

**Manawatu Car Club Inc**

**Club Bulletin**

**Oct / Nov 2022**



# FROM THE PRESIDENTS PEN...



One month to go until Xmas as I write this... ouch!

It is not often that I get excited about something, indeed people hate it when they ask me are you excited for this weekend, event, dinner etc... and I go "no". Rarely do I get truly fizzed up about something...but the weekend of OctoberFast was a completely different story. Unashamedly I admit I have diesel in my veins, having been around trucks all my life I only get barred up when I can smell diesel, and hear the throaty roar of a high horsepower, large cubic inch, diesel engine, with a turbo on it big enough to suck in small birds as they fly by the intake, indeed everything is bigger in the truck world!

So, imagine how I was that three-day weekend, with not only the NZ Supertrucks racing, but 172 Mack Trucks parked up on display... literally dribbling! I stood at the gate on the Saturday morning and welcomed every one of those trucks as they rolled through the gates on Brendon Hartley Drive, some people I had not seen for decades but it was like we had only just talked the other day... and when the last truck rolled in I will admit that I had a lump in the throat as that feeling of all of the hard work that so many people had put into this event had finally paid off!

And then the people started to roll through the gates... many thousands of them, and it did not stop all weekend, so I spent most of the weekend manning the gates which gave me a completely different view of the event, and what a view it was to see so many smiling faces on adults and children alike, the trucks were certainly a hit and I can't wait to have them back again!

So, Xmas is just around the corner, and what does that mean...??? That's right... it is Mitre 10 Mega Summer Race Series time... and this time Santa is coming early. Yes Santa's sack is full and he needs to bring some joy and fun to those that want to go racing just one more time before the Pavlova gets the cream. So what are you waiting for, get on over to our website and enter - [Mitre 10 MEGA Summer Series Round 1 – Manawatu Car Club](#) You get two test and tune sessions & four, yep four races on the day. Race 1 is a Marble-Draw rolling start, Race 2 is a scratch race based on your fastest time from Race 1, Race 3 is a Reverse Grid race, and Race 4 is a full Handicap Race. This is the final event of The Manawatu Car Club's 75th Anniversary year. Let's make it a day to remember!



There was soooo much motorsport on in the months of October and November I don't know what to comment on next... Obviously Bathurst was an awesome event, it always is, you cannot write a script better than any Bathurst race that is for sure. I don't really care who wins it, as long as it is a Kiwi driver in the winning seat, and again this year did not disappoint. SVG's final driving stint was precise, calculated and ruthless when it needed to be, he just broke the others who were chasing him. The interview the next day on Live TV was utterly priceless as well...

The MG Classic was a massive success, congratulations to all of those involved in putting this meeting together, the sights and sounds were memorable that is for sure. I was lucky enough to commentate a few of the races on Sunday with my good mate Russell, and I can tell you there were moments where you did not know where to look given the number of cars on the track and the battles that were taking place right throughout the field, it was certainly a privilege to be able to see the event from one of the best seats in the house.

ShowVember, our largest Club Drift Event was on last weekend, a different set up this time with it being a Drift practice and tutoring event both on the front and back tracks. Incorporated in the event was a show & shine and several cruise sessions. Once again it was a large event with lots of people attending, and everyone got plenty of track time that is for sure, including myself who got to drive the Safety Car for the cruise sessions... could be a nice retirement job for me later on in life I be thinking!

So one more bulletin to go for the year, December's edition will have a look at the year in review and will touch on what we have planned for the coming year... which is shaping up to be an exciting one that is for sure.

See you next weekend at the Mitre 10 Mega Summer Race Series!

Richie



**Manawatu Car Club**  
**Memberships expired on the**  
**30<sup>th</sup> September 2022**

Remember to renew your  
Membership to continue to receive  
all the benefits of belonging to  
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It's easy to renew, just go here:

[https://manawatucarclub.org.nz/  
product-category/renewmember/](https://manawatucarclub.org.nz/product-category/renewmember/)

**RACE WITH US!**



ANDREW GILBERTSON	Napier
PETER IRVINE	Foxton Beach
GEORGE KINDER	Wanganui
DANIEL KRINKEL	Dannevirke
AARON MORGAN	Wellington
HARRISON MORRIS	Feilding
ROBBIE STEELE	Palmerston North
HAYLEE WALLACE	Massey
TYSON DE BES	Wellington
TONY MATTERSON	Palmerston North
MATTHEW PADMAN	Upper Hutt
NIGEL THOMS	Feilding
JAMES ARTHUR	Upper Hutt
PETER BENNETT	Feilding
JANETTE BENNETT	Feilding
LEE BRENNAN	Feilding
REID BRENNAN	Feilding
RAY QUINLIVAN	Christchurch
OLIVER SAPSFORD	Palmerston North
MIKE STAPLETON	Paraparaumu
ADAM WAREING	Wellington

Nigel has a most interesting race car that he ran at the 36th MG Classic at Manfeild on the second weekend in November, a 2002 2.0 litre Renault Clio Sport 172 that gridded for the Classics 2 races at the MG Classic where it proved to be a very quick French 'pocket rocket'.

Formed in 1947, the Manawatu Car Club has a very proud history and is one of the original founder clubs of what is known today as MotorSport New Zealand. The Club organised the inaugural New Zealand Grand Prix at Ohakea in 1950 and since that historic event has continued to build up an envied record for its leadership and innovative thinking to stage major meetings at local, national and international level.





# MEET THE 2022 COMMITTEE



President: Richie Arber  
Mobile: 027-2900-668

[president@manawatucarclub.org.nz](mailto:president@manawatucarclub.org.nz)



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

[accounts@manawatucarclub.org.nz](mailto:accounts@manawatucarclub.org.nz)



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

[inf@manawatucarclub.org.nz](mailto:inf@manawatucarclub.org.nz)



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



**DECEMBER**

Saturday 3<sup>rd</sup> Mitre 10 MEGA Summer Race Series Test Day  
 Sunday 4<sup>th</sup> Mitre 10 MEGA Summer Race Series Round 1

**JANUARY**

Saturday 21<sup>st</sup> Multi Event Weekend  
 Sunday 22<sup>nd</sup> Multi Event Weekend

**FEBRUARY**

Saturday 4<sup>th</sup> Fugu February – Drift Practice  
 Friday 24<sup>th</sup> February Flat Foot – Test Day  
 Saturday 25<sup>th</sup> February Flat Foot – Race Day 2K Cup & Superkarts  
 Sunday 26<sup>th</sup> February Flat Foot – Mitre 10 Mega Summer Race Series Round 2

**MARCH**

Saturday 4<sup>th</sup> Pararorangi Road Rallysprint (TBC)  
 Friday 31<sup>st</sup> Manfeild Test Day

**APRIL**

Saturday 1<sup>st</sup> Accredited Classes (TBC)  
 Sunday 2<sup>nd</sup> Mitre 10 Mega Summer Race Series Round 3

**MAY**

Saturday 13<sup>th</sup> Back Track Drift Tutoring  
 Sunday 21<sup>st</sup> Otaru Road Bent Sprint Touge Drift (TBC)

**JUNE**

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



## JULY

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

## AUGUST

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

## SEPTEMBER

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

## OCTOBER

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



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## CLUB CHAT

Chatting with Warren Cleland over a cuppa at Transpec Services revealed that the Cleland Racing is likely to be rebranded 'Triple 2 Racing' after Warren, Connor and Jack finished runners-up in their respective categories in the 75th Anniversary Winter Series, it does seem very appropriate. It was also mentioned that Warren will be moving up to the GT class next year now that he got the stunning MX5 Fastback's lap times down to be eligible for GT-B. It's called progress...

