

Manawatu Car Club Inc

Club Bulletin

May 2022



FROM THE PRESIDENTS PEN...



The 75th Anniversary Feilding Auto Electrical Winter Race Series is only but two weeks away as I write this... and this year's series is going to be a big one, so get that race car ready as you will not want to miss out!

Yip it is our 75th Year, so this series will be a special one, not only will there be trophies presented for 1st, 2nd, and 3rd for each of the classes for each of the rounds, but they will be special 75th commemorative trophies that will never ever be able to be won again, nor will they ever be produced again, so if you want one of these you had better get your entry in by heading to our website shop here - [Winter Series R1 – Sunday 5 June – Manawatu Car Club](#)

The final round on the 3rd & 4th September 2022 is going to be special also, it will be a two-day meeting, the Central Muscle Cars will be joining us, and there will be many more special events happening across the weekend to celebrate the clubs 75th Anniversary.

A huge thanks to our Winter Series Sponsors, whose company logos you will see on the following pages, their sponsorship means that we can continue to keep our Winter Series entry fees low, so can I please ask you to support these companies whenever you can.



Free Spectator Admission



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

Series Sponsor:
Feilding Auto Electrical

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

PIT CREW Design
TOONING GARAGE

Jared Carruthers Photography

Manawatu Car Club
75th
Anniversary

Manfeild
Circuit Chris Amon



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



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

It is also just over a month until our 75th Anniversary Dinner, being held on the 25th June, so if you haven't already brought tickets to this event please get in and get yours now as they are quickly running out, and because we have a limit of how many people we can accommodate, once we reach this number that will be it. It will be a great night looking over the last 75 years of the club with some true legends of the club and the sport. Tickets can be brought here - <https://manawatucarclub.org.nz/get-involved/shop/mcc-75th-anniversary-dinner/>

See you on the 5th June at the 1st round of the 75th Anniversary Feilding Auto Electrical Winter Race Series...

Richie



Georgia Armitage – Wellington / Mike Greenfield – Napier / Hamish McKay – Napier

Blair, Leon & Harry Scott – Whangarei / Hamish & Alana Simpson – New Plymouth

Poom Suttisanyapan - Christchurch

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



JUNE

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



JULY

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

AUGUST

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

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SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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



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MANAWATU CAR CLUB 75 YEARS

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

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

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

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

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

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

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

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



CLUB RACE TALK

The first week of April was a busy one for three club members racing in three different categories, two were in Australia while the other was in the South Island.

Former national hill climb and Formula Ford champion Kevin Ingram headed across Cook Strait to compete in Round 4 of the SAS Autoparts MSC New Zealand F5000 Tasman Cup Revival Series at Ruapuna Park on the outskirts of Christchurch, the meeting including the 32nd running of the Skope Classic that had to be postponed in February.

It was Ingram's first appearance in the series that saw the first three rounds cancelled because of the Covid-19 pandemic, driving his regular Lola T332 Kevin was 3rd quickest of the 12 cars in qualifying, 1.2 seconds behind local young gun Michael Collins in a McRae Leda GM1. In Race 1 he finished P3 behind Collins and Steve Ross, 8 seconds behind the winner at the end of the 8 lapper. Race 2 was a Handicap and another 1-2 for Collins and Ross who gave the front cars a 75 second start, the Ingram Lola placed 4th. The 12 lap Feature brought the same result as Race 1 (Collins/Ross/Ingram) after the Feilding driver had a race long battle with Grant Martin's Talon who had dominated the previous round at Hampton Downs.

The weekend finished on a high for Kevin when he was presented with the Stan Redmond Memorial Trophy to "the driver, who over the course of the weekend, exhibits the same sort of pace, grace and passion for Formula 5000 racing as Redmond did". Redmond was one of the founders of the NZ F5000 Association and Tasman Cup Revival Series that's now in its 19th year. The final round will take place at the Taupo International Motorsport Park's HRC Classic meeting on 14/15th May.



