

Newsletter July 2019

President's Note

We are getting ready to get back into the race season with only a few months until the South Island Endurance round. We had a good turnout at the AGM and a quick meeting is always a good meeting. It was also good to see plenty of people show up to pay their respects to Wally. He led a very fascinating motor sport based life.

Rachael Beck
President

Our new Patron

Barry Keen has been appointed Patron of the Southland Sports Car Club.

Keen becomes just the fourth patron in the club's seventy-one year history following in the footsteps of his good friend Jack Johnstone who passed away last year.

Like the past club patron's Keen has a long and significant association with the club and is well respected, and is an ideal choice to become the figurehead of our club.

It is appropriate that Keen is following Johnstone as the club's patron as it was Johnstone who introduced Keen to motor racing. Keen's first car was a Ford 8 Special purchased from Johnstone in 1956. Keen has been a member of the Southland Sports Car Club since that time.

Keen said he was humbled to be named as patron. I am honoured to be the latest patron of the club.

Historic Heritage Award for Barry Keen

It has been a big few months for Southland Sports Car Club Life Member, Barry Keen, as he was also presented with a Historic Heritage Award at the recent Motorsport NZ Awards in Wellington.

The Historic Heritage Awards were instigated in 2014 in recognition of services to historic and classic racing and Keen certainly justifies this prestigious award.

Keen, who originally farmed in the Wairio area, became involved in motorsport after going to watch a hillclimb in the 1950's. Soon after he purchased a Ford 8 Special off Jack Johnstone, meaning his very first car was actually a racing car. He initially competed in beach and grass track racing before contesting an international event at the Ryal Bush road circuit in 1957. At the time Keen was also participating in the working bees organised to build the Teretonga Park circuit and when the track opened in November 1957 Keen was not only a competitor but also a race winner on the opening day's programme.

Keen soon became well known through his exploits in the Ford, a Standard 8, MG TF1500 and Triumph Herald but he was on the verge of stepping away from racing because of the cost when he heard that one of his idols, Stirling Moss, was coming to race at Teretonga. "I decided to race at that meeting. It wasn't the same race as Stirling but I just wanted to race at the same meeting as one of my hero's." His performance at that event led to a call from George Begg, inviting Barry to come and see him which ultimately led to Barry becoming George's works driver for several years. During that heady period Keen raced six cars built by the Drummond engineer and drove another in a Flying Lap competition.

Keen finally stepped aside from driving because "my brother was running the farm and I was spending too much time away plus I was getting married." After retiring from driving Keen spent many years' flag

marshalling and as a first responder at Teretonga Park as well as contributing at working bees and in 2017 the Southland Sports Car Club made him a Life Member.



Barry Keen (right), our new Patron and winner of a Historic Heritage Award with Jordan Michels (NZ F1600 Champion) at the Motorsport NZ Awards.

Wal Willmott

Close to 100 people attended a tribute to club member Wal Willmott at our clubrooms on Saturday 15 June.

Noel Atley welcomed everyone along with Club President Rachael Beck and thanked Wal's family - daughter Samala and son-in-law Mark - for attending and supporting the tribute.

Michael Clark, Barry Keen and Bill Gavin shared their memories of Wal, with Michael and Bill travelling from the North Island to be with the club.

Clark began by describing Wal as a modest man and praised the marvellous turnout which he said showed what Wal meant to his friends at Teretonga. He recalled Wal at Ruapuna, ten or twelve years ago working on a car while other mechanics gathered to admire what one described as a surgeon at work. Clark tracked Wal's career from his own early hillclimb efforts to his meeting with motor racing journalist Eoin S Young who made the appropriate introductions for Wal to become a mechanic for Angus Hyslop. He also introduced Wal to Bruce McLaren who helped him into a job with the Cooper F1 team in the UK. Bruce saw something in Wal and invited him to work for McLaren when he started his own team. Wal lived an exciting life in the UK counting the likes of Beatle, George Harrison, among his friends and Clark recalled some of the hi-jinks that went on in the McLaren factory in those early days.

