

Manawatu Car Club Inc

Club Bulletin

Dec '22 / Jan '23



FROM THE PRESIDENTS PEN...



I hope everyone has had a great Xmas and is ready to celebrate the coming New Year, yes I write this on what is the last day of the Manawatu Car Clubs 75th Anniversary year... and what a year it has been!!!

I usually take the last week of the year and relax and reflect on the year that was, this year is no different with regards to that reflection, however what is different this year is that I honestly can't single out any one thing as my highlight of the year because there were so many. We started the year on a massive high when we had all of the new flag marshal points installed on Manfeild: Circuit Chris Amon, and the highlights just kept on coming from there... if I really had to single out any other event it would be a tie between the 75th Anniversary Dinner and the combined OctoberFast Meeting which saw the Super Trucks attend along with the 50th Anniversary of Mack Trucks... those two events will stay itched in the mind forever.

It was a huge year, however it did not just happen by itself, there are many people to thank for their time and efforts, from the members of the MCC Committee, to our awesome volunteers, to our family of sponsors, through to all of our members and our competitors, without all of you the year would not have been the successful and fun year that it was... I for one cannot wait until we kick things off next year!

So, speaking of next year, you will see the full year's event calendar on the following pages, this lists all of our events (and others that we are involved in) for the year so that you can put them in your diaries now. There are some really big events coming up, so be sure to look through the calendar thoroughly so you don't miss out on anything. All of these events will be on our MCC website calendar and on our Facebook page very soon as well. It promises to be another great year, and I know it will be...

You will also see below that our 75th AGM date has been booked for the 8th February 2023, this will again be held at the Feilding Civic Centre, and as always, all MCC Members are openly invited to attend the Annual General Meeting. At the AGM we will review what was the 2022 year (which is from 1st October 2021 – 30th September 2022), and we will elect our MCC Vice President and Committee Members for the coming year – Voting papers are on one of the following pages. Voting and nominations for the Committee are restricted to MCC financial members and Life Members only. To renew your MCC Membership please go to <https://manawatucarclub.org.nz/get-involved/membership/>

Please note that if you are looking to put yourself forward to be on the MCC Committee or stand for the position of Vice President, as per our Constitution section 12.1.2 - "Written nominations for the office of President, Vice President and Committee members shall be received by the Secretary no later than two (2) days prior to the Meeting" - details of how to send the voting form in is shown on the bottom of the voting form.

Hopefully you can make it along to the AGM, while we will reflect and report on our 75th year, the focus always is the year to come, and how we can improve on the previous year, so we have a few things to discuss along those lines, so it would be great to get your feedback on these things at the AGM, however if

you can't make it we will be sending out a request for feedback after the AGM so we can set about finalising a few things for some of next year's events.



Annual General Meeting
Wednesday 8th February 2023
Feilding Civic Centre
84 Aorangi Street, Feilding
Doors open 7.00pm
AGM start 7.30pm
Finger food and drinks (non-alcoholic) will be served at the conclusion of the meeting.

RACE WITH US!

Recently I was emailed about our MCC Clubrooms and how that was tracking... you may or may not remember we had an issue with the Earthquake report on the Clubrooms and it was decided unanimously by the MCC Committee not to use the clubrooms for any social events because of this report. I stated at the 2022 AGM that we were looking into the clubrooms and that an announcement would be made in a "couple of months". Since that date of the AGM a lot of things have happened (our 75th year events / celebrations planning for one), I for one stepped back a bit and did a full review of all of our assets and what we were likely to be needing in the years to come, one of those assets is obviously the MCC Clubrooms. I will say now that I would not be doing my job as President if I did not look at all of the options to do with the clubrooms, so this is what I set about doing. In looking into all of the options, other opportunities came to light, by way of my own thoughts and those of the MCC Committee, and it was voted unanimously by the committee to explore all of the options tabled. Part of the looking at all of the options was to talk with some key stakeholders, this being the Manfeild Park Trust and the Manawatu District Council, to look at some long-term planning that all organisations had in mind. Once these talks opened up, the future of the park took on a whole different light. I for one never focus on the right now, rather I look to see what is the best for the future of the club and for the many generations that will follow us, I certainly do not want future Presidents and Committees to be burdened with decisions made that are short-sighted in their approach, or the easy option is taken because it was just, well, easy to do. So, while on the face of it, it would seem that not a lot has been done, I can assure you that a lot, and more, has been done in the background, and while I might not be able to present some final options at the forthcoming AGM, this item is one that I am looking to tick off of my list this year. Please note that nothing major will be done without full consultation with the members of the Manawatu Car Club.

So please enjoy the last day of 2022, look forward to what 2023 may hold for you, and remember that life is too short not to smile and have fun...

Richie



VOTING FORM

2023 ANNUAL GENERAL MEETING ELECTIONS

Position: MCC Vice President

Term: 2 Years. Re-election in 2025

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2023 ANNUAL GENERAL MEETING ELECTIONS

Position: MCC Committee

Term: 1 Year.

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2023 ANNUAL GENERAL MEETING ELECTIONS

Position: MCC Committee

Term: 1 Year.

