

**Manawatu Car Club Inc**  
**Club Bulletin**  
**June / July 2022**



# FROM THE PRESIDENTS PEN...



Firstly, apologies for the no show with regards to a Bulletin for the month of June, in June... June was one of those months where we had more than a few events on for the Car Club and I also had a number of other personal and business events on during the month. I remember thinking as the month of June started, that there was not a weekend free and just about every night of every week was booked up with something, so I think we can be forgiven... so welcome to the June & July bulletin!

Obviously the two big events of the month of June, besides my son Jack turning four, were the opening round of the Feilding Auto Electrical Winter Race Series, and the 75<sup>th</sup> Anniversary Dinner, both events having a huge amount of planning go into them, and both were hugely successful.

The first round of the Winter Series saw a record number of cars enter, it also saw the weather gods be very kind to us given what we had experienced before and after that weekend... but boy was it good to get back into the car and go racing. A few of us got together this year and decided that we would do RS Cup, no reason than to have some extra fun as many are also running in other classes as well. So out we all went and brought RS Cup cars, and what that did show us is that there are a lot of good cheap cars out there capable of doing times that are competitive within the RS Cup class..., so we brought a couple more just in case...

The 75<sup>th</sup> Anniversary Dinner was a great way to finish the month off, to see so many people, many that I have not seen for some time, was truly wonderful. The 75<sup>th</sup> Committee had always set out to make this a relaxed, enjoyable event, one where we could all sit back and listen to the thoughts and memories of others and feel what it is like to be a part of, and to belong to, a great club, and I believe that is exactly what happened on the night. A huge thank you to all of the speakers on the night, without you willingly sharing your memories it would have a boing night, but instead it was a night that will be remembered for many years to come.

Another event that will stay with us for many years to come, is the event that took place on Sunday 3<sup>rd</sup> July 2022, at the second round of the Winter Series. It is 4pm on Sunday 10<sup>th</sup> July as I write this, almost to the exact time a week ago that I arrived home from the track following that event... I am also approximately seven hours in to doing all matter of things for the car club today (thankfully the wife and family have been busy doing other things today), and I have been thinking for all of that time that I still had to write about it... so here goes...

I remember standing at the track side of the pit garages watching the race, I remember commenting that something mechanical must have happened to Gerald's car exiting the hairpin on lap one of the race, on lap two I remember hearing the sound of a car coming off of the track and I remember seeing the car hit hard into the tyre wall... I remember thinking shit that was a hard hit, I hope Gerald is ok...what happened next felt like it sucked the air out of the whole place. The concerned and anxious looks on everyone's faces told a story in itself...

Out on the track at that moment that car hit the tyre barrier, something awesome happened, that was that a group of volunteers put all of their years of hard training into action. Our FIV and rescue crews were at the scene in under a minute, not long after that they determined that something had happened that was not the result of the accident, rather the accident was the result of something else that had gone wrong, and they then

worked in unison to save the life of one our own... and save it they did. Today Gerald has posted on Facebook that "Motorsport saved My life" and that is exactly what happened, Motorsport, and the people within it, did save his life, and I know that he and his family are extremely grateful that they did. I also know that the next time I go out to race, I will do so knowing that I have the best people there at the track in case something does go wrong, a comforting thought for me and also my family.

It is a timely reminder that our volunteers give their time willingly, so next time you race remember to give them all a wave at the end of the race, as I am sure that they will be waving to you, and maybe say thanks to them when you come across them at our meetings, you can't miss them as they are usually dressed accordingly, and they are always at the Café at lunchtime so feel free to pop in and say hi and thank you, as one day one of them might just save your life.

Richie



The club continues to attract new members which is another benefit of the long-standing Winter Series and commitment to drifting, the membership list has the greatest number of people since the club was formed 75 years ago, now standing at over 450.

Last month saw six new members accepted into the ranks, scattered between Auckland in the north and Rolleston in the south, the latter being on the southern outskirts of Christchurch.

As a friendly club, this month we welcome David Pinkerston (Auckland), Karl Van Der Hulst (Taupo), Thomas Iiliffe (Wanganui), Greg Wilson (Feilding), Andrew Melles (Otaki) and Everard Petrie (Rolleston).

Enjoy being a member of the Manawatu Car Club...

RH



# MEET THE 2022 COMMITTEE



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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



Nick Stewart



Markku Braid



Troy Brown



Malcolm Glen



Russell Harris  
Club Advisor



Brian Davies  
Club Advisor



**JULY**

- Saturday 16<sup>th</sup> Drift Practice – 3km Track – Intermediate & Advanced
- Sunday 17<sup>th</sup> Transpec / GT Oils Manfeild Open Day Round 2
- Saturday 23<sup>rd</sup> National Race Meeting – Superkarts Day 1 / Mini Enduros
- Sunday 24<sup>th</sup> National Race Meeting – Superkarts Day 2 / Mini Enduros
- Saturday 30<sup>th</sup> Transpec / GT Oil 4.5km Bent Sprint



**AUGUST**

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

**SEPTEMBER**

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

**OCTOBER**

- Saturday 8<sup>th</sup> Drift Practice – 3km Track – Intermediate & Advanced
- Friday 21<sup>st</sup> OctoberFAST!! Test Day
- Saturday 22<sup>nd</sup> OctoberFAST!! Race Day & the 50<sup>th</sup> Celebrations for Mack Trucks
- Sunday 23<sup>rd</sup> OctoberFAST!! Race Day

An advertisement for Feilding Auto Electrical Ltd. The background is a dark purple and black gradient with bright white lightning bolts striking across it. The company name "Feilding Auto Electrical Ltd" is written in a stylized, white, serif font. Below the name, the services offered are listed: "Starter motors • Alternators • Batteries" and "Engine diagnostics • ABS • Airbags". At the bottom, contact information is provided: "Tel 323 8427 • Fax 323 8466" and "71 Stafford St, Feilding • Email: fae@inspire.net.nz".

