

Manawatu Car Club Inc

Club Bulletin

Sept / Oct 2022



FROM THE PRESIDENTS PEN...



A massive month behind us and another one just ahead... Well what a huge month September was, with the last round of the 75th Anniversary Feilding Auto Electrical Winter Race Series, another round of the GT Oil / Transpec Services Ltd Manfeild Open Day, and a huge Winter Series Prize Giving night at the Feilding Civic Centre... I am sure Russell and I can be forgiven for not getting a magazine out in September, hence this one is the "Sept / Oct edition" ... it should really be "Sept / start of Oct" edition, with the next one being the "End of Oct / Nov" edition such are the events on this month as well, but let's reflect on September first.

Round 4, the finale to what has been one hell of an eventful series. 153 entries for the final round, 527 entries across all four rounds, and 228 different competitors entered across the four rounds... how fitting is it that we broke every record for a Winter Race Series in our 75th Year. A huge thank you to everyone who made this year the best year ever!

We then capped the month off with an awesome Winter Series Prize Giving, where just under 100 people filled the Feilding Civic Centre for a truly amazing night, where we created some great memories, had a laugh or two, and got to celebrate alongside our award winners, it was a night to remember that is for sure. The trophies handed out on the night were one of a kind 75th Anniversary Year trophies, never to be won again, so the people that got one definitely received something special that is for sure.

So what may the next Winter Series be like, well those in attendance at the Prize Giving got an insight into what we are thinking of doing next year to add to an already tremendously successful series... more on that in the coming months...

A massive thank you to all of our Winter Series Sponsors, it is an absolute privilege to have you as part of this wonderful flagship series and our MCC Family, our Winter Series would not be what it is today without your generosity.

To our awesome volunteers, if there was any doubt that our volunteers are not the best in the country, or are not worth their weight in gold, then I believe this year proved that you are indeed the best and you are worth your weight in gold. Thank you for extracting us from the gravel traps and water-logged grass, thank you for giving up your time freely so that we can go racing, but most of all thank you for keeping us safe, for without all of you we would not be able to go racing, it is as simple as that. Your dedication to, and support of, our Winter Series, and our club, is truly awe-inspiring, we cannot thank you enough for what you do for us.

So, what does the month of October hold for the club, well on Labour Weekend we have our OctoberFast Meeting which sees the return of the Super Trucks to Manfeild once again. We are hoping for around 8-9 trucks to line up on the start line this year, the support classes are rather large in numbers as well, so for a \$10 entry fee you will definitely get some bang for your buck that is for sure.

Alongside the racing we have a truly special event happening, and that is the 50th Anniversary of Mack Trucks in New Zealand. If you are into trucks, you will know how huge and meaningful this event is, if you are not into trucks come along and have a look and you will see and no doubt feel the brand passion that is Mack Trucks! Around 180 trucks, from the very first Mack truck built in NZ, to the latest and greatest Mack truck available on the market today, will be on show on the Saturday. At the end of the day all of the trucks will head out on the track for a cruise session, this will be a site to see that is for sure... we will see you there!

Richie





2022-2023
NEW ZEALAND
SUPER
TRUCK
RACING
CHAMPIONSHIP





ROUND 1
MANFEILD

CIRCUIT CHRIS AMON, FEILDING
21-23 OCT 2022

FRI: SCRUBS (PRACTICE) SAT: QUALIFYING & RACING SUN: RACING

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Manawatu Car Club
Memberships expired on the
30th September 2022

Remember to renew your
Membership to continue to receive
all the benefits of belonging to
New Zealand's premiere Car Club.

It's easy to renew, just go here:

<https://manawatucarclub.org.nz/product-category/renewmember/>

RACE WITH US!



NEW MEMBERS

This month saw five new people join the club as the membership growth continues :-

Josh Anderson	Levin
Carol-Anne Perfect	Rongotea
Russ Jordan	Levin
Greg Ward	Lower Hutt
Sarah Ward	Palmerston North

All are from the lower North Island; we hope that you will enjoy being a member and are rewarded with the pleasure from motor sport that you are seeking with the club and its various activities.

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



OCTOBER

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



2022 75th ANNIVERSARY WINTER SERIES AWARDS

The function marked the conclusion of the club's 75th Anniversary celebrations, being held on the evening of Saturday 24th September in the Feilding Civic Centre's Concert Chamber.

With 100 people attending it was a gala occasion with a wonderful atmosphere that began with the late arrival of the Hoskins' family that delayed the 5.30 start, they were warmly welcomed by the audience!

Hosted by club President Richie Arber and MC Russell Harris, the evening was divided into three presentation segments split by dinner and dessert, the ideal format. Only six of the 34 prize winners were unable to attend which was a tribute to how competitors viewed the awards.

Appropriately the auditorium's stage was used for the presentations and a superb montage of 25th anniversary event photographs collated by Jarod Carruthers was shown on the oversize screen.

There were six presentations in Part 1 beginning with the Total Truck Spray Formula First Cup that was won by Toby McCormack (593 pts), Body McConkey was runner-up (517 pts) with Paul McCormack (479 pts) third. Jonathan Hogg presented the trophies on behalf of sponsor Max Tarr for the Formula Ford Cup that was easily won by Blake Dowdall who had a 185-point advantage over Judd Christiansen who was 23 points ahead of third placed Keith Miller.