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed

Please scan and email to info@manawatucarclub.org.nz
Or post to: Manawatu Car Club, PO Box 542 Palmerston North 4410
Nominations must be received before Monday 8th February 2023

MEET THE 2022 COMMITTEE



President: Richie Arber
Mobile: 027-2900-668

president@manawatucarclub.org.nz



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

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

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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

Saturday 21 st	Multi Event Weekend
Sunday 22 nd	Multi Event Weekend
Friday 27 th	Super Sprint NZ Championship – Test Day
Saturday 28 th	Super Sprint NZ Championship – Race Day
Sunday 29 th	Super Sprint NZ Championship – Race Day



FEBRUARY

Saturday 4 th	Fugu February – Drift Practice
Saturday 11 th	Back Track Drift Tutoring
Sunday 12 th	Transpec / GT Oil Manfeild Open Day
Friday 24 th	February Flat Foot – Test Day
Saturday 25 th	February Flat Foot – Race Day 2K Cup & Superkarts
Sunday 26 th	February Flat Foot – Mitre 10 Mega Summer Race Series Round 2

MARCH

Saturday 4 th	Pararorangi Road Rallysprint (TBC)
Friday 31 st	Manfeild Test Day



APRIL

Saturday 1 st	Accredited Classes (TBC)
Sunday 2 nd	Mitre 10 Mega Summer Race Series Round 3
Saturday 8 th	Mitre 10 Mega Summer Series Prizegiving Dinner
Friday 14 th	Super Sprint NZ Championship – Test Day
Saturday 15 th	Super Sprint NZ Championship – Race Day
Sunday 16 th	Super Sprint NZ Championship – Race Day

MAY

Saturday 13 th	Back Track Drift Tutoring
Sunday 21 st	Otara Road Bent Sprint Touge Drift (TBC)



JUNE

Saturday 3 rd	Feilding Auto Electrical Winter Race Series Round 1 – Test Day / Race Day (TBC)
Sunday 4 th	Feilding Auto Electrical Winter Race Series Round 1 – Race Day
Sunday 18 th	Transpec / GT Oil 4.5km Bent Sprint

JULY

Saturday 1 st	Feilding Auto Electrical Winter Race Series Round 2 – Test Day / Race Day (TBC)
Sunday 2 nd	Feilding Auto Electrical Winter Race Series Round 2 – Race Day
Saturday 15 th	Drift Practice
Sunday 16 th	Transpec / GT Oil Manfeild Open Day
Friday 21 st	Manfeild Test Day
Saturday 22 nd	24Mins of Le Manfeild – Superkarts plus Mini Enduros Day 1
Sunday 23 rd	24Mins of Le Manfeild – Superkarts plus Mini Enduros Day 2

AUGUST

Saturday 5 th	Feilding Auto Electrical Winter Race Series Round 3 – Test Day / Race Day (TBC)
Sunday 6 th	Feilding Auto Electrical Winter Race Series Round 3 – Race Day
Sunday 13 th	Transpec / GT Oil Back Track Autocross / Motorkhana
Saturday 19 th	Back Track Drift Tutoring

SEPTEMBER

Saturday 2 nd	Feilding Auto Electrical Winter Race Series Round 4 – Test Day / Race Day (TBC)
Sunday 3 rd	Feilding Auto Electrical Winter Race Series Round 4 – Race Day
Saturday 16 th	Feilding Auto Electrical Winter Race Series Prize Giving
Sunday 17 th	Transpec / GT Oil Manfeild Open Day

OCTOBER

Saturday 7 th	Drift Tutoring
Friday 20 th	OctoberFAST!! Test Day
Saturday 21 st	OctoberFAST!! Race Day – Super Trucks
Sunday 22 nd	OctoberFAST!! Race Day – Super Trucks

NOVEMBER

Sunday 5 th	Transpec / GT Oil Manfeild Open Day
Saturday 18 th	ShowVember
Sunday 19 th	Transpec / GT Oil Back Track Autocross

DECEMBER

Friday 2 nd	Manfeild Test Day
Saturday 3 rd	Mitre 10 Mega Summer Race Series – Test Day
Sunday 4 th	Mitre 10 Mega Summer Race Series 23/24 Round 1



CLUB CHAT

In the October/November edition of the MCC Bulletin there were two stunning Jarod Carruthers photographs on Page 13 in the review of the 36th MG Classic, one showed Angus Fogg driving the CRC Algie Alfetta on the damp track, the other a rear shot of Foggy's flame throwing Ford Mustang. The CRC Alfetta pic is taken side-on and would have posed a problem for some readers who couldn't see the driver without very close scrutiny. The car was brainchild of the Algie brothers and was built for racing in the Sports Sedan category back in the 1980's, it was a sensation then as it is today. Briefly the brothers purchased a brand-new complete Alfa Romeo Alfetta GT body shell directly from the factory in Italy, together with other key components including an Alfetta transaxle - they 'aged' the shell in order to pay less tax when it arrived in New Zealand. When the build started there was an immediate problem because they didn't want to cut holes in the firewall in order to locate the engine as far back as possible, the answer was to locate the 5.0 litre Chaparral Chevrolet Formula 5000 spec V8 in the cockpit BEHIND the firewall, which meant that the driver would have to sit where the back seat would normally be! So, there's your answer...