## NOVEMBER

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



## DECEMBER

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



**Free Spectator Admission**

**MANAWATU 75 years 1947-2022 CAR CLUB**

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

**Series Sponsor: Feilding Auto Electrical**

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

**PIT CREW Design TOONING GARAGE**  
**Jared Carruthers Photography**

**Manawatu Car Club 75th Anniversary**  
**Manfeild Circuit Chris Amon**

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

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

A collage of racing cars including a yellow and blue rally car, a blue and yellow rally car, and a classic silver muscle car.

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## CLUB TALK

Manfeild Circuit Chris Amon is back in favour. Toyota Gazoo Racing New Zealand has confirmed the dates and venues for the 2023 Castrol Toyota Racing Series that sees the Feilding circuit hosting the third of the five scheduled rounds. Next year will be the first full series since the Covid pandemic broke out in 2020 and the organisers are hoping to attract a full grid of 20 cars with local and international drivers behind the wheel. The first round will be held at Highlands Motorsport Park on 13-15 January with Teretonga Park Raceway the following weekend. The series moves to the North Island a week later as Manfeild Circuit Chris Amon hosts Round 3 on 27-29 January, next comes Hampton Downs International Motorsport Park on the first weekend in February with the final round a further week later at Taupo International Motorsport Park on 10-12 February. It's interesting to note that the date for the 67th running of the New Zealand Grand Prix has yet to be confirmed, could the county's most prestigious open-wheel race return to the region that is its birthplace...



Our man Chris Pither was back on track for Round 5 of the Repco Supercar Championship at the Winton Motor Raceway in northern Victoria, the Pizza Hut Winton SuperSprint. This 12 turn circuit is relatively short at 3.0 kilometres long, in FP1 Will Brown topped the time sheet with a 1.18.72 that was under the lap record, Pither was at the bottom of sheet in P27 and 1.45 slower. Shane Van Gisbergen was quickest in FP2 as times dropped, his best lap was 1.18.44, CP improved by three places in the session and was down to 1.005 off the pace, again showing how tight the field is.

Qualifying for Race 13 saw SVG snatch pole position with 1.18.26, edging Cam Waters by 4/100ths, at the back end of the grid were big names Courtney (P20), Hazelwood, Percat and Slade, Pither was 25th quickest at + 1.03, two places ahead of team mate Garry Jacobson at the tail.

In the 36 lap race Waters beat SVG to the flag by 4/10ths of a second. Courtney, Percat and Slade each made seven place gains, Jacobson nine places while CP lost one position to finish 26th after being one of several drivers running low on fuel, his car stopped after crossing the line! More positively Pither's best 1.20.68 lap was the 10th fastest of the race which shows the Coke Commodore had good pace.

Day 2 began with qualifying for Races 14 and 15. In the first 10-minute session the outcome for CP was P25, 1.17 away from Waters pole time, he headed SVG by 6/10,000ths of a second. Qualifying for Race 15 ended with the same outcome, P25 on the grid but closer to Waters at 0.872. Despite having good mid-field race pace, positional gains weren't easy to achieve except in the pit cycle, in Race 14 the # 22 Commodore finished just one place ahead of where it started, 70 seconds behind SVG who beat Waters by 5.29. Race 15 brought a three-place gain to be P22 at the flag, a minute behind Waters who crossed the line 4/10ths ahead of SVG to claim the round win.

On the Driver's championship table Chris currently sits 22nd with 446 points, one place and 19 points ahead of team mate Jacobson, SVG leads on 1,376.

In the Team's championship Triple Eight Race Engineering leads on 2,263 points, 115 ahead of DJR Shell V-Power, PremiAir Racing sit 12th of the fifteen teams and ahead of Walkinshaw Andretti United.

There's been disappointing news for Kaleb Ngatoa, a funding shortfall meant that he was unable race in the Round 4 of the S5000 Australian Driver's Championship at the Sydney Motorsport Park at the end of May. Only eight cars were on the grid, the smallest field of the series, Kaleb's Team BRM only entered a single car for championship leader Joey Mawson, at Albert Park they ran four cars and three at both Symmons Plains and Phillip Island - maybe a sign of the times.

The now final round of the championship following the removal of Sandown from the calendar takes place on 17-19 June, included in the support programme for the Repco Supercar Championship at Darwin. Kaleb was able to find the necessary funding to be on the grid. The end-of-year Tasman Series races at the Gold Coast 500 and Bathurst International remain on the S5000 schedule, with the possibility of Adelaide being added. Also across the Tasman there's talk about the sale of the S5000 single seaters and associated intellectual property to an American buyer. The V8 powered category that revives memories of the thundering Formula 5000 era has not achieved the predicted level of interest and business is business. That's contrary to the fact that Garry Rogers Motorsport (GRM) who developed the category and builds the cars is planning a two-seater S5000 for a fan experience, now that would/will be some ride.

Round 6 of the 2022 Repco Supercar championship was the Merlin Darwin Triple Crown at Hidden Valley Raceway on 17-19 June. The Darwin event was known as the 'indigenous' round as a way of celebrating First Nation people as is done by both the AFL and NRL, it was the first time that all the Supercars wore special liveries created by aboriginal artists as a recognition of the Larrakia people on whose land the event takes place.

S5000 was one of the support classes and Kaleb Ngatoa was back in his regular Team BRM #15 car, his weekend got off to a great start when he second quickest in the practice session, 0.429 behind James Mawson. He was unable to match his pace in qualifying and clocked the 8th fastest lap in the 11-car field, 9/10ths slower than the pole time.