There are number of people who work tirelessly for the club behind the scenes while playing a vital role. Committee member Jill Hogg is one of those people, her expertise is organising food to feed the troops. Jill works closely with Dean Gerbes at Gala Caterers regarding the V-Force and official's lunches at all club meetings as well as liaising with specialist caterers for the more formal functions, being mindful of budget constraints. To recognise her outstanding work over many years Jill Hogg was presented with a bouquet of flowers at the Winter Series dinner. So well deserved...

The irrepressible Craig McIntosh had big plans for the WRC Rally of New Zealand with his mates, even hiring a helicopter for a day to follow the special stages. Unfortunately, Zippo was 'grounded' when rushed to Waikato Hospital to have a faulty 'pacemaker' replaced, something that definitely wasn't on the itinerary! Thankfully there was a good outcome. There is also word that Craig is putting 'Zippo Junior' in an MX5 to race next year, one would assume that he will be the team manager. Imagine the post-race debriefs...

In mid-October it was confirmed that our man Chris Pither will not be a main driver for PremiAir Racing in next year's Repco Supercar Championship, it appears likely that he will be replaced by Tim Slade. Top Fuel drag racing champion Peter Xiberras purchased the underperforming Team Sydney that was hastily assembled for this year's championship with new and inexperienced personnel, Pither and Gary Jacobson being signed to drive the Holden Commodores that were upgraded by Triple Eight Engineering. The results didn't come as hoped, possibly the owner's expectations were too high and it saw Jacobsen being replaced mid-season by James Golding and the team's fortunes picked-up. Pither had to work with a number of different engineers who lacked Supercar knowledge which was very difficult and he was unable to extract the full performance from the #22 Coca Cola Holden, sadly it led to Xiberras's decision to replace him in 2023, he will drive in the final two races. His season best 10th place in Race 32 at the Gold Coast 500 came too late, so the Adelaide 500 to close this chapter of his career...



Former Manfeild crash/rescue chief and club Life Member Vern Marshall was 'reliving the dream' at OctoberFAST with nearly 180 Mack trucks attending the 50th Anniversary celebrations of importers and distributors Motor Truck Distributors. To meet import licence requirements the trucks arrived in CKD (Completely Knocked Down) packs and were assembled at MTD's Palmerston North workshops, Vern was a long-time employee of the company and knew every nut and bolt in the build of the trucks that are famous for their iconic bulldog motif, more than 1,000 trucks left the MTD premises with western pacific rim countries a major export market. Vern is so proud of his Mack association that upstairs in the Higgins Concrete suite were his precious photo boards and he had a story to tell of each truck shown, his passion for bulldogs remains alive and well...

After two rounds of the 2022/23 Hi-Q Components New Zealand Formula First Championship Chris Symon has a perfect six from six winning record, the defending champion making another strong statement when the category raced at the Pukekohe Park Raceway for the final time before its closure in April next year, he already leads the standings by a massive 158 points from Toby McCormack and Liam Nicholson, however only 35 points separates second to sixth. Symon set his ball rolling by topping the qualifying times by nearly a full second ahead of Toby McCormack. Despite a poor start in Race 1 Symon quickly regained the lead before holding off Zac Blincoe in the closing laps. The win in Race 2 was more comfortable with a 6.4 second gap to Liam Foster who was 2/10ths ahead of Jenson Bate who scored his first podium result in the category. Race 3 brought more of the same with Symon as he took the final Pukekohe checker flag by two seconds from the battling Foster brothers with Liam prevailing from younger sibling Jensen. This year's series also incorporates a Masters Championship for drivers over 50 years of age with Bob Dillow the man to beat on present form. In the Masters the drivers only count four of the seven rounds with the intention being to entice more gentlemen races into the series, an interesting concept. Round 3 takes place at Hampton Downs on 26/27 November...





Marlon's Kaleb Ngatoa was one of the five finalists in the Team Porsche New Zealand Shootout held in early November, however the 21-year-old missed getting one of the two 2023 scholarship drives, as did Ronan Murphy and Matthew McCutcheon. Last year Ryan Wood competed in the Australian Porsche Michelin Sprint Cup Challenge through the scholarship programme and has been elevated to the TPNZ main car for the 2023 Porsche Paynter Dixon Carrera Cup Australian Series. The second winner was Zac Stichbury who will race for Earl Bamber Motorsport in the Porsche Michelin Sprint Challenge. It will be interesting to follow their progress...

Jonathan Hogg's stunning replica BMW CSL 'Batmobile' was the only car from the region that participated in the BMW M Festival staged at Auckland's Mt Smart Stadium on Saturday 19 November between 10am and 8pm. The purpose of the festival was to celebrate 50 years of BMW's iconic 'M' badge with vehicles displayed including BMW heritage models and the latest in the M range. The 'M' (motorsport) Division was established in 1972 to support BMW's Motorsport activities and first turned its attention to the 3.0 litre CSL 'Batmobile' race car that had huge success in Europe competing against the famous Cologne Capri, the rival factory teams included top Formula One drivers in their line-ups! Another star was the first specific M-Car, the gorgeous M1, was a sensational mid-engine supercar that was unveiled at the 1978 Paris Motor Show and spawned a unique one-make race series that ran at the major grand prix events. Jonathan's car represents the beginning of the M-Sport legend...



The MG Classic weekend didn't end well for Bruce and Margaret Goodwin after Bruce enjoyed a good couple of days on the track splitting his time between the Z28 Camaro and V8 powered Mk3 Zephyr and the popular couple happily dancing to the music on Saturday night. They have farmed their Ohingaiti property for fifty years and returned home to find twelve dead sheep tightly grouped around the trunk of a large tree, it appears they were sheltering from a severe thunderstorm when lightning struck the tree, killing the stock instantly. The power of nature...

The release of the 2023 Repco Supercar Championship calendar is not good news for fans on this side of the Tasman. The rounds at Winton and New Zealand have been dropped, replaced by Newcastle that opens the series on 10-12 March and the returning Sandown 500 that leads up to the 60th running of the Repco Bathurst 1000 in October. The 12 round Championship ends with the Adelaide 500 on 23-26 November. Supercar CEO Shane Howard says "We have every intention to return to New Zealand and we are confident of an announcement in the new-year regarding a partnership with a new venue". That choice of venue will be most interesting, if there is a plus it's the fact that the Gen3 Ford Mustang and Chevrolet Camaro will have had a year of racing development behind them...

It wasn't any great surprise that Manfeild Circuit Chris Amon wasn't allocated the 2023 New Zealand Grand Prix, the feature event of the Toyota Racing Series, but the Feilding track has now been overlooked for the new five round New Zealand 'Super V8 Series' in the first half of next year. The series will be open to all naturally aspirated V8 Saloon Cars, TA2 and TranzAm specification cars with the possibility that the V8 Super Tourers, TLX and TL spec cars that made up the BNT V8 Series will also be represented on the grid. The inaugural 2023 season begins at Taupo on 21-22 January and ends at Hampton Downs on 5-7 May, in between there are two rounds at Pukekohe and another at Hampton Downs. But why has Manfeild been overlooked, there has to be a reason...

## 36th MG CLASSIC MEETING



November 11-13 was certainly a weekend to remember as it was the biggest MG since the event started in 1987, around 380 competitors with nearly fifty races over two days, testing and qualifying was on Friday. The programme included seventeen categories ranging from Formula Juniors to Formula 5000 with the GTRNZ and Touring Car Masters making welcome first appearances at the Feilding circuit. Under the leadership of Jamie Glen, the grid marshals were kept very busy with fields ranging from 15 (GTRNZ Groups 1-2) to 45 cars (Combined Classics 2 & 3) with a high number of V8 powered saloons backing the twelve F5000s.