To revive memories, the 1980's Sports Sedan era was the last time when kiwi ingenuity was to the fore and produced some of the most exciting and creative cars in the country's racing history, cars with charisma. It started with Ford Mustangs, Chev Camaros and a Pontiac Firebird with the numbers soon boosted with the Algie Alfetta and the rear-engined Chrysler Valiant Charger of Graeme Addis, V8 engines were shoehorned into the likes of the Vauxhall Viva, Mazda RX7, Ford Cortina, Vauxhall Ventora, Ford Capri and Mazda RX8, there was the legendary PDL Ford Mustangs and the giant killing 4.4 litre Oldsmobile powered Toyota Starlet of Trevor Crowe, from across the Tasman came Allan Moffat's Chev Monza, the 5.0 litre Repco Valiant

Charger of John McCormack and Frank Gardner's outrageous Chev Corvair based on a F5000 Lola. That extraordinary Sports Sedan era ended in the early 1990's when MANZ created the TranZam category based on the American TransAm Series - V8 'tin top' racing was never the same again...

It seems that our man Chris Symon is virtually unbeatable in the 2022/23 Hi-Q Components NZ Formula First Championship with another clean sweep in Round 3 at Hampton Downs last month, taking his scorecard to a perfect nine from nine. In qualifying Symon did a 1.19.41 lap to secure pole position from an inform Jenson Bate by a massive 0.93 of a second, the same two locals battled for the win in Race 1 but the defending champion was



always in control and eventually crossed the line 2½ seconds ahead of Bate who was having to cope with pressure from Zac Blincoe who completed the podium. Race 2 was a much closer affair that ended in a photo finish with the first three cars covered by 8/10ths of a second! At the flag Symon edged Bate by 8/100ths with

Liam Nicholson alongside the pair! For Symon that was too close for comfort and he was taking no risks of a repeat in Race 3 that he won by a margin of more than four seconds, however there was a fast and furious battle going on behind the # 1 car, Nicholson headed Liam Foster by 2/10ths for second with Jensen Foster 5/100th away in P4. Symon heads into the summer break with a commanding 226-point lead over Nicholson (449 points) who is two points ahead of Bate with a further three point gap to Toby McCormack so it's game-on for the minor placings with four rounds to run, Round 4 is also at Hampton Downs on 3-5 February as a support category for the New Zealand Grand Prix meeting with the final two rounds at Manfeild Circuit Chris Amon in March and April...

Justin Allen has confirmed he will continue racing in the 2023 Toyota 86 Championship that commences in the new year. For the Feilding driver it will be his fourth series in the highly competitive category and he will again run with International Motorsport preparing his car that will have continued backing from primary sponsor NAPA Autoparts, Feilding Auto Electrical, P&C Insurance as well as Manawatu and TRC Toyota. Justin was a strong contender for last year's title after winning the round at Pukekohe before losing momentum in the final two rounds which dropped him to fifth overall in the standings - "It's now a matter of not only having that outright pace in every race at every round but also making sure that if we cannot win, we convert that pace into solid points haul. That the most important thing of all". The 2023 Championship begins at Highlands Park in January, with Manfeild hosting Round 3 on the last weekend of January, and Round 7 mid-April, with the final round at Hampton Downs in May...



There's excitement in the Mazda MX5 camp following the announcement they have been invited to join the Mazda Summer Series and will finally have the opportunity to race at Pukekohe in the four-day Flying Farewell finale on 23-26 March next year. Competitors will have races on both circuit layouts with the Mazda's joining the Muscle Cars, V8s, V8 Utes, OSCA, GT and Super Trucks that will also be on the programme. That's a very interesting mix...

On December 1st it was announced that the Mercedes Formula One team had paid tribute to its former non-executive Chairman Niki Lauda who joined the squad in 2012 and remained an active part of the team until a few months before his death in May 2019 at the age of 70. The three-time world champion's name has been perpetuated with the road that leads into the team's Brackley Headquarters being renamed 'Lauda Drive'. Mercedes certainly took their time before honouring the famous Austrian, in 2017 Brendon Hartley became the first New Zealander to race in F1 in 33 years, won the Le Mans 24 Hours sports car race and the World Endurance Championship title, on 28 December of the same year the Manawatu Car Club acknowledged these remarkable achievements by naming the South Street entrance road to Manfeild Circuit Chris Amon 'Brendon Hartley Drive' with Brendon and his fiancé Sarah Wilson both being involved in the ceremony - the entire

process took little more than a month with the full co-operation of the Manfeild Park Trust Board, Manawatu District and Palmerston North City Councils and the Higgins Group to get the timing right. There was special significance in the date as #28 was Brendon's race number throughout most of his career, including F1, and he turned 28 years old on 28 November...