The other two members, Chris Pither and Kaleb Ngatoa, were at Albert Park in Melbourne competing in support races for the Australian F1 Grand Prix. The Repco Supercars had a massive weekend with two practice periods, four qualifying sessions and four 20 lap races scheduled on the programme, putting great pressure on the teams. For Chris the signs were encouraging with the 14th and 17th best times in practice, in both sessions 1.7 seconds off the pace and ahead of PremiAir Racing team mate Garry Jacobson. Lap times dropped in the four qualifying sessions, the #22 Coke Commodore finishing P 21, 24, 23 and 22 on the time sheets but down to 1.2 seconds off the pole times.

In Race 1 Pither dropped 3 positions to finish 24th and a lap down after incurring a pit lane infringement penalty, there was a dramatic improvement in Race 2 when he picked up 8 places to cross the line P16 in what would be his best result. Race 3 brought a 4-position gain and 19th place, while Race 4 saw a one place improvement from his grid position to finish 21st, in each race there were battles right through the field with numerous positional changes. For newcomers PremiAir Racing the Melbourne 400 was very encouraging, Chris Pither was much more competitive while Gary Jacobson had three top 10 results, the combined efforts lifted the squad two places in the Team's Championship, in the Driver's Championship the pair sit 20th and 21st respectively with Jacobson one point ahead after 9 rounds.

At Albert Park Kaleb drove one of 18 cars entered in the Nulon S5000 Australian Driver's Championship round, a record entry for the category. The Marton youngster started the weekend well by qualifying 9th fastest, quickest was his Team BRM team mate and defending champion Joey Mawson who had been enjoying a rich vein of form.

In a tight mid-field pack, Race 1 saw the #15 car pick up two positions to finish an encouraging 7th at the flag. Saturday's Race 2 took place in front of 115,000 spectators with the top 75% of the field inverted, working through the 'traffic' wouldn't be easy as a number of the young drivers had little experience in the cars and the circuit is extremely fast. Perhaps it wasn't surprising that the race was cut short following an incident on the final corner involving several cars, as a result the race finished under Safety Car conditions with Ngatoa sitting in P4. On Sunday the crowd has swelled to more than 120,000, for Race 3 Kaleb was 11th on the grid and after gaining a position on the opening lap became involved in a battle with Ben Bargwanna (son of 2000 Bathurst 100 winner Jason Bargwanna), their two cars never more than a few metres apart. But the kiwi was unable to execute a pass and had to settle for 10th place just 4/10ths behind the S5000 rookie.

Team mate Joey Mawson dominated Albert Park, winning races 1 and 3 to extend his championship lead, Kaleb now sits 5th in the standings, 150 points behind Mawson. Round 4 is set for Sydney Motorsport Park on the weekend of 27-29th May.

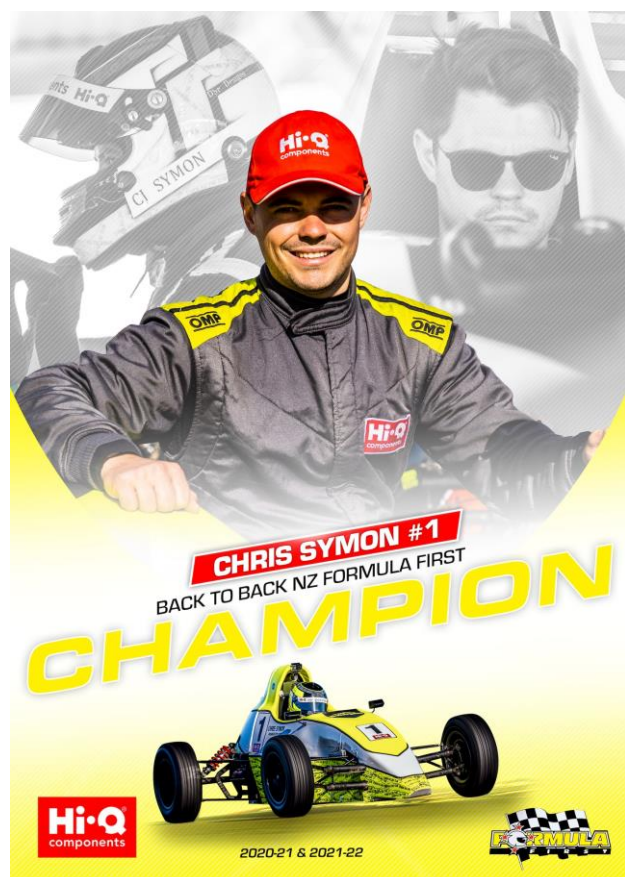
The 2022 Australian Grand Prix meeting attracted fans in huge numbers with 419,114 people attending over the four days, eclipsing the 401,000 at the first AGP in Melbourne in 1996. Both main days had sell-out crowds (123,247 and 128,294), The F1 cars practice on Friday drew 112,446 while 55,105 spectators fronted on