In 1968 Wal married and settled in Australia where he worked for the likes of Allan Moffatt and Frank Matich, and spent many hours with his charter yacht in northern New South Wales before eventually moving to Southland where he met Noel Atley who he described as like a younger brother – a younger version of himself. Noel went on to become a great friend to Wal.

Once in Southland he became a driver again, four and a half decades on from his previous attempt, with a Ford Star Car which he converted to his "inside out sports car", plus a Brabham BT21 Replica. Wal loved Invercargill, Southland and the Teretonga community.

He began to spend the southern winters working for Canadian Jay Esterer and of course was involved in the Bruce McLaren movie and became quite the celebrity, being interviewed at Goodwood and the like.

In July 2016 Wal collapsed at the luggage carousel at Auckland airport and spent three weeks in Middlemore Hospital in Auckland and the prognosis was not good. Wal appeared undeterred and continued to plot and plan how to make his race car go faster. Wal reinvented his diet and lifestyle and did not want people to know of his illness, saying he did not want people to look at him differently.

At last December's race meeting Wal entered four races, winning three and setting a personal best lap time and earlier this year he was a Golden Inductee into the New Zealand International Grand Prix Legends Club.

Sadly Wal passed away at Southland Hospital on Friday 7 June.

Barry Keen said he and Wal had both been around in the 1960's through the Tasman Series and when Wal came to live in the south they both clicked because they were from that same era.

Motor racing writer Bill Gavin recalled the conversations between Young and Wal as they both claimed to be the first employee at McLaren with Wal always protesting that he was the one of the two who actually worked at McLaren. Gavin worked on the narration of the John Frankenheimer Grand Prix movie in the 1960's while Wal worked on some of the cars. In February at Hampton Downs when Wal was made a Legend of the NZIGP he turned to Bill and said "who would have ever thought that?"

Tributes were also read from Howden Ganley, Tish Amon and Wal's sister in the form of a poem.

Noel Atley returned to close official proceedings drawing attention to the fact that both Bruce McLaren and Wal Willmott had enjoyed their last wins on New Zealand soil at Teretonga Park, a nice parallel between the two. Noel said he had been really privileged to know Wal and that he had taught him a lot before closing the formal proceedings for a beer and stories, just the way Wal would like it.



L to R Bill Gavin, Barry Keen, Michael Clark



Wal's daughter Samala & son-in-law Mark Bolton

Michels makes the most of an opportunity

Jordan Michels made the most of a great opportunity when he received a last minute phonecall from Mark Petch offering our recently crowned NZ F1600 Champion, a drive of his Hyundai i130 N TCR car in the second round of the North Island Endurance Series at Pukekohe Park Raceway that weekend.

The next day Jordan was on a plane to Auckland and two days later he and Gene Rollinson of Auckland won their class in the race and finished sixth overall in a giant killing performance.

TCR cars are an exciting worldwide formula conceived in 2014 and there are now series around the world. A New Zealand Series is due to start in January. The cars are front wheel drive hatchbacks or sedans powered by production based turbocharged petrol or diesel engines up to 2 litres.

Michels got his first run in the Hyundai on Friday getting about 30 laps across two practice sessions. First impressions were the torque-steer of the car on gear changes, a legacy of being a front wheel drive, "something new for me being more familiar with open wheel race cars. In fact I think the last time I drove a front wheel drive car was when I had my learners licence," he joked. However the recent test of a TRS car

had given him time in a car that required left foot braking and with a paddle gear shift so that definitely helped him to adjust to those features in the Hyundai.

“By the end of the day I was comfortable in the car. I had good pace and I was competitive and able to run at a pace that would look after the tyres for a one and a half hour stint in the race.”

Michels did minimal laps in qualifying as the first session was wet. “It just wasn’t worth the risk,” he said.

When race time rolled around, Rollinson made a terrific start and drove consistently well and was fourth overall and leading the class at the handover pitstop. Unfortunately the left front air gun failed and time was lost but Michels managed to resume still in the lead of the class although the margin was severely diminished.