The RS Cup is supported by Danny's Auto Services and BT Advisory and was decided on the outcome of the final race, defending champion Michael James edging out Warren Cleland by 17 points and Anna Wild claiming third place another 29 points back. The RS Cup also has a very special associated award that's presented to the first driver over the line in Round 1's race 2. The Trudi-Anne Trophy is highly sought and is traditionally presented by Trudi-Anne's parents Murray and Bronwyn Crooks, it recognises their daughter's approach to racing which meant always driving the car flat-out and forgetting the points! This year's winner Shaun Browne was unable to attend and it was accepted by father Greg who played a pre-recorded message of thanks, a nice touch.

The Geartech Automotive SF Cup was also decided in the final round with Tessa Field (526 pts) finishing ahead of Connor Cleland (487 pts) thanks to a strong run home, Richard Hainsworth's consistency was rewarded with third overall (437 pts).

Completing the first segment was the Coresteel Buildings IB Cup, franchise holder Geoff Spencer presented the winner's trophy to defending champion Nick Stewart. Runner-up Kane Anderson was 158 points behind Stewart and only three ahead of third placed Greg Browne.

Next on the programme was the main dinner that will long be remembered for the outstanding roast meal prepared by Jamil Hammoud from Feilding's Saleyards Café, the Brazilian slow cooked beef and BBQ glazed chicken wrapped in bacon were big winners with everyone.

The Tremaine Energy Centre/Hankook Tyres MX5 Cup opened Part 2 of the awards with Jeremy Hoskins and President Richie sharing the presentations. Another last lap thriller ended with Nick Cummins the new champions by a mere 10 points over Jack Cleland with Jeremy Hoskins third 60 points further back, 2021 winner Markku Braid finished fifth in the standings.

Wanganui drivers had a clean sweep of the podium in the GDM Retails Systems Classic Cup, Michael Eden and President Richie doing the presentations. Third was Sandra Eden but only 21 points behind Adrian Rivers while Michael Eden was a runaway winner by 121 points after the nine races.

The second segment ended with the GT Cup that was again supported by Ernie's Engineering. In the faster GT-A class Struan Robertson (585 pts) comfortably took the honours over Jamie Potts (488 pts) who had four wins to Robertson's two, third was Sam Bleakley (330 pts).

In GT-B Andrew Wasley retained the series title by a margin of 123 points over Ian Easton who headed Bayley Walker by 14 points, the GT Cup Overall Champion was decided in favour of Struan Robertson by 29 points over Andrew Wasley.

Following dessert Part 3 featured the special presentations with Tessa Field scoring a double by winning both trophies from the Sybil Lupp Collection that were donated to the club to acknowledge the feats of female drivers - the Otago Car Club Cup for "the best performance by a woman driver in Round 1" and the Archer Memorial Trophy for "the highest points scoring woman".

A new award was the Cabbies Trophy that has been donated by the Taxi Racing Team, the fun-loving group of older social racers from the Hawkes Bay. The visually striking trophy recognises 'the biggest biff' and was awarded to Ian Humphrey, it related to the massive damage to the rear of his Falcon XR8 suffered in an incident at Higgins in Round 1.

Gerald Watson received the Winter Series Spirit Award, President Richie explained that Gerald's health related accident that resulted in Round 2 being abandoned brought everyone involved in our sport closer together with a new understanding of what can happen and how to deal with such difficult circumstances. The award acknowledged all parties.

The final award was the prestigious Chris Amon Champion-of-Champion Trophy that is presented for the highest overall points, sadly the series main sponsors, Huw and Kathy Allen from Feilding Auto Electrical were unable to be present, President Richie did the honours. Tony Satherley was the first recipient in 2011, this year the three contenders were within eight points, the first two within three points! The magnificent cup was won by young Formula First driver Toby McCormack, he was overwhelmed and it was a proud moment for his family who had travelled from Auckland for the function.

The award wrapped up an outstanding evening and many people must be thanked for their contribution to its success. Jill and Jonathan Hogg, Richie Arber and Deascie McHugh worked closely with FCC manager Carla Bennett to complete the Friday setting-up, at the award's evening Jeff Braid did the excellent and informative recipient interviews with Markku Braid taking responsibility for the visual screen and taking the essential photographer role, finally to Jamil Hammoud and his young assistants for the memorable meal - it was a real team effort that made it happen.

As always the club is extremely grateful for the ongoing support of the various sponsors, that support extending to the competitors and their families who made 2022 the most successful winter series with record entry numbers.

The award's dinner was the perfect ending to the Manawatu Car Club's 75th anniversary celebrations...

RH







75th ANNIVERSARY FAE WINTER SERIES - ROUND 4

The Manawatu Car Club's 75th Anniversary Celebrations concluded with a two-day Motorsport Festival over the weekend of 03/04 September at Manfeild Circuit Chris Amon, Sunday coinciding with Father's Day. The weather forecast proved to be wrong with only Saturday's mid-morning light rain creating a damp track surface for a short period.

There was another big entry of more than 150 competitors over the nine classes, the number being boosted with cars from the Historic Vintage Racing Association and being the opening round of the Giltrap Group North Island Formula Ford Championship that was run in conjunction with the final round of the winter series.

The racing in both open wheel categories continued to be outstanding, the Total Truck Spray Formula First scratch races producing three different winners after Toby McCormack had completely dominated the previous round. In Race 1 Jenson Bate had pole position after posting the fastest qualifying lap but he stalled at the start, Brody McConkey led while a Safety Car intervention allowed Bate to get onto the rear of field. At the restart McConkey went too early and received a drive through penalty, handing the lead to McCormack who scored his fifth successive win ahead of father Paul McCormack and Reagan Edwards, Bate recovered to 4th. Race 2 unravelled on lap 2 when three of the leaders tangled at the hairpin, again necessitating the Safety Car before being red flagged. The restart saw Bate lead going into the final corner, but McConkey swept around the outside to win with Edwards again third. On the final lap a group of five cars were chasing the win in Race 3, benefitting from slipstreaming on the back straight Jack Groenewald moved up three positions to narrowly win an incident free 7 lapper from Toby McCormack and McConkey, the trio covered by 4/10ths, Edwards and Bate followed them over the line.



