year's 160,000 visitors was Nelson Hartley who would have been looking at the latest computer technology for a possible upgrade at Hartley Engines in Domain Street, but SEMA was only part of the reason for being in Vegas. Nelson and fiancé Annie were guests at the wedding of Callum Orr, son of well-known car club identity Robert Orr (better known as 'Paddle'). No word if an Elvis impersonator was involved in the ceremony...

Meanwhile club Vice-President Tim Wilde went chasing a different horsepower to celebrate his 60th birthday by spending a week in Melbourne with family, a daughter now lives there, the celebration somehow coincided with the 163rd running of the Lexus Melbourne Cup - 'the race that stops a nation'. The day prior was spent shopping for 'fascinators' to enhance the lady's hairstyles, Tuesday was to Flemington where the Wildes joined 84,486 other race goers to see the fashion and the 3,200-metre race that offers \$8 million in prize money with \$4.4 million to the horse first past the post. As you would expect the Wilde's did it in style by viewing from a designated hospitality area 70 metres past the finish line that offered all-day full catering and entertainment, with Tim being a 'bean counter', oops accountant, horses with names that might have appealed pre-race were 2022 winner 'Gold Trip' from France and Ireland's 'Numerian' - Gold Trip placed 17th while Numerian was a DNS. There was an evening performance of the famous stage show 'Moulin Rouge', to end the week Tim and his brother Hugh (Manfeild's checker flagman) were surprise arrivals at a Palmerston North Boys High School get-together in the Victoria capital. Melbourne Cup week, another big item ticked on the bucket list...

Missing from the OctoberFAST meeting was the voice of long-time commentator Russell Harris. After co-hosting the Manfeild 50 dinner a bout of pneumonia caught up with the 85-year-old and he became a DNS. It

was the first time in 48 years that he had missed a commitment to the Feilding circuit, veteran television presenter Clint Brown was doing coverage of the Super Trucks and stood in where possible. 'Turbo Tonsils' was back for the 37th MG Classic three weeks later but sent home from Day 2 of the opening round of the Stewart's Mitre 10 Mega Summer Series because of illness before the racing began. On this occasion former Toyota 86 driver Mark Mallard was at the circuit keeping an eye on his son Thomas who was racing in the M10M GT class. Because of the changing weather the part-time northern commentator spent much of the day on Level 2 in 'The Captain's Chair'...

Our man Brendan Hartley is one of six kiwi drivers who will be competing in the first major sports car race of the new year with the 62nd running of the Rolex 24 at Daytona on 27th January. Brendon returns to co-drive a Wayne Taylor Racing with Andretti Acura ARX-06, one of ten GTP entries, three-time race winner Scott Dixon shares a Chip Ganassi Racing Cadillac V-Series R, Tom Blomqvist is in another Cadillac while Earl Bamber has a change of make, the Corvette Racing Z06 GT3 R which runs in the GTD Pro category, both Scott McLaughlin and Hunter McElrea have seats in LMP2 cars. The weekend prior to the race is the now traditional "Roar Before The 24" ...

NZGT1 class racer Cameron Jones headed across the Strait to the deep south to race on the same weekend as Manfeild Circuit Chris Amon hosted the opening round of the 2023/24 Stewart's Mitre 10 Mega Summer Series. His mission was to take on and beat the top South Island OSCA racers on their home turf in his Liqui Moly backed turbocharged triple rotor Mazda RX7, he left Teretonga with his reputation enhanced. The weekend began with P2 in Race 1 before winning the next two, in the final Handicap race Cameron started a lap down and crossed the line P5, setting a new OSCA Sports Sedan lap record of 57.777 in the process. Mission accomplished...



What do Manfeild Circuit Chris Amon and the Circuit of the Americas have in common? The Feilding track is 50 years old, 3.03 kilometres long with seven turns, the Austin track is 12 years old, 5.51 kilometres long with 20 turns. Manfeild cost \$250,000 to build, COTA cost over \$300 million. What they have in common is that both were built on swampy land, another is their designs were strongly influenced by people with international racing experience, in the case of Manfeild F1 driver Chris Amon worked alongside Rob Lester while 1992 World Grand Prix motorcycle champion rider Kevin Schwantz worked with German architect and circuit designer Hermann Tilke on the COTA layout. The two circuits are generations apart, one built with machinery that was available at the time, the other using the latest technology, one has a serious problem that the other doesn't - a severely bumpy track surface. Two of the four cars height tested following October's US Grand Prix at COTA were disqualified because of excessive wear on the rear skid pads, to resolve the issue sections of the circuit will be resurfaced for the second time in two years. The COTA problem confirms how fortunate Manfeild was to have the experience and knowledge of Dan Higgins fifty years ago...



RH

BREAKING NEWS

In the first week of December our man Brendon Hartley had the misfortune to break a foot bone. The good news is that he expects to be fully fit to join Gazoo Racing Toyota for testing around 10 January. The bad news is that he was forced to miss the glitzy FIA gala prize giving in Baku, the capital city of Azerbaijan, a video link to his home in Monaco allowed him to accept his fourth world championship crown. Bendon believes that the 2024 WEC could see 19 Hypercars on the grid with new manufacturers including Lamborghini, Alpine, BMW and Isotta-Fraschini, that latter a famous Italian car maker dating back to 1900. For the three drivers of the #8 TGR GR010, defending their title for the third time may have just got a little harder...

The iconic Daybreaker Rally has been included on the expanded 2024 Brian Green Property Group New Zealand Rally Championship calendar. Following the three month break between the South and North Island rounds (three events in each Island) the Daybreaker is scheduled for 14 September based in the Manawatu region...

Jaxon Evans has become the fifth New Zealand driver to secure a full-time seat for the 2024 Repco Supercar Championship. Evans has very close family links to the Manfeild name being the grandson of Rob and the late Wendy Lester, his mother Debbie raced Formula Fords, also combining with her brother Richard to win the National Production Car Championship FIA Class N in 1986. Jaxon is a well-established Porsche driver who has raced in the World Endurance Championship, 2024 seems him switch to the Brad Jones Racing SGT Logistics Chev Camaro, the 27-year-old replacing Jack Smith with whom he's co-driven in the Supercar enduros for the past two years - the first championship round is the Bathurst 500 on 24/25 February...



RH

ANOTHER OE

Terry Rush has been air point gathering with trips to Europe and the Land of Uncle Sam in the past few months. In June historic European circuits and car museums were the mouth-watering curtain raiser to the 11th edition of the extraordinary Le Mans Classic that this year celebrated a century of the legendary endurance race. Terry was part of a record crowd of 235,000 fans who watched over 800 sports cars ranging in age from 1923 to 1981 compete in 24 races with an average grid size of 70 entries! The cars were grouped in six 'plateaus' based on period and had three 2-hour races over a period of 24 hours - Saturday afternoon/evening, night and Sunday morning/afternoon with each featuring the traditional 'foot race' start. The combined times of the three races determined the results. Add the fabulous Group C and endurance legends plus support categories with marque grids of classic Porsches and more than seventy Bentleys. Apparently, cars came to the Sarthe circuit from as far afield as Australia, New Zealand and Japan to celebrate the iconic race and its glorious history, one of the kiwi entries was a genuine German-built Ford Cologne Capri owned and driven by Roger Townsend who also has the ex-Paul Fahey car in his collection.

Following the two yearly Le Mans Classic it was back home to catch his breath and repack his bags before heading to the USofA in mid-August for the Rolex Monterey Motorsport Pre-Reunion and Reunion classic/historic meetings at the legendary Laguna Seca circuit in northern California and the home of the famous 'corkscrew' - the first meeting is over two days, the second over four days. The Monterey meetings celebrate all things historic, for 2023 the chosen automobile was the Chevrolet Corvette with Formula 5000 the featured category, this year also celebrates the 55th anniversary of the 5.0 litre stock block V8 single seaters and saw five Australian and four New Zealand drivers joined twenty cars from American and the United Kingdom but on this occasion the irreplaceable Rush Collection McLaren M22 wasn't one of them. While at Laguna Seca Terry put his 'mechanic' hat on to assist fellow kiwi Tony Robert's whose McLaren lost drive during the first practice session. The transmission had to be removed and dismantled which revealed the crown wheel and pinion retaining bolts had stripped, new bolts fitted then reassemble and refit, thankfully it was not an all-nighter...

RH



TERRY'S CLASSIC LE MANS DIARY

After several attempts to get to this extraordinary event that I had paid for before Covid intervened, 2023 is the year that we finally made it!

I was on a tour led by Tony Haycock with whom I roomed during the duration of the trip, also in the group were my good friends Russell Greer and his wife Cheryl, having previously travelled with the Greers in 2008 I knew what this trip would be like as Russell has Irish ancestry.

Mon 26 June - Fly Palmerston North to Auckland, direct flight to Dubai on Emirates A380 'super jumbo' then onto Paris, total of 27 hours travelling. Very thankful that wife Joy had upgraded my ticket, so I was able to sleep for most of the flights, only found out when I checked in!

Three days in Paris doing all the things that tourists do - Eiffel Tower, River Seine cruise, Palace of Versailles etc.

Fri 30 – Depart Paris in 10-seater Toyota van for Tours, 100 km south of Le Mans (university town, pop 140,000, traditional gateway to chateaus of the Loire Valley region). On way called into second hand parts shop where most purchased stuff for old cars - hubcaps, signs, bonnet emblems. Onto famous Sarthe circuit to acquaint ourselves for next day. On previous trip I had been to the track, visited the Museum and driven around the circuit.

Sat 01 July - Up early. Drive to track, spent day walking around the many trade shows and through the pits. Caught up with Roger Townsend from Christchurch, competing in his Cologne Capri and thoroughly enjoying himself. Returned to Tours.

Sun 02 - Back to track for last day. Inside displays were amazing, so much to see and take in. Racing highlight for me was 73 old Bentleys, didn't know they made that many.

Mon 03 - Left Tours, short drive to Amboise, visited Chateau Clos Luc and Leonardo da Vinci's home, down through Loire Valley and onto the Burgundy region.

Tue 04 - Explore the local chateaux.

Wed 05 - Visited Matra car museum. I was not aware of their large involvement in the Le Mans race (won 1972 & 73). Many examples of their cars including Formula 1.

Thur 06 - Visit collection of Abarth's motorcycles and jet aircraft in grounds of medieval castle and vineyard. Drive to Alsace. Spent 3 nights in medieval walled town nestled in the foothills and vineyards of Vosges mountains.

Fri 07 – Third visit to the Cite de l'Automobile Collection, previously known as Schlumph Collection (infamous Swiss brothers Hans and Friz). Each time different set of cars, not so many Bugattis (105 at peak), have started to add British cars. While in Milhouse went to train museum, housed in building with massive timber structures holding it up.

Sat 08 - Educational tour of Hartmanns Wilkerkopf WW1 battlefield and trenches, French military cemetery. Very emotional experience when you see waste of life.

Sun 09 - Long drive to Belgium from Riquewihr to Ypres (leper), tour leader Tony gave group big surprise with drive down main straight old Reims circuit which is a public road between two towns (last raced 1972). Local people preserving grandstand on one side of road and pits on the other, behind pits have reconditioned administration block and lap scoring board.

Mon 10 - Another educational day of WW1 battlefields, 8pm at the Menin gate for sounding of Last Post.

Wed 12 - Drove to Rudesheim for river cruise, viewed Rhine Valley. Drove to Frankfurt for some of group to fly home. Downsize Toyota for smaller VW Passat

Thur 13 – Head to Stuttgart, stop Auto Technik Museum in Sinsheim. Climbed into cockpits of French and English Concorde mounted on top of buildings, inside were race cars, aeroplanes, boats and much much more. Not enough time to take it all in.

Fri 14 - Returned to Auto Technik Museum. Saw 183 Classic and Historic cars leave on two-day rally. Visited Mercedes-Benz Museum in morning, Porsche in afternoon, both incredible, well worth visit.

Sat 15 - Drove Stuttgart to Munich, on autobahn cruising at 220 km/h, passed like standing still. Visited BMW Museum, WW2 Dachau concentration camp, Deutsches Technik Museum

Mon 17 - Depart Germany across Austria to Italy. Two days in Vienna. Visited glass blowing factory, lots of walking and exploring.

Thu 20 - Best drive of trip, took long way to Como via Stelvio Pass, Top Gear's "best motoring road in the world". Road to top zig zags upside of the mountain like a goat track. Passed many cyclists who train for years to get to the summit, hundreds of motorcycles overtook our car. Altitude at top 2,758 metres, in winter is a ski resort, when we finally got there, hundreds of cycles and motorcycles everywhere. If you ever get the opportunity, drive it, or be driven.

Fri 21 - Visited Monza racetrack (Temple of Speed), on arrival day turned into night within minutes, so dark could hardly see. Tony and I went to gift shop, Russell and Cheryl to café on other side of road when all hell broke loose. Sudden hailstorm out of dark sky, hail size of tennis balls! Room flooded, roof started to cave in, building lost power, forced to evacuate and run to other side of road. All over in 3-4 minutes, returned to car, couldn't believe damage, no glass broken by every panel extensively damaged. Storm cleared very quickly, were given guided tour of Monza facility, press room had capacity for 400 people, stood on finishing dais. Later in day visited Alfa Romeo Museum, a highlight for me, not seen so many beautiful 20's and 30's race cars together.