Thursday when the F1 cars didn't take to the track! Surely an indication of the passion for top level motor racing across the Tasman.

However, as impressive as those figures are, the 1995 AGP, the last in Adelaide, attracted a total of 520,000 spectators with 210,000 on GP race day. The South Australian capital city might have lost the race to Melbourne but still retains some bragging rights.

The 2021/22 Speedworks MSNZ Championships were wrapped up at the Hampton Downs circuit over the weekend 21-24 April, Manawatu Car Club members claimed one title, a fifth place overall in another and a rookie ended his first season with top 10 results and a coveted award.

Chris Symon won back-to-back Hi-Q Components Formula First titles while Justin Allen had an outstanding season in the Best Bars Gazoo Racing Toyota 86 championship where he scored two wins at Pukekohe to



make himself a strong title contender and had people asking the question - could this be Justin Allen's year? Unfortunately, his hopes unravelled in the penultimate round at Taupo but he finished strongly with three Top 10 results at the North Waikato circuit.

Chris Symon arrived at Hampton Downs following a string of wins and podium places, he led the points table over arch rival Dylan Grant, the two practice sessions and qualifying confirmed they were again very evenly matched. In FP1 the pair were split by Zac Blincoe, Symon being 1.6 seconds off the pace in P3, Grant headed Symon in FP2 but the gap was down to 0.372, in the qualifying session it was Grant who again prevailed, by 0.307.



Race 1 saw the two cars race the entire 8 laps virtually locked together, on the climb to the checker Symon inched ahead to cross the line 0.099 in front to firm his grip on the trophy, Jensen Foster completed the podium. Race 2 began with Grant making a poor start and dropping back into the pack, he recovered the lost ground but couldn't catch Symon who made it back-to-back wins, this time by a more comfortable 1½ seconds. Mason Potter claimed 3rd place with Symon now having both hands clutching the trophy. Race 3 was Grant's last chance to avoid a white wash, the young Aucklander closed off his season in style, heading the champion elect home by a comfortable 4 seconds to seal the runner-up spot ahead of Zac Blincoe.



Winning the 2021 SpeedSport Scholarship was the first big step for young Jenson Bate and his maiden season was a bit of a roller coaster ride, Formula First is arguably this country's toughest category. At Hampton Downs Jenson was eighth quickest in qualifying followed by a trio of top 10 finishes, his score card reading 7, 4, 7. His Race 2 result followed a brilliant effort, on the final lap he used the draft to slingshot past Blincoe to take 4th place by 2/100ths of a second, 12 seconds behind the winner. His season long battle with Hayden Lines for the 'Rookie of the Year' Award went down to the wire, Bate held an 8 point advantage after Race 1, that was increased to 17 points after Race 2 before the trophy was clinched when

Bate finished three place ahead in the final race. Guided by Dennis Martin and the Sabre Motorsport team, Jenson Bate made good progress and would have got a high pass mark from the maestro, next season he will drive the highly competitive car campaigned by Mason Potter.