The Max Tarr Electrical Formula Ford grid jumped from five to sixteen cars, the field including current national champion Alex Crosbie from Invercargill. The distance was increased from seven to ten laps for the first two races, Sebastian Manson clean-swept all three races in Round 3 but couldn't repeat that effort, managing a best 4th place. Liam Sceats picked-up the most points from the weekend by winning Races 1 and 3 and finishing second to Dylan Grant in Race 2, while Crosbie claimed third in the two races where anyone in the tight group of five cars could have won, they were covered by less than a second as they took the flag.

Palmerston North's Blake Dowdall has enjoyed an outstanding first season after graduating from Formula First,

his two second places against strong opposition indicate a bright future. The 12 lap Race 3 was one of the weekend's best with six cars chasing maximum points on the final lap, entering Turn 1 Manson and Grant collided which resulted in the former's car flipping sideways, both drivers were uninjured in the incident that ended their races. There was a desperate race to the flag with Sceats ahead of Dowdall by 0.13 as they crossed the line with Crosbie and Leo Scott very close behind, the four cars covered by 6/10ths of a second, Zach Blincoe and Mason Potter rounded out the top six 1½ seconds behind the winner. It wasn't the happiest of weekends for Chris Symons in his new class, the double Formula First champion qualified 7th quickest 0.68 off the pace and had a score card reading DNF, 9, 8.

A handicap format is used for all GDM Retail Systems Classic Cup races that attracted a 22-car entry. Bryce Hogg missed the qualifying session and was in the first group to start in Race 1, so his winning margin of more than 40 seconds over Bill Robson was not surprising, another early starter John Blaikie took 3rd place followed by Darren Utting who held off Layton Hammond by 3/10ths. In Race 2 Bill Richie led Blaikie and Robson for four laps before Robson hit the front with a lap to run, there was mid-field rush behind Robson that ended with Graham Moody, Sandra Eden and Cooper Cooley chasing the Mini home, the handicapping was so generous this time as Bryce Hogg finished in P18 after conceding 53 seconds to the winner. Race 3 saw the field spread over 63 seconds with Adrian Rivers and Gareth Hogg the back markers. There was another chocolate fish for Robson who overtook Blaikie for the lead on lap 3 and held off the fast-finishing Michael Eden with Blaikie, Hamond and Dave Burroughs all within 5 seconds of the victor. Moody's race ended spectacularly at Turn 1 on the final lap, his familiar BMW ending the off parked sideways with two wheels up the tyre barrier! The result was a long delay while the wall was reinstalled.



The 22 strong Ernie's Engineering GT Cup was dominated by Ross Thurston's Mitsubishi Evo after he qualified more than 3 seconds quicker than Struan Robertson and David Thomsen. In Race 1 he scorched off the line and never looked like being headed, Thomsen and Potts retired before half distance while Robertson drifted back into the pack, finishing in P10. Ryan Jury was a distant 2nd (+40.2) and 14 seconds ahead of Josh Donohue who was best of the GT-B cars from Chris Huszka and Andrew Wasley, Thurston lapped the last three finishers! The Reverse Grid was more of the same for Thurston who went from last to first on the opening lap, Waka Nathan Harris, Bayley Walker, Flynn Mullaney and Ian Easton leading the futile chase. The order remained

unchanged for 4 laps as Potts and Robertson weaved their way through the pack, the pair finishing 2nd and 3rd at +10.6 and +13.1 behind the Mitsy with another 10 seconds back to Jury, Easton and Wasley who were best of the rest. The Handicap six lapper had Thurston giving 10 seconds to Potts and Robertson and 65 seconds to Mullany who was first away. Justin Allen and Adrian Rivers quickly moved up to 2nd and 3rd from the 15 second group, the latter soon becoming a DNF to move Huszka up a place before he spun at Turn 1. The big guns were again charging through the field before the changes came on the last lap that ended with the first seven home covered by 8½ seconds. Allen took the flag 8/10ths ahead of Mullany who was chased by Sam Morley, Robertson, Jury and Donohue. Despite setting a series of fastest laps Thurston only progressed as far as P13, an eight-position gain.