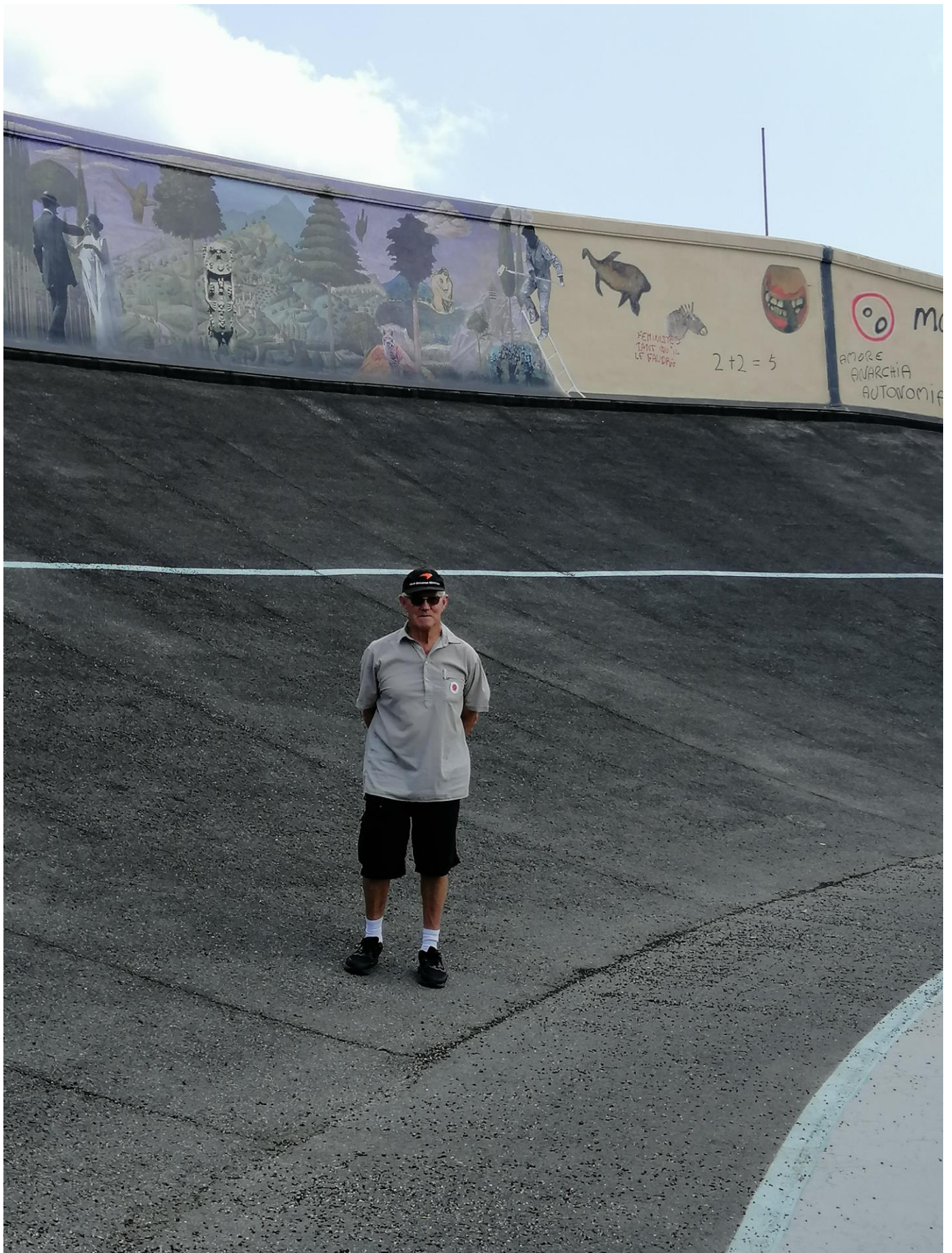
Sat 22 - Short drive from Como to Turin. Two nights at HN Torino Lingotto Congress, hotel located in old Fiat factory. Built in 1920's, was extensively bombed in WW2 and rebuilt. Building is 5 stories high, one floor a shopping mall, lots of restaurants, two floors turned into hotel. Walked ramp to rooftop 1½ mile banked Fiat test track, can still drive around it at lower speeds, many flower boxes. An incredible place to visit with so much history.

Sun 23 – Visit Museo Nazionale dell'Automobile and Egyptology (world's 2nd largest dedicated to Egyptian civilisation) museums in Turin, both very interesting in own way. Time to head home on Emirates A380, leave beautiful weather, 38-39, home to single digits.

Terry Rush







THE FINAL CHECKER FOR TWO CHAMPIONS

Norm Lankshear was a quiet achiever and a man of immense talent behind the wheel of a racing car, his final lap ended on the 18th of August when he passed away peacefully at 76 years of age following a long illness.

The older generation will remember Norm well. A mechanic at Farmers Co-Op in Feilding, he enjoyed significant support from the company and workshop manager Ken Summers when he raced in the formative days of Formula Vee in this country, highlighted by winning the inaugural national championship in the 1974/75 season. Earlier had had competed in the 1974 Benson and Hedges 500 endurance race at Pukekohe, sharing a Datsun 1200 SSS with Palmerston North car dealer Dick Marlow, later he was on the grid for a Villa Maria 200 enduro at Manfeild driving his Ford Escort. To display his versatility Norm drove Terry Rush's buggy in Manfeild autocross events, in September 1978 he joined Rob Lester and Phil Moore to break eight NZ records driving a standard Vauxhall Chevette. The records ranged from 12 hours to 120 hours and were 'non-stop', over the five days the Chevette covered 11,167 kilometres at an average speed of 92.57 kilometres an hour - a true endurance test of both man and machine.

Stepping out of the Formula Vee there was a natural progression for Norm to upgrade to a Cheetah Formula Ford to contest the Motorcraft NZ Championship where he further honed his skills, highlighted by finishing runner-up to Eric Morgan in the 1976/77 series. Natural talent led to making the biggest move of his career, acquiring the Fred Opert Racing Chevron B34 that had dominated the 1977 International Formula Pacific series driven by Keke Rosberg who went on to become a Formula 1 world champion. It was a massive step that saw Norm racing against drivers of the calibre of the brilliant Brazilian Teo Fabi, Larry Perkins, Americans Danny Sullivan and Bobby Rahal, fellow New Zealanders Dave McMillan, Brett Riley, Steve Millen, Kenny Smith and others. A podium finish eluded him, and Norm Lankshear quit racing in 1980, selling the car to Palmerston North's Bryan Hartley who campaigned it in 1981 and 1982, however his motor racing involvement hadn't ended. He travelled to America with Ross Stone where they worked for a team whose driver line-up included the same Danny Sullivan Norm had raced against in New Zealand.

Norman Maurice Lankshear was a very special man, to his wife Trish and family the Manawatu Car Club extends its sincerest condolences on their great loss. Appropriately, a celebration of his life was held on 28 August in the Toyota suite overlooking Manfeild Circuit Chris Amon where he first made his name, long-time friend and former Manfeild chairman Terry Rush was the officiate.

Word filtered through that another champion who was a great friend of Manfeild passed away peacefully but unexpectedly on the 14th of July, Allan Woolf.

The 93-year-old Aucklander enjoyed a racing career that spanned more than sixty decades, his name first appearing in our region when he drove a 1933 8 HP Ford Y at the 1956 Ohakea Trophy meeting, twenty years later 'Woolfy' lined-up at Manfeild rallycross events in the mid-seventies.

Over those 60 years Allan drove a wide variety of cars in all types of events including the Pukekohe enduros where he first competed in 1963 co-driving a Triumph Herald. A decade later he was on the grids in the popular Castrol GTX Production Car Series and later partnered son-in-law Paul Adams in a Toyota Corolla GT Sprinter at the Nissan Mobil 500 rounds held at Wellington and Pukekohe. In more recent times 'Woolfy's' remembered as a regular and popular figure at Manfeild's MG Classic meetings where he raced his Brabham BT9 and precious 1958 Volpini in the Historic Formula Junior category.

Highlights of an extraordinary career include winning the 1975 New Zealand Saloon Car 0 - 4200cc Championship in his Mac/Woolf Mufflers Mk1 Ford Escort BDA (now owned by Feilding racer Dennis McConnell) and being named 'Rookie of the Year' on his first visit to America's iconic Pikes Peak Hill Climb in 1983. A low point was losing his highly talented son John and co-driver friend Grant Whittaker in 1982 at an

American 1982 SCCA ProRally Championship round, in a special stage their ex-works V6 Peugeot crashed head-on with an official's car that lost its way going to their assigned position.

Woolfy had a great passion for motorsport as did his family - to his wife Colleen who was with Allan for 71 years, Sue, Deb, Jane and the late John the club offers its deepest sympathy.

Two true champions in our sport are now at rest...

RH

AND TRUE FRIENDS OF MANFEILD

On September 14th a 62-year partnership was broken when Joan Gibbes, wife of Tim, passed away at the age of 84 years, a patient sufferer was at rest. Four weeks later Tim was taken from us on the 15th of October, two days after his 90th birthday.

Joan was the sister of Ken Gleghorn, Tim was an Australian who met Joan when he and Ken were competing at major international motocross meetings across Europe in 1960. Returning to New Zealand Tim and Joan settled in the Manawatu where he was the prime mover in creating the iconic Woodville Motocross on Gleghorn family property (they married 10 days after the first event in 1961), in this country the Woodville MX is probably his great legacy.

Tim's name first came to prominence in motorcycle circles in the mid-1950's when the then 22-year-old travelled to England where he became a factory rider who won six gold and a bronze medal in the famous International Six Days Trials between 1957 and 1963, these events were regarded as the "Olympic Games of Motorcycling", he moved away from endurance trials to become a global pioneer of motocross.

Tim and Joan's 62 years of marriage was an extraordinary story of two people travelling to many parts of the globe as Tim pursued his motorcycling career, possibly highlighted by Tim's involvement as a stunt rider in the 1963 American war epic movie 'The Great Escape' based on the famous escape from Staleg Luft III in WW2 that starred Steve McQueen. Joan and her 8mm movie camera were on location in Southern Germany during the shooting and filmed a personal record of what was a very special time in their lives.



In Palmerston North the Gibbes bought an existing motorcycle business that became one of the country's biggest retail stores with its multi franchises. The Taonui Street shop was a mecca for enthusiasts, it was also highly successful with monthly sales of 100 machines at peak periods, in 1984 when 'Tim Gibbes Yamaha' was sold, over 10,000 motorcycles were delivered to customers in those 20 years. It was during that time that Tim was also involved in the development of the legendary Yamaha AG100 farm bike to make it better suited to Australasian conditions.

Such was Tim's reputation that he spent significant time in Japan assisting factory engineers in designing their first lightweight two-stroke motocross machine and tutoring local riders, one outcome was receiving Gold Life Membership from the Motorcycle of All Japan in 1985.

The innovative Gibbes was heavily involved with various activities at the Manfeild Autocourse, being instrumental in the creation of the autocross track together (both Gibbes were competitors) with numerous highly successful motorcycle events, both road racing and off-road.

Tim retired from competitive motorcycling at the age of 60, switching to four wheels, he drove a Fiat 124 coupe in GTX Production car races and co-drove a Toyota NZ entered Corona in the 1976 B&H 1000 for locally assembled cars with Ken Cleghorn, they finished 21st overall and Toyota won the team prize.

In rallying the brother-in-laws initially shared driving a 1.3 litre Toyota Corolla and shook up the sport a number of outstanding results. In 1973, the Heatway International Rally was 5,790 kilometre long over eight days from Christchurch to Auckland and won by Hannu Mikkola. Near Eketahuna Tim 'wrong slotted' through parked cars and hit a Morris 1100 that was literally cut in two, following a 24 hour rebuild of the entire front end in Palmerston North the Corolla re-joined the following night in Napier for the final Division. Ken set the fastest time through the famous Stanley Road stage in the Bay of Plenty with Tim braced across the backseat area filming through the back window to get a good effect of what it looked like to be in a rally car!

Tim later acquired an ex-works Mk1 Ford Escort with a Hart 2-litre BDA engine for the 1996 national season, he also secured the services of leading co-driver Jim Scott. In one round the car was entered as a Yamaha BDF, a fabricated device was attached to the rear with the 'F' meaning fan, a spoof on the controversial Formula 1 Brabham 'fan' car that was banned after a single race - the Yamaha BDF fooled everyone and is still talked about today.

The Gibbes next major business venture came in 2002 when they invested in an AMB MyLaps system to create New Zealand's first transponder lap scoring/timing system which was quickly adopted by Manfeild and numerous other sports organisations. It was another success story that was nationally recognised, first in 2003 when they received the prestigious John Britten Innovation and Service to the Industry Award, in 2011 MotorSport New Zealand acknowledged the Gibbes with a Distinguished Service Award, 2016 saw Tim inducted into the Motorcycle NZ Hall of Fame.

The Gibbes gave so much to motorsport at regional, national and international levels in their lives - for over fifty years their belief, vision, passion and enthusiasm has benefitted the Manawatu Car Club in so many ways. There was also another side to Tim as a passionate advocate for his community and the Linklater Reserve as a very active member of the Kelvin Grove Community Association, he had great pride in the neighbourhood so wherever he walked his two dogs he would carry a large bag and a spiked stick to pick-up rubbish, on other occasions he played the role of Father Xmas.

Joan's life was celebrated on the 19th of September at the Beauchamp Chapel on JFK Drive, Tim's on the 28th of October at the Salvation Army Citadel in Church Street...

RH

CLUB'S FIRST CENTENARIAN

Allen Freeman wasn't one of the Manawatu Car Club's founder members, he joined just five days after the inaugural meeting on the 25th of June 1947.

Allen's racing career extended from 1959 to 1983 during which time he drove a variety of cars - the Thompson Special, a Morgan plus 4 and a Cooper Mk IV powered by either 500 or 1100cc JAP engines, however the best remembered was his magnificent 1950's Lago-Talbot 26C grand prix car, resplendent in its French Racing Blue national colours. The car had a 4½ litre six-cylinder engine coupled to a unique four-speed Wilson pre-selector gearbox, under Freeman's six-year ownership the car suffered numerous minor problems and never showed its full potential, despite the repeated niggles Allen is quoted as saying "it was a beautiful car to drive".

Allen was invited to participate in the official opening of the Manfeild Autocourse circuit as a special guest of honour and was one of the groups who were driven on the first official lap on 13 October 1973.

Allen Freeman celebrated his 100th birthday on 8th October with family and friends at the Kapiti Coast rest home where he now resides.

RH

2023 FAE WINTER SERIES - ROUND 3

The third round of the Feilding Auto Electrical Winter Series took place on the first Sunday in August, 106 drivers facing the starter with the return of the MX5 Cup cars after missing Round 2. The weather was definitely winter and with perfect timing rain started falling during the pack-up!

Entries for the Danny's Auto Services/SAFEEngineering RS Cup were back in double figures (10), qualifying ended with Sean Browne clocking a 1.28.4 lap which was more than 1½ seconds under the 1.30 breakout, Logan Jane was best of the rest with 1.30.27, followed by Greg Wilson and Michael James, the seven cars P2 to P8 were covered by 1.9 seconds. The front rows of the Scratch race comprised Browne/Jane, Wilson/James and the two Nicks, Fisher/Kacouris, Browne in his Nissan Primera shot out of the blocks and was never in danger of being headed as his lead grew every lap, Fisher made a great start from Row 3 to be second at the end of lap 1 followed by Wilson, Tammie Boyden from Row 4 and Brett Uncles from the back row while Kacouris limped towards Turn 1 to retire. On lap 2 Fisher dropped two places and lost another spot to Boyden next time round, there was a lot of reshuffling on the final laps before Browne took the flag 5.2 seconds ahead of Jane, Wilson and Boyden, then Keith Pfeffer and James - fourteen breakout laps shared between more than half of the field meant a different look to the official results with James promoted from sixth to P1, eight seconds ahead of Fisher and another eight to Wilson while Browne went from first to last.