The 2022 Repco Supercar Championship ended on the first weekend of December with the return of the Adelaide 500 to the calendar, it was also the final race for MCC member Chris Pither with PremiAir Racing in the # 22 Coca Cola ZB Commodore. On paper it appears that Chris wasn't competitive, analysing results suggests that definitely wasn't the case – yes, in the majority of races he qualified towards the back of the grid (average position 20.4) but often less than a second off the pole time, that's how close the competition is which means overtaking and moving forward through the tight field is far from easy. There was a single Top 10 finish in Race 32 at the Gold Coast 500, he bowed out with placings of 19th and 16th in Races 33 and 34 at Adelaide 500, in the case of the latter an eight-place gain. Chris was a very popular Coca Cola ambassador and the Coke greenbacks supported him, which poses another interesting question. Chris Pither is out of the main game next year, let's hope that he will be picked up to co-drive in the endurance races, or maybe he will appear in another category. The 36-year-old has too much experience and talent to waste...

The famous Coca Cola brand will not be missing from the grid in the 2023 Repco Supercar Championship. Driven by Brodie Kostecki and Will Brown, the Erebus Motorsport's Gen3 Chev Camaros will possibly be the best-looking cars wearing bright red Coke bodywork. It's been confirmed that the cars will appear under the 'Coca Cola Racing by Erebus' banner and having two young drivers will appeal to a younger generation of fans, so important in marketing a product...

The annual AA (NZ Automobile Association) DRIVEN Car of the Year has been announced with the judging panel having 30 finalists to analyse, they chose the Ford Ranger that remains this country's most popular and

bestselling vehicle. The Tesla Model Y was named the AA Safest car while the popular People's Choice saw 50,000 people vote for the Toyota RAV4. Early in the new-year the New Zealand Motor Writer's Guild President Richard Bosselman will open the envelope and announce the Guild's winner. Will it be an EV or a Hybrid??

Mentioning our racing scribe, racing must be in the Bosselman genes. A book on the history of the Rangitikei Motor Cycle Club reveals that his father Fred Bosselman raced in the Post-WW2 era in the late 1940's and early 1950's riding a 500cc Matchless G80. The club was very active, holding grass track meetings at the Marton Racecourse and later road racing at what was known as the 'Crofton Circuit' with one of the five straights being a section of the Marton-Bulls road. Those events attracted the country's best riders of the time including Syd Jensen, Rod Coleman, Len Perry and Paul Fahey with the feature race being the Rangitikei Grand Prix. Richard opted not to follow in his father's footsteps racing on two wheels and chose a Mazda MX5 which was probably a wiser call...

Following a short time at their Taupo home Brendon Hartley's year was scheduled to conclude with two contrasting events. On 11th December he was back in Italy at the Fiera di Bologna for the annual Federation Internationale de l'Automobile (FIA) Gala Awards night that was presided over by FIA President Mohammed Ben Sulayem in front of 1,000 guests. It was appropriate that the FIA WEC Hypercar trophies were presented by nine-time Le Mans 24 Hour winner Tom Kristensen to Brendon, Sébastien Buemi and rookie Ryo Hirakawa. Team Manager and driver Kamui Kobayashi accepted the Manufacturer's Prize on behalf of Toyota Gazoo Racing whose GR010 Hypercars won four of the six rounds including the Le Mans 24 Hour. The following weekend he was back 'home' for the Valvoline Superstock Charity Challenge raced over two nights at the Paradise Valley Speedway in Rotorua against a star-studded fields that included Greg Murphy, Richie Stanaway, Andre Heimgartner, Chris van der Drift, Mad Mike Whiddett, Fanga Dan and others. Unfortunately the meeting was cancelled following heavy rain in the region, making the event a 'what could have been'.

For Brendon, Sarah and one year old daughter Paige Christmas was spent with their families before returning to Monaco before testing the 2023 Toyota Hypercar begins and starting the new-look WEC season as Hypercar defending champion...

RH



2022/2023 MITRE 10 MEGA SUMMER SERIES

The final event on the club's 75th Anniversary year calendar was the opening round of the annual Stewart's Mitre 10 Mega Summer Series that was held on 4th December with a new innovation - competitors had an additional fourth race that featured a 'Marble Draw' for grid positions and a rolling start that would have been a new experience for the sixty-three drivers who entered. With perfect weather the day began by grouping two classes together for the 15-minute test sessions with 16 six-lap races on the programme.

The RS Cup drew a field of only seven cars, in Race 1 Nick Fisher and Andrew Manderson drew marbles 1 and 2 so started from the front row with Graeme Wall and Eddie Arnold behind them. Arnold quickly powered his Honda Civic into the lead which was 5 seconds at the half way mark and increased is further as the race ran out. Paul Rodgers started from Row 3 and moved to second on Lap 2 with back marker Richard How up to P3 by Lap 4. Arnold had broken out three times which incurred a 30 second time penalty that dropped him to sixth in the final result, Rodgers becoming the winner by 6.8 seconds from How with Manderson holding out Wall by 0.168 for third.