JAROD CARRUTHERS PHOTOGRAPHY

The Tremaine Energy Centre, Hankook Tyres MX5 Cup never fails to deliver close and exciting racing, in the final round of the series the three races featured eight different drivers in the 26-car field making it onto the podium and two winning margins of 2/10ths of a second. Qualifying ended with Jeremy Hoskins at the top of the time sheet ahead of Nick Cummings, Dean Evans and Markku Braid with Jack Cleland P5, Chris Greaney posted the same time as the point's leader with Justin Allen 2/100ths slower, the fastest seven drivers were covered by 0.845! The Scratch race saw Braid a non-starter because of a recurring engine electrical fault. Cummings took the initial lead from Hoskins before both were overtaken by Cleland in lap 2, Allen moved up four spots to 2nd next time round. From that point there were few positional changes in the top half of the field though the two leaders were running nose-to-tail, Cleland getting home by 0.26 from Allen, the pair closely followed by Cummins and Hoskins, Matt Dilly led the main 'train' over the line ahead of Greaney, Denis Churcher and Tim Wilde. With his electrical problems seemingly solved Braid was on pole for the Reverse Grid but the defending champion quickly dropped back, Paul Greaney took the lead before Dean Evans became the new front-runner from Greaney, Dom Fransen and David Thomsen. At half distance Cummins had moved from the back row of the grid to P7 while Braid was sitting P10. The first two cars were locked together lap after lap with Cummins the likely danger man as he continued to make forward progress. Evans scored his first chocolate fish by 0.192 over Greaney, Cummins was more than 5½ seconds back at the flag in P3 followed by Fransen, Churcher, Mark Smith and Braid, Cleland crossed the line 9th and Hoskins 12th. The spread was 25 seconds for the Handicap with Hoskins a DNS, leaving Cummins, Braid and Cleland at the back with six cars in the first two groups flagged off. Scratch man Poom Suttisanyapan held his lead until lap 4 when fellow

Southerner Everard Petrie hit the front, Scott Topham, Alex Corpe and Benny Yan. On the penultimate lap the changes started coming with eleven cars less than 10 seconds off the lead, at the front Petrie resisted Topham's challenge by 1.09 to win his second fish of the series, Yan moved into P3 followed over the line by Corpe, Shane Hayter and Suttisanyapan - three Southerners in the top six. Braid did best of the back markets in 11th, two spots ahead of Cummins and Cleland.



Each of the time bracket classes attracted twenty plus fields and the typically close racing that the groupings bring, drivers going faster than the bracket time receiving time penalties. In the Danny's Auto Services/BT Advisory RS Cup ('Really Slow') category the fastest six drivers all broke out but it didn't affect the starting grid - Sean Browne, Nick Stewart and Greg Browne being within a second of each other at the top. Sean Browne overtook Stewart on lap 4 and was never headed, but progress only slowed with a Safety Car intervention on lap 5 that closed the field up and led the pack across the finish line in the order Sean Browne, Stewart, Nathan Stewart, Keith Pfeffer, Warren Cleland and Paul Rodgers. Greg Browne and Fletcher Hoskins were the only breakouts which dropped them to the bottom of the result sheets. With three DNSs the Reverse Grid had Jo Dunn on the second row of the grid ahead of Alice Staddon and Paul Hosking with Sean Browne and Stewart on the back row. At the start Eddie Arnold got a flyer from row 5 to grab a lead that he never relinquished, by lap 3 Greg Browne had gone from row 5 into P2 followed by Rodgers, Sean Browne, Hoskins and Graeme Wall, on lap 5 Sean Browne moved up to 3rd and the order at the checker was Arnold, Greg Browne, Sean Browne and Rodgers, but seven drivers had broken out which meant a very different official result, Wall getting the maximum points ahead of Pfeffer, defending champion Michael James, Greg Wilson, Warren Cleland and Anna Wild. In the Handicap the four backmarkers conceded a 35 second start to Wilson and Dunn, after three laps the order was Wilson, Dunn, Caitlin Chowen and Hoskins with a gap to James, Greg Wilson, Wilde and Hoskins. With a lap to run Stewart had stormed to P2 followed by James and Hoskins and took the win, but he was one of the seven breakouts, handing the big points to John Wilson by 0.14 from James with small margins separating Hosking, Dunn, Greg Wilson and Wild - breakouts are cruel but are self-inflicted.



The Geartech Automotive SF Cup ('Slightly Faster') attracted a grid of 26, the number boosted by several MX5 Cup cars that fall within the time bracket. When the qualifying scramble ended Greg Browne was 3½ seconds in front of Richard Hainsworth with Tessa Field 2/10ths ahead of Connor Cleland, Nick Cummins and Benny Yan. Richie Arber had self-moved from RS to SF and was P7, twenty-two of the cars were within nine seconds of the fastest lap. For the Scratch race Cummins and Paul Greaney were non-starters as Browne led the first 3 laps shadowed by Field, Arber had made a superb start to get ahead of Hainsworth with Darren Utting and Mike Greenfield completing the top five. Field took the lead on Lap 3 but the pack positions remained static, the two leaders were never more than a couple of 10ths apart, further back Jeremy Hoskins was coming into the picture. At the end of the six laps Field led Browne by 0.37 as they crossed the line with Arber and Utting hot on their heels, Greenfield and Hainsworth were next with Hoskins best of the rest in P7, the 777 pilot set the fastest race lap. Field, Browne and Arber were at the back of the Reverse Grid with Alan Howe, Brendan Uncles and Rodney Penn at the pointy end. Uncles was the early leader from Steen McGhie and Paul Greaney, at the end of lap 3 Browne was up to 4th followed by David Thomsen and Cleland, another two laps saw McGhie leading Greaney, Uncles and Browne before Greaney and Browne overtook the leader on the final lap to finish 1-2 split by 0.82, McGhie completed the podium followed to the flag by Uncles, Thomsen and Arber.



There were eleven non-starters in the Handicap that had Arber alone at the back and conceding 25 seconds to Suttisanyapan, the field was reduced to 13 when Penn and Nathan Spencer failed to complete a single lap after coming together, the Safety Car was given another outing with the race going 'green' on lap 3. Suttisanyapan led Spencer Morris, Petrie, Cleland and Tom Bruynel, another lap saw Cleland in P2 ahead of Morris and Field. With one lap to go Arber

was up to 5th and behind Browne, the pair's charge continued and Arber crossed the line 9/10ths ahead in a

winner-takes-all final 3 kilometres, Cleland held out Field for 3rd with Petrie and Morris completing to top six home within 3½ seconds of the winner - outstanding handicapping.