Race 2 of the RS Cup has the coveted Trudy Ann Trophy at stake for the first car to finish the six laps, With Kacouris a DNS Jo Dunn was alone on the front row with Fisher and Uncles behind her and ahead of James and Fisher, sharing Row 5 of the Reverse Grid were Jane and Browne. By the end of Lap 2 Browne had gone from last to first with a 2.6 second lead over Wilson, Fisher, Boyden, Pfeffer and James, at half distance the leader was four seconds ahead with Boyden crossing the line 4/1000ths ahead of Fisher, their positions swapped before Turn 1. Browne broke out on five successive laps before taking the flag 8½ seconds ahead of Fisher, Boyden, Wilson, James and Uncles, with 70 seconds of penalties it was first to last again for the #76 Primera with the other drivers all moving up one place and Fisher taking maximum points, Pfeffer was sitting P4 when his Alfa Romeo cruelly stopped between the esses and hairpin. Kacouris, Janes and Pfeffer were non-starters for the Handicap, 25 seconds covered the field with Dunn having a 10 second start over Fisher and James, Browne was alone at the back. It was Jo Dunn' day in the sun on this occasion as she led from start to finish with her lead diminishing with each lap, at the halfway mark the gap to Fisher was 7 seconds, then 4.2 and 1.8

going into the final lap with Browne 4.7 behind the leader. The leaders were three wide through Turn 7, the Primera went very wide on the exit as Dunn held out Fisher by 0.35 for a hard earned but well deserved Tricky Angel chocolate fish, With Browne breaking our four times and Uncles once James was officially P3 ahead of Wilson with Uncles 4th ahead of Boyden and Browne.

Impressively big fields were maintained in the Geartech Automotive SF Cup with a new high of 29 cars. Shayne Hayter topped the Qualifying time sheet by 2/10ths from Sean Browne, now in a Honda Integra, and Caitlin Chowen, the trio covered by 0.392 but all under the 1.25 breakout, next were Andrew Donohue, Garrod Brader, Spencer Morris, Kane Anderson and Greg Browne all within 1½ seconds of Hayter's 1.23.455, twenty-eight cars were within 6.3 seconds!

The Scratch race got underway with Chowen, Garrod Brader and Morris receiving 5 second time penalties for jumping the start, in the early laps the running order was Browne, Garrod Brader, Anderson, Matt Brader and Donohue before Morris overtook Donohue for P5. By the end of Lap 4 Browne led Garrod Brader's RX7 by a full three seconds, behind them were Anderson, Morris, Donohue, Chowen and Matt Brader, they remained in that order to the checker flag but the staggering 24 breakout penalties painted a very different picture in the official results that showed Matt Brader the winner, 2.7 seconds ahead of Fletcher Hoskins with 4/10ths back to Paul Holloway in P3, Hayden Arnold, Everard Petrie and Ross Moorman rounded out the top six, covered by 5½ seconds. Heading the time penalty sheet were Sean Browne (again), Garrod Brader and Anderson with five breakout's each, newcomer Adele Dean had a single indiscretion.



Tom Bruynel was alone on the front row for the Reverse Grid with rookies Ben Buck and Gareth McIntosh on Row 2, Sean Browne was alone at the rear with Anderson and Garrod Brader ahead on Row 14. McIntosh made a brilliant start to lead into Turn 1 followed by Rodney Penn but by the end of Lap 1 Aksal Harkan who started on Row 5 was in P3 ahead of Bruynel, Huszka from Row 8 and Fransen, another 3 kilometres saw Dean gain ten places to be second behind Penn as McIntosh dropped to P3 followed by Huszka, Harkan and Tessa Bevan. At the halfway mark Dean led Huszka, Penn and back marker Browne with Harkan best of the rest, on Lap 5 Ross

Moorman had an 'off' in the esses, up front the order remained unchanged, Bevan was P4 ahead of Harkan and Arnold with the prospect of an exciting finish, however the excitement came at Turn 7 where both Duck and Glenn Watson left the bitumen, the latter getting stuck on the soggy infield, leaving Dean, Huszka and Browne 1-2-3 at the flag followed by Bevan, Penn and Hoskins, with the first three cars collecting time penalties it was Bevan who claimed the big points, officially 1.3 ahead of Penn with another 1.4 to Hoskins, completing the top six were Arnold, Harkan and Tim Hewitt closely followed by Chowen and McIntosh who was 4.6 behind Bevan - the penalties dropped Huszka to 23rd followed by Browne and Dean.

There were seven DNS's in the Handicap that had 30 seconds from first to last away, Tom Bruynel was flagged away 5 seconds ahead of Shayne Hughes and Carl Fransen while at the rear of the grid Sean Browne, Chris Huszka and Dean gave a 5 second start to a group of six. Bruynel's Alfa Romeo led to the midway point with his handicap down to 1.1 from Fransen, Connor Cleland was P3 after starting at + 15 seconds followed by Rodney Penn, Tessa Bevan with a gap to Petrie and Mike Harcourt. On Lap 4 the changes came with Cleland 2.7 ahead of Fransen, then Bruynel and Bevan, another lap saw Bevan P2, Fransen dropped to 3rd and under pressure from Petrie then Penn and Matt Brader, Cleland crossed the finish line 6/10ths ahead of Bevan who had Fransen, Petrie and Matt Brader hot on her heels, Penn and Hayden Arnold completing the top six home in a tight group. Two breakout laps dropped Cleland down the order to P13, Dean (20th) and Huszka (21st) also got two-time penalties, Chowen (17th), Garrod Brader (14th) and Donohue (15th) one each while Sean Browne managed only four this time for another last place - but Bevan had the last laugh with back-to-back wins.

The Coresteel Buildings IB Cup attracted 13 drivers, Cooper Cooley headed Nick Stewart by 9/10ths in the Qualifying session with 1/10th back to Kieran Moorman, then Sam Morley, Ian Humphrey and Steve Hardie who was 1.7 off the pace.

Stewart got the front row jump on Cooley at the start of the Scratch race, but their positions were reversed at the end of Lap 2, Kieran Moorman passed Morley to sit P3 with Logan Moorman, Tyson De Bes and Jonathan Hogg forming the top six, 4/10ths separated the leaders at half distance while Morley lost his place to Logan Moorman with De Bes hot on his heels. Hardie and Irdan Harkin became DNF's at the end of Lap 4. The lead was out to 3.2 when Cooley crossed the line, Kieran Moorman was pressuring Stewart but came up short by 0.66 and De Bes got the better of Logan Moorman to claim P3, a strong run home from Kolin Yannakis was rewarded with 4th after edging Morley by 2/10ths. Further back there was great duel involving Andrew Manderson, Hogg and Humphrey who were covered by 4/10ths at the flag. Cooley got a fish but also 40 seconds in time penalties which dropped him to the back of the field and moved everyone up a place with Stewart the official winner.



With Hardie a DNS Harkan had the front row to himself in the Reverse Grid, Steen McGhie and Humphrey formed Row 2 with Hogg and Manderson together on Row 3, Cooley was alone at the back with Kieran Moorman and Stewart in the row ahead. Harkan took full advantage of his starting position to lead the first three laps from Humphrey, Manderson, Hogg, Yannakis and Cooley who had gained seven places by mid-distance with no breakouts. Humphrey slipped past Harkan on Lap 4 to take the lead, in P3 Manderson had Hogg, Cooley, Stewart and Morley behind the #142 Integra, Cooley had gained another two positions going into the last lap and another two before the flag fell to finish P3 behind Humphrey and Manderson, behind Cooley were Yannakis, Stewart, Morley and De Bes. However, the Humphrey Falcon XR8 had clocked a 1.19.35 time on Lap 5, the 10 second penalty dropping him down the order to 9th but only 6.12 seconds behind Manderson, the official winner by 0.37 over Cooley.

The Handicap had the grid covered by 25 seconds, McGhie being first away with Cooley alone at the back five seconds behind a six-car group that included Humphrey and Stewart. Eleven drivers were playing 'catch-up' as McGhie led by 8.4 seconds after three laps chased by Harkan, Logan Moorman, Hogg, Stewart and Yannakis, Moorman kept closing the gap as the field began to bunch behind him, with a lap to run Stewart had advanced to P4 ahead of Yannakis, Morley, Hogg and Cooley. McGhie wasn't going to be denied victory and took the flag 3.3 ahead of Harkan and Logan Moorman, the Yannakis Volvo overtook Stewart in their duel for 4th with Cooley, Morley and Manderson next over the line - Harkan had incurred 10 seconds and Cooley 20 seconds of penalty time by lapping below the 1.20 breakout, dropping them to 8th and 12th in the official results, Yannakis becoming a podium finisher behind McGhie and Moorman.



The GDM Retail Systems Classic Cup saw the grid drop to 8 cars, a big contrast to the 15 in Round 2 a month earlier, despite the smaller numbers the racing was just as intense. Qualifying ended with the seven cars that took to the track within 4.6 seconds of Brendon Lucas who topped the times in his M3 BMW, 0.46 ahead of Graeme Bretherton followed by Dave Burroughs, John Gray and Ben Boyden who were covered by 6/10ths. Layton Hammond missed the session and the subsequent races.

The first of three Handicaps had a 25 second spread with Donald McIntyre on scratch, Philip McQuoid was + 5, at the back Lucas gave Bretherton 5 seconds start. On the opening lap Gray pulled off in the esses and became the victim of the soft infield, that resulted in a Full Course Yellow and a Safety Car Intervention which closed the field up for the single file restart with the order McIntyre, McQuoid, Burroughs, Boyden, Bretherton and Lucas, on Lap 4 McQuoid went off at the Hairpin which dropped him to last, meanwhile the Bretherton Commodore was up to P2 with Lucas P4, another lap ended with Bretherton leading Lucas, McIntyre dropped to third ahead of Burroughs, Boyden and McQuoid. On Lap 6 Burroughs overtook McIntyre while at the front Bretherton took the flag 1.1 ahead of Lucas only to be denied victory through a 10 second time penalty, the official result had Lucas the winner by five seconds from Burroughs, McIntyre, Bretherton, Boyden and the recovering McQuoid who was 22 seconds behind the winner.



Race 2 had a 35 second spread, McQuoid was first away with five seconds to Boyden and McIntyre, surprisingly Gray was at the back and giving Lucas a five second start. There were no positional changes in the first three laps, McQuoid holding a 2.8 advantage over Boyden followed by Burroughs, McIntyre, Bretheron, Lucas and Gray, Lap 4 saw Bretherton and Lucas swap places and the lead increase to 3.7, in the last 3 kilometres both Burroughs and Lucas made single place gains to make the order across the line McQuoid by 5.4 from Burroughs, Boyden, Lucas, McIntyre, Bretherton and Gray, however Lucas had incurred a 20 second time penalty for breaking out which dropped him to P6, Gray picked up a 10 second penalty which increased his gap behind the winner to 47.3 seconds.

The handicappers revised the grid for Race 3, Gray and McIntyre having a 5 second start over Boyden and McQuoid with Lucas alone at the rear and having a 25 second wait to go. Gray went from zero to hero with an unchallenged run to the checker but there was no shortage of overtakes behind him, McQuoid held P2 at mid-distance from McIntyre, Burroughs, Boyden, Bretherton and Lucas, going into the final lap the gap between the front runners was 6.7, Lucas was up to 3rd with Bretherton behind him which dropped McIntyre to 5th. Gray took the checker and chocolate fish five seconds ahead of the chasers, Lucas copping a 10 second breakout

penalty so the official result confirmed McQuoid as P2 0.92 ahead of Bretherton and McIntyre who held off Burroughs by 2/10ths, Boyden and Lucas completing the finishers.



The Tremain Energy Centre/Hankook Tyres/H.E.L. Performance supported MX5 Cup saw 22 cars facing the starter and the drivers delivering two outstanding races. The interesting addition was three-time national Formula First champion Chris Symon having his second start in a Sam Murray owned car, at the end of the qualifying session he was third quickest behind Markku Braid and Jack Cleland the trio covered by 0.451, next were Dom Fransen, Matt Dilly, Tim Wilde and Mike Greefield all within 1.6 of Braid's best lap, at the end of the session the twenty-one cars on the track were spread over just six seconds!



The grid for the Scratch race was changed from the qualifying times, Cleland and Symon on the front row with Fransen and Braid behind them, alone at the back was Alistair Weekes. Fransen made a great start from Row 2 to take the initial lead but was behind Cleland and Braid at the end of Lap 1, leading the massive pack were Dille, Greenfield, Symon and Wilde. Cleland extended his lead as the race progressed, behind the first seven cars Everard Petrie and Fletcher Hoskins were having their own private battle, so were Chris Greaney and rookie Travis McIntosh and drivers further back in the field. Despite the closeness the track positions remained virtually unchanged, Cleland winning by 3.3 seconds from Braid with Greenfield P3 after passing Fransen and Dilly on the last lap who were split by 4/100ths, Symon took the flag in 6th place nine seconds behind Cleland who had shown everyone a very clean pair of heels.



The Reverse Grid really delivered, Alex Corpe and Tim Hewitt were at the front with Cleland and Braid at the back with eighteen cars in-between them. Corpe led the opening two laps from Hewitt, Shayne Hayter from Row 5, Conrad Healey, Chris Greaney, Roger Greaney and Petrie, by the end of 3 laps Fransen had come from the tenth row of grid to sit in 2nd place 3.6 behind Corpe, Braid had moved up to P6 with Cleland two place back, another lap saw Cleland leapfrog Braid, the race ending with Corpe scoring a lights to flag win 2.8 seconds ahead of Fransen with 1.1 to Cleland, Braid edged Chris Greaney by 2/10ths while Dilly claimed 6th place 6/100ths ahead of Hewitt, further back in the pack Greenfield crossed the line P14 but only 7.4 seconds behind the winner - taking out the winning margin showed 13 cars covered by 4½ seconds, brilliant racing.

What would the Handicap 6 lapper deliver with 20 seconds covering the grid? Weekes, Roger Greaney, Guy Brandon and Mike Dunn started from scratch, Greenfield, Dilly, Braid and Cleland were the last group away. Not surprisingly the four scratch drivers topped the leader board in the early laps, Roger Greaney initially then Brandon before Hewitt and Paul Greaney who both started +5 hit the front, after three laps the pair were closely followed by Brandon, Dunn, Corpe and Weekes as the back markers worked their way through the tightly bunched pack. On Lap 5 Trevor Weir spun exiting the esses but miraculously there was no contact, Hewitt still led but Chris Greaney had come through from the +10 group to P2 with the stage set for a dramatic

final 3 kilometres. Seventeen cars were a blur as they crossed the finish line within the space of ten seconds with Chris Greaney at the head of a MX5 train that was separated by tenths of a second, Corpe took second ahead of Cleland who was followed by Hewitt, Hoskins, Paul Greaney, Symon, Dilly, Braid and Fransen 5.7 behind Corpe - outstanding handicapping led to an outstanding race.



The Ernie's Engineering GT Cup entry reached a series high sixteen cars with an exciting addition, a race winning Holden Commodore Super Tourer that's now in the hands of Kaitia driver Brady Wild, ten cars comprised the GT-B class with a breakout of 1.15. The pacesetter Josh Smith headed qualifying by 8/10ths from David Thomsen, Ethan Sillay, and Waka Nathan Harris. Wild missed the 10-minute session which meant starting at the back of field.



In the Scratch race it was no surprise when Smith scorched off the line to lead Thomsen, Josh Donohue from Row 3, Harris, Nick Brough and Garry Carswell, but most eyes were on the #40 Commodore of Wild who was up to P4 by the end of the second lap! Harris's race ended after three, Wild overtook Thomsen on Lap 4 for 2nd but was still 9.6 behind Smith, Thomsen becoming another DNF. The chase was on, but the gap was too great, it was down to four seconds when the checker fell, the pair had left the field far behind with third placed Donohue more than 20 seconds behind and another five to Andrew Wasley who got the better of Carswell for P4 with Brough rounding out the top six.