There was a dose of Saturday Night Fever with the organisers securing Wellington band 'Nudge' to provide the music for the post-racing entertainment. Tasty Spit Roast provided perfect food for the occasion with three choices of meat and slaw to fill the fresh burger buns with people bringing out their camper chairs for a relaxing night in perfect spring weather, the band played the right music, there was a great atmosphere and it's a thought for other meetings...

Club members performed with distinction at the 36th MG Classic, the stand-out being Kevin Ingram who dominated Round 1 of the Formula 5000 Tasman Revival Series. The 'Feilding Flyer' won the final round at last year's series and continued that form at his home circuit by winning two of the three races after being the fastest qualifier in the 12-car field, but he had to work hard for his points with wining margins of 0.69 and 0.97. In the rolling start Handicap Kevin finished third less than a second behind the winner. There were others who took the checker flag, Andrew Stewart and his potent Esslinger-powered Datsun 1200 Coupe in two of the three GTRNZ (Groups 1-2) Handicap races, Jamie Potts also winning 2 of 3 races in GTRNZ (Groups 3-4) with the # 96 6.2 litre Toyota Trueno. In the Allcomers Daniel Gordon and Paul Dewar finished 1-2 in Race 45 after Darryl Lucas held out Gordon for the win in the earlier Race 19, and Shane Hobman took the flag in the Pre-65 Mini Super Challenge Race 47. There were plenty of podium finishers, Ian Williamson had three P2s in the Touring Car Masters, Bruce Stewart and Darren Utting both had seconds in the Classics 2/3, while there were several more on the podium's bottom step - Glenn Watson (2), Geoff Boyden, Dean Curtis and Ian Easton. It was a good weekend at the office...



There were drivers who had changes of cars for the occasions. Instead of the familiar Alfa Romeo 147 Keith Pfeffer ran his 1965 Talisman FJ in the Historic Single Seaters/ Formula Junior category that had a grid of 32 cars, Todd Prujean is a double winner of the National Super Six Championship but arrived at the circuit with a 1.6 litre Toyota Starlet to compete in the GTRNZ Groups 3/3 races, while Michael Eden had a change of wheels partway through the weekend, starting out with the 'Little Chev' Fireza before switching to his Ford Falcon GTHO. Interesting alternatives...

Spare a thought for good guy Mark Allan whose weekend ended late on Saturday afternoon at the start of the GTRNZ (Groups 3-4) Scratch six lapper. Pole sitter Martyn Todd stalled his Holden Starcar, Allan's V8 Vauxhall Fireza started from Row 9 after a damp track qualifying session. Cars were diving left and right to pass the stricken Starcar before the unsighted Allan hit in a high-speed nose-to-tail impact, the race was immediately red flagged so the two badly damaged cars could be recovered. Mark is a long-time club stalwart and hopefully the Fireza will soon be seen again out on the circuit where it belongs. Ross Thurston's meeting also finished early, after posting the third quickest lap in GTRNZ 1&2 qualifying his Mitsubishi Lancer EVO blew the central differential, meaning it was trailer time...

One of the top contenders for 'Drive of the Weekend' was Jonathan Hogg in Race 43, the 6-lap Classics Handicap where the Classics 2 and 3 fields were merged to make it a massive grid of 45 cars with fastest lap times varying from 1.22.9 to 1.51.44 and some drivers lapped multiple times! Jonathan's BMW CSL 'Batmobile' was the 35th to be flagged away, with driver and car right in sync the # 59 Bimmer overtook twenty-two cars to cross the line in P13, 11.2 seconds behind the winner. What made the drive so impressive was knowing the car was to be one of the star attractions at BMW's 50 Years of M Sport' exhibition in Auckland the following weekend and damage had to be avoided at all costs! That's called being brave...



Not having the same pedigree and history as the Bavarian beauty is the 1964 Hupmorstin that was created in a Mangaweka shed by the late Neil Deighton using parts from cars laying around the yard. It reappeared at the MG driven by Neil's brother Ken who gave the Chrysler Hemi powered 'one-off' a really solid and enthusiastic workout in the three Allcomer races that had grids of up to 29 cars of younger age. The locally famous Hupmorstin's racing career looked to be far from over...

For racing enthusiasts, the line-up of competing cars was extraordinary and they were spread across the classes, many with great background histories. A random selection includes a Jaguar XKR TranzAm, Porsche GT2 RS CS and genuine Chevrolet Impala SS NASCAR in the Allcomers, a SEAT Supercopa Leon, TVR Tuscan Challenge and Group C Mazda RX7 in Classics, a Plymouth Barracuda in the Historic Muscle Cars, feature cars in the Historic Sports Sedans were obviously the glorious Algie Brothers CRC Alfetta and Aztec Mazda RX8 with their big V8 engines that ran 1.12 lap times while the GTRNZ grid included a 7.0 litre Hyundai Supertourer, Dodge Viper and C5 Corvette - all crowd-pleasers...



Appropriately it was woman who won the Sybil Lupp Invitation Trophy Handicap race that is competed for by female drivers and British cars, there were six females in the nineteen-car field on this occasion. Grant Kern in his rapid MGB V8 was the pre-race favourite but he was unable to catch the very in-form Sandra Eden from Wanganui in her BMW E36 M3 who had a winning margin of 8.3 seconds at the line, MCC members Louise Wall (Mazda RX3) and Tessa Field (Honda Civic 1600) finished fourth and fifth respectively. For the organising MG Car Club this particular trophy has great significance as it honours a woman who was one of the country's top drivers in the late 1940s and 50s driving MG and Jaguar cars, was a legendary motor mechanic and garage owner, and a long-time supporter and patron of the club.

The organisers of the 2022 MG Classic certainly raised their bar by delivering a high-quality weekend with record entries and a 50-race schedule over the two days - there was a great atmosphere, outstanding racing and so enjoyable, it could be a hard act to follow in 2023