In the season point's tally, Chris Symon accumulated 1,339 points to win the championship, Dylan Grant was a very worthy runner-up with 1,176 points, 122 ahead of third placed Mason Potter. Jenson Bate's first year ended with 790 points against his name to be 6th on the 2021/22 championship table. Symon's repeat championship was impressive, his illustrious father Ross won the title four successive times in the late 1980's.

For Justin Allen the Best Bars Gazoo Racing Toyota 86 Championship ended as a 'what could have been'. Holding third place on the points table and in contention for the title with two rounds remaining it wasn't to be, a strong performance in the final round at Hampton Downs was little consolation for Justin and the NAPA Spares team.



Practice and qualifying showed the racing was again going to be extremely close and competitive, in the Q session Justin was 11th fastest and ½ a second off the pole time. Race 1 was over 10 laps, the NAPA entry gaining five places to cross the line P6, rookie Hugo Allan beating Ronan Murphy and Rowan Shepherd to score his second win of the series. Race 2 was the Reverse Top 10 over 14 laps, first race mid-fielder and championship contender Simon Evans winning from Shepherd with Justin P4, 4½ seconds off the lead. The title was at stake in the longer Race 3 over 16 laps, Evans scored his second win of the day, beating Hugo Allan by 7/10ths, in the tight finish Justin was 2 seconds back in 5th place, two positions ahead of Shepherd who had done just enough to retain his title.

Rowan Shepherd ended the 2021/22 Championship with 1,081 points, seven ahead of Simon Evans while Marco Giltrap pipped rookie of the year Hugo Allan by two points to be third overall, Justin Allen was 5th on the table with 916 points, his best season outcome in the Toyota 86 category.

From Melbourne it was a trans-continental trek to Western Australia's Wanneroo (Barbagello) Raceway for the Repco Supercars Bunnings Trade SuperNight on 30 April/1 May.

For Chris Pither and the PremiAir Racing team there was a big turnaround from the previous rounds, in the two practice sessions the #22 Coke Commodore posted the 8th and 9th quickest laps, both times little more than 3/10ths behind the fastest car, team mate Garry Jacobson was P23 in both sessions. CP's speed was most encouraging, qualifying for Race 10 ended with him just 0.75 slower than the pole time, but the field was so tightly compressed it meant P20 on the grid with big names Mostert, /Holdsworth, Percat behind him. Four places were lost in the 46-lap night race, 24th at the flag and 43 seconds behind winner Shane Van Gisbergen who chalked up Holden's 600th ATCC and Supercars victory, 192 more than rivals Ford - Holden's first ATCC win was in August 1969 at Surfers Paradise when Norm Beechey triumphed driving a Monaro GTS 327.



Qualifying for Races 11 and 12 was promising with Chris 13th quickest in both sessions just 3/10ths off the top times, only two slots behind SVG for Race 11, but again the race pace wasn't quite there. Race 11 was red flagged following a huge crash at the end of the first lap that saw Scott Pye's car badly damaged after he spun after being forced off the track and hit the concrete pit barrier at 175km/h. The race resumed after the barrier had been reinstated and ran the full distance, ending in controversy when 'winner' Cam Waters copped a 5 second penalty that dropped him to 4th and elevated Will Davidson to first. Chris placed P15 11 ½ second behind the Shell Mustang and 9/100ths behind team mate Jacobson.

The Coke Commodore was involved in a fierce mid-field battle involving Lee Hazelwood and Garry Jacobson in Race 12 before the latter retired with a transaxle failure, Hazelwood had a top 10 result while Pither crossed the line in 17th place, but less than 10 seconds behind SVG who added another win to his season total.

The next round is at the Winton Motor Raceway in Victoria on 21/22 May.