For safety reasons the Reverse race used a split grid, Tony Satherley had pole with Sillay alongside, Harris and Thomsen were behind them, next were Wasley and Wild with Smith alone of Row 4. The second group comprised the GT-B cars headed by Richard Clulee and Peter Beauchamp with Brough and Donohue the backmakers. Smith made sensational start from Row 4 to lead entering the Turn 1 braking zone followed by Wild, Sillay, Wasley and Justin Allen who led the GT-Bs, the opening lap saw Harris retire with major engine trouble. Lap 2 brought a Full Course Yellow followed by the Safety Car which brought the field together, the race went Green on Lap 3, Smith leading Wild by 3/10ths then Wasley and Sillay, Kruz Scott led the GT-B class from Allen, Carswell, Dallas Green and Geoff Spencer. The next lap ended with Satherley storming from 6th to 3rd, out front the gap was half a second, Sillay got ahead of Wasley on Lap 5 then promptly retired before the focus turned to the finish and who would claim the chocolate fish, Smith led by 4/10ths but Wild was edging closer, side by side through Turn 7 and a drag to the flag that Wild won by 0.116, seven seconds back was Satherley in P3 then a 14 second gap to Wasley followed by Green, Carswell, Scott and Allen who led the GT-B fleet home.

Would the Handicap bring more of the same? The answer was yes, and no. Forty-five seconds covered the grid, Peter Beauchamp was first away with a 10 second gap to Richard Ransom, Allen and Scott, Smith and Wild were last to be flagged away 10 seconds behind Satherley. Beauchamp's turbocharged Toyota Corolla took full advantage of its handicap to initially lead Allen, Scott, Ransom and Spencer, Scott overtook Allen on Lap 2 while

at the back Wild led Smith, the next lap ended with Satherley charging through into P3 and looking very strong before coming a DNF, after another three k's the running order was Beauchamp, Scott, Ransom, Spencer, Carswell and Donohue as Smith's race ended in a DNF. Wild was behind a group of four cars starting the last lap, the quartet was unable to respond as Wild's charge continued to cross the finish line 2.9 ahead of Beauchamp with 1.4 to Scott and Ransom, Donohue and Spencer completed the top six finishers more than eight seconds behind Wild who was relentless in his pursuit of victory.



With five Max Tarr Electrical Formula Fords and three Total Truck Spray Formula Firsts the open-wheel categories had a significant entry drop from the earlier rounds. Qualifying ended with 7/100ths of a second splitting F Ford combatants Toby McCormack and Sebastian Manson with Mason Potter 3/10ths off their pace, it was equally close in F First where Cooper Prout topped the times, 3/100ths quicker than Fletcher Sloan, which indicated that the three 7 lap races could be very close.

In Race 1 pole sitter McCormack had a poor start and quickly dropped to 4th, Manson taking a lead he wouldn't relinquish ahead of Potter and Grant Campbell, the recovering McCormack moved to P3 on Lap 2 while up front Manson built-up a lead that extended to 2.6 at the end of Lap 4. There were no positional changes as the race ran out, Manson winning by 1.3 seconds from Potter with McCormack nine seconds back in 3rd and a much longer gap to Campbell.

In F First Prout was a DNS but Hayden Lines who missed qualifying was on the grid to make it a two-car race, Sloan took an immediate lead but spun at the Hairpin on Lap 2, effectively it was game over with Lines winning margin 19 seconds.

Race 2 began like the first with McCormack being slow away and Potter taking the lead followed by Manson, Campbell and McCormack, the latter swapped position on Lap 2 and the race continued in that order until Lap 5 when Manson took the lead. Potter was not going the surrender easily and the pair became locked in a titanic battle for maximum points, the two cars were side by side taking the flag with Manson's winning margin

8/100ths, McCormack was more than six seconds back in P3 with Campbell a further 11 seconds back and well clear of Keith Miller.

The same pair lined-up in Formula First with Lines getting jump on Sloan this time, the cars were never more than a few tenths apart for the entire 21-kilometre distance, Lines winning by 1.043 to make it one-all.

Race 3 was a repeat of Race 2 McCormack made a better start, but Potter led Manson into Turn 1, Manson led Laps 2 and 3 by tenths of a second before Potter sipped past on the next lap and the positions changed again on Lap 5, McCormack was P3. With the trio covered by 0.17 it meant they all had a chance of winning. On the final lap Potter got the slipstream to draft past Manson and they took the checker split by 0.23, McCormack dropping back to be 2.9 behind at the line with Campbell sixteen second further back and another half minute to Miller.

In the F First clash Lines immediately grabbed the initiative from Sloan who tried time and time again to find a way past, with the pair so evenly matched it was a tough task and the race ended with Lines ahead by 0.36 and taking the day's honours.

Another good day at the office...

RH

RUSTY'S NOTES

Reviewing the day's twenty-one race programme revealed the efficiency of the MCC team despite qualifying starting 14 minutes late. In the second session there was a long delay to clean up an oil trail from the hairpin to mid-point on the back straight after a Formula First suffered a major malfunction in the engine room. The MX5 qualifying was interrupted by three red flags and a round of seven races was completed before the lunch break began two minutes early! The 14-race afternoon session began at 1302 and was incident free, the day ending at 1622 (4.22pm) which was eight minutes before the scheduled circuit closure. The understanding and co-operation between officials, volunteers and competitors is what makes it happen.

There was another good turnout of cars for the lunch time charity circuit drives where the Safety Car and its driver get a good workout by setting a pretty hot pace. On this occasion the circuit was visually enhanced with the appearance of a new Arctic White C8 Corvette Stingray, presumably locally owned and supplied by the region's GMSV Dealer Roberston Prestige. The soundtrack wasn't too bad either...

One of the good guys of our sport is Nick Kacouris. The Petone resident is the owner/trainer/driver of 'Tricky Angel' who specialise in handling fragile freight, he also supplies motorsport accessories that are available from his stand in the pit area. But wait, there's more, Nick Also supplies the large chocolate fish that are given to the winner of races at Manfeild Circuit Chris Amon, the fish have become part of the track's DNA since Ray Hartley began the tradition. At Round 3 'Tricky' made a long overdue track return in the RS Cup driving a Ford Laser with a 'Shell' livery that paid homage to the Johnson/Bowe Ford Sierra RS500s, after qualifying sixth quickest his racing lasted only a very short time, too much welly when the lights went out snapped a drive shaft. Nick deserved much better than that...



Ashhurst's Jo Dunn had her patience and perseverance rewarded when she won the RS Cup Handicap. Enjoying a ten second start Jo led from flag to flag with a winning margin of 3/10ths to claim a well-deserved chocolate fish. The final few hundred metres caused a lot of excitement for the lady officials on Level 2 with much pumping the air as Jo crossed the line...

Round 3 saw a Breakout epidemic with a number of drivers catching the bug. Sean Browne was the worst affected, aided by the fact he was running in two classes. Driving the Nissan Primera in the RS Cup Sean managed to dip below 1.30 on five of the six laps, in the same race there was a total of sixteen time penalties issued shared between six drivers! In the Reverse Grid Sean repeated his earlier effort with another five breakouts, add another four in the Handicap. Switching to his Honda Integra for the SF cup the breakout numbers were exactly the same which made an individual total of 28. On a more positive note, the name Sean Browne is now engraved on the Trudi Ann Trophy which is awarded to the first car over the line in Race 2 of Round 3 irrespective of breakouts, the 'rules' for the trophy being based on Trudy Ann's attitude to racing...

There also appears to be a new 'Breakout Queen' with Adele Dean lifting the crown from Caitlin Chowen. Newcomer Adele races in the SF Cup where she was lapping as much as 2.3 seconds under the 1.25 breakout mark and more than a second faster than Sean Browne. The 'Lower Hutt Flyer' set the fastest race lap of 1.22.77 which was a staggering 16 seconds quicker than her best qualifying lap! Adele could have earned promotion to the IB Cup for Round 4...

Young Fletcher Hoskins looks very comfortable in Father Jeremy's 'Triple 7' MX5. The speedway Mini-stock driver has made a confident and effortless transition to circuit racing where turns are both left and right-handed, he's really mixing it with the more experienced pedallers with Round 3 results of 11th, 8th and 5th in a 22-car field. It could be suggested that Fletcher won't be too keen on the handing the keys back to Jeremy...



The Ernie's Engineering GT Cup came alive again with the debut Manfeild appearance of Brady Wild at the wheel of the Holden Commodore Super Tourer successfully campaigned by Simon Evans. In Round 2 Josh

Smith's real opposition was John De Veth in the Crawford Chevrolet, the August meeting was just as intense, only spoiled by Smith's retirement in the Handicap race that allowed Wild to claim round honours, the consolations for Smith were the extending of his series point's lead. As a matter of interest Wild's fastest lap of the day was 1.08.820 to Smith's 1.09.218, both achieved in Race 2, that's very quick for a tin top...

RH

2023 FAE WINTER SERIES - ROUND 4

This year's series finished on a high note with perfect spring weather and temperatures around the 17-18 mark to celebrate Father's Day and racing of a high across the classes. With 108 entries the V-Force on the dummy grid were at the top of their game getting the cars out onto the track which resulted in a virtually seamless programme to keep the day moving, the final checker flag falling at 4.40pm.

The Danny's Auto Services/SAFEngineering RS Cup had a 12 strong field, at the start of the day defending champion Michael James led Nick Fisher by 8 points in the series. Qualifying ended with Sean Browne 1.4 seconds ahead of Warren Cleland with 3/10ths back to Greg Wilson who pipped Logan Jane by 0.007, the grid being covered by only 4.4 seconds.



The Scratch race was an epic with the top 10 finishes within a 10 second span. From Row 2 Wilson had the best getaway to lead Browne, Cleland, Jane, Keith Pfeffer and Eddie Arnold, on Lap 2 the leader dropped to P4 followed by Arnold, Jane and Fisher. Cleland led at mid-race, further back Arnold leapfrogged Jane with James slipping to 9th, Browne was back in front at the end of Lap 4, then Cleland again on Lap 5 by 3/10ths with Arnold ahead of Pfeffer in P3. It was game on over the final 3 kilometres, Browne getting ahead of Cleland for the third time to win by 0.885 and a similar gap to Arnold, followed by Pfeffer and Jane who was less than 4½

seconds behind the winner, Wilson rounding out the top six finishers. Series leader James crossed the line 10th, three places behind rival Fisher.

Jo Dunn and Pfeffer shared the front row for the Reverse Grid with Nick Kacouris alone of Row 2 ahead of James and Brett Uncles, Arnold, Cleland and Browne were at the back. Pfeffer took the early lead ahead of Uncles, Wilson (from Row 5), Fisher and James, lap 2 ended with Uncles the front runner chased by Wilson, Pfeffer, Fisher, James and Boyden. Uncles also led the next two laps with the next three places remaining the same, in the pack Arnold was ahead of James followed by Boyden and Browne. Lap 5 saw Wilson take the lead at the Hairpin, Pfeffer also getting ahead of Uncles as Browne's Primera went on a 'go slow' to drift down the field. Wilson took the checker 2/10ths ahead of Pfeffer, Arnold, Fisher, Jane and James, Uncles had dropped to P11 but was ahead of Browne - the breakout penalties saw Arnold cop 30 seconds and Jane 20 seconds which dropped them to P11 and P10 respectively, making the top six Wilson, Pfeffer, Fisher, James, Boyden and Kacouris, all within 10 seconds.

The Handicap had a 20 second spread between Dunn at the front and Browne alone at the back, Boyden and James shared Row 2 ahead of Kacouris and Fisher. By the end of the first lap Dunn had dropped to 8th, Boyden was leading from James, Wilson, Uncles, Fisher and Pfeffer, by mid-distance 8/10ths separated the first three cars while Browne had reduced the gap to the leader by nine seconds. Uncles became a DNF at the end of lap 5, the gap between 1st and 2nd was down to 4/10ths and Browne was out of the picture in P9, at Higgins Wilson made the overtake to head Boyden across the line followed by Arnold, James, Pfeffer, Jane and Fisher and Cleland, however five finishers had lapped better than 1.30 which dramatically affected the official result - Boyden the victor 2.7 ahead of James, Fisher 2/10ths ahead of Cleland, Wilson and Pfeffer who had both incurred 10 seconds penalties, with their added time Jane, Browne and Arnold were related to 9th, 10th and 11th.



A near record entry of 27 cars were on the grid for the Geartech Automotive SF Cup races, in qualifying the fastest eight drivers were covered by less than a second and the full field by under six seconds! Martin Hicks topped the time sheet from Kobe Chapman, David Thomsen, Matt Brader, Garrod Brader, Connor Cleland, Matt Wallace and Tessa Bevan (+ 0.953).

The Scratch race began with Matt Brader making a great start from Row 2 to lead into Turn 1 from Hicks, Garrod Brader and Thomsen, by the end of lap 2 Adele Dean had improved from Row 8 to sit in 5th place, another lap saw Thomsen move into 2nd behind Hicks and trailed by Mike Harcourt from Row 9 at the start, Garrod Brader, Chapman, Dean and Wallace. Lap 4 ended with the order Hicks, Thomsen, Matt Brader, Garrod Brader and Chapman, Dean was forced to retire after running as high as P4. On the final lap Thomsen hit the front to deny Hicks the win, the pair chased home by Matt Brader, Garrod Brader, Chapman, Wallace, Cleland and Andrew Donohue, that was before the sixteen time penalties were taken into account that affected the race outcome for nine drivers with the official result very different. Tessa Bevan was shown as the winner 3.3 seconds ahead of Fletcher Hoskins and Darren Utting, the top six rounded out by Wallace, Cleland and Donohue who all picked up 10 second time penalties.



Obviously a lesson had been learned because the Reverse Grid had only five time penalties, four incurred by the same driver! Deans and Greg Browne were non-starters which left Benny Yan alone at the front row and Shayne Hughes having Row 2 to himself, Ben Duck and Gareth McIntosh were next, down the back of the grid Matt Brader and Hicks shared Row 13 with Thomsen alone at the back. Yan made the most of the opportunity and was never in danger of being headed, the southerner led by two seconds at the end of lap 1 from Aksai Harken who started from P10 on the grid, Hughes, McIntosh, Bevan from P18, Trevor Weir and Arnold, the changes started coming two laps later with Spencer Morris and Arnold running 3rd and 4th ahead of Bevan who had Matt Brader and McIntosh for company. On the penultimate lap Morris jumped to 2nd place 2.8 behind Yan, Harken was next followed by Matt Brader, Arnold, Bevan and Wallace, however the race belonged to Yan who took the flag 8/10ths ahead of Morris, Matt Brader, Harken, Wallace and Thomsen. Checking the

lap times revealed Morris had broken out once (+ 10 secs) which dropped him to P8, Matt Brader went below 1.25 on two laps (+ 40 secs) which left him P23, so officially Yan won by 3.3 ahead of Harken, Wallace, Thomsen, Arnold and Donohue.