The Scratch race saw Arnold, Rodgers and How running 1-2-3 from the lights out but on the last lap Wall put in the fastest lap to snatch third but that lap incurred a 10 second penalty which relegated him to 5th behind a restrained Arnold, Rodgers, How and Manderson, the first three covered by 5 seconds at the line. In the Reverse Grid Arnold got his second win by less than two seconds from Fisher with Wall beating Rodgers to the flag by 1/10th to claim third with Manderson P5 ahead of Caitlin Chowen, How was a DNS.

The Handicap was one of the day's best races with the grid spread over 20 seconds, Chowen was first away followed by Fisher at 5 seconds with another 5 to Manderson, Rodgers and Wall were next with Arnold last away. Manderson only completed one lap before retiring, Chowen led Fisher by 1.3 after four laps while Arnold had come through to P3 and looked menacing, going into the final lap Chowen led Arnold by half a second before the # 51 Honda took control and took the flag by 3½ seconds, rookie racer Chowen drove like a seasoned veteran to hold out Fisher by 0.146 with Rodgers and Wall next home, the four cars covered by less than three seconds - but Arnold had broken out on each of the last five laps, once by more than two seconds, his 80 seconds of penalties dropped him to the back of the field and officially 1.16.730 behind Chowen who was elevated to P1.



The SF Cup was much better supported with 22 drivers facing the starter. Steen McGhie and Peter Beauchamp picked the front row marbles with Chris Huszka and Martin Parker on Row 2, on the back row were Rodney Penn and Louis Kelly. Parker led into Turn 1, Rowan Trotter left the track at the corner, Richie Arber retired while Darren Walker who started from Row 4 hit the front from McGhie, Parker, Oliver Sapsford and Spencer Morris, Trotter was unable to extricate himself which brought out the Safety Car, the race going green on Lap 3. Walker staying in front on McGhie to the flag with the impressive David Ferguson moving up 14 places to lead Greg Browne and Kobe Chapman home - McGhie broke out on Lap 4, the 10 seconds dropped him to P7 with the official winning margin becoming 4.76 seconds.

Walker and McGhie were on the front row for the Scratch race, McGhie led Lap 1 from Ferguson and Walker, the trio dominating the six lapper. Starting from 21st on the grid Arber was the big mover, to P5 at half distance and P4 a lap later to head Browne and Beauchamp, unfortunately he also collected 40 seconds in time penalties. Walker and Ferguson both copped 10 seconds for infringing and Trotter 20 seconds! The official result shows McGhie winning by 6.2 seconds from Browne with Beauchamp 0.58 away in P3, Walker was relegated to 4th and Ferguson to 6th, the pair split by Kelly, Arber's penalty dropped him to last in P20 with having the fastest lap (1.24.171) being the only consolation, the breakout is 1.25.

The Reverse Grid was a brilliant race with Browne, Arber, McGhie, Ferguson and Walker occupying the back rows of the grid, up front were Travis McIntosh, Huszka and Penn. The 'quickies' were better behaved with only one 10 second penalty incurred. Initially McIntosh led Paul Greaney, Morris and Huszka, Greaney took over the front running on Lap 2 as Trotter moved to 12 positions to P3 while the back markers were quickly advancing towards the front with Arber leading the way in P5 followed by Browne and Walker. At mid-race the order Trotter, Arber, Greaney, Browne and Walker, another lap saw Ferguson cross the line in P4 and the battle intensifying, he was P3 a lap later. On the final lap Arber and Walker hit the front as the bunch behind them bunched up, Arber took the flag two seconds ahead of Walker, followed closely by Ferguson, Trotter, Browne, Beauchamp and Greaney, the cars covered by less than ten seconds - Ferguson broke out on lap 5 which dropped down the result sheet to 9th which moved the cars behind him up one finishing place.



A 30-second spread covered the 19 cars in the Handicap, Huszka was flagged away 5 seconds ahead of McIntosh with 10 seconds to the next group of four, Arber, Ferguson and Trotter were at the back and conceding a 5 second start to Walker. Huszka and McIntosh ran one-two before McIntosh was overhauled on the final lap, but there plenty of passing as the fastest cars moved up through the pack, both Arber and Ferguson picked-up 20 seconds in penalties but were never quite in the hunt, Trotter's challenge stalled. When Lap 4 ended Huszka led McIntosh and Morris, Browne was next followed by Parker and Shane Hayter, with a lap to run Walker had advanced to P5 and looked a possible winner, but Huszka kept cool and crossed the line

with a two second margin over the fast finishing Walker who had to settle for second, Browne edged Beauchamp by half a second to claim third with Morris, McIntosh, Kelly, Parker, Hayter and McGhie leading the pursuers, ten cars within 10 seconds of the winner with most split by tenths of a second. Other than Walker the big guns failed to feature, Trotter placed 16th, Arber 18th and Ferguson 19th, Arber setting a new class FTD of 1.24.147. Excellent racing again.