The first race was reduced from 24 to 19 laps because of time constraints, it was not particularly exciting as there was no positional changes after the opening lap! Ngatoa finished P8, 15 seconds behind the winner. Race 2 was the Reverse Grid which put Kaleb on the outside of the front row, he got the jump when the lights went and led into Turn 1, a position he would retain to the flag. There was a 4 lap Safety Car intervention from lap 3 but the young Marton driver maintained his composure despite having James Golding on his gearbox, winning by 0.4917 as time reduced the race to 17 laps. Team mate Joey Mawson finished P5 to clinch back-to-back titles with one race remaining. Race 3 had a Safety Car intervention following multiple opening lap collisions, one between turns 6 and 7 involved Ngatoa who retired to the pits after 8 of the 17 laps, joining three top drivers including Mawson. The final championship race was won by Aaron Cameron.

In the 2022 Australian Driver's Championship, Joey Mawson won the title for the second successive year with 428 points, 62 ahead of Tim Macrow, Kaleb Ngatoa scored 177 points which placed him 8th overall after missing two of the five rounds, during the course of the series 21 drivers faced the starter...

With Darwin being the Supercar's indigenous round Chris Pither's Commodore was presented in an eye-catching red and black high-impact livery promoting Coca Cola Sugar Free, the work of 21-year-old artist Kiewa Tya Austin-Rioli.



Hidden Valley Raceway has good memories for our man, although the first practice session was nothing special, 25th quickest out of 27 cars and a second off the fastest time, the second session was very special, Chris jumped to P14 and only 0.416 behind SVG in P1. That momentum continued in qualifying, the #22 missed out on the Race 16 top 10 pole shootout by 3/1000ths of a second for P11 on the grid and nine spots ahead of his PremiAir Racing team mate Garry Jacobson.

In Race 16 of the championship the Coke Commodore was hit from behind at Turn 7 on the third lap, went off the road and sustained a punctured tyre, all thoughts of a top 10 finish gone. Chris crossed the line in 24th place and was elevated one spot following Chaz Mostert's disqualification from P4 for a technical breach on the grid, Anton de Pasquale took maximum points. SVG finished 3rd and Andre Heimgartner 4th.

Day 2 began with 10-minute qualifying sessions for races 17 and 18, both over 38 laps. Pither would start Race 17 from 24th on the grid with a lap 7/10ths slower than pole man Cam Waters, he improved four places for Race 18, being 9/10ths behind Will Davison who claimed pole, SVG was 4th and 5th quickest respectively. Race 17 began in dramatic fashion with a multi-car accident on the opening lap, the Safety Car was called before it was upgraded to race suspension. The race restarted following a 15-minute delay with Waters taking the flag and SVG again in P3, Heimgartner placed 9th. Chris gained two positions during the race to finish 22nd.

Race 18 saw Pither have a stunning first lap to gain six positions and move up to 14th place which would fluctuate with the pit stop cycle. With 12 laps to run there was a brief Safety Car intervention which worked against the Coke team as they had pitted the car early for tyres, the race ran out with Chris in P20, 19 seconds behind winner Mostert, Heimgartner scored his third top ten finish while SVG had a troubled race, finally crossing the line six seconds behind Chris in 21st place.

Despite that poor result SVG still leads the championship standings with 1581 points, 214 ahead of de Pasquale, Heimgartner sits 9th (954) and Pither 23rd on 526 points, 13 ahead of team mate Garry Jacobson. In the Dunlop Teams Championship DJR/Shell V-Power racing leads Red Bull Ampol by 14 points, PremiAir Racing sits 12th of the 16 teams.

There was a bombshell dropped in the days following the Darwin round when PremiAir Racing announced that Garry Jacobson had been relieved of driving duties with immediate effect. Earlier in the championship the 30-year-old had scored the team's best results with three top 10 finishes in the Melbourne 400 that supported the Australian Grand Prix, however he suffered a form slump following Albert Park and at Hidden Valley was perhaps guilty of being overly aggressive following incidents involving other cars in two of the three races, no official reason for his release has been given. That means Chris will have a new teammate in James Golding in the #Subway backed Commodore for the next round, the NTI Townsville 500 on the weekend of 8-10 July.



The highlight of the Darwin weekend for PremiAir Racing was team owner Peter Xiberras winning the Burson Auto Parts Australian Top Fueller Championship on the Saturday night at the Hidden Valley Raceway Drag Strip, it was the first time that the two PremiAir teams had been at the same venue. The finale was promoted as 'Nitro Up North' with Xiberras coming up against Damien Harris in the A-final, both had perfect starts with the pair split by 25/1000ths at the line after 3.8 second runs at better than 504 kilometres an hour. Harris was the victor but Peter Xiberras won the title for the second successive year after the six rounds.



Our racing scribe has been overseas, to the South Island to be more exact. Richard Bosselman was flown to Christchurch to begin a two-day experience in what could be the last of the real 'soobys', the latest rendering of the fabled WRX, three letters that are the abbreviation for 'World Rally (e)Xperimental'. The journalists had two variants of both the sedan and wagon to drive, for Mr B Day 1 was sampling the sedans on a journey to The Hermitage at the base of Aoraki Mount Cook through the McKenzie Country, the weather allowed a perfect view of the country's highest and best-known peak. Perhaps it was significant that the trip was 340 kilometres, the same distance that the FIA allows for a world championship rally!

There was a switch to the pair of wagons on Day 2 that ended at Queenstown's Millbrook Resort, the drive included the daunting Crown Range Road from Wanaka to Arrowtown. For Mr B would it be his last experience of the petrol-fuelled turbo/intercooled boxer motor and manual gearbox that took Subaru to thirteen New Zealand Rally Championship titles? These latest WRX's have price tags ranging from \$59,990 to \$64,990, they are in the tradition of the name and are certainly impressive, though some Sooby fans will mourn the loss of the 'STI' badge that acknowledged the flagship model. The 'Rex' was created in 1992 for rallying at the highest level and became a big success with three WRC Driver's Championships (1995/2001/2003) and four Manufacturer's titles (1994/1997/2001/2004), add to that list four WRC Rally of New Zealand victories over a ten years period, that's a record envied by many makers. This latest Southern experience may have been an emotional one for Mr B...