Seven DNS's thinned the field for the Handicap that had a 30 second spread over the remaining 20 starters. Hughes was on scratch with Duck + 5 seconds and another 10 seconds to Carl Fransen and Rodney Penn, Matt Brader and Thomsen were last to start after giving 5 seconds to Hicks, Chapman and Garrod Brader. Hughes led for four laps with Duck, McIntosh and Yan all have turns running in P2, at the head of the mid-field were Petrie, Arnold, Fransen, Penn and Hoskins. The outcome of the race changed on lap 5 when Yan overtook Hughes at Higgins for the lead and the pack bunched up with six drivers chasing the lower steps of the podium, Yan crossed the line 2.7 ahead of Hughes followed by Donohue, Duck, Morris, Matt Brader, Wallace and Garrod Brader. However, Donohue (+10) and Matt Brader (+30) incurred time penalties which put them well down the official order (12th & 17th), elevating the 'legal' drivers.

The Coresteel Buildings IB Cup attracted a field of 14 cars that were spread over four seconds when qualifying ended, Cooper Cooley set the fastest lap by 1.12 over Ian Humphrey, Nick Stewart, Tyson De Bes, Ian Thompson and Jonathan Hogg who were all within 2.4 of Cooley's time and formed the front three rows of the grid for the Scratch race, the back two rows comprised Richie Arber, Caitlin Chowen, Steen McGhie and Kolin Yannakis.

When the red lights went out Humphrey used the Falcon XR8's power to lead into Turn 1 ahead of Cooley, De Bes, Stewart, Andrew Manderson (from Row 4), Hogg and Irdan Harkan (from Row 5). Lap 2 ended Harkan's race following an off-track excursion at the Hairpin, at the halfway mark Humphrey's lead was 3/10ths with no changes in the first six places while Thompson was ahead of Hogg. On lap 4 Cooley made the pass on Humphrey through the esses, and quickly increased his lead to 2.8 seconds with Manderson becoming a threat in P3. On the final lap Humphrey lost three places, Cooley winning by 3.7 from Manderson with 2/10ths to De Bes, Thompson and Humphrey with Sam Morley best of the rest. The good news for De Bes was that both Cooley (+20) and Manderson (+10) had breakout penalties, so the Wellingtonian got maximum points, finishing 8/10ths ahead of Humphrey after Thompson incurred penalties (+30), officially 3rd was Morley followed by Oliver Stewart, Hogg and Yannakis, Manderson and Cooley slotting in-between the Volvo driver and Arber while Thompson was P13.



Series point's leader Nick Stewart placed a lowly 12th in the first race which put him on Row 2 for the Reverse Grid alongside Caitlin Chowen with Harkan and McGhie ahead of them, Row 7 comprised Manderson and Cooley. Stewart quickly moved to the front followed by McGhie, Arber and Yannakis (both from Row 3), Morley and Hogg, at the back Cooley got the jump on Manderson. After 3 laps the three front runners were in the same order, but Morley had improved to P4, Yannakis had lost two places and was followed by Thompson, Hogg and Cooley who was 6.7 behind the leader. In the closing laps McGhie began losing ground, Harkan overtook Arber to pressure Stewart as further back Thompson and Cooley came into the picture. When the flag fell Stewart's lead was down to 0.868 with Arber two seconds back in 3rd, ahead of Thompson and Cooley who were split by half a second followed by Morley and Manderson, the later had broken out on the last lap, the 10 second penalty dropped him six places to 13th.



The Handicap 6 lapper was outstanding, remove the winning margin and the next eleven cars were within 6 seconds. Again, McGhie and Chowen were the scratch starters with Hogg five second back and another five to Yannakis and Arber, at the back of the pack Manderson had a 5 second start over Thompson and Cooley. For the first 2 laps the order remained the same with McGhie out front followed by Chowen, Hogg, Morley, Arber, Oliver Stewart, Yannakis and Harkan with a gap to Cooley, the race came alive on lap 3 that ended with the leading three drivers within 6/10ths, next was Arber who had leapfrogged Morley, it got more interesting on laps 4 and 5 with Hogg's lead out to 4.2 over Arber, Morley, McGhie, Oliver Stewart, Chowen and Yannakis. Over the final 3 k's Arber narrowed the gap to 3.6 but Hogg had everything under control to take the win and the fish, Morley was 9/10ths back in P3 with the next cars over the line split by tenths of a second led by Oliver Stewart, Nick Stewart and McGhie who edged De Bes by 3/100ths. The pace was too much for the back markers to work their way towards the front, both picked up time penalties, Thompson (+10) and Cooley (+20) to be classified 13th and 14th.

The GDM Retail Systems Classic Cup attracted 12 entries with Graeme Bretherton at the head of the points table, 67 ahead of Dave Burroughs with a further 22 points to Ben Boyden. Ian Williamson's Mach 1 Mustang

was quickest in qualifying, 1.6 seconds ahead of Dean Curtis with a similar margin to Bretherton who was 9/10ths faster than Brendan Lucas.

In the first of the three Handicap races Layton Hammond was first away with a 10 second gap to Darren Utting and Ben Boyden, at the back Curtis and Williamson conceded 30 seconds to Hammond who extended his initial 10 second advantage to 15.3 seconds at the end of lap 4. Behind him Boyden has locked horns with Donald McIntyre, John Gray who started + 20 seconds quickly moved up to P4 ahead of Williamson, Bretherton, Lucas, Burroughs and Curtis. The following lap saw Curtis on the move to P3 while Hammond's lead began diminishing, the chasers pulled back six seconds on the final lap but it wasn't enough as Hammond was 3.7 up on Williamson and Curtis at the flag, Lucas edged over Bretherton for P4 with McIntyre and Burroughs completing the first six finishers. However, both back markers copped heavy time penalties, Curtis +110 seconds and Williamson +120, the amended result showed Hammond 16 seconds ahead of Lucas with Bretherton 3rd followed by McIntyre, Burroughs and Boyden.



With Ross Francis and Utting missing Race 2 had a 35 second spread, Boyden and Philip McQuoid were flagged away first, Curtis and Williamson were last with Lucas five seconds ahead of them. McQuoid led Boyden into Turn 1 and it stayed that way for five of the six laps with Burroughs leading the chase. At half distance the trio were followed by McIntyre, Gray, Bretherton and Hammond, another 3 k's saw Williamson jump 3 places to be ahead of Lucas while Hammond dropped behind Curtis. Williamson was the danger man and was 3rd going into the final lap with Curtis P6, however McQuoid kept his Escort in front as they crossed the line, Boyden was P3 with Curtis and Bretherton rapidly closing on the 'Kitten' BMW, Burroughs and Curtis were next. Again, the two backmarkers had collected time penalties, Curtis +60 seconds and Williamson +120, meaning the official result had McQuoid 4½ seconds ahead of Boyden with another three to Bretherton who beat Brurroughs home by 1/100ths, McIntyre and Lucas completed the top six.

Boyden was first away in Race 3 with McQuoid, McIntyre, Burroughs and Gray five seconds behind him, the two fast Fords gave Boyden 35 seconds. Boyden led Burroughs for three laps before Hammond (+10 secs)

moved up to P3 before taking the lead a lap later, Boyden ran 2nd followed ahead of Burroughs. Gray, McQuoid and Lucas, Curtis was P10 and 8.7 off the lead. The penultimate lap saw Boyden overwhelmed by the faster cars, Williamson had charged through to 3rd with Curtis 6th going into the last lap, Hammond hung on to win from Williamson, Curtis, Lucas, Burroughs, Gray and McQuoid before the penalties were applied to the same culprits – Curtis +130 and Williamson +140 seconds which dropped them to 9th and 10th in the official results that had Hammond 4.4 ahead of Lucas with 1.5 to Burroughs followed by Gray, McQuoid, McIntyre and Bretherton in very close formation.

Twelve cars formed the grid for the Ernie's Engineering GT Cup, four GT-A and eight GT-B. Not surprisingly Josh Smith headed the qualifying session 4.1 seconds ahead of Michael Jury with less than two seconds to the top GT-B runners led by Geoff Spencer, Dallas Green, Ivan Knauf, Justin Allen and Andrew Wasley who were covered by 7/10ths.

When the lights went out the Scratch race Smith hesitated while Josh Donohue made a blinder from Row 6, at the end of lap 1 the order was Jury, Donohue, Allen, Darryl Lucas, Wasley, Spencer and Smith who withdrew at the end of lap 2. On the same lap Spencer moved up two spots to P4 with Green behind the Bastos BMW, lap 3 brought a Full Course Yellow followed by a Safety Car intervention, the race going green a lap later with the order Jury, Donohue, Spencer, Allen, Wasley and Green. Lap 5 ended with Peter Beauchamp sitting P5 ahead of Allen and Knauf, on the flag lap Jury's lead had increased to more than twenty seconds over the inspired Donohue who led Wasley, Beauchamp and Spencer across the line, the quartet covered by 1½ seconds, with Allen and Green next to take the checker. Post-race Jury was excluded from the results, making Donohue the winner and the other drivers moving up one place.



With the speed differential the Reverse Grid six lapper was split with Wasley and Jury first away, Smith was a DNS. Kruz Scott and Lucas headed the second group with Donohue alone at the back. Jury led Wasley by 2.1 at the end of the opening lap, Scott held 3rd from Green, Donohue and Beauchamp. Green overtook Scott on the next lap with Lucas tacked on to the back of the pack. By the halfway mark Donohue had moved to P4 while

Jury's lead was out to 5½ seconds, lap 5 saw Green slot into 2nd ahead of Wasley while Lucas has passed Donohue. The result was a comfortable 13.2 victory to Jury ahead of Green, Wasley, Beauchamp, Donohue and Scott followed by Spencer and Allen who were split by 5/1000ths as they crossed the line.

For the Handicap the field was down to ten cars, Wasley being first away followed 10 seconds later by Jury with another 10 to Richard Ransom at the head of the main group, Donohue and Beauchamp were plus 35 seconds and 5 ahead of Green and Lucas. Wasley's advantage decreased each lap as jury reeled him in, Ransom held P3 from Allen until the NAPA Spares car retired on lap 4, Spencer headed a group that included Knauf, Donohue, Lucas, Beauchamp and Green. Going into lap 6 the lead was down to 4/10ths, Jury swept past at Higgins and went on the win by 1½ seconds with more than half a minute to Ransom in 3rd place, one second ahead of Donohue with Knauf and Spencer rounding out the top six.

Looking at the two categories, Andrew Wasley topped the GT-A points for the day ahead of Michael Jury, in GT-B the day's honours went to Josh Donohue from Peter Beauchamp.

The Tremaine Energy Centre/Hankook Tyres/HEL Performance MX5 Cup has consistently attracted large field, Round 4 was no exception with 26 cars on the grid and those at the top of the points table knowing how important the round was to claim the series honours. Top of the table Jack Cleland set the qualifying pace 0.764 ahead of Mike Greenfield followed by Dom Fransen, Markku Braid and Matt Dilly who were within 2/10ths, the fastest eleven times were covered by 1.7 seconds and the full field by 5.4 which meant it would be very close racing. Adding to the interest two-time champion Bryce Hogg returned to the class, qualifying 9th fastest.

Cleland was the form driver going into the round and showed his intentions on the first lap of the Scratch race by pulling out a 1½ second lead over the group headed by Greenfield, Fransen, Braid, Dean Evans from Row 4, Dilly and Benny Yan. Braid dropped three places on lap 2 but remained ahead of Hogg, it was the same running order at the front at half distance with the lead out to more than two seconds. The shuffling began on lap 4 when Fransen passed Greenfield, next time round Dilly had jumped Evans while Braid was sitting P5 to set up a desperate finish for the minor places, Cleland was 4½ seconds in front at the checker followed by Fransen then Greenfield, Dilly and Braid who were three wide as they crossed the line covered by 0.036, next were Yan, Evans and Hogg who was 1.65 behind second placed Fransen - sensational racing.



The Reverse Grid had Everard Petrie and Mike Harcourt alone on the front rows with Darrell Harris and Alistair Weekes sharing Row 3, the last rows of the grid comprised Yan, Braid, Dilly, Greenfield, Fransen and Cleland. The early laps saw the order Petrie, Weekes, Guy Brandon, Richard Bosselman, Tim Wilde and Paul Greaney, Evans was the first retirement, at mid-distance the changes began with Wilde leapfrogging to P2 ahead of Yan, Bosselman, Paul Greaney and Alex Corpe who had started from Row 7. Lap 4 saw Corpe jump to P3 and Braid P5, one more lap Braid was ahead of Corpe with Dilly and Paul Greaney next while Cleland had progressed to 12th place. The run to the flag ended with a southern double, Petrie was 1.8 ahead of Yan, Braid edged past Wilde for 3rd with Corpe, Dilly and Fransen close behind, Cleland finished P10 nine seconds behind the winner.

Petrie and Hogg were among the six DNS's for the Handicap that had a 25 spread, Harris being first away with Brandon, Roger Greaney, Bosselman and Weekes at plus 5 seconds, at the back Yan and Cleland conceded five seconds to a group of eight fast cars. Harris led Bosselman for the first three laps that ended with Brandon P3 followed by Paul Greaney, Roger Greaney, Weekes, Corpe and Chris Greaney, Yan and Cleland were 18 seconds off the lead. Bosselman took the lead on lap 4, Corpe advanced to P4 while the two backmarkers pulled back another eight seconds. With a lap to run Bosselman led Harris by 3½ seconds, Corpe was now P3 and lapping two seconds faster than the two cars ahead. Out of Turn 7 Bosselman looked set for his first MX5 Cup win, but Corpe chased him down to be millimetres ahead as the pair crossed the line, officially the gap was 1/100th of a second. Brandon took third 2.8 seconds back followed home by Paul Greaney, Tim Hewitt, Harris and Fransen in a very tight group, Braid was next 5½ seconds behind Corpe. The two 'quickies' found it tough going with Yan 13th (+7.4) and Cleland 15th (+8.2), nineteen of the 20 finishers were covered by less than 20 seconds.



The open-wheel field comprised six Max Tarr Electrical Formula Fords and two Total Truck Spray Formula Firsts. Toby McCormack headed the Formula Ford qualifying sheet 0.104 ahead of Zach Blincoe, Sebastian Manson, Dylan Grant and point's leader Mason Potter, the five cars within half a second. In Formula First Hayden Lines led the points and clocked the fast lap 2.8 ahead of Fletcher Sloan.