The IB Cup had the meeting's biggest field with a grid of 27 cars that included the Falcon XR8 of Ian Humphrey and long-time scrutineer Rod McCardle. The Marble Draw saw Zach Thompson, Peter Edmond, Irdan Harkin and Logan Morgan filling the first two rows for the rolling start, at the back of the field were David Thomsen, Liam Duffin, Kane Anderson and Tyson De Bes. Over the first two laps the running order was Zach Thompson, Harkin, Russell Chapman, Steve Hardie and Edmond, as the field began Lap 3 Thomsen was up to P6 after starting on Row 12, a 17 positional gain! On the same lap Thompson dropped back to 4th with Harkin, Chapman and Hardie the front runners, two laps later Chapman led Hardie as the pack shuffling began, the pair finished 1-2 followed by Harkin, Ian Thompson, Thomsen, Michael Eden, Duffin and Edmond, but seven drivers (six twice) had lapped faster than the 1.20 breakout time which dramatically changed the official result - Harkin became the winner from Zach Thompson, Duffin and Edmond with Dave Burroughs and Cooper Cooley completing the top six.



The Scratch had Chapman and Hardie sharing the front row with Harkin and Zach Thompson behind them, Nick Stewart was on his own at the back with De Bes and McCardle for company. Starting from Row 3 Eden quickly took the lead from Chapman and Thomsen who had started alongside Eden, next were Duffin and Harkin, Thomsen took second place the following lap while Hardie moved up to 4th ahead of Thompson while Edmond retired, that was the order for the next two laps before the charging Duffin came from P6 to seize the lead. Going into the final lap Duffin led Eden, Hardie, Ian Thompson, Kieran Moorman and Harkin, the group crossing the line in the same order. However, Thompson had collected a 10 second penalty and Duffin 20 seconds which meant Eden was the official victor by 4/10ths from Hardie, Kieran Moorman, Harkin, Logan Moorman and Cooley.

Reverse Grids are always interesting, Michael Eden was a DNS with Thomsen and Edmond also on the sideline. With the latter two out Stewart and McCardle formed the front row of the grid with De Bes and Warren Cleland behind them, Duffin and Hardie shared the back rows with Zach Thompson and Kieran Moorman. The race belonged to Stewart who led from lights to flag, initially chased by Cleland until he was overtaken by Graeme Bretherton on Lap 4. There was plenty of movement in the pack, Sandra Eden who started P14 was up to 4th followed by Burroughs and Cooley. The juggling of positions behind the leading pair continued to the flag, Stewart beating Bretherton by 1.8 seconds with a five second gap to Burroughs, Duffin, Thompson and Cooley, Sandra Eden holding out Cleland by 7/10ths in the race for seventh. No breakouts, yay.

For the Handicap the names of McIntyre, Stewart, Thomsen and Edmond were missing from the grid, De Bes was first away followed 5 seconds later by McCardle, another 5 seconds were four cars including Cleland and Sandra Eden, conceding 25 seconds to De Bes were Michel Eden, Duffin, Hardie and Zach Thompson. De Bes led the first four laps with the placings behind him continually with each lap McCardle, Cleland and Sandra Eden all having turns at chasing the leader, Darryl Hunter went off at Turn 1 which triggered a Safety Car and Ian Humphrey who started P11 had progressed to 4th at the halfway mark. Sandra Eden led at the end of Lap 5 followed by Humphrey, Cleland, Thompson, Bretherton and Kieran Moorman with the stage was set for a grandstand finish with 16 cars covered by 10 seconds, the first seven by less than five at the line. Humphrey was victorious on his return with Sandra Eden and Zach Thompson filling the minor places followed by Duffin, Kieran Moorman, Cleland and Bretherton - Michael Eden only progressed as far as P10 and Hardie to P16. No breakouts, yay again.



There was a disappointing seven starters in the GT Cup with two GT-A and five GT-B cars (+ 1.15). The Marble Draw had Tony Stewart and Tony Satherley sharing the front row with Ben Stewart and Nathan Harris on Row 2, Markku Braid drew # 6, with Bayley Walker and Matt Podjursky together of the back row. The GT-A cars of Satherley and Ben Stewart got away best and left the field in their wake, Tony Stewart initially held third before Walker slipped past on Lap 2, Braid was holding off Harris and Podjursky before they both retired after 4 laps. The race ran out with no order change, Satherley's winning margin was 1.45 with more than half a minute to the slower GT-B runners, Walker received a 10 second time penalty which moved Tony Stewart ahead of him, leaving Walker with an 8/100ths margin over Braid.

The Scratch race was down to five starters, Ben Stewart beat Satherley off the line and led the opening lap before hitting the tyre wall in Turn 1, the race was red flagged so the barrier could be reinstated. It resumed as a two-lap sprint with no changes of track position, Satherley taking the flag 8½ seconds ahead of Walker, Tony Stewart, Braid and Podjursky.

In the Reverse Grid it didn't take long for Satherley to hit the front from Tony Stewart and Walker, the race took a dramatic turn when Satherley and Walker pitted after four laps to leave three runners. The finish was epic with Stewart leading a tenacious Braid in his Toyota Trueno, at the line the margin was 6/10ths with Podjursky 21 seconds back in third.