The Coresteel Buildings IB Cup ('In Between') races also produced three different winners from the 19-car field, Grant Rivers topping qualifying ahead of Greg Browne, Nick Stewart and Kane Anderson. Rivers dominated the Scratch 6 lapper by leading from lights to flag, quickly drawing away from Stewart and Peter Edmond who started from row 3, Anderson and Michael Eden trailed the Volvo. There were no positional changes until Stewart and Edmond danced together in Turn 1 starting lap 4, both resumed but dropped valuable track positions, going into the last lap Rivers led Michael Eden by 9½ seconds with Browne third ahead of the recovering Stewart as Edmond headed for the pits. There was no change in the order at the line with the winning margin 8.3, behind Stewart were David Thomsen and Anderson. Irdan Harkin won the Reverse Grid after taking the lead on lap 4 and holding off Eden and Rivers to claim his first fish by an impressive 8.3 seconds at the checker, the two Wanganui drivers being comfortably ahead of Steve Hardie, Flynn Mullany and Dave Burroughs, Stewart had to settle for P7 two spots ahead of Browne. Edmond, Rivers, Michael Eden and Sandra Eden were non-starters for the Handicap that had Kolin Yannakis, Cameron Antrobus and Anderson first away, Dennis Young was on his own at the back at 45 seconds with Harkin 5 seconds ahead of him and a big task ahead. Yannakis took the lead from Anderson on lap 2 with Antrobus, Ethan Donohue, Browne and Cameron Barr following, Browne jumped two places on the next lap into P3 as the leading duo maintained station, further back Stewart was on a hard charge towards the front. Browne was pressuring Yannakis on the final lap but was 0.47 behind as they hit the line, Anderson claimed P3 ahead of Donohue and Antrobus with Stewart another spot back but only 4.3 behind the winner. Young didn't really fire while both Hardie and Harkin copped time penalties for lapping under 1.20, as a consolation Harkin claimed the fastest lap



Round 4 was a most fitting on-track finale to the club's 75th Anniversary celebrations both on and off the track. On the circuit there was delight and disappointment as there were classes that were decided on the outcome of the final race, there were many memorable races and moments, not forgetting the drama that unfolded at Round 2 that led to the meeting being cancelled. There were record numbers of entries that included a group of South Island competitors, there were new champions found - the club's Winter Series continues to play a major role developing motorsport in our country...

RH

RUSTY'S NOTES

The weekend's activities got underway on late Friday afternoon with a promotional display in Feilding's Manchester Square, the first time that the MCC has done this for many years. Teresa Browne had done an outstanding job putting it all together (including Mrs Kool's new ice cream van that had its first outing) and the enthusiastic local people responded in very good numbers. The turn-out of competing vehicles was exceptional, arriving in convoy from the circuit via Manchester Street was an impressive sight for bystanders. Terry and Tim Rush arrived with the ex-Graeme Lawrence F2 Brabham and the stunning LS2V8 repowered 1969 Morris truck based transporter that carried the ex-Graham McRae CanAm McRae GM9 on the deck. Sheets of characterised series race cars stickers were handed out to the young fans and everyone was happy, it was the perfect start to the weekend...



Saturday night's socialising was at the popular Drovers in downtown Feilding. Around forty people attended at the conclusion of the day's racing to enjoy food, beverage and chatter in a most convivial atmosphere. It was a mood that prevailed for the remainder of the weekend...

Former racer Nick Kacouris is seen at most Manfeild meetings in the pit area with his range of motorsport products to cater for the needs of competitors. Nick's business has the interesting name of 'Tricky Angel' which apparently is a combination of his and his wife's nicknames. The happy Greek provided the chocolate fish for the weekend's winners...

When the weekend began the Cleland family led the point's tables in three classes - Warren topped the RS Cup, sons Connor the SF Cup and Jack the MX5 Cup, what are the odds of that happening? After the final three races were run over the weekend all three were runners-up, what are the odds of that happening? Connor deserves special mention because during the Friday test sessions his Toyota Levin suffered a piston failure that couldn't be repaired, so he hastily put tape numbers on the Honda Integra that's his daily transport...

Daniel Gordon was all ready to go on the dummy grid for the GT Cup Reverse Grid race when nature called. When he returned his was the only car in the lanes, the others had gone and he had to start the race from pit lane, retiring after a single lap. Surely nature hadn't called again...

It was a personal decision by President Richie Arber to switch from the RS Cup to the faster SF Cup class, possibly to lessen the risk of breakouts! Driving a 2.2 litre Honda CD6 Accord sedan he qualified P7 on the damp track, placed 3rd and 6th in his first two races and won the Handicap after starting from the back of the grid for a hard-earned chocolate fish...

Seeing the HVRA Historics revived many memories for the older generation, a most interesting mix with models not often seen today including a Datsun 1200 Coupe, Datsun 1200 SSS and a Datsun 1600 SSS that actually competed in the 1975 International Heatway Rally. To boost the grid numbers the cars of Geoff Boyden (son Ben drove), Jonathan Hogg and Tom Lancaster were 'invited', the trio dominated the results, possibly their knowledge of the circuit helped a little. Hopefully the HVRA competitor numbers will grow and more cars from that wonderful era will emerge from sheds around the country...