RH

### HARTLEY MAKES IT 3

On the second week of June interest shifted to France for the 90th running of the 24 Heures du Mans with Brendon Hartley seeking his third victory in the famous race that carries double FIA WEC championship points

In the 2022 FIA WEC, the Toyota Gazoo Racing #8 finished second in the 1000 miles of Sebring followed by an early exit in the 6 Hours of Spa-Francorchamps, so what would the French race have to offer. With wife Sarah and baby daughter Sarah joining the team for this round could they be the lucky charm?

The Le Mans week commenced with an official 'test' day and marked the first appearance of the new Hypercars at the Circuit de la Sarthe, American privateer Glickenhaus had two cars which brought the class total to five. Run in two sessions, by day's end the two Toyota's had covered 2,861 kilometres (210 laps) with the # 7 GR010 topping the time sheets in both outings, the sister # 8 was third quickest and half a second slower, the pair split by a Glickenhaus.

Brendon - *"It was great to see the fans at scrutineering after a couple of years without this tradition. The atmosphere is already building one week before the race and it felt nice to be back on the track at Le Mans. We spent a lot of time in the last months preparing for this. It's clear that the GR010 Hybrid was made for this track where it feels most at home, so it's always a pleasure to drive it here. It looks very competitive at the front and we are in the mix".*

The Gazoo Racing Toyota team had its first taste of champagne when the wheelmen of the # 8 car won the inaugural Pit Stop Challenge that required all four tyres to be changed, their trophies being presented on the famous Le Mans podium.

Wednesday's first three-hour practice session saw the focus on set-ups and aerodynamic comparisons, Brendon setting the fastest time with the sister # 7 car down in 5th place and last of the Hypercars. Later in the day the focus shifted to qualifying where the top six times in each of the four categories take part in the Hyperpole to decide grid positions. *"First practice went well but qualifying was a bit delayed, when we went out there was a red flag, then it started raining so we didn't have time to do a representative lap time. At least we got one lap on the board which qualified us for Hyperpole. It was nice to drive at night which is always fun around here, it gets the adrenalin flowing".*



The #8 Toyota had spent much of the qualifying session in the garage with the right rear corner requiring replacement, with the rain falling Brendon posted the 29th fastest time lap and was P5 of the Hypercars on a day that ended with a two-hour practice period in the dark.

Thursday featured the much-awaited 30-minute Hyperpole with qualifying specialist Kamui Kobayashi expected to secure pole position for the fourth successive year. The Japanese star attacked early to head the leader board, with minutes remaining the Alpine was in top spot with the first sub 1.25 lap before Kobayashi beat its time and looked to have sealed pole with 3.24.828. Brendon began his final flyer just before the checker flag fell, clocking a sensational 1.24.408 to snatch the #1 starting position from his team mate by 0.420 to complete a Toyota lockout of the front row.

*"It was an incredible feeling to do that lap so I'm very happy to take my first pole position here. It feels awesome, I was pretty close last year and sorry to Kamui who was looking for his fifth pole position, but I really went for it, the car felt amazing, it's not often you get low fuel, new tyres and have a relatively clear track around here. Sorry for my team mates and also thank you for letting me have all the fun today and to all the crew, everything has been going really smoothly so far. I had pretty clean laps, my first was really good and I think they told me I had a one second gap which was a bit of a surprise. Going into the second round I knew I was going to have a challenge, the fuel load was coming down, the track temp was dropping and but I had a bit of traffic and my engineer told me I had dropped to third position. So a lot of pressure on the last lap, it felt so good to put it all together. Now the focus on the race, so happy to see fans back here, two years ago when we won the race with the #8 it was mixed emotions to seeing anyone here".*



Friday saw the fourth and final practice session before the cars underwent final preparation. With Saturday race day the atmosphere was electric, nearly a quarter of a million fans flocked to the circuit and the build-up to the 4pm start was described by 9-time winner Tom Kristensen - *"I was as amazed as was everyone else by the staggering spectacle."* It began with the winner's trophy being returned to the organising ACO (Automobile Club de l'Ouest) by Kazuki Nakajima driving the TOM's Toyota 85C that his father Saturo drove in the 1985 race,

next up was a French Army helicopter that flew very low over the start line to deliver the French flag by two soldiers on zip lines before diving down over the assembled grid, on cue the Patrouille de France aerobatic team flew overhead trailing the blue, white and red smoke of the Tricolour.

With 4.00pm showing on the giant Rolex clock the field took off from the rolling start with Sébastien Buemi taking the lead in the #8 Toyota and holding it until the first round of pit stops after 40 minutes, from that point the two GR010 Hybrids swapped P1 during the pit cycles. At the four hour mark the problems afflicting the off-the-pace Alpine A480 continued as the French car dropped down the leader board, a Glickenhaus held third place. There was a dramatic moment 8½ hours into the race when the #7 locked-up and came very close to hitting the leading #8 as the two cars entered a 'slow zone' where an oil clean-up was taking place, but there was a more dramatic moment at the 15.47 mark when the #7 stopped at Arnage, Lopez managed to restart and got back to the pits where a light signalled a hybrid system issue that makes the car unsafe to touch! The car returned to the track after another power recycle but off the lead lap, the third place Glickenhaus was 4 laps behind the leader that was able to go to a more conservative strategy, the race for the top step of the podium was effectively over barring a mishap. However there were plenty of incidents in the other three categories to keep team on their toes and the fans 'entertained', the only Safety Car intervention occurring at 1.40. At 20.45 the lead Toyota pitted with impressive rookie Ryo Hirakawa handing over to Buemi, a strong indication that Brendon would drive the final stint, the gap between 1 and 2 hovered around the 1.40 mark, 22.20 Brendon slipped into the driver's seat after 353 laps, the #7 pitting soon after for its driver change. As the two GR010's circulated the gap fluctuated depending on the traffic, Brendon's final fuel stop came with 70 minutes to run under a yellow flag and with an hour to go the gap had opened out to 2.22.