With the now normal split grid Potter made a sensational start from Row 3 to hold the lead at the end of the first lap from Manson, Grant and Shane Drake while McCormack drifted off the pace. Manson claimed the lead on lap 3 very closely followed by Potter, Grant and Drake, the four cars covered by 8/10ths while Blincoe retired. That 8/10ths became half a second on the next lap before Potter drafted past Manson on lap 5 and quickly pulled out a 7/10ths lead that he held to the finish, Grant was P3 3/10ths back ahead of Drake while McCormack struggled home in 5th place more than twenty seconds behind Potter. The F First race was quickly decided in favour of Lines as he led Sloan by four seconds after 4 laps, the gap increased as the race progressed with Sloan dropping off the lead lap.



Drake was missing from the Race 2 grid, but Blincoe returned after his earlier DNF. The 7-lapper saw no positional changes after lap 1 that ended with the order Potter, Manson, Grant, Blincoe and McCormack. When the checker waved the five cars were covered by 9.2 seconds with the smallest gap 1.097 between Grant and Blincoe. As expected, Lines was untroubled to take maximum F First points, finished 16 seconds ahead of Sloan with both completing six laps.

Race 3 was a replay of the first race with 7/10ths covering four cars as they crossed the line. Potter gat the best start to lead Manson but the positions were reversed on lap 2, behind them the order was Grant, Blincoe, McCormack and Keith Miller, the leaders split by 100ths of a second for lap after lap with less than a second covering the quartet. There were no changes until lap 6 when Potter retook the lead, holding off Manson by 0.154 with 3/10ths to Grant and a similar margin to Blincoe, McCormack had resolved his earlier problems but had to settle for P5. Lines made it three from three in F First, he was two seconds a lap faster than Sloan, after their six laps the margin was again 16 seconds. I will be interesting to see if the 2024 FAE Series attracts more Formula First drivers, too many cars in sheds hibernating over the winter months!

On reflection, another excellent series with new cars and new drivers for added interest, generally the racing was of high quality, the V-Force performed their respective tasks to the highest standards while most importantly the reputation of the Manawatu Car Club was further enhanced.

RUSTY'S NOTES

For a number of people Saturday's front straight wedding was their highlight of the weekend. On a perfect spring day, during the scheduled lunch break Feilding residents Brendon Uncles and Chelsea Corney took their vows on the start/finish line in front of invited guests and curious onlookers, the wedding cars being a pair of stunning classic Chevrolet Impalas. Brendon is a paraplegic who races a specially converted Toyota 86 with a turbocharged Toyota six-cylinder motor under the bonnet in place of the normal four lugger. Appropriately the reception was held in the Stadium's upstairs lounges with catering by Feilding's KR, the elevator was exceptionally busy with the number of guests being in wheelchairs, however there weren't any reports of wheelchair racing in the stadium car park afterwards! A very special day for two very special people...

In the course of a month the Breakout epidemic went to a new level of intensity with 65 cases officially reported within the RS, SF and IB Cups fields. The RS Cup was worst affected with 29 cases involving seven drivers, one picked up eight of them. The SF Cup also had more affected drivers (10) but there were five less cases with twenty-four in total. The IB Cup drivers must have taken better precautions because there were only twelve cases shared between four drivers. Apparently, there is no known vaccine or medication available to resolve the problem that is believed to be caused by an abnormally heavy right foot...

It was a very good day for the two South Island drivers who race in two categories to make the most of their trip across the Strait, Benny Yan and Everard Petrie. In the fiercely competitive MX5 Cup the pair finished 1-2 in the Reverse Grid with Petrie 1.8 seconds in front. Running in the SF Cup races Yan came out on top for bragging rights after winning both the Reverse Grid and Handicap races...

Craig McIntosh obviously decided it was time to give his stunning NISMO Nissan Skyline GTR some track time and not let son Travis have all the fun at Manfeild Circuit Chris Amon. Craig races in the highly competitive MX5 Cup, 'Zippo' went out during the lunch break charity session to give both car and driver a good workout, no doubt more enjoyable than going to the local gym...

Malcolm Glenn called the MX5er's together following Race 2. The Clerk of Course was not impressed with the driving standard and the level of damage being caused, racing on the Feilding circuit is not meant to be like amusement park dodgems. They weren't the only driver's in trouble, Michael Jury was called to the Headmaster's office for overtaking the Safety Car while leading the Reverse Grid GT Cup race and was excluded from the results...



The Handicappers up on Level 2 would have been smiling with several races having very tight finishes. The standout was the MX5 Cup Race 3 where motoring scribe and all-round good guy Richard Bosselman came so close to reeling in his first chocolate fish, it got away by 1/100th of a second. Starting in the second group flagged away Richard held second place before taking the lead on lap 4, at the end of lap 5 the lead was 3.4 seconds. The last lap in a Handicap race is usually the most exciting and this race was no exception as Alex Corpe overtook the cars running 3rd and 2nd and set-off after the scribe. Out of Turn 7 Richard could see the gap quickly diminishing in the rear-view mirror, the NAPA car was alongside approaching the line and netted the chocolate fish by the finest of margins, Corpe had his fastest race laps at the end while Richard's final lap was 8/10ths slower than his previous lap - it was the difference between winning and losing...

It adds so much to a category when a national champion of nearly thirty ago is prepared to put his reputation of the line by racing against the young generation of rising stars. Shane Drake's name was engraved on the NZ Formula Ford Championship trophy back in the 1994/95 season, to add to the interest of him competing he's driving the same car, a Van Dieman RF92 that looks stunning in the famous and distinctive Marlboro livery (without the cigarette brand name). The combination of Drake and the #92 car were unable to match the lap times of the newer chassis in qualifying (+ 1.3) however his race craft is still right up there, and he finished P4 in the opening race 2.3 seconds behind the winner, unfortunately he was a DNS in the remaining two races...

The Greaneys from Hawkes Bay are right into their racing with the MX5 Cup their category of choice. Roger is a father competing against his twin sons, Paul and Chris. The Greaneys aren't the only racing family, there's the Clelands with Warren and his sons Connor and Jack who run in different classes and the Hoggs with Jonathan, sons Bryce and Gareth and for good measure Gareth's partner Caitlin Chowen. Can't forget Mrs Browne's boys with Greg and son Sean - it's proof that motor racing is a true family sport...

Classic Cup hotshots Ian Williamson and Dean Curtis were running laps that would have seen them very competitive in the GT Cup category where the top four GT-B drivers qualified in the low 1.16's. Williamson clocked a best 1.14.978 and Curtis 1.15.09. The pair didn't score many points at the meeting because they accumulate 680 seconds in breakout time penalties between them, Curtis contributed 300 and Williamson the remainder. Fast Fords with too much need for speed...



Full credit to the two young drivers who contested the series in the Formula First class, Hayden Lines and Fletcher Sloan. The more experienced Hayden topped the points while Fletcher benefitted enormously from his time behind the wheel. With the passing of time, we tend to forget it's the category that started the careers of Scott Dixon, Shane Van Gisbergen, Richie Stanaway and Liam Lawson. Hayden hails from Tauranga and Fletcher from Auckland's North Shore, both attended the series prize giving with their families, a clear indication of their commitment to the sport...

There was an instance of 'future proofing' in the Level 2 Timing Room where a new face is alongside regulars Jacky and Mark. Rachael is Jacky's understudy to learn the systems, how they work and how to solve problems that may occur. If the latter proves to be too difficult call 'Mr Fixit' Jeff Braid. Seriously there are several areas that really do need understudies as cover for some unforeseen eventuality...

After a two-year sabbatical Phil Keith aka 'PK' returned to the circuit but not as part of the crash/rescue squad, he was tasked with driving the Falcon XR6 Safety Car and appeared to enjoy an experience that included being overtaken by a competitor before the restart! No doubt he'll be putting his hand up again for future meetings...

Huw Allen had a painful experience while unloading son Justin's Mazda RX7 in the pits following an on-track incident during testing. Entering Turn 7 the steering failed with the kitty litter saving the car from major damage. Because of the broken ball joint the crash rescue people loaded the car backwards onto their trailer, during the unloading process Huw was using his hands to steer the left front wheel when everything collapsed, unfortunately his right hands was caught between the wheel and bodywork - ouch! Ironically the NAPA Spares Toyota 86 had an identical problem during one of Saturday's test sessions...

A car that's a real head turner is the #73 GT Cup car driven by Matamata's Dallas Green. Both visually and audibly the 'Green Machine' is very impressive with the Mazda RX7 body having ultra-wide flared guards and a massive rear wing, the engine room features a big Chev V8 that makes all the right noises. Definitely a winning combination with the fans...

RH

2023 FAE WINTER SERIES PRIZE GIVING

The Award's Dinner took place on the evening of 16 September at the Feilding Civic Centre with more than ninety people attending, recipients travelled from Auckland's North Shore to Wellington's Hutt Valley.

Club President Richie Arber and Russell Harris hosted the three-part event with Jeff Braid interviewing the recipients. Richie presented the trophies and certificates in the absence of the category sponsors.

PART 1

TOTAL TRUCK SPRAY FORMULA FIRST CUP

Presenter President Richie

1	Hayden Lines	861
2	Fletcher Sloan	776
3	Paul McCormack	367

MAX TARR ELECTRICAL FORMULA FORD CUP

Presenter Jonathan Hogg

1	Mason Potter	860
2	Toby McCormack	663
3	Grant Campbell	451



DANNY'S AUTO SERVICES/SAFEngineering RS CUP

Presenter Nick Stewart

- | | | |
|---|---------------|-----|
| 1 | Michael James | 700 |
| 2 | Nick Fisher | 698 |
| 3 | Greg Wilson | 671 |



TRUDY-ANN TROPHY - First Finisher RS Cup, Race 2, Round 3

Presenters Murray and Bronwyn Crooks

- | | |
|---|-------------|
| 1 | Sean Browne |
|---|-------------|

GEARTECH AUTOMOTIVE SF CUP

Presenter President Richie

- | | | |
|---|------------------|-----|
| 1 | Tessa Bevan | 567 |
| 2 | Fletcher Hoskins | 505 |
| 3 | Hayden Arnold | 468 |



CORESTEEL BUILDINGS IB CUP

Presenter Geoff Spencer

- | | | |
|---|----------------|-----|
| 1 | Nick Stewart | 605 |
| 2 | Kolin Yannakis | 549 |
| 3 | Jonathan Hogg | 516 |



CERTIFICATES OF APPRECIATION TO CLASS SPONSORS

Presenter President Richie

- | | |
|---------------|--------------|
| Jonathan Hogg | Formula Ford |
| Nick Stewart | RS Cup |
| Geoff Spencer | IB Cup |

These presentations were followed by an outstanding buffet meal from Jamail Hamoud and his team at the Stockyard's Café



PART 2

MX5 CUP (WINTER SERIES)

Presenter Shayne Hayter - HEL Performance

- | | | |
|---|--------------|-----|
| 1 | Jack Cleland | 674 |
| 2 | Markku Braid | 614 |
| 3 | Alex Corpe | 536 |

Jeff Braid accepted on behalf of son Markku and did a two-person interview with himself, it was very funny and one of the evening's highlights.



GDM RETAIL SYSTEMS CLASSIC CUP

Presenter President Richie

- 1 Graeme Bretherton 674
- 2 Dave Burroughs 608
- 3 Ben Boyden 574

ERNIE'S ENGINEERING GT CUP - GT-A

Presenter President Richie

- 1 Andrew Wasley 686
- 2 Josh Smith 584
- 3 Brady Wild 217

ERNIE'S ENGINEERING GT CUP - GT-B

Presenter President Richie

- 1 Josh Donohue 698
- 2 Geoff Spencer 599
- 3 Peter Beauchamp 585

GT CUP OVERALL CHAMPION

Presenter President Richie

- 1 Josh Donohue

PART 3

OTAGO CAR CLUB CUP - Donated Sybil Lupp Collection

Best Performance by a female driver in Round 1

Presenter President Richie

Winner - Tammie Boyden

ARCHER MEMORIAL TROPHY - Donated Sybil Lupp Collection

Highest scoring female driver in series

Presenter President Richie

Winner - Tammie Boyden

THE CABBIE'S TROPHY - Donated Taxi Cup Team

Presenter President Richie

Winner - Ben Duck



FAE WINTER SERIES SPIRIT AWARD

Presenter President Richie

Winner - David Thomsen



CHRIS AMON CHAMPION OF CHAMPIONS TROPHY

Presenters Huw & Kathy Allen (Feilding Auto Electrical)

Winner - Jack Cleland



THANK YOU LIST

Huw & Kathy Allen - Series Sponsors



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Ernie's Engineering

EVENING'S SUCCESS

Feilding Civic Centre
Saleyard's Café
Manawatu Car Club Photographer
Event Coordinator

Carla Bennett & Mark Marsden
Jamail Hamoud & Staff
Jarod Carruthers
Jill Hogg

Some photos from the evening...





HARTLEY FILE

Following their two-month summer break the 2023 World Endurance Championship resumed on 10 September with the 6 Hours of Fuji, the sixth and penultimate round of the series.

In the foothills of famous Mt Fuji there was changing weather for the opening practice sessions that saw the two Gazoo Racing Toyota GR010's dominate FP1 until the rain eased and the track began to dry. When the 90-minute session ended the pair of Ferraris were quickest with the Toyota's 6th and 7th on the time sheet, #7 +3.602 and #8 + 3.642 seconds off the pace. The circuit dried completely in the three-hour break between sessions with the cars switching to 'soft' tyres, FP2 saw Sébastien Buemi posting the fastest lap ahead of Kamui Kobayashi in the sister #7, the GRT pair split by 0.917.

Brendon - *"A drama free day that ended with 1st and 2nd, in the wet conditions we didn't quite have the pace of our competitors. We tested different set-ups, looked at different tyre compounds and got a lot of information."*

The following day also produced changing conditions for the all-important qualifying session where Toyota secured a front row lockout with Kobayashi becoming the first driver to lap the 4.563-kilometre circuit in under 1.28 with his 1.27.794 securing the sixth pole of the season for GRT. Brendon took up the challenge but was 6/10ths slower with the two Penske-entered Porsche 963's next on the time sheet followed by the Cadillac co-driven by Earl Bamber and the first of the Ferraris.