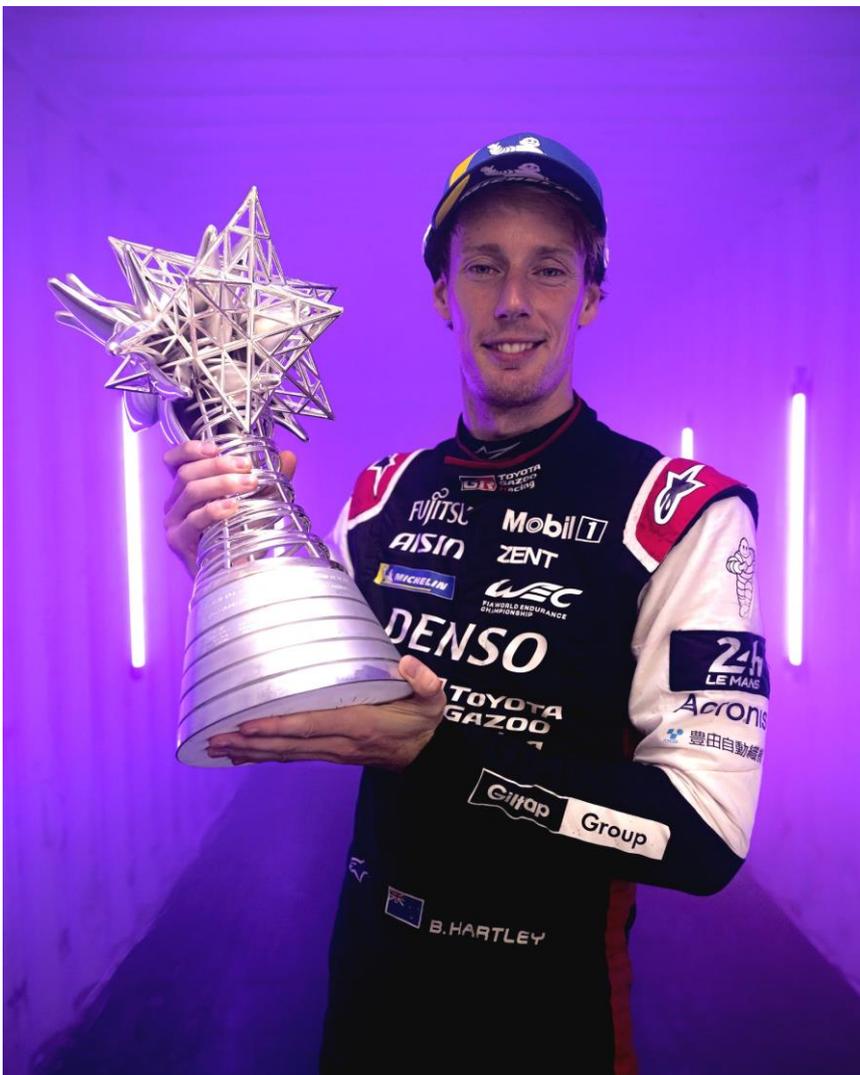


## HARTLEY FILE

The 2022 edition of the Motul Petit Le Mans endurance race at Road Atlanta in Georgia (USA) on 1st October brought disappointment for Brendon, arriving at the circuit for the final race of the ISMA Weather Tech Sports Car Championship and leading the series with a 14-point advantage Wayne Taylor Racing finished runner-up for the third successive year!

The #10 Acura DP1 shared with Ricky Taylor and Filipe Albuquerque qualified third fastest behind another Acura and the quickest Cadillac Dpi, 0.247 off the pole time. The 10-hour race didn't start well when Taylor flat-spotted the tyres and had to pit at the end of the first lap, a yellow flag saved the car going a lap down. The seven DPi cars in the field were very evenly matched and there were multiple lead changes in the first eight hours as strategies, driver changes and safety car periods came into play, the race drama unfolded in the final two hours. With 30 minutes to the finish the two Cadillacs that had Earl Bamber and Scott Dixon in the respective driver line-ups collided at Turn 6 and both hit the barrier, following repairs they returned to the track several laps down. Brendon had the WTR Acura into a winning position, however a slow final stop saw the lead change with Tom Blomqvist in front, the race to the flag effectively ended with 14 minutes to run when Albuquerque in the #10 Acura was involved in a collision with a slower GT Mercedes and limped back to the garage. It allowed Blomqvist, Oliver Jarvis and Helio Castroneves to win the final race for the DPi cars, 4.3 seconds ahead of a trio of Cadillacs, Scott Dixon was in the car that finished P4 four laps down while Bamber's Caddy was 5 laps down in P8. The WTR car didn't return to the track but had covered sufficient laps for Brendon, Taylor and Albuquerque to be classified ninth - a very disappointing DPi ending for the leading team.

For next year the category is rebranded as GTP (Grand Touring Prototype) with cars in LMDh spec that will allow them to race in the World Endurance Championship along with other newcomers Porsche and BMW, the season opener being the Rolex 24 at the Daytona International Speedway on 28/29 January.



Brendon's season will wrap-up on 12 November with the 2022 World Endurance Championship decider, the 8 Hours of Bahrain. The #8 Toyota won the race last year and the WEC records show that the sister car driven by Mike Conway, José Maria Lopez and Kamui Kobayashi has won the world title by 5 points the last two years with Brendon, Sébastien Buemi and Kazuka Nakajima runners-up. The drivers of the #8 car and the Alpine A480 Gibson are tied on points at the top of the standings, the #7 Toyota is 26 points behind and is certain to be in a supporting role to ensure Gazoo Racing retains both the Drivers and Teams championships as Brendon seeks his third FIA WEC title which would also be the perfect ending to the club's 75th anniversary year...

Arriving in Bahrain for Round 6 World Endurance Championship, Brendon and co-drivers Sébastien Buemi and Ryo Hirikawa were level on points with the A480 Alpine ELF drivers vying for the Driver's Championship but knowing they only to finish ahead of the French entry to claim the title, the second # 7 Toyota wasn't a contender unless the # 8 Toyota and Alpine failed to finish.

There were three practice sessions, the first two suggesting that the new Peugeot X could upset pre-race predictions. The wingless 'Pug' topped the time sheet in FP1 with a 1-2 and were more than a second faster than the Toyotas. In FP2 the French challenger again headed the times ahead of the # 8 Toyota but the gap was reduced to 0.045 while the Alpine was only 7/100ths slower, interest shifted to the outcome of FP3 that ended with the Toyota GR010's fastest as lap times tumbled, the defending champion # 7 ahead of the sister Hypercar by 0.36 with the quickest Peugeot one and a half seconds off the pace in P3. Qualifying was critical with its one point for pole position, Brendon has been the Japanese team's star qualifier and he emphatically delivered for the third time in the season with a brilliant 1.46.500 lap to take the coveted # 1 spot by 8/10ths of a second over a Peugeot with another tenth back to the # 7 Toyota followed by the second Peugeot and the Alpine, the latter more than one and a half seconds off the pace - that meant the # 7 car drivers now led the championship!

The race started at 4pm under bright sunlight with Buemi leading from pole and being forced to hold off the challenge from the lead Peugeot and the Alpine, the trio were covered by six seconds at the first pit stops at the one-hour mark that ended with the two French cars changing positions and the # 8 Toyota retaining the lead. After two hours a full course yellow allowed the GR010 Hybrids to make driver changes, Brendon led Conway by only a second before the quicker # 7 car took the lead on team orders in the fourth hour as the sun set. At the half-way mark the next round of pit stops and driver changes saw Hirakawa slot into the seat of the # 8 with Kobayashi in the leading car, the veteran extended his advantage to 15 seconds at the 5 hour mark and doubled the margin in the next hour, with two hours remaining Lopez and Buemi were back behind the wheel, then with only 45 minutes to the finish Conway and Brendon were given the privilege of driving the final stint and taking the flag to end the race and the series, the winning margin extending out to 45 seconds, minimising risks and winning the championships was the prime objective and both were achieved. Both the Alpine and Peugeot challenges had faded as the race progressed; the Alpine finished third two laps down with the leading Peugeot six laps behind the two Japanese cars - the curtain had come down on an exciting Hypercar season after 58 hours of competition covering 10,620 kilometres since the first race at Sebring eight months earlier.

*"I am really pleased to complete the job here and win both World Championships, I don't think it has really sunk in yet that we are champions again, but I'm sure it soon will. Thanks to everyone on the team for their fantastic support all year to give us a car to win the title and Le Mans. Today our objective was simply to beat the Alpine to secure the title, we couldn't afford to take any risks just to get the race win. Car # 7 had the pace and deserved to the victory, so well done to them. They have been tough competitors all year and it has been fiercely fought, also with the Alpine who kept us honest. We worked hard for this title and it is a credit to the whole team".*

Brendon and Sébastien also wrote their names into the history books as the first drivers to win three titles in the top category of the World Endurance Championship or its predecessor the World Super Championship, while Ryo became the third Japanese WEC champion in his first Hypercar season. 2022 was Brendon's third FIA World Endurance Championship title but his first with the Cologne-based Japanese team, the previous two were driving the Porsche 919 Hybrid in 2015 and 2017, this year was also the third time he had stood on the top step of the Le Mans 24 Hour podium.