The Southern 'Crusaders' returned to the Mainland after really enjoying and benefitting from racing their MX5's at the Winter Series rounds against such strong opposition. Everard Petrie, Benny Yan and Poom Suttisanyapan all promised to return next year and encourage other South Island MX5 drivers to join them. The class is relatively new on the other side of the Strait and they will certainly spread the word, not only about the racing but the friendly manner with which they were welcomed to the home of MX5...

When young Aucklander Toby McCormack won the first Formula First race it was his fifth successive victory, the other two races produced a 5th and a 2nd. With his domination perhaps it was surprising that Palmy's Jenson Bate out-qualified him by 2/10ths of a second while Brody McConkey set the fastest race lap of 1.25.092, a time beaten by five cars in qualifying...

Sunday' racing included the rare sight of a car somersaulting; it happened in the final 12-lap Formula Ford race. Dylan Grant had come from the fifth row of the grid to overtake front row starter Sebastian Manson for the lead on Lap 4, the pair ran nose-to-tail until Lap 11 when Manson was back in front. As the two cars entered Turn 1 for the final time there was a collision that saw Manson rolling sideways into the gravel trap, both drivers were out of the race and thankfully uninjured. Their demise resulted in Liam Sceats winning from Blake Dowdall, Alex Crosbie and Leo Scott, the quartet covered by 6/10ths in a tight finish - their respective home towns are Auckland, Palmerston North, Invercargill and Whangarei...

A number of official car clubs took part in the 'demonstration' track sessions that featured over both days. On Saturday there was the Aussie CC together with the Mazda MX5, Classic and Toyota Groups, Sunday was the turn of the Ferrari, Alfa Romeo and Mustang clubs with several exotics added to the mix, including David Short's stunning replica Lamborghini Countach. There were eight Ferraris covering eight different models including the latest SF90 Stradale hybrid that offers a combined 1,000 horsepower, there's also the question of the equally impressive \$900,000 price tag...



Troy Brown is a MCC committee member and outstanding co-ordinator of the region's drifting activities. During Sunday's demonstration sessions he showed that he's also a very accomplished driver who has mastered the art of car control that drifting demands...

Motor racing is definitely a family sport. Out on the track are the Hoggs with Jonathan and sons Bryce and Gareth competing in the Classic's Cup while the boy's partners Alice Staddon and Caitlin Chowen go head-to-head in the RS Cup. Also running in the Classic Cup are the Boydens, Geoff and son Ben in their always immaculate BMWs, others running the Bavarian cars in the Classics are husband and wife Sandra and Michael Eden. Also from Wanganui are the Rivers with Adrian in the GT-B class and Grant racing in both Classic and IB Cups. In the MX5 Cup are the Greaney trio from Hawkes Bay, father Paul and twin sons Chris and Roger. Halcombe's Greg and Sean Browne move between the RS and SF Cups while young Sean also runs in national GT Series rounds. Formula First has the McCormack's from Auckland with Toby having bragging rights after winning the Winter Series with dad Paul placing third overall. The Braids have split duties, Jeff is the club's hard-working secretary while Markku is one of the top MX5 drivers, so are the Wildes with club Vice President Tim racing in the MX5 Cup and brother Hamish a checker flag waver. Up on Level 2 of race control brothers Malcolm and Jamie Glenn share the Clerk of Course duties, in the same room are Shaun and Renee Thompson who are in-charge of the flag marshals while son Brendan is manning one of the eight flag points. Talking 'flaggies' there's the Green family from Levin, parents Les and Lorraine together with son Brendon and his wife Kelly. On others points are sisters Michaela and Rachael Waldron. It truly is a family show...

RH

CLUB CHAT

In early September Kaleb Ngatoa experienced driving a single-seater that was our national championship formula 35 years ago, a massive contrast to the TRS and S5000 cars that he's raced in much more recent times. The car was an early 1990's Swift DB4 Formula Atlantic that is eligible to race in the recently established Formula Open New Zealand category together with early model TRS cars. Kaleb's best lap in the unfamiliar car was a very respectable 1.01.277 around the 2.7-kilometre National circuit, Kenny Smith holds the race lap record at 59.446 in a Formula 5000. The Marton young gun commented "I wish I was racing when these things were new, that's the best fun I've had in a car at Hampton Downs"...

The Manawatu Car Club wasn't very strongly represented at the Auckland ITM Supercar round at Pukekohe Park Raceway over the weekend of 9/10/11 September. Chris Pither was racing in the main game, another five in the support races. In the build-up to the meeting Chris was one of the many Supercars drivers who accepted the invitation to do the Sky Tower's Skywalk - *"Wasn't happy about hanging off the side, cool experience, amazing view"*. Obviously not for everyone!

In the Repco Super Championship Pither and the Coke Commodore don't appear to be able to find the necessary pace in qualifying to get further up the grid and have been regularly outclassed by team mate James Golding, it should be noted that the 25-car field is very tightly bunched with first to last only a fraction more than one second.

Saturday's Race 27 brought a major turnaround for Chris when he gained a massive 12 track positions to finish 13th while Golding went back 8 places to P17. Sunday morning's Race 28 was cut from 41 to 36 laps when the entry to the pit lane barrier was damaged causing its closure! The race was reflagged, the restart brought another good result for PremiAir Racing with Golding 12th and Pither 19th after moving up six places from the back of the grid.