“From the start of my stint I worked away at consistently improving my times, getting them as close to Gene’s as I could. I really enjoyed my hour, it was a great stint,” said Michels. “There was a big sprint at the end after a safety car period and due to the duration of the race everyone’s tyres and brakes had faded by then. We came home sixth overall and first in our class. The pace of the car was fantastic and we punched above our weight. There is huge interest in the TCR cars and it was a fantastic opportunity and thanks to Mark for the drive and also to Gene. He is very experienced and he was a great driver coach, giving me plenty of tips.”

“It was great to drive the newest TCR car in the country and become one of the few kiwi drivers to have done so. To put the icing on the cake the result was brilliant.”

The impressive result gained Michels an invite to drive the car in the final round of the series at Hampton Downs on 8 June where he and Rollinson chalked up another class win. “It was nice to have more notice this time,” said Michels as he reflected on his weekend. “The Racer Products team had sorted out a few teething problems from the previous round after a full rebuild of the car which was virtually straight out of the container last time out.” The weather was mixed throughout the weekend and Michels got in about 15 laps late in Friday’s test sessions. The track was drying and Michels was learning the track, his only previous laps at the North Waikato circuit being in a recent TRS test at the venue. “My last lap was quite fast, very close to NZV8 times so I was really happy.”

Rollinson took the wheel for the first qualifying session on Saturday morning with Michels driving in the second, the Hyundai eventually setting a time good enough for 11th on the grid. “We used Hankook wet tyres for qualifying but decided to go for Pirelli hard tyres for the start of the race with the track still wet. It was decided I would start the race but unfortunately our tyre choice was a pretty bad call. Our main class rivals John McIntyre/Matt Penny in a Honda were using soft Michelins and my stint became an exercise in damage control,” says Michels. “It was a tough stint. I couldn’t find front grip and had no traction out of corners. The windscreen wipers stopped working too, so it was a very tough hour.”

However Michels managed to stay in reasonable touch with the McIntyre/Penny car and at the pit stops Rollinson took over while Penny took over the McIntyre car. The track started to dry and Rollinson, on the same tyre which was better suited to the conditions, clawed back time before the McIntyre/Penny car pitted for slicks. “We pitted to cover them and resumed directly behind. After the safety car made an appearance Rollinson managed the pass to take the class lead and the win in a fine fifth place overall.



Jordan pressing on at Pukekohe Park Raceway – photo Geoff Ridder

ILT Southland Sportsperson Of The Year

Jordan was also a finalist at the ILT Southland Sports Awards in the ILT Senior Sportsperson Of The Year Award.

There were six finalists in the category with track cyclists Eddie Dawkins, Natasha Hansen and Kirstie James, road cyclist Tom Scully, Indoor Bowls rep Gary Low plus Jordan. The Award went to Tom Scully but it was great to see another of our southern motor racing stars in the final.

Late News

As we went to print Wall Racing in Australia announced that Jordan Michels will drive their Honda Civic in the Queensland Raceway round of the TCR Australia Series over the weekend of 3rd/4th August.

Brendon impressive in Asia

Club member Brendon Leitch continues to live the dream this season with a busy schedule which started in January with another tilt at the Castrol Toyota Racing Series followed by drives in both the Lamborghini Super Trofeo Asia Series and Formula 3 Asian Championship. When not racing he is often involved in corporate driver training around New Zealand with various manufacturers. Added to this he has also been signed to the Lamborghini Junior Development programme.

We caught up with Brendon in a short 20 hour stopover at home in Invercargill recently.

“The TRS drive came together really late in the piece this year and it was mainly to keep my race mileage up and to keep fit. I only had one team mate which makes it tough. I had a good push with the car and I think I did the best I could have done with it. I got it nice and consistent and finished on a high note after a huge dice on the final day of the series at Manfeild Circuit Chris Amon with Liam Lawson and Marcus Armstrong.

At that stage we were still hunting for a drive and shortly afterwards supporter Deb Day and I came across a contact at Lamborghini with some sponsorship towards the Asia Series. I got a drive with Leipert Motorsport and then Andre Mortimer from Auckland rang with another opportunity in a team in F3 Asia (BlackArts Racing). They were looking for a driver to help develop a car and show what the team could do. I did a test at Sepang and beat the lap record by a good half a second.

That resulted in an invite to come and do the start of that series which meant at some circuits I would be racing in the two series on the same weekend - double duty in two totally different cars which has proved challenging.