Those unrivaled achievements are unique in this country's motor racing history and part of the reason why the Manawatu Car Club is so fortunate and proud to have Brendon Hartley as a member for the past 20 years, a career that began with karting before a Formula First introduced him to open wheel racing.

The 2023 WEC will have a new look about it with regard to entries, the result of a collaboration between the WEC and American ISMA Series that has resulted in two Hypercar categories, Le Mans Hypercar (LMH) and Le Mans Daytona Hybrid (LMDh) with the cars being eligible for both competitions. Gazoo Racing Toyota returns with no plans for ISMA while Alpine ELF has indicated it was run a two-car team and Peugeot will also run two cars, there has been no confirmation of Scuderia Glickenhaus participating. The linking of the two series brings in exciting 'newcomers', Ferrari returns to the top category for the first time in 50 years, Porsche's 963 will be run by three LMDh teams including Porsche Penske Motorsport while the Cadillac Project GTP Hypercar will compete in WEC for the first time, the following year it's expected that both BMW and Lamborghini will also be on the grid.

The 2023 WEC begins with the 1000 miles of Sebring on 17 March and has been increased to seven rounds with the addition of the 6 Hours of Portimao - in the interim period Brendon and his family are enjoying a long break from racing at their Taupo home before testing begins...

RH



## OctoberFAST 22

The meeting was a massive three-day effort for the Manawatu Car Club as it was included in the plans for the 50th anniversary celebration of Mack trucks in this country through importers Motor Truck Distributors in Palmerston North. Add practice and qualifying sessions for the 165 entrants and a 24-race programme resulted in a very long and busy weekend for all officials and V-Force volunteers, like always they never buckled under the pressure.

The entire weekend was run in perfect Spring weather, the meeting attracting the biggest crowds since the NZ/Australia V8 Utes in 2010 who watched nearly 180 immaculately prepared Mack trucks complete two

parade laps of the full 4½ kilometre circuit at the conclusion of Saturday's racing - it was a once-in-a-lifetime experience.



There were ten categories racing with the NAPA Super Truck Championship topping the bill. The Pirelli Porsche Championship completing their three races on Saturday, there were three BMW categories, NZ Sports Car Racing, Nexen Mazda Series, Pre-65 / Super Mini Challenge, NZ Six North Island and a NZ Formula First Championship round, an interesting mix of classes.

The Pirelli Porsche Championship round attracted thirty-three entries with numbers being significantly increased with the inclusion of the mid-engine Boxter model. Regan Scouller headed Andrew Whittaker by 7/10ths in qualifying and took out the first Scratch race by 2.3 seconds from Whittaker and Struan Robertson who had qualified P9. Whittaker had revenge in Race 2, finishing nine seconds ahead of Scouller more powerful turbo engine car, Robertson was third. The race was red-flagged on lap 3 when a car went through the esses gravel trap backwards and hit the tyre barrier, the impact was so great that three of the concrete blocks behind the tyres were pushed over! Race 3 was of 25 minutes duration but became a farce following a Safety Car intervention, for three laps leader Whittaker didn't pull back from the SC for a restart and the field remained in single file to take the checker, Tony Austin took second with Robertson again P3, Scouller retired after nine laps.



Ten cars were on the grid for the NZ Sports Car Racing with Tim Edgell topping the qualifying time by 8/10ths ahead of Mark Galvin and Dave McCarroll. Edgell won all three races to clean-sweep the results, Galvin placed second in Race 1 before mechanical issues intervened. McCarroll began with a third and pressured Edgell in Races 2 and 3, placing second by margins of 1.4 and 0.22 and having the fastest race laps. The pair were well clear of the field at the line, Robert Hulme and Anthony Barker picked up the final podium places.



All three BMW classes were well supported with the biggest field (19) in the E30-E46 category which have the 2.5 and 3.5 litre six-cylinder motor. Qualifying ended with fastest five cars covered by 0.85 with Ryan Crombie at the top of the sheet ahead of Joel Herbert, Lee Zeltwanger, Logan Manson and Ayden Lamont, all 19 cars were less than a second off the pole time. The racing itself wasn't quite as close as the Q session suggested but still had plenty of interest from lights to flag. In Race 1 Herbert scored a 1.7 win over Crombie with a sizeable gap to Manson, the latter's cars sporting TKR (Team Kiwi Racing) liveries, Zeltwanger, Harry McDonald and Royce Rollinson being next across the line. Herbert also took out Race 2, this time by a 5.3 margin from Hunter Robb who qualified P7, Crombie claimed third from Zeltwanger, McDonald, Lamont and Rollinson whose four cars were covered by three seconds. Race 3 was a shorter 8 laps with a split grid, Levin driver Mansen holding out McDonald and Zeltwanger to take the win, Herbert, Robb, Crombie and Rollinson were best of the rest this time and less than 7 seconds behind the winner.

The BWM Open had a 16-car field, Grant Baguley heading the Qualifying times by 1.7 from Bob Sievwright with John Thomson P3. Race 1 was a Scratch 8 lapper that ended with Sievwright a comfortable 10 second winner from Baguley who had both received a five second time penalty for jumping the start, David Whitburn improved three places to be third ahead of Thomson and Stuart Broadhurst. Race 2 was Handicap that saw Rick Donaldson take full advantage of his start position to hold out back markers Sievwright and Baguley with Michael Kennedy, Broadhurst and Graeme Frazer and Matt Stubbs in a tight group behind the three placegetters. Race 3 was also a Handicap with Bagulay giving Sievwright a 10 second start who was conceding 80 seconds to scratch man Matt Henney which equated to being 10 seconds faster on every lap! Sievwright was up to the challenge and came through the field to secure his second win of the weekend 1.8 ahead of Nigel Patterson and Phil Pietersen who started at 5 seconds, Henney held on for fourth place, 4 seconds behind the winner and 3½ seconds ahead of Baguley who set a series of fastest laps in his chase.



The BMW 2-litre grid had 12 cars, these being the older four-cylinder models. Sam Dunstall headed Qualifying from Ant Belsham and Martyn Seddon, the trio covered by 1.9 seconds, Matthew Seddon didn't record a time but would figure prominently in the three races. Dunstall won the Scratch 10 lapper by three seconds over Matthew Seddon who drove through the field to finish P2, the pair well ahead of Peter Ball and Belsham at the flag. In the first 8 lap Handicap the trio started from pit lane, conceding up to 85 seconds to scratch man Bhagved Singh. Dunstall and Ball made light work of the task to finish 1-2 split by four seconds, followed by Martyn Seddon and Matthew Seddon, the latter 6.4 behind the winner. Race 3 began with Matthew Seddon, Dunstall and Ball starting 85 seconds behind Singh, Belsham and Martyn Seddon were at 65 seconds. Dunstall retired after three laps leaving his co-backmarkers to fight out the tight finish in a group of four cars, Ball heading Matthew Seddon by 7/10ths followed by Belsham and Martyn Seddon, the quartet covered by 2½ seconds, John Mulrennan and Singh rounding out the top six across the line - Matthew Seddon set the fastest lap in all three races.

Only 8 drivers faced the starter in the MWN Civil NZ/HQ races, by the end of the weekend the number was down to five! Over recent years Todd Prujean has dominated the class but at Manfeild he had a real battle on his hands with Justin King who was at the top of his game, all three 8 lap races were the Scratch Split Grid format. From pole position Prujean took out Race 1 by 0.68 from King who started from the fifth row, Paul Roberts taking the last podium place 19.2 behind the winner ahead of Matt Henny and Andy Greenslade who was disqualified from the results and didn't contest the later races. Prujean had a car problem in Race 2 and eventually finished in last place (P5), King securing maximum points 15.7 ahead of Henny and Roberts who were split by 2/10ths at the flag at the end of their race long battle. Race 2 saw Prujean start on the second row but ahead of the Trophy cars of King and Roberts, the trio finished in that order with the winning margin 0.718 and an 18 second gap to Roberts, Henny and Garry Kirkbride rounding out the finishers.