Race 29 saw Pither three spots further up the grid in P22, the red flag being waved almost immediately the race started when a car was squeezed into the outside barrier entering Turn 1. The restart was a reduced 36

lapper, it was race that will become part of Pukekohe folklore thanks to epic duel between SVG and Mostert over the closing laps, with four to go Mostert held out the Red Bull driver as the pair came up the hill, next lap SVG went to outside exiting Turn 10 to have the inside line climbing the 'mountain', there was minimal contact and SVG was through in front of the wildly cheering packed terraces and stands to score his second win of the day and claim the Jason Richards Memorial Trophy for the third time - Heimgartner was right behind them in P3, further back Pither finished 26 seconds behind the winner in 16th, five places behind his team mate.

That remarkable finish brought the curtain down on Supercar racing at Pukekohe after 20 years, Greg Murphy won all three races at the first meeting in 2002 wearing the Kmart colours and was immediately crowned 'King of Pukekohe'.



In the Archibalds Historic field Warren Dunn returned to the track with his stunning Tic Tac BMW M3 that had undergone a major rebuild following the Turn 1 collision in Round 1 of the Winter Series that caused major damage. The E30 M3 took its place on the 33 car grid that ranged from a Suzuki Baleno to a V12 Jaguar XJS, also on the grid were Greg Murphy (Whittakers Ford Sierra RS500), John Bowe (Shell Ford Sierra RS500), Steven Richards (Nissan Primera), Paul Radasich (Wolf Ford Mondeo), Peter Sturgen (GpC BMW 635) and English Formula 5000 historic racer Michael Lyons (Nissan Primera) - with sixteen Group A cars that's an impressive line-up. Lyons beat Murph by 3 seconds in Race 1, their positions were reversed in Race 2 with a 2/10ths winning margin, one-all. Race 3 was a repeat of the first, Murphy leading off the line before Lyons passed on the inside at the Hairpin on Lap 3. Two-one and the round win to the Brit.

For Warren it wasn't the happiest of weekends as he twice had problems at the same corner, spinning once and running off the circuit on another occasion! Spare a thought for John Bowe, after crossing the Tasman to take part driving a Shell Sierra Cosworth the car dropped a piston and didn't face the starter over the weekend...

Double Formula First champion Chris Symon and rising stars Blake Dowdall and Judd Christiansen were in the 29 strong Giltrap Group North Island Championship Formula Ford field that included 16 cars from the South Island. Round 1 at Manfeild produced very close racing as a reminder of how Formula Ford used to being brought, Round 2 was more of the same though two of the races were red flagged following incidents. Race 1 went the full 10 laps, Liam Sceats winning with Dowdall 8th across the line, Symon finished 19th with Christiansen one spot further back. Alex Crosbie took the flag in a shortened Race 2, Dowdall was P4 with Symon and Christiansen again 19th and 20th. Race 3 was also reduced in laps, won by Zac Christiansen from Sceats and Crosbie with Dowdall (P6) and Symon (P9) being top 10 finishers, Christiansen placed 14th. The teams left Pukekohe after two of the seven rounds with Sceats topping the series table with 424 points, 41 ahead of Crosbie, Dowdall sits 3rd another 57 points back with Symon and Christiansen 9th and 10th respectively - Round 3 is on the Pukekohe long track set for 8/9 October with a significantly smaller crowd expected!

Joining Blake Dowdall as the most successful club member was Justin Allen in the Toyota 86 category that had twenty drivers wanting a big share of the \$25,000 Toyota prize pool with no championship points. The NAPA 86 qualified 6th quickest that had the first 16 cars covered by little more than a second. The weekend didn't start well with a 5 second penalty for a jump start in Race 1 (the car was over the front line in the grid box), dropping Justin to 12th in the official results, in Race 2 he started P12 and gained six positions to take 6th place, followed by 4th in the Feature race to cap off the weekend.

There was plenty of support from club members watching from the spectator/corporate areas - the Hoggs, Boydens, Vern Marshall, Graeme Montgomery, Terry and Richard Jensen, Huw and Kathy Allen and the Ngatoa family were all seen at the circuit over the course of an historic weekend. No doubt there were also others...

Fourteen-year-old student Blake Dowdall is going to be a driver to watch in the coming years, his record to date is adequate proof of his potential, his maturity and determination to succeed are exceptional, he's also fearless and not overawed by the opposing drivers. He's another graduate of karting and made his open-wheel debut in last year's Winter Series running under the guidance of Dennis Martin's Sabre Motorsport, winning the trophy ahead of Jenson Bate. This year there was a major step up by switching to Formula Ford where he also claimed the silverware and is also competing in the North Island Championship against the country's best young drivers where he currently sits third in the standings after two rounds. A masterstroke has been securing former champion Callum Crawley in a dual role as his driving tutor and engineering the #6 Spectrum. Palmerston North Boys High School has an impressive list of sportsmen who have succeeded at the highest level, in motorsport Brendon Hartley is the standout - will Blake Dowdall be the next as he pursues his racing career with IndyCars the ultimate goal...

RH

THE HARTLEY FILE

From Monza, the WEC travelled to Japan for the first time in three years for the fifth and penultimate round of the 2022 series at the Fuji Speedway. The track has a length of 4.563 kilometre with 16 corners, making it the shortest circuit used by the WEC, lap speeds are high because the main straight is 1½ kilometres long. The race also marked the first appearance of Toyota's GR010 Hypercar in its homeland, Peugeot fronted with two 9X8s while the American Scuderia Glickenhaus was absent.

There were two 90-minute free practice sessions on Day 1 with the pair of Toyotas at the head of the time sheets, in FP1 Sébastien Buemi was quickest, 2/10ths ahead of the #7 sister car, in FP2 the positions were reversed with Kamui Kobayashi beating Brendon's best lap by similar margin - *"It was cool to be back at Fuji*

Speedway and to already see our Japanese fans supporting us from the paddock and grandstands. We had a smooth day with no dramas.”