At the end of a flawless performance by all three drivers and the crew in the garage Brendon took the checker for the first time at Le Mans after the #8 covered 380 laps (5,178 kms) 2.02 ahead of the #7 car with the third placed Glickenhaus five lap down.

Our man was now a triple winner of the French classic, for Buemi it was his fourth victory, for Hirikawa his first, for the trio there were many reasons to celebrate. For Toyota it meant joining Ferrari, Audi and Porsche, Jaguar and Bentley as manufacturers who have won the race at least five times.

*“It was a great feeling to be behind the wheel for qualifying and to get pole position, and it was even more special to take the race finish. It’s the first time I’ve been able to do that and I was overwhelmed with emotions when I crossed the line, I was crying, winning is an amazing feeling. During the whole race you are trying not to think about the finish because we have seen what can happen in the last laps, particularly with Toyota. So when you cross the line, all that emotion comes out and it’s a great feeling. I am so happy for Ryo who has integrated very well, we love him and he is strong part of the team already. We also have a great relationship with the #7 car and its crew and it was fun to battle so hard with them for much of the race. We were flat-out for so long but after car #7 had their problem we backed off and took minimal risk”.*



With the race carrying double points there was a shift on the Driver’s Championship table, despite finishing 5th in the Hyper category the three Alpine drivers are still on top with 81 points, three ahead of the #8 trio who picked-up the bonus point for pole position, the drivers of the second Toyota are currently behind a Glickehaus in 4th spot with 61 points.

In the Team’s ranking Toyota Gazoo Racing enjoys a big lead, their 103 points is well ahead of Alpine Elf Matmut’s 81 with 12 points back to Glickenhaus with three rounds remaining to complete the series.

There were two other New Zealand drivers in the 62-car field of which nine failed to go the distance. Shane Van Gisbergen made his Le Mans debut driving a Ferrari 488 GTE Evo for American Riley Motorsport in the LMGTE-Pro category, the car finished 32nd overall and 5th in class, covering 347 laps. Nick Cassidy shared an AF Corse 488 GTE Evo in the LMGTE-Am category, after covering 340 laps the car was 6th in class and 39th in the General Classification.

2022 was the 90th running of the world’s greatest sports car race that dates back to 1923, next year the French classic celebrates its centenary. The ‘missing’ ten years is accounted for by the fact that the race wasn’t run in 1936 because of a worker’s strike or between 1940 and 1948 on account of World War 2...

RH

## 75th ANNIVERSARY FEILDING AUTO ELECTRICAL WINTER SERIES - Round 1

Round 1 of the Manawatu Car Club's 75th Anniversary Winter Series in partnership with Feilding Auto Electrical took place at Manfeild Circuit Chris Amon on Sunday 05 June. The popular series attracted a record entry of 120 cars that raced in eight classes, four attracted 20-strong fields and a high number of new drivers made their racing debuts including three who had travelled from the South Island.

Unfortunately, the day was marred by two red flags that halted races, the time taken to recover the damaged vehicles resulted in the meeting ending with two races remaining because of rapidly fading light.

Both single-seater classes had small fields but produced good quality racing. The experienced Brody McConkey won the first two Total Truck Spray Formula First scratch races by margins of tenths of a second from Paul McCormack but didn't start in the final race. McCormack had a six lap battle with son Toby McCormack and again had to settle for second place, best of the rest was Reagan Edwards with a pair of thirds.

Three of last year's top Formula First drivers had graduated to the faster Max Tarr Electrical Formula Ford class that they dominated, in all three races the finishing order was Dylan Grant, Blake Dowdall and Mason Potter with Judd Christensen following the trio home after being unable to match their pace.



The Danny's Auto Services/BT Advisory RS Cup has a breakout lap time of 1.30, twenty drivers faced the starter. In the scratch race Nick Stewart and Jeremy finished 1-2 split by 6/100ths at the flag but had broken-out numerous times. That promoted defending champion Michael James from third to first with Warren Cleland and Ernie Greenwell filling the minor places. Club President Richie Arber claimed the reverse grid after gaining seven places, beating Cleland and Greg Browne. Their handicap was one of the two races cancelled because of poor light at the end of the day.



With a breakout time of 1.25 the Geartech Automotive SF Cup cars are quicker, the scratch race saw the first four across the line incur time penalties, handing victory to Connor Cleland by half a second over Richard Hainsworth. Tessa Field won the Reverse Grid from Cleland and Hainsworth while the Handicap race saw three rookies at the head of field, Benny Yan beating Tom Bruynel and Poom Suttisanyapan.

The Coresteel Buildings IB Cup for cars lapping slower than 1.20 saw fastest qualifier Nick Stewart take out the scratch race from Peter Edmonds, the reverse grid was red flagged after a single lap following a heavy collision between Ian Humphrey and Scott Blain at Higgins corner, both cars suffered extensive damage. There was a long break before the field restarted behind the pace car, Stewart and Edmonds working their way through the field to finish first and second from Greg Browne. Cameron Antrobus, Rod McCardle and Greg Browne filled the major placings in the handicap.



There was a 20-car grid running in the Ernie's Engineering GT Cup where lap times were down to 1.11. Jamie Potts, Struan Robertson and Michael Jury dominated the scratch and reverse grid races by finishing 1-2-3 in both, but the trio struggled in the handicap with Jury the highest placed in seventh. David Scott took the checker ahead of Andrew Wasley, Justin Allen and Ian Easton, the four cars covered by 3½ seconds.



The Hankook/Tremaine Energy Centre MX5 Cup races for the popular Mazda sports cars produced typically close racing with three different winners, two having winning margins of less than one second. In the scratch Denis Churcher crossed the finish line with Nick Cumming and Jack Cleland very close behind, the four cars covered by 8/10ths of a second. Cummins beat defending champion Markku Braid in the reverse grid with Conrad Healey third. The handicap produced a surprise result with rookie Everard Petrie winning from Roger Greaney and Benny Yan, from the back Braid worked his way up to eighth place.