The Pre-65/Super Mini Challenge brings the 'Davids and Goliaths' together, albeit in separate categories, collectively an 18 strong field. There is no substitute for cubic inches with Grant Crosby's Ford Thunderbird and the Chevy Nova shared by Wayne Davies and Bill McKinnon in a league of their own, however the main pack was relatively close with Feilding's Bill Robson and Mike Wallace quickest of the 'bricks'. Race 1 was a Scratch Split Grid, Crosby taking a comfortable 3.7 second win over Davies in the Nova, the two big V8s 15 seconds ahead of Jack Packer's well driven 3.8 Jaguar Mk2 and the rapid Ford Anglia of Brandon Weld, Robson headed the Minis home in P7 by a 10 second margin over Wallace and Mark Fourie. Race 2 was a Handicap Split Grid

with the Mk1 Cortina of James Cobham flagged away first, Crosbie and McKinnon were last away after 112 seconds with Packer and Nathan Murray 14 seconds ahead. For the massive T/Bird it was a game of thread-the-needle through the field as Crosby hit the front of the final lap to beat Packer by one second with Weld and Murray close behind, McKinnon got up to P7 at the flag and set the fastest lap by 6/1000ths from Crosby. Greg Gordon and Trent Dixon headed the Minis in 5th and 6th, Robson finishing P11. Race 3 had the same format but the handicappers reduced the spread of the field to 88 seconds. From the back row it was classic Ford v Chev battle as the two big cars moved through the heavy traffic to finish 1-2 with Crosby 4.1 ahead at the flag, the Minis of Colin Middlemiss and Robson held out Weld with Gordon, Packer and Murray next and 10 seconds behind the winner - great handicapping. Crosby won three from three in the impressive Thunderbird, the Nova had the consolation of setting the fastest lap in each race.



Twenty-three RX8 rotaries formed the grid for the Nexen Tyres NZ Mazda Racing Series round that produced probably the closest racing and was dominated by Simon Baker who headed the qualifying times by nearly a full second from Ken Gaines and Leo Bult. Race 1 was an 8 laps Scratch with no retirements, Baker winning by 3½ seconds from Rex Edwards and Bult with the first six cars covered by under 10 seconds, the mid-field group being tightly grouped when the checker flag fell. Race 2 was Reverse Top Ten over 10 laps with Matt Horne who placed P7 in the opener holding off Baker by half a second at the line with pole starter Steve Brown heading Sam Dashfield for the last step on the podium, the first ten cars covered by less than nine seconds. Race 3 reverted to a Scratch 8 lapper with Baker and Horne fighting for the win, Baker was first over the line 0.18 apart with a gap to third placed Terry Edwards and Bult. The next eight cars were each split by tenths of a second that varied from 0.167 to 0.975 with second fastest qualifier Gaines at the back of the group - it was top quality racing from the rotary drivers.

The Qualifying session for the Hi Q Components Formula First NZ Championship round ended with the sixteen cars covered by 6.1 seconds, defending champion Chris Symon taking top slot 6/10ths ahead of Brody McConkey with Winter Series winner Toby McCormack and Liam Foster next on the time sheet, the latter 8/10ths off the pole time. Jenson Bate headed the chasing pack with the fastest 12 cars covered by two seconds and the full field by six seconds, all three races were 8 laps Scratch. Race 1 followed the qualifying pattern, with continual position changes it was Formula First at its best, Symon getting a break on the final lap

with beat McConkey home by 0.338 and Foster securing P3 ahead of Toby McCormack who was + 0.795 at the line, next in the close group were Paul McCormack, Liam Nicholson and Zac Blincoe, the latter less than 8/10ths behind the winner with six second gap to Bate who was best of the rest. Race 2 was a one-horse affair after Symon got a big break on the field in the early laps and was never challenged, taking the flag 4.3 in front of Toby McCormack who edged McConkey by 2/100ths. Paul McCormack, Harry Scott, Blincoe, Bate and Foster led the chasing group. In Race 3 Symon and Toby McCormack shared the front row with McConkey and Paul McCormack behind them. Symon was unable to breakaway this time and was continually under pressure from McConkey and Nicholson who had started from the third row, the pressure never eased over the entire distance but the champion wasn't going to be denied a weekend trifecta and won by 7/10ths from McConkey and Nicholson who was 2/10ths further back as they crossed the line, it was top class racing from the trio. Ten seconds down the track Paul McCormack led the pack that included Toby McCormack, Blincoe, Hayden Lines, Scott and Bate, their six cars covered by 0.93 in a tense finish.

Top billing for the weekend was the opening round of the NAPA Super Truck Championship in association with local transport company PTS. Ten of the high horsepower tractor units were entered including top Australian Steven Zammit whose Kenworth arrived in the early hours of Saturday morning following an overnight road trip from Auckland after the ship carrying it was delayed waiting for a vacant berth! As a result, Zammit missed Friday's valuable track time. Qualifying followed three practice sessions, NZ1 Alex Little setting the pace with a best 1.25.544 lap that put the 22-year-old a full second ahead of Brent Collins, Shane Gray was P3 at + 2.3 followed by David West and Zammit who was + 4.3 off the pace. Veteran truck racer Ron Salter was a lowly 8th, his Scania seemingly down on power, ahead of him was rookie Marc King from Eketahuna with his 1976 International that had been rebuilt with the help of local engineering mates. Troy Wheeler and Troy Etting didn't record lap times, Etting becoming a non-starter.



The four races were rolling starts, appropriately behind a PTS Mack that was used as the pace truck. Race 1 became a battle between team mates Little and Collins in their NCS BTS backed entries, Little's International taking the win by three seconds from the Freightliner at the end of the six laps, Wheeler was impressive as he worked his way from the back into P3, 12.7 behind the winner and 1/10th ahead of Gray, West and Zammit rounding out the top six finishers with Connor Etting, King and Salter all going the full distance. Race 2 was 8 laps Reverse Grid, Gray being two seconds a lap quicker than in the opener and proved to be uncatchable once

he took the lead, his Kenworth beating Wheeler's Freightliner by a margin of 7.9 seconds with Little 2/10ths behind at the line, Zammit headed Collins by a similar margin with West a sizeable gap back in P6. There was a Delayed Split Grid for Race 3, Etting and Salter led the rolling start with a 35 second advantage over a group of four with a further ten seconds back to Little, Collins and Gray, it was going to be interesting but it unravelled when the race was red flagged on lap 2. In the braking zone for Turn 1 the engine of Salter's Scania literally exploded, depositing its lubricant on the left side of the track before the truck stopped. The time-consuming clean-up operation involved all the marshals and many bags of cement, officials declared the track safe and the race re-run with a full restart. Zammit withdrew after 5 laps and it was the three backmarkers who fought out the finish with Collins heading Little by 9/10ths as they crossed the line with a 5 second gap to Gray and another six to West, King and Etting covered the full 8 laps while Wheeler was two down. With the required clean-up the race ended 37 minutes after it started with the winner's actual time 12 minutes and 16 seconds! Race 4 was the weekend's traditional Flying Farewell with several driver changes, former champion Malcom Little vacated the seat of the pace truck to drive Collin's # 66 who took the wheel of Alex's # 1, Ricky West replaced father Dave while Cody Wheeler switched to Troy's # 28 and Zammit was back. Etting and King shared the front row with Little and Collins on row 3, West and Wheeler formed the back row. The six lapper was much closer than most predicted, Collins beat Gray by 0.25 with Malcolm Little 9 second behind in P3 but only 8/10ths ahead of Wheeler, Etting was fifth and 13 seconds behind the winner with King at + 24.4 as his 46-year-old International completed every lap over the weekend in what was the driver's first ever race meeting. Zammit's problems from the previous race weren't fully resolved as his lap times increased by as much as 10 seconds, his 7th place was 63 seconds behind Collins.