After an 11-week break following the 1000 Miles of Sebring, the FIA World Endurance Championship resumed in Belgium on 08 May with the TotalEnergies 6 Hours of Spa-Francorchamps. During the break the Hartley family had returned to their home in Taupo, Brendon flying back a week prior to Spa to prepare for Round 2 of the championship at the circuit that's only 120 kilometres from Toyota Gazoo Racing headquarters in Cologne, across the border in Germany - *"It's always exciting to race at Spa so I can't wait to be back there with the GR010 Hybrid. We're ready, we just have to wait and see what the famous Spa weather has in store for us".*

The iconic 7.004-kilometre circuit with its 19 turns had undergone significant modification that that included resurfacing the bumpy and high-speed Eau Rouge and Raidillon corners together with bigger run-off areas at key points around the track.



The first practice session was dominated by LMP2 category cars who filled the top four places on the time sheet with the fastest recording a 2.5.475 lap, Glickenhause Racing were quickest of the Hypercars and 0.758 off that time with the two Toyota GRs 8th and 13th, #7 plus 1.4 seconds and Brendon's #8 plus 1.8 after focussing on set-ups for the race rather than single laps times.

FP2 saw the Team Penske LMP2 Oreca setting the pace with 2.0.443, 2/100ths quicker than the Glickenhause followed by Brendon in the #8 car (+0.249) and the #7 GR010 (+0.685). The pair of Toyotas topped the sheet in FP3 with Kobayashi in the #7 lowering the fastest practice lap to 2.0.322 with Brendon 0.262 slower, the Sebring winning Alpine A480 was 1½ seconds off the pace.

The 10-minute qualifying session saw the cars fuelled for only 3 laps and the Toyotas together on Row 2 of the grid. Glickenhause secured their first WEC pole at 2.2.771, 0.228 ahead of the Alpine, Kobayashi was 0.316 behind the American entry and Brendon 0.366, just 5/100ths slower than the sister car - the top four cars were covered by 4/10ths of a second. *"It's great to see the competition so close. Set-up wise we went a little bit the wrong way and too much oversteer which made the car tricky to drive. If we can have a perfect race with consistency, great pit stops and strategy, we can fight for victory".*

A combination of race incidents, three red flags, six safety car interventions, five full course yellows and heavy rain punctuated the six hours that ended with the #7 Toyota Gazoo Racing GR010 taking the checker flag.

Sébastien Buemi started the race in the #8 car and went from P4 to P2 on the opening lap, the pole sitting Glickenhause led for the first 35 minutes before Buemi took over the front running, by lap 10 it was a Toyota 1-2. However, the glory was relatively short lived, following the second red flag caused by heavy rain, at the 70-minute mark restart the GR010 struggled off the line and stopped several times before Buemi parked at Pouhon corner with suspected hybrid problems, attempts to reboot the system had failed. There was a long safety car period while the stricken car was recovered - Brendon's race had ended after 29 laps and before his first stint behind the wheel.

As our man predicted pre-race, the Ardennes weather played its role, in the rain the local WRT Team's LMP2 Oreca Gibson, brilliantly driven by Robin Frijns, took the lead. The final restart was with two hours to run with circuit drying, allowing the #7 Toyota to take control and score TGR's sixth successive win at the circuit watched by TGR President Koji Sato who joined the drivers on the podium. The winning car covered 103 laps, crossing the line 27 seconds ahead of the Alpine Elf with the WRT car 66 seconds behind the winner in outright third place and first in the extremely competitive LMP2 category. Thanks to the many disruptions the first seven cars were all on the lead lap, one ahead of the Glickenhaus 007 that placed 9th overall and completed the Hypercar podium.

For defending champions Kobayashi, Lopez and Conway it was their first win this year but it's the Alpine Elf team who lead both the Driver's and Manufacturer's points tables with a win and second placing, the #7 Toyota sits second, ahead of the sister #8, both having recorded a DNF.