The biggest field, 26 cars, took part in the GDM Retail Systems Classic Cup that are all handicap races because of the significant lap speed differential. First time driver Louise Wall won the first race by holding off Ben Boyden and the fast finishing Warren Dunn. A heavy impact between Dunn and Nicole Rivers in turn one saw race two red flagged after three laps. The race continued after a long delay with Sandra Eden taking the win from Todd Moffatt and Dennis McConnell, failing light caused race three to also be cancelled.



JAROD CARRUTHERS PHOTOGRAPHY

Round 2 of the 75th Anniversary Winter Series is set for Sunday 3rd July, hopefully darkness will descend when racing ends this time...

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## RUSTY'S NOTES

The circuit was a very busy place on the Saturday test day with close to 40 drivers taking advantage of the opportunity for some serious wheel time. One car getting a lot of attention was Andrew Stewart's GTNZ spec Datsun that the manager of Stewarts Mitre 10 Mega store has repowered with a 161 cubic inch (2.6 litre) Esslinger speedway midget motor which makes the car a unique hybrid. In a move to extract more performance the big four lugger has been turbocharged to extract more horsepower, Cameron Jones was behind the wheel during the test runs that revealed a few niggly problems...



JAROD CARRUTHERS PHOTOGRAPHY



Race day started in style when clerk-of-course Malcolm Glen delivered the driver's briefing dressed very formally in a very smart black dinner suit, white shirt, yellow bow tie and shiny black shoes. A picture of sartorial elegance...

The donor of the Round 1 chocolate fish given to the driver of the first car across the line in each race was Greg Browne from Feilding-based GT Oils, much appreciated by twenty-two drivers on the day, Greg and Teresa may have had one each after the last two races were cancelled because of the rapidly fading light...

After 24 years there will be no Formula First SpeedSport Scholarship winner this season. However, Sabre Motorsport Patron Dennis Martin is running four cars in the series led by the experienced Brody McConkey, the Paraparaumu driver's team mates are youngsters Harry Scott (Whangarei), Hamish McKay (Otane/Hawkes Bay) and Nico Pinkerton (Auckland), could a new star emerge? An additional two young race engineers from Palmerston North have also joined the team...

What about a 'Retro' category? Father and son Geoff and Ben Boyden's familiar BMWs were the first to feature genuine liveries from the past, so does Geoff's most recent project, the BMW 635 CSi that pays tribute to the second placed car in the inaugural Wellington Street Race. Making a welcome, albeit short-lived, return was the TicTac BMW M3 of Warren Dunn, the original car was driven by Canadian Allen Berg in the German DTM Series back in the 1980s. Dannevirke's Greg Cuttance has honoured two of Dick Johnson's cars, the Tru Blu XD Falcon and Group A Zakspeed Ford Mustang in the Green Tuf colours. We've seen Bryce Hogg's XD Falcon finished in the yellow Federation Insurance scheme as driven by Allan Moffat, appearing at the weekend was brother Gareth's magnificent BMW E36 representing the car that Dieter Quester raced in the 1995 DTM Championship, simply stunning in its Red Bull livery. The word stunning also applies to the E36 Bavarian beauties of Richard Clulee (Jagermeister) and Geoff Spencer (Bastos, a Spanish cigarette brand). Meanwhile, waiting in the wings is Jonathan Hogg's 'Batmobile' that has undergone a major transformation and will reappear as the car raced in North America, the car definitely has the WOW factor...



Ouch! Hopefully the amount of damage sustained by four cars is not an omen for the series. Ian Humphrey (Ford Falcon XR8) and Scott Blain (Ford Focus RS) had a serious collision at Higgins on the opening lap of the IB Cup Reverse Grid race, both cars sustaining heavy damage. There was a similar outcome in the second handicap Classic Cup race involving Warren Dunn (BMW M3) and Nicole Rivers (BMW E36), Rivers started 15 seconds after the first car, Dunn 50 seconds. By the end of lap 3 the back markers had closed on the leading group, entering Turn 1 there was a significant speed difference and the two cars collided, again major damage. The M3 was having its first outing following a long full rebuild, now it needs another one! In both instances contact from a third car triggered the incident.

Added to the 'casualty' list were a pair of broken Bavarians. Geoff Spencer's Coresteel/Bastos E-36 qualified P12 in the 20-car GT Cup field, however a rear axle broke on the grid at the start of the Scratch race and he had to be towed to safety. Gareth Hogg in his Red Bull E36 set the fastest Classic Cup qualifying time but was forced to retire after only one lap of the first Handicap race, the cause was a snapped bolt that locates the differential. For both the frustrations of racing...

The closest call of the day was Richard Clulee in the Jagermeister BMW. Starting from the front row of the GT Cup Reverse Grid Richard spun in Turn 1, miraculously the tightly bunched 17 car field went around him! He was towed into the safety of the pit lane exit as the cars were approaching the corner of lap 2. It was a very frightening moment for the popular driver that possibly explains why the shiny orange Bimmer didn't appear again! An outstanding Jarrod Carruthers photograph of Richard's predicament accompanied the coverage of the meeting in the Manawatu Standard (08 June) and on Stuff, our lens man was definitely in the right place at the right time...



It was great to see a number of familiar faces return, people like Ian Easton, Trevor Weir, Richard Clulee, Graeme Bretherton and Struan Robertson. It was also a special pleasure to welcome three South Island competitors who raced in the MX5 Cup, Benny Yan and Poom Suttisanyapan are from Christchurch while Everard Petrie resides in Rolleston which on the outskirts of the Garden City, both Yan and Petrie picked up chocolate fish during the day. MX5 is a growing class down south, we can expect to have more drivers cross the Strait before the series ends...

Sean Browne was behind the wheel of Nathan Harris's # 8 six cylinder 'NASCAR' look Ford Falcon for the IB Cup, he was P2 in qualifying with a best 3rd and 4th on his score card. Nathan has 'upgraded' himself to a former NZ Touring V8 Holden Commodore to run in the GT Cup, with more power, better brakes and sequential gear shift to cope with it was a new learning curve. Expect the lap times of the # 28 Commodore to come down as the series progresses...