OctoberFAST was a weekend like no other for the competitors, officials, volunteers and spectators, the 50th Anniversary Mack truck show and parade brought an amazing response from owners and firms around the country while the public responded in their thousands - Saturday was definitely Big Mac day with no chips! Those who weren't there missed something very special...

RH



## THE GREAT RACE'S PERFECT ENDING

New Zealand had its biggest ever representation at the 2022 Repco Bathurst 1000 with the three regular drivers backed by three in co-driver roles and the 'wildcard' entry of Richie Stanaway and Greg Murphy that had attracted enormous attention since the idea was first mooted two years ago. Fabian Coulthard teamed with Chaz Mostert, Matthew Payne with Lee Holdsworth while Jaxon Evans who has strong family links to the club was paired with Jack Smith - the biggest question marks centred on the Boost Mobile 51 Racing Commodore, Stanaway hadn't driven a Supercar for three years while it was 8 years since Murphy was on the grid for the great race.

Both teams and fans endured at times extreme wet weather from the first day of practice, by the end of the second day many car parks were reduced to a sea of mud! Most sessions were interrupted by multiple red flags as drivers struggled on the wet track. The practice sessions brought fluctuating fortunes because of the conditions with no one driver dominant - Will Davison headed two sessions, SVG and Chaz Mostert one each, in the two co-driver sessions Garth Tander and Dale Wood topped the sheets. Heimgartner and Coulthard had lap times that looked promising but the other kiwis struggled in the conditions and were towards the back of the field as they played the caution game.

P4 saw three red flags and Stanaway suddenly finding his confidence, SVG and Jamie Whincup topped the sheet while Stanaway was 4th quickest, four spots in front of Heimgartner. Qualifying saw Cam Waters claim provisional pole from Lee Holdsworth, Mostert, SVG and Stanaway, Heimgartner missing the shootout cut by two places, SVG was facing a three-grid position penalty. SVG and Stanaway were the only kiwi main drivers in the top 10 but there were three cars with co-drivers sitting P2, P3 and P4, Mathew Payne (Holdsworth), Fabian Coulthard (Mostert) and Greg Murphy (Stanaway). Heimgartner would start in 12th position, Chris Pither 21st and Jaxon Evans (Jack Smith) 24th. The weather forced the cancellation of the Top 10 Shootout meaning the pre-race favourites, Van Gisbergen and Tander, would start from P7.

By contrast the race day weather was fine with only a short spell of light rain, though there were some areas with standing water along the track edge. Despite improved conditions the Bathurst 1000 was a wild day on the Mountain with six red flags in the first 60 laps! There was a clean start but havoc broke out on the climb up Mountain Straight as cars were bunched and four wide, there was a touch and cars shot in all directions, the Castrol Mustang being eliminated after hitting the inside barrier, Evans at the pack suffered frontal damage but was able to resume with the help of race tape. The race restarted on lap 4 but there was another red soon after when Zane Goddard left the circuit at The Chase, his unsafe return eliminated the Heimgartner and Reynold cars as well as his own with severe damage, earning a post-race \$10,000 fine.

Following a third Safety Car deployment the race settled down with the lead, positions and driver changes occurring in the pit cycles. Incidents did keep coming, most involving drivers running onto the waterlogged infield. Tander took the lead at the lap 60 restart, the following lap Murphy was spun at Griffins Bend but managed to avoid the barriers. At the halfway mark Tander led Brodie Kosteki by 10 seconds, on lap 100 he handed the #97 Red Bull Commodore back to SVG for the run home, before the next round of stops Mostert held the lead until he pitted, the 7th Safety Car compressed the field again when SVG led by 17 seconds, when the race went green on lap 123 the top 20 cars had the lead drivers behind the wheel and Van Gisbergen setting about rebuilding his lead over Brodie Kosteki and Mostert. The Jack Smith/Evans car was holding 13th place when Smith hit a wall, their race over. With 20 laps to run the final stops began, the Pither/Hill Coca Cola Commodore was running a strong 12th and looking a top 10 contender before a power steering failure brought out the back and white flag for car #22, extensive repairs were made in the garage which cost a lot of time before Pither returned to the circuit and the pair finished 21st, eight laps down.

Following the 8th and final Safety Car the race became a 15-lap sprint to the flag with the leading quartet separated by less than two seconds for lap after lap, SVG and Mostert eventually broke away from Waters to make it a two-horse race but SVG wasn't going to be denied his second and Tander's fifth victory, the margin

was 1.0491 from the Mostert/Coulthard WAU entry to complete a Holden 1-2 in the famous makes final Bathurst appearance - two kiwis in the top two finishers. The Waters/Moffatt Mustang was a further 4.9 seconds behind at the flag after six hours 41 minutes of racing, Holdsworth and Payne were P6 to make in three kiwis in the top six finishers, it was also Van Gisbergen's 19th win of the season which took him past the previous record set by Scott McLaughlin - with four Holdens in the first five cars across the line, the Lion's final roar at Mount Panorama was very loud and proud.



There was much to talk about in the days following the 2022 race - the terrible weather conditions, support race cancellations, no Top 10 shootout, red flags, safety cars, poor driving, multiple crashes, Holden winning for the 38th time, the biggest number of New Zealand drivers in the modern era, Murph's return to where he had won four previous 1000s. It was a bold and brave move by Boost Mobile boss Peter Adderton to run a 'wildcard' entry for Richie Stanaway and Greg Murphy in an Erebus Motorsport Holden Commodore. It was first planned for last year's race until COVID put paid to the idea. Stanaway hadn't driven the circuit for 3 years and Murphy for eight so it could have been a spectacular failure. At the circuit the kiwi pair were incredibly popular with the fans and warmly welcomed by the teams. Naturally there was a cautious start in the practice sessions before Stanaway set pit lane alight with P5 in qualifying, the Erebus-Boost-51 Racing Commodore even had a brief period of glory when it led during a pit stop cycle and at the checker the duo were in 11th place and 9/10ths of a second away from securing a top 10 result!

There was a milestone moment for Murph on the opening day of practice when he achieved his first goal for the weekend by beating his iconic 'Lap of the Gods' pole time of 2.06.859 set 19 years earlier. He clocked 2.05.871 to beat the famous mark by 0.988 in a new generation car with much more advanced technology and 19 years younger!

The Great Race - there's no other quite like it and this year's race closed Bathurst's Holden remarkable story. The Lion's first victory was achieved in 1968 by Bruce McPhee and Barry Mulholland driving a HK Monaro GTS while the 2022 race marked 50 years since the great Peter Brock scored the first of his nine wins driving a

Torana GTR XU-1, it was the last solo drive as there was a driver rule change the following year. The Holden and Bathurst names are so closely linked together, it's the place where legends were created that will never fade with the passing of time...