Brendon - *"Clearly it's disappointing not to score points today. It was looking really good; Seb had a great start in the first stint then we had the issue. That's racing sometimes. It's obviously better that it happens here and not at Le Mans, but it's a pity and hurts our championship chances. On the other hand, I'm very happy for the team to win for the first time this season. Car #7 drove a great race to bring home the victory for the team. Now it's full focus for the whole team on Le Mans".*

After two rounds the Driver's Championship table has Brendon, Sébastien Buemi and Ryo Hirikawa in third place 30 points behind the Alpine Elf trio and 12 behind the Glickenhaus drivers, the #7 sister GR010 co-drivers currently sits 4th, 2 points behind the other side of the garage. Alpine Elf also led the FIA Hypercar Championship, five points in front of Toyota Gazoo Racing with Glickenhaus Racing third 13 points further back.

Next on the Hartley racing calendar is the famous 24 Heures du Mans on June 12th.



Well away from circuits our MX5 racer scribe Richard Bosselman has been up north checking out two contrasting Chevrolets. In the past few weeks Richard achieved a double 'first' being the first New Zealand journalist to drive the first Right Hand Drive C8 Corvette to arrive in our country from the Bowling Green Plant in Kentucky. After collecting the Accelerate Yellow 'vette in Auckland and removing the carbon fibre 'targa top' he headed north on SH16 and SH1, little more than an hour later he was in Mangakura, an area where the rural roads are Richard's 'special place to take special cars'. And he was very impressed by the eighth generation Corvette with its mid-mounted EcoTech3 6.2 litre V8 engine which is the most radical change to the car's design since the first Corvette appeared in 1953. 'Amercar's sports car delivers much more than powerful visual drama'. For some the absence of a manual gearbox option might be considered an oversight, but we now live in a world of superb dual clutch automatic transmissions, however the Chevrolet designers -engineers did opt for fitting Michelin Pilot Sport 4S tyres as standard equipment, the same choice as Porsche. By supercar standards the \$169,990 price tag makes the C8 an absolute bargain. Returning the car to Auckland was the least enjoyable part of Richard's day, but there was another 'bow tie' badge model to uplift and drop off at the Wellington GMSV dealership, the latest Chevrolet Silverado 1500 with LTZ Premium specs - a jump from sports car to pick-up truck! The 'test' vehicle had the 6.2 litre V8 petrol engine but Richard managed to get his destination on a full tank of fuel, his 'light' right foot driving enabled our scribe to achieve an impressive 10.3 litres per 100km after covering 826.5 kilometres compared to the factory's claimed 12.3 litres per 100km, well done Mr B. With a 91-litre fuel tank capacity fill-ups head towards the \$300-mark, ouch. This example had the impressively executed Australian RHD conversion and carried a \$130,990 tag, it's a seriously impressive rig. Richard drove two Chevvy's, each with their own unique personality, both are head-turners with their bold styling - one a real supercar, the other a real work horse - very lucky man.

Next on his drive list was Audi's first electric super SUV, the tri-motor e-tron S Sportback that will set you back \$193,150. Richard has been most impressed by the electric offerings from Ingolstat and this sleek looking five-door was no exception. Under the 'For' heading he noted spectacular performance, awesome long-distance

car, a true technology landmark, under the 'Against' heading was the awkward phone charger location, so not quite 10/10. As part of the test Mr B drove the car from Auckland to Palmy and was able to take advantage of high speed 300 kW chargers that are a big step-up from the normal 50 kW units around the country, apparently the infrastructure is a 'work-in-progress' which means that at the moment the network doesn't extend south of Taupo. Richard was possibly impressed by the fact that at Taupo these chargers are located adjacent to a Burger King drive-thru, how convenient!