Those unforgettable Taxi Cup characters of a few years ago have donated a magnificent solid timber leaner for the Refueller Bar, the perfect reminder of the 'Boys from the Bay' who enjoyed their racing like no other group in the sport's history. Driving six cylinder Ford Falcons and Holden Commodores they were a close group who made racing fun, indulged in a beer (the first was only a starter) and found the most appropriate formal dress attire to be shirt, shorts and jandals. Leo, Kerry, Craig and their mates will never be easily forgotten...



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## CELEBRATED IN STYLE

The evening of 25 June was a very special milestone in the club's history as it was exactly 75 years to the day since the meeting at which the Manawatu Car Club came into being.



The occasion was celebrated by nearly 150 people at the Manawatu Golf Club on Centennial Drive where the Ford Falcon XR6 Safety Car and Toyota Prado FRV were parked each side of the entrance steps with all lights flashing, it was a most appropriate first impression.

Inside the clubhouse Jarrod Carruthers photographed people as they entered the visually stunning room. The 75th Anniversary symbol was screened on the back wall, the special table centres were much admired by everyone, laminated place mats featured the 75th logo surrounded by the club's all-important sponsors, at each place was a small gift bag that included the special 75th lapel badge, window decal and a Whittakers chocolate.

Following the obligatory housekeeping matters, acknowledgement was made of people who were unable to attend for different reasons - Peter and Buella Farland, Rob Lester, Marion Prisk, Tim and Joan Gibbes, Craig McIntosh, Kenny Smith and Shane Harris. Two messages were received and read, one from the Amon family with the other from Monaco-based Brendon Hartley.



Co-hosts Richie Arber and Russell Harris deliberately planned to make the evening as informal as possible and it was the correct decision, the necessary official speeches being limited to President Richie's welcome and Mr Wayne Christie, the President of Motorsport New Zealand who are also celebrating 75 years since being formed as the Association of New Zealand Car Clubs, Manawatu being one of the founder members. Also present was MSNZ CEO Elton Goonan.

The excellent buffet dinner was served at 7.15pm, those with special diet needs also being catered for.

One of many highlights of the night was the toast to the club's founders following dinner. Proposed by President Richie Arber, the tribute took place at 8pm which was the time that the meeting began at Fordy Farland's residence at 28 Manson Street in Terrace End that was screened on the wall.

There was no guest speaker, instead Russell Harris used a Q&A format involving twelve people who answered questions relating to the varied aspects of the club as they remember them.



Brian Davies got the ball rolling from the time he became a member in the 1960s before going on to become one of the country's top officials.



He was followed by Brian Green who was a member of the original Manfeild Board, he also recalled winning the first race of the new circuit and earning a rebuke from Pat Higgins for ignoring the instruction of keeping away from the track edges of the newly laid seal.

The first question asked of Sir Pat was the construction difficulties encountered in building a racing circuit by D Higgins & Sons on land that was effectively a swamp, he also spoke of the company creating a porous bitumen surface that minimised 'rooster tails' in wet conditions and would be used at a number of international circuits in the following years, his final question related to being appointed by the FIA to its Circuits and Safety Commission and becoming an FIA Track Inspector, a mark of the respect in which he was held.



Graeme Lawrence travelled from Hamilton for the occasion, someone who was involved in so many ways with the circuit. He spoke of sharing the driving of a large Higgins scraper with Graham McRae and Chris Amon to turn the first sod, no one knew how the machine worked but some quick instruction resolved the problem. He was questioned about the magic 100 mile an hour lap, the golden era of the Formula 5000 cars in the 1970s with its Australian competitors, being a team owner to put something back into the sport and the wider Manfeild family. Graeme also revealed his first introduction to motor racing was at Ohakea as a young teenager, the day was planned as a family outing complete with picnic lunch, however his father Doug put crude numbers on their Citroen so he could take part in the saloon races!



The first segment ended with Marty Johansen recalling being the first driver to roll his car at the inaugural clubman meeting, and Steve Bond being questioned about the building of the clubrooms under the supervision of two special members who have passed away, Doug Hopcroft and Alan Curtis. Bondy also spoke of the socialising that was a strong and important part of the club's activities, the bar being a great source of funds for the club.



A break was taken at 9pm for dessert that was followed by the cutting of the 75th Anniversary cake, rightly entrusted to Sir Pat Higgins as an acknowledgement to the Higgins family for their commitment to the club and circuit for the past 50 years.





The Q&A's continued with the Daybreaker rallies that began in 1983 and became a major part of the club's activities, they were also a diversion away from circuit racing. Long-time organiser Dave Hayward was asked about the uniqueness of the event that would become one of our country's motorsport icons. The midnight start, the fields of 120 plus cars, the duration and the number of special stages, the weather conditions and the need to find up to 1,000 volunteer helpers to make the event happen, his answers being interspersed with comments from Brian Green, a multiple winner of the event.

Ross Thurston spoke as a competitor, initially as one of the speedway stock car drivers who created Formula Fun for their own benefit and started well down the field. They proved to be very adept at coping with gravel roads and proved capable of achieving fast stages times, on occasions being embarrassingly fast. He, together with Ian Easton, would take-up the challenge of rallying more seriously driving Mitsubishi Evos.



The respective mayors of the Manawatu District and Palmerston North City were next to be questioned about the importance of motorsport. Helen Worboys (MDC) spoke of the close relationship her council enjoyed with both the club and the circuit, recalling what an outstanding community asset it was and reminded of the many Fireworks Spectaculars that drew thousands of people from the region. Grant Smith (PNCC) answered questions about the major financial benefits for both councils with regard to the accommodation and food sectors, together

with the exposure gained both nationally and internationally.