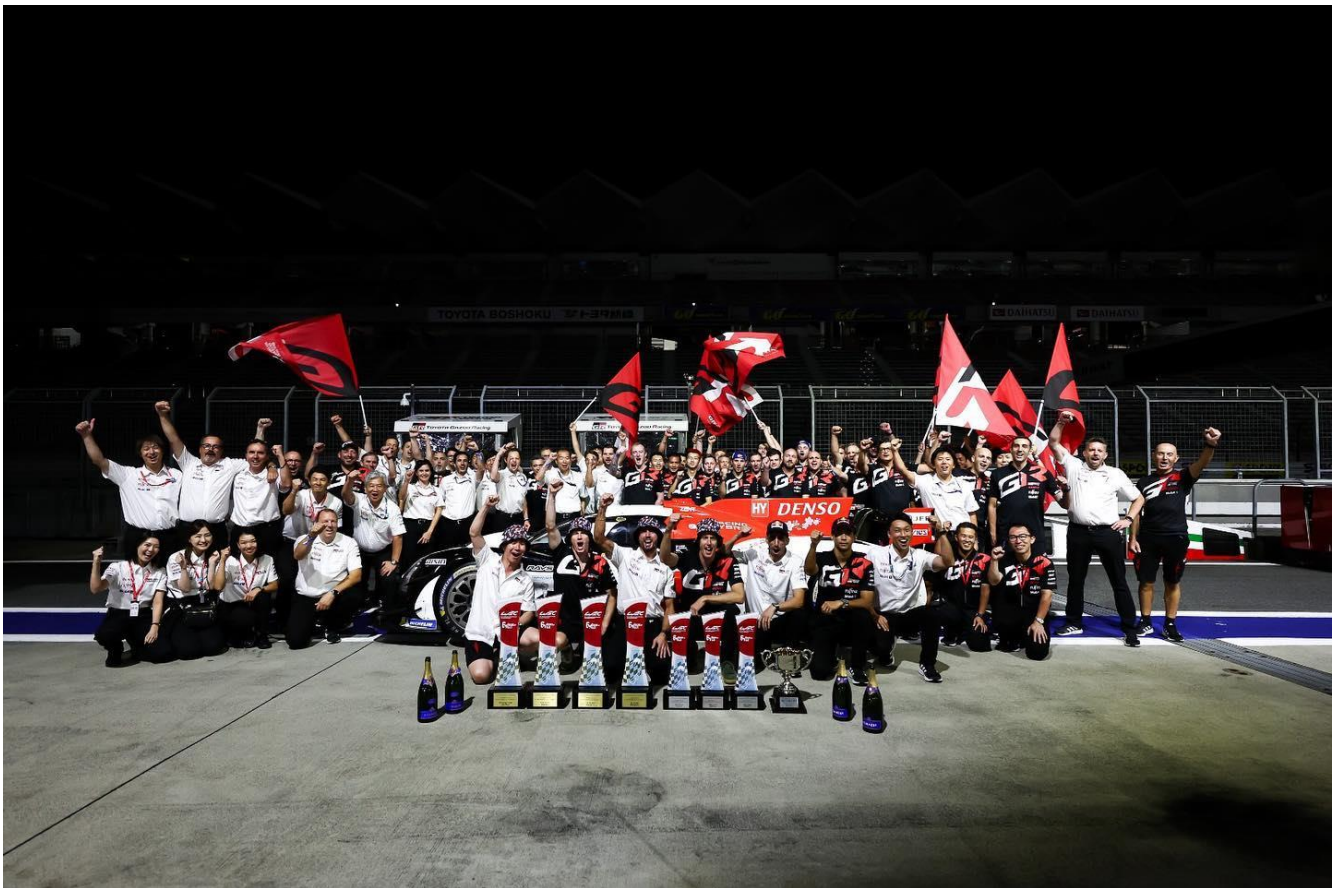
"A really good team result. I wasn't totally happy with the balance on our car which had shifted a bit since final practice when it felt better, in qualifying I struggled a bit. Qualifying in Hypercar is always a big fight and a tricky situation for everyone with the conditions and the challenges to find track position."

In front of a record 54,700 home crowd the race didn't start well with both Toyotas losing out in the chaotic first corner to emerge 3rd and 6th, the skirmishes brought out first Safety Car. The race resumed with the Toyotas locked in battles with the Ferraris, when the leading Porsche made its first fuel stop the #7 and #8 GR010s were running 1-2. At the end of Hour 2 the driver changes began with Ryo Hirikawa replacing Buemi in the #8 and immediately going onto attack, towards the end of his stint the leading three cars were covered by little more than a second, the Japanese driver made a bold overtake for the lead before pitting for Brendon to take the wheel with the #7 close behind. The final 2 hours pitted the fastest Toyota drivers against each other,

Kobayashi had the quickest car on the track and took the lead while Brendon was fending off the challenge of the #6 Penske Porsche. With the different team strategies and fuel stops the leader board continued to change, Kobayashi being in front as Hour 5 ended with Brendon P2 closely followed by the #6 Porsche, the only cars on the lead lap. Kobayashi had too much pace and increased his lead to 39.199 when he took the chequered flag, Brendon had the Porsche almost in his mirrors as he crossed the line, the official gap being eight seconds after covering 229 laps, a lap down was the two AF Corse Ferraris, the Hertz JOTA Porsche and the leading Peugeot. On the podium the six GR010 drivers were joined by Toyota President and Toyota Gazoo Racing Europe Chairman Koji Sato who had followed the race from the team's garage.

"A one two finish in front of the home fans was today's mission and it was a job well done. Both cars lost positions on the first lap so it was a big fight to get back to first and second that's thanks to a huge team effort. Kamui had a bit more pace at the end and we couldn't match it so we have to analyse where the speed went."

For Gazoo Racing Toyota it was their ninth WEC victory in ten races at the Fuji Speedway and the maximum points gained confirmed their fifth successive FIA Manufacturer's Championship. In the Driver's Championship the Hartley/Buemi/Hirakawa trio are 15 points ahead of teammates Kobayashi/Conway/Lopez with 39 points available in the final round.



Following Fuji and the debriefing sessions the Hartley family had an extended break at their Taupo home to catch-up with family and friends with occasional forays to the region's cycling trails. For the Manawatu Car Club the break was timely as it allowed Brendon and Sarah to attend the Manfeild 50 dinner as special guests, very appropriate as it's the track where Brendon began his circuit racing career after graduating from karting.

The 2023 WEC ended on 4th November in Saudi Arabia with the 'duel in the desert' - the 8 Hours of Bahrain. Toyota Gazoo Racing had clinched the Manufacturer's championship at the previous round and were in prime position to also claim the Driver's title at a circuit where it had won eight of the eleven WEC races held there. Bahrain offered challenging conditions on the first day with high winds and heavy rain which badly affected FP1

that was red flagged after nine minutes due to the weather, following a 45-minute delay the session resumed with the Toyotas running on wet tyres and topping the time sheets, Kobayashi heading Buemi with Porsches filling the next four places.

The weather improved for FP2 that was run under lights following sunset, the dry track allowed completion of aerodynamic and mechanical set-ups with drivers and engineers seeking the best compromise around a circuit known for its high degradation. The Toyota's were 1-2 again with the #7 car clocking a best 1.46.851 which was 0.461 quicker than the #8, third fastest was the sole Cadillac at +0.839 followed two Porsches and a Peugeot, the Ferraris not being on the pace.

Brendon - *"That was the first time I have driven in Bahrain in the rain, so I experienced something new after all those years of racing here. It was interesting, particularly to see where the standing water is. Aside from the weather, it has been a relatively clean day, we look quite strong at the moment".*

Day 2 saw FP3 and Qualifying, in FP3 the Cadillac posted 1.49.512 to head the sheet followed by Ferrari, Porsche, Ferrari and Peugeot with the Toyotas down in 8th and 9th places, #8 + 2.258 which was half a second ahead of the #7 car. The critical 15-minute Qualifying session took place under lights and ended with a Toyota lockout of the front row following another epic duel between Kobayashi and Brendon for pole, settled in favour of the #8 car with Brendon clocking 11.46.564 to Kobayashi's 1.47.053, a gap of nearly half a second, the Japanese driver commented - *"Congratulations to Brendon, he did an amazing lap to get pole position"*. The Cadillac (+0.781) and a Penske Porsche (+1.175) share the second row with the two Ferraris behind them.

Qualifying fastest gains a single championship point which meant the Hartley/Buemi/Hirakawa trio extended their lead to 16 points over their teammates.

Brendon - *"I was determined to be on pole, and I'm so happy to achieve it, the car felt great. The team did an amazing job to get all the settings right for me. It's a trick track for qualifying because you really only get one lap, so everything has to come together. My lap didn't feel perfect, but it was clean. It was an important pole because of the world championship point. That's why the team put a lot of emphasis on qualifying and why we used the medium tyres. That point could be crucial because it means if car #7 wins, we can finish third and still win the title. But we don't approach the race any different to normal, we have to go for the victory. The race starts have been action packed this year, so starting from pole is the place to be".*

The final sentence in Brendon's post qualifying comment proved to be prophetic on race day, from the rolling start Earl Bamber in the Cadillac was overly ambitious going into the first corner, locked up and tagged the rear of the #7 Toyota which ran off the circuit, driver Mike Conway had to wait for the entire field to pass before resuming with 35 cars ahead of him, Bamber received a 90 second time penalty. The skirmish left Buemi with a clear lead over the two Ferraris with the gap increasing each lap, meanwhile #7 was working its way through the GTE and LMP2 cars with a series of decisive overtakes before passing the slower Hypercars to be in the top five after only 35 minutes of racing!

The first pit stops came around the one-hour mark with Buemi holding a 22 second lead over the #51 Ferrari and Conway 23 seconds further back ahead of the first Porsche as drivers began their second stint. Over the next hour the #7 Toyota relentlessly closed on the Ferrari but was unable to pass because of tyre degradation, darkness began to fall at the start of Hour 3 that saw the leaders pit, #8's lead had increased while 7/10ths split the Ferrari and #7 car. Brendon and Kobayashi took over at the change with the Japanese driver reeling off a series of new fastest laps in a bid to catch the Ferrari that had a shorter stop, at the end of each hour the #7 was P3 and twice dropped off the lead lap as different strategies came into play. Following double stints Hirakawa and Lopez became the new combatants, the Toyotas running 1-2 and separated by 45 seconds with the lead Ferrari more than a minute behind, there was no let-up before Hirakawa handed over to Buemi at the end of Hour 6 with the lead out to 58 seconds over Conway and 1 min 48 secs back to the Hertz Team Jota Porsche in 3rd place, the gap between the leaders was 52 seconds when Brendon and Kobayashi were back

behind the wheel for the final hour, despite the #7 GR010 setting the fastest lap of the race Brendon was in complete control and took the chequered flag by 47.516 after covering 249 laps to score Toyota's six win of the series.

Brendon - *"It has been an amazing year. I'm really proud to be part of the #8 crew and this Toyota Gazoo Racing team. Thanks to everyone for a fantastic season. We have had some fierce battles car car #7 and the other Hypercar competitors all year and today was no different battles. There were times when we were not the fastest car on the track and we were really pushing. Seb had the most stressful part of the race today, getting through the first corner cleanly but he and Ryo did a great job. Becoming a four-time world champion is probably going to take a while to sink in, but it sounds really nice."*



Third place fell to the # 50 Ferrari that crossed the line 1.36.3 behind the GR010s and less than a second ahead of the Hertz Team Jota Porsche with two Penske Porsche 963's rounding out the top six finishers a lap down.

The Cadillac never recovered from the time penalty that followed the Turn 1 incident and was the 11th car home, 3 laps behind the winner.

GRT had secured their 4th one-two finish of the year, the #8 car their second win following victory in the 6 Hours of Portimao in Portugal. Winning a championship is about consistency, the Hartley/Buemi/Hirakawa combination score card read two 1sts, four 2nds with a worst 6th at Monza to finish in the points in every race, the end result was being crowned the 2023 FIA World Endurance Champions, the 4th title for Brendon and Sébastien, the 2nd for Ryo after 64 hours of racing! The race every team wanted to win was the Centenary Le Mans 24 Hour that was dominated by Ferrari on their return to the Sarthe circuit after a fifty year absence, the red cars were 1-2 in qualifying ahead of Brendon before securing victory from the #8 Toyota and a Cadillac.

In the Driver's Championship the #8 trio finished 27 points ahead of the #7 crew with the #50 Ferrari third a further 25 points back.



Going back to Bahrain, the other two other kiwi drivers in the field had mixed fortunes, Earl Bamber's chances effectively ended at the first corner when he out-braked himself and copped a 90 second time penalty for the Cadillac team that had started P3. Tom Blomqvist is proving to be a rapidly rising star, driving an Oreca 07 Gibson for United Autosports he topped the LMP2 qualifying times but at the checker the car was running 8th in class and 14th overall. Next year Tom will be continuing to race sports cars and has been signed by Meyer Shank Racing for a full IndyCar campaign...

The 2023 8 Hours of Bahrain also saw history created when the Iron Dames all-female driver line-up won the LMGTE Am class sharing a Porsche 911 RSR.19 - Sarah Bovey (Belgium), Michelle Gattings (Denmark) and Rahel Frey (Switzerland). In their qualifying session Bovey had secured the class pole position ahead of two Aston Martins, her third of the series, in the race the pink Porsche took the flag 5½ seconds ahead of the same two cars to clinch the runner-up spot for the LMGTE Am FIA Endurance Trophy, beaten by the American Corvette Racing C8.R.

The 2024 WEC season will feature a new format and new circuits with both the LMP2 and LMGTE Am classes go, replaced by LMGT3 with manufacturers limited to entering a maximum of two cars to allow for greater diversity, the LMP2 cars will be able to participate in the Le Mans 24 Hour race. The Sebring. Portimao and Monza rounds are missing from the calendar that has been expanded to eight races, replaced by Qatar, Imola and Sao Paulo (Brazil) with the Lone Star Le Mans at the Circuit of the Americas the other addition. The series starts with the traditional prologue at Qatar on 24/25 February...

RH

MANFEILD 50 DINNER

Friday 20th October was another milestone in the history of the Manawatu Car Club, the date falling between the first clubman meeting run on 13 October 1973 when the Manfeild Autocourse was officially opened, and the first national meeting run the following month.

The important occasion was marked with a celebratory 'Manfeild 50' dinner at the Manawatu Golf Club with more than 100 people attending, including a number of special guests from near and far.

As with other club functions the night was hosted by President Richie Arber and Life Member/Patron Russell Harris. Following Richie's welcome, the first surprise guest walked in and it was a surprise, the original black clad Stig who typically refused to answer questions before putting the microphone back on the stage table and walking out!



Richie left the room under instructions to find someone who could speak and returned with Brendon and Sarah Hartley who were home between WEC commitments, the Monaco based couple being very warmly welcomed.

The first formal part of the evening began with President Richie seeking the person in the room with the longest active Manfeild involvement, as the years went up more hands stayed down until only Brian Davies was left with 51 years.

To honour the occasion Richie presented special plaques that uniquely featured a piece of the original track surface to acknowledge key roles in Manfeild's earliest days, each recipient was interviewed to tell their story. First was Terry Rush as chairman of the original Manfeild Board of Control who were responsible for overseeing the project.

Courtesy of a zoom link Graeme Lawrence accepted a plaque acknowledging the three drivers who turned the first sod using a Higgins scraper, the other two being Graham McRae and Chris Amon who sadly never raced on the circuit. The third recipient was Sir Pat Higgins on behalf of D Higgins & Sons who undertook the construction of the facility that included solving a number of problems linked to the swamp-like ground and unique design features, from turning the first sod to completion was remarkably achieved in less than ten months.

Next was Brian Green who won the very first race on the circuit driving a Holden Torana XU-1 V8, the final plaque being accepted by Mayor Helen Worboys on behalf of the Manawatu District Council. Over the fifty years successive mayors beginning with Ged Corrick in the early 1970's has been fully supportive of the facility.