PremiAir Racing owner Peter Xiberras is a Brisbane-based hire company tycoon and the current national Top Fuel drag racing champion, he's also a life-long Holden fan and a prolific collector of significant cars. Among the cars that Xiberras owns is the ZB Commodore chassis 888A-053 that Jamie Whincup drove to ten Supercar championship wins during the 2019/2020 seasons, Triple Eight leased it back for this year's Bathurst 1000 for their wildcard entry, driven by Craig Lowndes and Declan Frazer the car finished in 8th place, he will shortly own the most prized ZB Commodore of them all. Two years ago, he concluded a deal to purchase one of the Triple Eight ZB Commodores knowing it was one of the last two factory racing Holdens. The negotiations were completed prior to the start of the 2020 Supercar season, neither party aware at the time that the chassis would become one of three cars to win Bathurst twice, two Supercar championships and would win more races than any other car in ATCC/Supercar history. It's Shane Van Gisbergen's #97 that the kiwi shared with Garth Tander to win at Mount Panorama in 2020 and 2022 and has been solely SVG's car in all other races. Its final appearance will be at the Adelaide 500 in December before the keys are handed to the new owner - it's a most appropriate venue given that Adelaide was the home of Holden's Australian operation. When asked what he planned with the now iconic car Xiberras replied *"it's going straight into the pool room"*...

RH



## SUN, SAND, SURF AND HIGH-OCTANE RACING

The month of October ended with the Boost Mobile Gold Coast 500 on the streets of Surfers Paradise, the penultimate round of the 2022 Repco Supercar Championship with both the Drivers and Teams titles possibly being decided in favour of Shane Van Gisbergen and Red Bull Ampol Holden.

Day 1 had two practice sessions, in FP1 Davison pulled off a last lap blinder to pip SVG by 0.0188 with Waters third fastest. Heimgartner was P9 and half a second off the pace, while Chris Pither clocked the 16th fastest lap that was only 6/10ths slower than Davison and 3/10ths behind his PremiAir team mate Golding who was P11. FP2 was red flagged after six minutes when eagle-eyed SVG pointed out that the tyre barrier at the Beach Chicane hadn't been restored to its original position after being moved back from the apex for the Porsche Carrera practice! The kiwi ended the session third fastest behind Waters and Davison at + 0.0201, Heimgartner improved to P6 while Pither dropped to 20th on the time sheet (+ 0.828) but was one spot ahead of Golding. Qualifying for Race 31 saw SVG back in front, heading Mostert by 4/10ths, Heimgartner was 7th (+ 0.520) to make the shootout, Golding was P14 and two places ahead of Pither (+ 0.84), the Coke Commodore driver being four places ahead of Tim Slade who will replace him next year. In the Armor All Shootout Heimgartner had a kerb strike and his time was deleted, leaving him 10th on the grid. Erebus driver Dave Reynolds snatched pole by 4/10ths from SVG with Waters and Mostert on the second row.

Race 31 had special significance because it marked the 600th Supercar start for Triple Eight Racing, while Van Gisbergen only had to finish 24th or better to clinch the 2022 Driver's title. The two Gold Coast races were each over 85 laps (250 kilometres). From P2 on the grid SVG was beaten by Reynolds into the first chicane and brushed a barrier on Lap 4 before taking the lead at Turn 4 on Lap 16. The leaders made their first stops at around the 25-lap mark, five laps later Heimgartner retired with a misfire caused by a crankcase sensor issue. By the halfway point SVG led Reynolds by 4.25 seconds, benefitting from the pit cycle Pither was inside the top 10, holding P9. From that point there was another Van Gisbergen master class, when he made his second stop he led by a massive 53 seconds, emerging still in the lead with an 11 second gap to Reynolds. Behind the leader Reynolds became locked in a battle with Mostert and as the laps ran down the pair were joined by Davison. When the flag fell at the end of Lap 85 SVG was 16.8 seconds clear of the chasing trio, Reynolds stayed ahead on Mostert with Davison right behind them, the three cars covered by 2.2 seconds as they crossed the line. Pither finished a lap down in 16th place with team mate Golding 19th after dropping five positions during the race - it was Gisbergen's 20th win of the season and confirmed him as the champion elect, while the Lion roared again with an all-Holden podium.

Day 3 began with qualifying for Race 32 of the championship, when the session ended Van Gisbergen had scored provisional pole by 2/100ths over Davison with a further 1/100th to Reynolds, Golding was P10 (+ 0.35), Pither P18 (+ 0.62) and Heimgartner 2/10ths slower in P20. SVG confirmed pole in the Shoot Out by a much greater 0.3236 margin to beat Davison with Waters and Mostert on Row 2, Golding clocked the 9th best time but was 1.19 off SVG's pole. The 85-lap race was the last of the weekend with only 18 of the 25 cars being classified finishers. Most of the high attrition was due to a massive crash at the Beach Chicane complex on Lap 4 when Golding dislodged a tyre bundle and his car stopped on the track, the resultant pileup involving six cars that were eliminated from the race and others incurring significant damage! Clearing the carnage took almost half an hour with a Safety Car restart on Lap 9, Davison leading after his questionable move at the first corner, SVG immediately attacked and hit the front on Lap 11. The front runners first stops began on Lap 22 but the leader stopped on Lap 28 when he took on 54 litres of fuel to Mostert's 34 and Davison's 41 litres, returned to the track 2½ seconds behind Mostert. That gap came down and the two ZB Holdens ran nose-to-tail before the WAU driver peeled off on Lap 45 to take the balance of the compulsory 140 litre fuel drop, SVG making his shorter second stop six laps later for the run home. The # 97 held a six second lead when a Safety Car period was called on Lap 71 to recover Randle's stranded Castrol Mustang that been patched up after the lap 4 incident, following the restart four laps later SVG built up a one second lead in the space of 3 laps and when the checker fell after the full 85 laps that had extended to 2.1 seconds over Mostert with Davison a further three

seconds back ahead of Reynolds, all three kiwis finished in the top 10 with Heimgartner in P8 and Pither P9 after narrowly missing the Lap 4 accident and holding off De Pasquale by half a second, it was Pither's best result of the season but too late to save his seat in the PremiAir Racing team next year.

This was Shane VanGisbergen's 21st win of the season and confirmed Red Bull Ampol winners of the Supercar's Team Championship, with Mostert completing a Holden 1-2 the Lion had roared again.

The Giz stopped in front of the corporate area at the Beach Chicane for his victory burnout for a very special reason - it was right in front of Scott McLaughlin and his mates!

From the streets of Surfers Paradise, the teams travel to the streets of the South Australia capital for the season ending Adelaide 500 on the first weekend of December, it's the last hurrah for Holden on the Lion's home soil and the Commodore teams will be wanting the iconic Aussie brand to bow out in style...

RH



## CONGRATULATIONS

Reading his online Motoring NZ Newsletter column revealed that Richard Bosselman is the new President of the New Zealand Motor Writers Guild whose members include the country's top motoring journalists. This was revealed in an article featuring the presentation of the Guild's prestigious Neil Nelson Award that was first presented in 1998 in honour of Neil who was the motoring editor of the Manawatu Standard before passing away in Perth of a fatal heart attack in his sleep at a relatively young age. The award is presented to the person who the judging panel believe made a significant contribution to the motor industry and was first awarded in 1998.

At a function in Palmerston North, the Chairman of Rally New Zealand, Peter 'PJ' Johnson, was announced as this year's recipient for his leadership of the team that brought the World Rally Championship back to this country for the first time since 2012. Held from 29 September to 02 October, the Repco Rally NZ was the first FIA event in this country featuring hybrid electric vehicles and using fully sustainable fuel heralding a new era in motorsport.

'PJ' led the backing syndicate that supported Scott Dixon when he first raced IndyCars in the United States and more recently Brendon Hartley through Formula One and the World Endurance Championship. Motorsport is in his DNA as his father, Reg Johnson, competed in the all-tarmac inaugural Silver Fern Rally of New Zealand in 1969, finishing 9th.

RH