Then came something completely different, the latest Volkswagen Grand California 600, a luxury four-berth factory-built campervan that became a 'home-away-from-home' for a night, a new experience for our man. He was extremely impressed with the clever detail design that maximised every available space and build quality, opening the rear doors reveals two-fold-out chairs and a table. Mr and Mrs B parked the \$165,000 VeeDub on a friend's front lawn for their first overnight camping outing, however Mrs B opted to sleep in the comfort of the friend's spare bedroom! Richard stayed with the van and was surprised by the level of comfort that it offered; a good night's kip makes for a happy camper. Follow Richard's test reviews in his weekly MotoringNZ Rear View Mirror articles, a simple google.

So good to see the popular Goodwins getting out and about. On Saturday 7th April Bruce and Margaret ventured from Ohingaiti to Woodville to enjoy travel as it was 85 years ago. The Pahiatua Railcar Society is an amazing group of people devoted to restoring an important part of our country's rail history, their R.M.31 unit was built at the NZR's Hutt Valley workshops in 1938, now fully restored it's the country's only railcar licenced to run on main lines. The PRS did five one-hour excursion trips to Ashhurst and return, all fully booked with entire families taking the opportunity to travel through the Manawatu Gorge while enjoying how rail travel used to be long ago. The Goodwin's smiles said it all.

A LONG TIME BETWEEN DRINKS

Following on from the South Island meeting at Ruapuna Park Raceway, the third and final round of the SAS Autoparts MSC Formula 5000 Tasman Cup Revival Series took place on the weekend 3/4 May at the Taupo International Motorsport Park.

Thirteen cars made up the field, the notable name missing being young gun Michael Collins who has been the 'man to beat' over recent seasons, however his absence effectively levelled the playing field. Making a welcome return was Russell Greer with the ex-Graeme Lawrence Lola T332, the MCC had two Feilding members on the grid, Kevin Ingram and Tim Rush.



Driving the now familiar Viceroy Lola T332 that he acquired in 2018, Ingram lived up to his old nickname, 'The Feilding Flyer', dominated the qualifying session, his 1.26.55 lap was more than a second quicker than three-time former champion Steve Ross and the in-form Grant Martin. Tim Rush posted the 7th fastest lap in the Rush Collection's McLaren M22 to be on row 4 of the grid for the Saturday's 8 lap Preliminary race.

Ross led off the line but spun on the opening lap and dropped to the back of the field, Ingram taking over the front running and quickly building a lead ahead of Martin's Talon MR1. Meanwhile Rush was engaged in a mid-field battle with Greer and newcomer Bruce Kett while Ross worked his way back up through the pack. An untroubled Ingram took the checker 1.9 seconds ahead of Martin, Tony Galbraith claiming 3rd place 6 ½ seconds behind the winner, Ross got up to P5 at the flag, heading Greer, Kett and Rush, the latter 42 seconds behind Ingram who also set the fastest race lap at 1.27.718, only two drivers dipped under 1.28.

It was a very significant day for Kevin Ingram as the win was his first in nearly four decades - *"I won the New Zealand Formula Ford Championship in 1983 but it would have been the year after that when I won my last race. So, 1984, which makes it 38 years. I suppose that you could say it's been a long time between drinks"*.

In a contrast to the previous day, Sunday was wet, very wet, following overnight and morning rain, with the track conditions and more rain forecast the decision was made to cancel the HRC Classic meeting without a wheel being turned, two further F5000 races were scheduled.

WORTH WATCHING

For those who haven't heard about, or seen, the Rush Collection on the outskirts of Feilding there's now the opportunity to find out more by a simple Google.

In 2019 a 10½ minute documentary on the collection was filmed, but the producer held its release until the time was right, the right time seems to be now.

The opening minutes show Formula 5000 racing at Manfeild focussed on the collection's McLaren M22, with excellent footage from many angles. The balance features interviews with both Terry and Tim Rush interspersed with shots of the very diverse range of items and vehicles that are displayed, understandably there is an emphasis on the historically important racing cars.

Watching the documentary is a well spent 10½ minutes, see it here: [Rush Collection Documentary - YouTube](#)

RH