Following the buffet dinner, the night's third surprise guest was unveiled below the clubhouse balcony, the Porsche 919 Hybrid display car from the 2014 World Endurance Championship which was Brendon's first season with the famous German team. His co-drivers were Mark Webber and Timo Bernhard, the trio winning the coveted world title the following year. Club photographer Jarod Carruthers offered the best description - "jawdroppingly gorgeous".



Part 2 of the night began with a further three plaques being presented, the first acknowledging Mr Manfeild Rob Lester who was the entrepreneurial promoter for 30 years (1973-2003), the others to the Manawatu Car Club and the Manfeild Park Trust.



Brendon was next on stage to chat about his career with Russell Harris, from his introduction to circuit racing at Manfeild in Formula Vee, Formula Ford and the Toyota Racing Series before becoming a Red Bull Junior driver and heading overseas at 15 years of age, having his first drive of a Red Bull Formula 1 car doing show runs in Riyadh, being appointed official test and reserve driver, losing the support of Red Bull, getting the call-up from Porsche, first win in Le Mans 24 Hour and world champion in 2015, exiting an IndyCar contract with Chip Ganassi Racing, unexpected Formula 1 debut with Scuderia Toro Rosso in 2017, first world championship points in 2018, STR contract terminated - all talked about openly and honestly. The segment ended on the role of being a simulator driver that in Brendon's case involved working with the Red Bull, Mercedes AMG and Ferrari F1 teams. It's certainly not the glamour side of racing but it's a vital component to optimise chassis/suspension set-ups working with engineers at the circuit to replicate the information they are seeking so appropriate adjustments can be made, a most fascinating subject.



A break was taken for cutting the Manfeild 50 cake created by the talented Tessa Bevan, appropriately the task fell to Sir Pat and James Amon, Chris's son and at one-time Brendon's Personal Trainer.



With dessert and cake served to the tables Part 3 followed involving Brendon, Sarah and Peter 'PJ' Johnston. Brendon started the session being asked about his return to the WEC with Toyota Gazoo Racing, his short Formula E stint with Porsche, double Le Mans victories and WEC world titles, the pressure of going into the final race of 2023 as defending champions leading the point's standings, demonstrating priceless museum cars, the Goodwood Revival meetings and the importance of the fans.



Sarah was handed the microphone to describe the early days of heading overseas to join Brendon in an unfamiliar world, attending race meetings and filling in time when not, working in Europe, the closeness of driver's wives or partners as a group, living in Monaco and its lifestyle, the arrival of daughter Paige and the effect on both parents and their pursuits, valuing their time at Acacia Bay, how cycling plays a big part in their lives.



A late addition was Peter Johnston who was down for the weekend through his key involvement in the GVI Formula Open NZ category. Better known as 'PJ' he's been involved in backing both Scott Dixon and Brendon at the start of their international careers. He was questioned about spotting young drivers with the x-factor, the success of Scott and Brendon suggests there are great options other than F1 for young drivers, the reward of supporting young talent, the pride felt when drivers you have gambled on achieve, was there another youngster in the pipeline.

Russell ended the segment by reminding Brendon of the story about his very first driver suit from the karting days. It was common for suits to be sold as the youngsters grew out them, the then six-year-old told his parents "Don't sell it because one day I might be famous". When asked if he was now famous, a smile was the response, typically modest of the man.

Each speaker was treated with great respect, the room was silent with no table chatter. President Richie presented Brendon with a Manfeild 50 plaque as a thank you for being a special contributor to the success of the evening, Jill Hogg presented Sarah with a bag of their favourite Italian Ferrero Rocher and New Zealand Whittakers chocolate.

The night concluded with thanks to the Manfeild 50 committee, the Manawatu Golf Club and its staff, Jill Hogg for setting up the venue and the appropriate table decorations, Jarod Carruthers for the stunning historical photo montage, The Giltrap Group for making the display 919 Hybrid available and our very special guests.

Brendon emailed "The pleasure was ours and was great to see many of the familiar faces from the car club."

President Richie Arber closed the celebratory evening that honoured the biggest project undertaken by the Manawatu Car Club in its 76-year history. So many factors made this function a standout, but using words from a Tina Turner hit - "simply the best, better than all the rest"...



RH

2023/24 STEWART'S MITRE 10 MEGA SUMMER SERIES - ROUND 1

Thanks to the demise of the Pukekohe Raceway there was a new look to the series with the regular RS, SF, IB and GT Cup racing supplemented by rounds of the National Formula First Championship, Giltrap North Island Formula Ford, Mini Super challenge/Pre 65 and NAPA Central Muscle Car Series.

With the expanded programme the meeting was run over two days, for the Summer Series teams Saturday was a multi-session test day intermixed with qualifying and races for the additional classes in ideal summer conditions with a temperature high of 23 degrees, the three morning races were as good as motor racing gets.

First up was the 8-lap opener for the Hi Q Components Formula First Championship that had Chris Symon on pole position at the head of a 14-car grid with Liam Nicholson sharing the front row, row 2 featured rookie Hayden Lines (winner of the 2023 FAE Winter Series) and Jensen Foster. Symon was slow away but recovered to be third at the end of Lap 1 behind Nicholson and Lines before taking the lead on lap 3 to head off Lines and Nicholson in a tightly bunched pack of eight cars before the latter drifted into the pack. The second half of the race saw Liam Foster who was running P5 picking off places to be second with two lap laps to run, Lines held third from Jensen Foster, Nicholson and Harry Scott. The scrambling for track position continued to the flag, Symon first over the line 0.71 ahead of Liam Foster, the impressive Lines holding off Jensen Foster for P3, the quartet covered by 1½ seconds, Scott and Paul McCormack completed the top six with Nicholson losing six spots before claiming P7.



Race 2 were the NAPA Central Muscle Cars, Andy Knight topping the Qualifying sheets 5/100ths quicker than Shane Holland, half a second to the Pinepac Fords with Andrew 1/100th ahead of Nathan, then Nick Ross and Tristan Teki who was only a second slower than Knight!

Thirteen cars were on the grid for the 10 lap Scratch that generally ran in the start order until the race was red flagged on lap 5 when James Broadbridge made contact with the tyre wall at Higgins (Turn 6), Teki was a DNF a lap later. The track went 'green' for lap 8, Ross reading it perfectly to go from 3rd to 1st before Turn 1 while Holland also got the jump on Knight to make it 'game on', the last six kilometres ran out in the same order with splits of 0.55 and 0.41, completing to top six were Andrew Anderson, Nathan Anderson and James Parker who was 3½ seconds behind the winner, the first 10 finishers covered by 9.32.



Round 3 off the Giltrap Group North Island Formula Ford Series enjoyed a 12-car grid that included Blake Knowles and Will Neale from the South Island, both were on the pace in qualifying to be P1 and P3 at the end of the session, split by Zach Blincoe, Blake Dowdall completing Row 2 with Dylan Grant and Toby McCormack next.

The opening 10 lapper had five different drivers leading across the line at some stage, Mason Potter was in front at the end of the first after starting 8th from Grant and Neale, Dowdall led lap 2 before being shuffled back to 6th next time round as Potter regained the lead from Reagan Edwards, Grant, McCormack and Shane Drake, at the halfway mark the order was Knowles, Blincoe, Potter, Edwards, Grant, McCormack, Drake and Dowdall who were all in a tight group and continually swapping positions. Blincoe led laps 7 and 8 from Knowles and Grant while Dowdall had jumped to P4, the picture hanged dramatically when Blincoe was reduced to a crawl on the penultimate lap to make it a three car race to the checker, Grant emerged the winner from Knowles and Dowdall, the trio covered by 0.406, Drake leapfrogged Edwards with McCormack completing the top six finishers (+ 6.29), Blincoe struggled home two lap down - an outstanding race.

The Hi Q Components Formula First race 2 lacked the excitement of the earlier 8 lapper despite the first five finishers being within 2.8 seconds at the flag. This time Symon made a perfect getaway to lead Nicholson, Lines, Jensen Foster, Liam Foster and Scott, there were no positional changes until lap 4 when Lines dropped two places behind the Foster, two laps later Liam Foster made a big move to overtake Nicholson for P2 while Lines slipped past Jensen Foster as Scott fought McCormack for sixth place. Out front Symon was in command to score his second win, 1.87 ahead of Liam Foster who had Nicholson sitting on his gearbox, then Jensen Foster and Lines with the three cars covered by 8/10ths.

The second NAPA Central Muscle Car race was a Handicap with 35 seconds covering the field, Troy Guise having a 10 second start over Barrie Richards and Bruce Kett, Holland and Knight were at the back giving 5 seconds to the two Andersons, Ross and Teki. The first three laps saw the order Guise, Richards, Kett, Rodney Heads and Shane Johnson with Ross sitting P7, other 3 kilometres saw Heads move to P3 then P2 a lap later with Knight behind him, Ross was a further three spots back as Guise continued to lead, but it wasn't to last as Knight swept past to win by 2.8 seconds, Heads held on for third with James Parker, Ross, the Andersons were next, Nathan ahead of Andrew, and Holland - exclude the winning margin showed seven cars covered by 2.77 seconds, superb handicapping...



The Giltrap Group North Island Formula Ford's second race was a blinder with a Safety Car intervention followed by a three-lap sprint to the finish where the top six finishers were within 1.6 seconds, the first five within 8/10ths! Blincoe made the best start to lead Knowles, Neale, Grant, Potter and Dowdall before the first positional change when Knowles overtook Blincoe on lap 3, on the next lap Blincoe dropped to 4th but moved to P3 by half distance when the Safety Car was called to allow Edward's car too be removed from the esses

gravel trap. The race went 'green' on lap 8 with the order Knowles, Grant, Blincoe and McCormack before the latter ran off the track and out of the frame. The final lap was a cracker as places juggled, Blincoe out-dragged Knowles exiting the final corner to win the race to the flag by 0.098 with Potter three wide and 2/10ths behind the winner in P3 with small fractions of a second to Neale and Dowdall, sixth place fell to Drake, McCormack dropped down to 8th while top series contender Grant finished 10th, a lap down - Formula Ford at its very best.

The Day 1 ending Super Mini Challenge Pre65 attracted 11 cars, six being BMC 'bricks' who were pitted against Wayne Davies' Chev Nova that was joined by a trio of Ford Anglias and an EH Holden in the Pre 65s. Davies clocked a best 1.20.992 in qualifying but it was the astonishing Mini driven by Kevin Townsend that claimed pole with 1.19.995, next was the Anglia of Brandon Weld at 1.22.580 - the first Scratch race that proved to be processional. The excitement was at the front of the field with a brilliant David versus Goliath battle between the two front rowers, the brutal power of the Chev against the agility of the Mini that was like a corgi snapping at the Nova's heels! Townsend was sensational through the infield where he took the lead on several occasions, but sheer horsepower told in the end with winning by 1.07, Brandon Weld lead home the pack ahead of Craig August, Colin Middlemiss and Greg Gordon.



The four 'regular' Mitre 10 Mega Series categories were on the Sunday programme following their 'test' sessions the previous day. Overnight rain resulted in a damp track that dried as the meeting progressed, temperatures reaching the high teens.

With only three entries (Chris Wall, Nick Fisher, Jack Snelgrove) the RS Cup was grouped with the SF Cup entries to make a grid of ten, Wall and Chris Huszka heading the respective qualifying times. Despite incurring a time penalty for a jump start in the Scratch race Huszka crossed the line 4.8 ahead of Logan Jane, Josh Donohue picking up four places on his way to 3rd, Wall being the first RS Cup finisher in 6th place. The Reverse Grid was very close at the flag, Donohue edging out Spencer Morris by 0.26 with Huszka third at + 5.9, in the RS Cup Fisher was P6 at the flag with Wall and Snelgrove 9th and 10th. Nathan Spencer took out the Handicap by the narrow margin of 1.3 seconds over Wall (RSC) with 9/10ths to Nick Fisher (RSC) who completed the podium ahead of Rodney Penn. In one of the best finishes of the weekend Connor Cleland, Huska and Snelgrove crossed the line covered by 2/10ths in the fight for 5th.

Richie Arber was the form driver in the 15 strong IB Cup field, qualifying saw him pip David Thomsen by 5/100ths of a second, the pair 2/10ths ahead of the impressive Ben Duck who has upgraded his Honda Civic to a V-tech spec car. The trio dominated the Scratch race, Arber taking the checker 3.67 ahead of Thomsen with a

1.2 gap to Duck, however they were off the podium in the Reverse Grid that was won by Donald McIntyre by 1.1 seconds from Tyson De Bes and Colin Harper with Arber P4. The Handicap provided another close finish, Nathan Spencer getting home by 1½ seconds from the Mazda RX7 of Nix Van Rooijen with Arber a further 3.5 back in third to complete a good opening round.



Eleven cars was a healthy field for the GT Cup, the qualifying time sheet showed Sean Browne 2.6 seconds ahead of Cooper Cooley and Jamie Potts. The Scratch was dominated by Cooley who had an 11.66 advantage over Browne crossing the line with Potts P3, however Cooley was unable to make it a double as Peter Beauchamp was victorious in the Reverse Grid by 2.3 seconds, Ivan Knauf claimed third place. The Handicap was a thriller as Cooley chased down Stuart Lawton to take the flag by 3/10ths with Beauchamp right behind the pair in a grandstand finish.

Other abbreviated Sunday results: -

Hi Q FORMULA FIRST CHAMPIONSHIP

Race 3 - Symon, Jack Groenwald, Lines, Jensen Foster, Scott, Nicholson

Race 4 - Symon, Jensen Foster, Lines, Groenwald, Scott, Paul McCormack

GILTRAP GROUP NORTH ISLAND FORMULA FORD SERIES

Race 3 - Blincoe, Grant, Dowdall, Potter, Neale, Knowles

Race 4 - Knowles, Blincoe, Neale, Grant, Dowdall, Potter



NAPA CENTRAL MUSCLE CAR SERIES

Race 3 - Andrew Anderson, Knight, Barrie Richards, Holland, Guis, Ross

Race 4 - Ross, Holland, Nathan Anderson, Andrew Anderson, Knight, Parker



SUPER MINI CHALLENGE PRE-65

Race 2 - Davies, Greg Gordon, Evan Thompson, Middlemiss, Roger Llewelin, Townsend

Race 3 - Townsend, Brandon Weld, Middlemiss, Richard Weld, August, Gordon

Acknowledging the additional pressure on both the officials and volunteer V-Force, the two-day event was a big success in all respects - the additional categories brought fifty competitors, raising the total number to 86.

In the majority of cases the quality of the racing was exceptional, both open wheel groups were at the top of their game while the return of the NAPA Central Muscle Cars was one the highlights with their combination of sight and sound.

The writer apologises for the brevity of the Day 2 report, illness required him to leave the circuit before racing began.

Round 2 of the Stewart's Mitre 10 MEGA Summer Series is set for the weekend of 23/24/25 February with the eight additional categories including Historic Sports Sedans, GVI Formula Open NZ and Formula 5000 series, the latter celebrating a 50-year association with the Manfeild circuit.

RH