Benefitting from adjustments to mechanical, aerodynamics and hybrid setup Brendon was the only driver to post a sub-1.30 in FP3 on Day 2, his 1.29.865 being 6/10ths faster than the two Peugeots and Alpine, the #7 GR010 was slowest of the Hypercars and a surprising 1.6 seconds off the pace. The 10-minute qualifying session ended with a Toyota lockout of the front row, Kobayashi pipping Brendon for pole by 2/100ths, the Alpine was ahead of the Peugeots with all five cars covered by 0.918 - *“Qualifying one two in our home race, in front of the Japanese fans, is fantastic. It was very close between us, my lap wasn’t perfect and I know it was the same for Kamui. This is a difficult track to put a lap together. Our car is working well here and we are in a very strong position.”*

From the rolling start Kobayashi took the lead and set about building a gap on the field in the opening hour, at the 90-minute mark Buemi made up ground in the second part of his stint, team orders saw the two leading cars swap positions on Lap 64. At the next pit cycle Brendon took the wheel for the middle stint with a six second advantage, the kiwi star quickly found his rhythm and increased both the pace and margin as the #7 car was having set-up issues. At the end of his two hours the lead was out to more than 30 seconds with the Alpine another 40 seconds back in P3. It was left to Ryo Hirakawa to bring the car home, much to the delight of the driver and home fans. He maintained his co-driver’s impressive pace to take the checker flag after 232 laps for their second win of the season, the first was the Le Mans 24 Hour.



It was a race that ran the entire distance without a safety car intervention or full course yellow, an unusual occurrence, the winning margin being one minute and eight seconds over their team mates, the Alpine ELF A480 was two laps down in third place. Half way through the race the two Peugeots were in podium contention before both suffered a similar problem related to the turbocharger, for one it took some time to resolve while the second 9X8 benefitted and lost less time. The leading ‘Pug’ finished 7 laps down in P4, the car with the

initial problem, was classified 5th in Hypercar and 20th overall after incurring a 60 second time penalty, 15 laps behind the winners.

The victory saw the #8 car jump to the top of the WEC standings with 121 points, equal with the Alpine trio, the drivers of the #7 Toyota have 95 points and Toyota increased its lead in the Teams Championship to 16 points. Bahrain is winner-takes-all with Brendon on the cusp of winning his third world title, the race takes place on 12 November.

"We had an amazing car today and the race was incredibly smooth, it doesn't often happen like that. On our car we saw the track temperatures were likely to be high, so we went for a different direction on set-up and it worked, we were a bit quicker than the other cars. Séb did a strong first stint then I was able to build a gap and Ryo drove well at the end, it was one of those races where everything just worked perfectly. Big thanks to the engineers and mechanics, as a crew they were very strong. Now for the world championship that comes down to Bahrain, which is pretty cool".

The victory was Toyota's 8th win in the past nine WEC races held at Fuji, on the occasion the Japanese team were beaten in 2015 Brendon co-drove the winning Porsche 919 Hybrid! He has won twice since in 2019 and 2022, the race wasn't run (COVID) in the intervening years.

The following weekend Brendon changed to the appropriate period clothing for the famous historic Goodwood Revival meeting to be reunited with a Mini Cooper S to compete for the St Mary's Trophy for saloons between 1960 and 1964. The trophy has two 25-minute parts with professional drivers racing in Part 1 and the amateurs (car owners) in Part 2 with the outcome decided on aggregate times. The 29 car St Mary's grid had an interesting mix that included a pair of 7-litre Ford Galaxie 500s, a Plymouth Barracuda, multiple Mk1 Lotus Cortinas and Alfa Romeo Giulia Sprint GTAs, Mk2 Jaguars, BMW 1800 TSAs and six Cooper S's with motors prepared by Swiftune Engineering, the premier mini race engine builders in the UK. Last year Brendon co-drove one of the slowest 'bricks', on this occasion he was co-driving with Swiftune boss Nick Swift, one of the characters of the British motorsport scene and a leading driver.

Brendon was second fastest 'S' in qualifying and P12 on the grid, pole went to the Galaxie 500 driven by former Porsche WEC team mate Romain Dumas by 0.67 from Frank Shippler's Alfa Romeo GTA and Andy Jordan in a Lotus Cortina. This trio dominated the race until Jordan dropped away in the closing stages, Dumas and Shippler were nose to tail when they took the flag. In the battle of the bricks Alex Brundle and Andre Lotterer continually swapped places before Lotterer broke away, with 9 minutes to run Brendon had a high-speed excursion into a run-off area on the outside of a very fast sweeper, dropping track positions and finishing 16th.

In Part 2 the following day there was an 8½ minute long Safety Car intervention behind an E-type Jaguar, the Galaxie winning again in the hands of Fred Shepherd to claim overall victory. Nick Swift qualified P7 and was 6th at the line, the first mini home.

The Goodwood Revival is an extraordinary event that typifies the British from back in the post-World War 2 era, long may the meeting with its traditions continue.

Brendon's next stop was across the Atlantic to the Road Atlanta circuit in Georgia for the 25th running of the Petit Le Mans, one of the ISMA endurance races, on 01 October. It's an event that he won in 2018 driving for the Tequila Patron ESM team, on this occasion he joins Ricky Taylor and Filipe Albuquerque in the Wayne Taylor Racing Acura ARX-05 Dp for what is the last race for the Dp category.

The Hartley's life is rarely less than busy...

RH



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