Satherley was a DNS for the Handicap, for reasons unknown Podjursky was last to start, Braid and Tony Stewart having a 10 second advantage over Walker with Podjursky another five seconds back to complete a four-car field. Braid led Stewart off the line, on Lap 3 Walker advanced to P2 but was 7 seconds behind the leader, the chase began with the gap coming down each lap to 5.0 and 3.5 starting the final lap, using all his skill and race craft Braid was involved in another epic finish and at the checker flag had held off the challenge from the faster car by 4/10ths, Podjursky took third place points again 59 seconds behind the winner while Stewart limped home 1½ minutes after the flag fell.



There was plenty of interesting racing with little 'battle' damage being evident, some interesting results with outstanding close finishes and it's always great to see new faces and cars appearing. There was a full hour-long lunch break with the sixteen races completed by 3.16pm, all in a very relaxed and friendly atmosphere - Round 2 is set for Sunday 26 February as Day 2 of the February Flat Foot weekend...

RH

RUSTY'S NOTES

One of the new faces was Travis McIntosh, son of the enthusiastic and legendary Craig, aka 'Zippo'. His vehicle of choice was a Mazda MX5 which suggests 'Zippo Junior' could become a regular on the Manfeild grid. His debut outing came in the SF Cup that had a field of 22 cars and the day ended with an 18, 18, 15, 6 score card, in the final race (Handicap) he was holding P2 on the last lap before dropping to 6th at the flag, an encouraging start...

A good sight was seeing Ian Humphrey's Ford Falcon XR8 return to racing, it was one of two cars that were severely damaged in the opening round of the 2022 Winter Series with the entire rear-end of the car partly demolished. The other car seriously damaged in a different race, the TicTac M3 BMW of Warren Dunning required very major surgery and despite the severity of the damage returned to classic racing several months ago. There are some very clever 'Mr Fix Its' out there in a time of need...

President Richie Arber had a frustrating meeting with an electrical issue, a problem was discovered when preparing the car and the best solution was to completely rewire the car, definitely not a small task. With the assistance of a 'sparky' the work was completed in two days but race day didn't start well when the # 46 Honda was retired from the first SF Cup race after a single lap, with the problem resolved he started P21 in the Scratch and broke out four times with the 40 seconds dropping him to 20th in the results, a backmarker again in the Reverse Grid and 'Richie's Rocket' won by six seconds, in the final race the car was at the back of the grid for the third time (!) but two break outs resulted in P18 on the result sheet. The car's speed certainly made the rewire of the electrics worthwhile, now there's the problem of a heavy right foot to resolve...

One man who showed his versatility at the meeting was Malcolm Glenn who is normally the Clerk of Course housed on Level 2 of the Control Building, a duty he sometimes shares with his brother Jamie. For the IB Cup Handicap race Malcolm was seen down on the starter's stand dropping the New Zealand flag to despatch the field, a relatively mundane task, it was at the end of the six laps that he really shone with the checker flag, showing all the style and flair of a top flagman - it was certainly very impressive and added to the experience...

Spare a thought for GT Cup racers Waka Nathan Harris and Stephen Samuelu. Harris's day ended after only four laps of the Marble Draw race while the Samuelu car was trailered during the pre-racing test session so was recorded as four DNS's on the result sheets. Like all sports motor racing has its good days and bad days...



The children's Christmas party was scheduled for the lunch break, Jill Hogg had organised and wrapped gifts while Donna Whale from the crash rescue crew had contacted the man with the red suite and white beard, Santa arriving with an elf helper. It's obviously a very busy time of the year with various Xmas Parades around the region which could explain the lack of children present to collect their presents. Undaunted, Santa and his elf used the buggy to drive around the pit area distributing the gifts and lollies together with a big slice of goodwill. People of all ages enjoy seeing the visitor from the North Pole...

RH

2022 REPCO SUPERCAR CHAMPIONSHIP FINALE

The return of the popular Adelaide race was a major issue in the last South Australian State Elections after the plug was pulled on the event in 2020 when the weekend attracted a record low attendance of 206,360 that was still the largest crowd at any Supercar event at the time.

The extremely popular '500' was back on the Supercar Championship calendar when Peter Malinauskas became the State's new Premier with a pledge of AU\$15 million to reinstate the race in time for the final race involving the Holden brand in the state that was its home until the last VF Commodore rolled off the Elizabeth assembly line on 19 October 2017, the ZB Commodore was produced by GM in Germany. With Holden's demise GM Special Vehicle dealers in both Australia and New Zealand are selling Chevrolets with the Camaro replacing the Commodore for racing in the new Gen3 era.

To encourage the support of fans Malinauskas reverted to 2012 prices to make the event affordable to more people, General Admission Weekend tickets were AU\$159 with the 4-day pass AU\$189, the Premier hoped the four-day festival weekend would attract 250,000 spectators to justify his election promise, the official figure was an impressive 258,200 people with the Supercar CEO confirming that the city would host the season's final race for the next four years - the record attendance is 291,000 in 2008.