To complete the Q&A, first Nelson Hartley was asked about his family's motorsport successes from club to FIA World Championship level, setting a world land speed record at the famous Bonneville Salt Flats, achieving a best 175 mile an hour run in a highly modified 1964 Mini Cooper S that became the world's fastest Mini with its methanol burning 970cc engine (350-400 bhp depending on boost) built at the Hartley workshop. We discovered there is no sibling rivalry with younger brother Brendon, in the past they only raced against each other twice, but both have a wish to race speedway midgets together at the famous Chilli Bowl in Tulsa, Oklahoma.

Finally, club secretary Jeff Braid was asked about the growth of club with a membership that currently stands at over 450. He put this down to the success of the winter and summer series that attract competitors from both the North



and South Islands, providing grass roots activities and the growth of drifting that has been fully embraced by the club.

The twelve speakers made for informative, and sometimes humorous, views of the club's past and revived many memories of days long gone.

Richie and Russell wrapped up the night's proceedings, the mixing and mingling continuing well into the final hour of day.

There were so many people to thank for the overwhelming success of the 75th Anniversary Dinner.

The anniversary committee that comprised Brian Davies, Jill Hogg, Markku Braid, Greg and Teresa Browne, Richie Arber and chaired by Russell Harris.

The Manawatu Golf Club and their outstanding staff, including chef and her team for the superb food they prepared for the occasion.

Selena McNabb at the Rosebowl Bakery in Feilding who was responsible for the special cake.

Jill Hogg, Teresa Brown, Yvonne Davies and Carl from Sign Fusion for the stunning table centrepieces.

Official photographer Jarod Carruthers for snapping a record of the night.

The speakers who had no pre-warning and brought back so many memories, unfortunately time didn't allow to talk to others who would have had their own stories to tell.

The final thanks go to members of Manawatu Car Club, past and present, who have made the club what it is today, the strongest and most progressive in the country, by continually building on the foundations laid by its founders 75 years ago.

Fordy Farland and the people who attended that first meeting in June 1947 would be proud...

RH



## 75th ANNIVERSARY FEILDING AUTO ELECTRICAL WINTER SERIES - Round 2

Sunday 3rd July dawned fine but the track was damp following overnight rain for Round 2 of the Winter Series in association with Feilding Auto Electrical.

There was an early start to allow the two races held over from Round 1 because of fading light to be run, only those drivers who had entered the opening round for the classes were eligible to start - with no practice session it was straight into the Handicap races at 8.30am, each of the revised 5 laps as per the opening round grids.

18 cars faced the starter in the GDM Retail Systems Classis Cup, Bill Ritchie being flagged away ahead of Leyton Hammond, Todd Moffat, Darren Utting and Ross Francis, at the back of the grid were Geoff Boyden, Scott Pearson and Michael Eden. By the end of Lap 2 Hammond was the front runner as the field began to bunch-up, Eden was already in P10, Moffat led next time round from Francis while Eden had gained another four spots. Starting the final lap, the order was Moffat, Francis, Utting and Eden, 3 kilometres later Eden took the checker by 1.3 seconds from Francis with Moffat 4/10ths back in third, followed by Utting, Dave Burroughs and Adrian Rivers, all within 5 seconds of the winner – outstanding handicapping.

The Danny's Auto Services/BT Advisory RS Cup also had 18 cars on the grid with the early starters being Caitlin Chowen, Jo Dunn, Rodney Penn, Richard Howe, Keith Pfeffer and Richard Arber. The backmarkers were Nick Stewart, Jeremey Hoskins and Ernie Greenwell who conceded 30 seconds to rookie Chowen.

The moving started on Lap 3 that ended with Dunn leading Arber, Chowen held P3 from Penn, Rhys Knauf had come into the frame after starting at 20 seconds, so was Stewart. Arber led over the line next time round and into the last lap but exiting the hairpin a heater hose blew to end his race. Knauf took the lead with Stewart chasing hard but unable to catch the Hamilton driver, Dunn and Chowen held on for 3rd and 4th with Anna Wild and Jordyn Wallace next to complete an impressive quartet for the ladies to round out the top six.

Defending champion Michael James was a lowly 14th and more than 20 seconds behind Knauf at the flag after qualifying P5.



With no practice sessions the Round 3 schedule began with qualifying for the eight categories, followed by the Total Truck Spray Formula First and Max Tarr Electrical Formula Ford 7 lap scratch races.

Race 3 was the Coresteel Buildings IB Cup, there was a Safety Car intervention on Lap 2 following a serious incident when Gerald Watson's Datsun coupe went off the seal in the esses, through the gravel trap and hit the tyre barrier at speed, the cause was a suspected medical event. The marshals and medical personnel reacted very quickly in what was a life-threatening situation.

The cars returned to the pits and following a considerable delay Club President Richie Arber made the decision to cancel the remainder of the meeting under force majeure in respect of the competitor and to allow officials to fully investigate and review the situation. The cancellation means that all completed Round 2 race results are null and void

On Monday night he posted the following message from the Watson family on the club's Facebook page: -

*"Hi Richie.*

*At this stage it seems that Gerald possibly suffered a Cardiac Arrest during the race. He's a bit battered and bruised but otherwise ok. He is receiving excellent care at the Palmerston North hospital with the Doctors aiming to get to the bottom of what exactly happened, and why in the coming days.*

*Gerald wants to thank everyone who responded and helped on the day, and he apologises for causing the meeting to be cut short. Thank you for all of the well messages. PS Gerald says the car seems fixable based on the photos he has seen".*

President Richie added: -

*"So yes, miracles do happen and I cannot thank enough those people who made this miracle a possibility – the team from Pro-Med and St Johns, Dr Bruce Stewart, and our wonderful group of volunteers who yesterday showed that we have an awesome team of people of the highest calibre, I could not be prouder of all of you for what you did to help save the life of one of our MCC family, thank you!"*

Round 3 of the 75th Anniversary Winter Series will be held on Sunday, 07 August...

RH