The popular picturesque Parkland circuit is a street layout close to Adelaide's main business area and had been resealed resulting in lower kerbs, improved grip and lower lap times, the '500' being promoted as 'The Final Roar' which was an acknowledgement to the Holden brand that had been part of Australian motor racing since 1954, however Adelaide didn't bring a fairy tale ending to Shane Van Gisbergen's recording breaking season but it did for Holden in its swan song meeting on home soil.



Van Gisbergen had a weekend to forget that began with qualifying for Race 33, on his flying lap and looking at an 18 second time he went wide in the final corner and ran off the track, there wasn't time for another lap and it meant starting the race from P25 at the back of grid! It didn't get any better in the 78-lap race, following a restart on Lap 41 he crashed at Turn 11 which triggered another Safety Car. The battered Commodore was patched up in the garage and returned to the track allowing SVG to finish in 20th place, 13 laps behind the winner. Qualifying for Race 34 was delayed because the Stewards were discussing Shane's eligibility for the shootout because of a speeding infringement in pit lane, they decided in his favour and he was fourth fastest in the brief 10-minute session. The final championship race also caused frustration, during a Safety Car period he had to double stack behind his team mate, re-joining in P12. Following another restart on Lap 62 he incurred a Drive Through penalty for overlapping a car which dropped him from 3rd to 13th place, at the flag he had moved up to P7 and 26 seconds behind the winner - SVG's weekend highlight came with the post-race celebrations when he performed the biggest and best burnouts in Australian racing history, at one point he stood on the car's roof with smoke still pouring off the rear tyres after jamming the throttle open with one of his driving boots! More donuts followed before a tyre finally shredded and burst, the right rear guard partly demolished, a spectacular ending to mark the return to Adelaide.

It was expected 'The Giz' would give Holden the fairy tale ending, but it was Chaz Mostert and Broc Feeney who won the final two races in Holden 1-2 finishes - in Race 33 it was Walkinshaw Andretti United drivers on the top two steps of the podium with Nick Percat joining Mostert, Andre Heimgartner placed 9th and Chris Pither 19th after leading during the second pit stop cycle. Race 34 ended with Mostert less than a second behind rookie Feeney who scored his first Supercar win and Holden's 190th. Heimgartner had another Top 10 result, finishing 5th, while Pither came home 16th on the lead lap to end his time with Premi-Air Racing.

In the 2022 Driver's Championship Van Gisbergen's record 21 wins saw him finish the series with 3,523 points, 615 ahead of Cam Waters with Mostert P3. Heimgartner was 10th in the standings and Pither 20th, a total of 37 drivers competed in championship races. The Team's Championship was claimed by Triple Eight Race Engineering Racing who accumulated 5,900 points, well ahead of DJR's (Dick Johnson Racing) 5,172 and the 4,656 scored by Tickford Racing.



The Gen2 Supercar era has ended with the new-year seeing the introduction of Gen3 with its very different specifications and the Chevrolet Camaro replacing the Holden as the General Motors challenger against the Ford Mustang - the 2023 Repco Supercar Championship begins in March with so many unanswered questions.

Following the event, the black-tie End-of-Season Gala Awards Dinner was held at the Adelaide Oval, the retiring Lee Holdsworth scored a double with the Barry Sgeene Medal and the media-judged 'Best and Fairest Driver' award, his replacement at Penrite Racing kiwi Matt Payne received the Mike Kable 'Young Gun' award for his performance in the Series2 Championship, while Shane Van Gisbergen took out the 'Fan's Choice Most Popular Driver' for the second successive year.

The Final Roar took place sixty-five years after a Holden 48/125 appeared on the race track at Mt Druitt in New South Wales in 1954, the 48/215 was first produced in 1948 and perceived as a possible race winner compared to the American and British rivals because of its light weight and tuneable six-cylinder motor. The Lion entered the new Australian Touring Car Championship in 1969 with the HT Monaro GT350 that was followed by a series of successful Torana models beginning with the XU-1. The first VB Commodore made its competition debut in the gruelling 20,000-kilometre 1979 Repco Round Australia Reliability Trial, the distance was actually 19,027.3 with 8,000 kilometres of competitive stages, starting and finishing in Melbourne with rest stops at Adelaide, Perth, Darwin, Townsville and Sydney. Only thirteen of the original 167 starters completed the entire course with Commodores finishing 1-2-3 and beating the factory teams from Porsche, Volvo and Citroen, the winning HDT '05' crewed by Peter Brock (driver), Noel Richards (navigator) and Matt Philip (mechanic), surprisingly the Commodores didn't use the V8 engine, they were fitted with the lighter XU-1 3.3 litre in-line six-cylinder motor to minimise the stress on the front sub-frame and suspension. Holden had viewed the event as 'the perfect challenge', it was a gamble that certainly paid off, the following year the VB Commodore made its track debut in the Australian Touring Car Championship run over eight rounds. Brock started every race from pole position, won four rounds with three second placings and a DNF, winning the title by 27 points from Kevin Bartlett in the Nine Network Chev Camaro Z28. The Commodore would go on to become an Aussie legend over the next 43 years - cars wearing the iconic Lion badge won 626 ATCC and Supercar races including 36 victories in the flagship Bathurst 1000, a remarkable record that's unlikely to be beaten...

RH