My first outing was at Sepang and I had double duty there. Testing started with the Formula 3 car on Monday and I was at the track every day of that week building up to qualifying in both cars plus five races – three F3 and two in the Lamborghini. It was a long week but I managed two fourths and a third in F3 and in the final Lamborghini race I climbed from tenth to fifth and third in the Pro-Am class. The temperature was 37 degrees with 85% humidity!

After that it was home to work with Dad at Leitch Motorsport before the second round of the F3 Series in Thailand at the Chang International Circuit in the Buriram province.

The weekend was a mixed bag with a terrible start as we struggled with car set up and a lack of outright engine pace. However, by the end of the weekend I set the fastest lap of the weekend as I drove from fifth to second before local knowledge on tyre temperatures cost us and I dropped to third place.”

The highlight of the year came when Brendon was selected for the Lamborghini Junior Development Programme. The programme provides trackside support and analysis of each driver’s positives and

negatives. From there four drivers will be chosen for a boot camp lasting a few days from which one driver will receive a factory drive.

As we talked Brendon was preparing to fly to Japan for the next rounds of both series – another weekend of double duty – the last double of the year. “It requires a lot of build-up and there are so many people to meet and deal with. The Formula 3 weighs 700kgs with the driver aboard and has a 290hp turbocharged engine while the Lamborghini is 1300kg producing 620hp from a naturally aspirated V8 engine so it is quite a challenge jumping from car to car.”

Brendon is enjoying the Asian experience. “I am meeting a lot of nice people and there is good exposure and some good contacts. Everyone is helpful and there are lots of Kiwis and Aussies involved over there. I am driving for two genuinely very good teams in BlackArts Racing in F3 and Leipert Motorsport in the Lamborghini Series.

I am just so grateful to my sponsors, the Giltrap Group, Lamborghini Auckland, Dayle ITM and 1907 Water.”

In addition to his busy racing schedule Brendon is also extremely busy when back in New Zealand with lots of corporate driving work.

FOOTNOTE: Following our chat with Brendon he scored more podiums in the Lamborghini Super Trofeo Pro-Am Championship at both Fuji Speedway and Suzuka where he secured two - including a win. In addition he secured another podium in F3 at Suzuka.



Brendon Leitch – living the motor racing dream.

Race Committee

What a race season we appear to have ahead of us.

First up we will host the opening round of the 2019 South Island Endurance Series on Saturday 21 September while the Speedworks meeting scheduled at Teretonga Park from 24-26 January 2020 will feature a very exciting line up of racing categories and entertainment, including TCR and D1NZ.

SpeedFest will boast a new sponsor and a new look with an appearance by Formula 5000 and other great classes while our other meetings throughout the season will play host to many of our firm favourite categories including the NZ Super Trucks and Mainland Muscle Cars in March again.

During the season we should also see the introduction of our new track lights for the startline and flag points – an elaborate system which replaces our current older and out of date system.

Bevan Gerrard
Race Committee



ClubSport

Okay Clubsport Lads and Lasses....GET EXCITED.....I AM!!!! (what a surprise right).

It's time to roll out your cars from their winter hibernation, wash off the dust, give him/her a wash and a final spanner check as we are very close to the opening event for our season.

I am very much looking forward to my new challenge as Clubsport Co-ordinator (I love a good challenge). Thank you to all who have offered their assistance this far, this is how we can continue to make these events work.

Lindsay Beer and myself are currently working on some promotional events to raise clubsport awareness around the community and hopefully further afield (details to be confirmed soon).

There will be a small increase in entry fees to cover our ever increasing running costs –
Motorkhana...new price...\$25...Autocross...new price...\$40 – EFTPOS IS AVAILABLE ON THE DAY

Round 1: 11 August

Motorkhana sign in: 0830 to 0900

Autocross sign in: 1200 to 1230 (start 1300)

Hey, why not just sign in at 0830 and do the whole day (\$65 for a day of motorsport is still great value for money) but remember the regulations for Autocross, see below:

Vehicle to WOF standard/MSNZ Schedule-A

100% Cotton or Approved Overalls

Approved Helmet

Approved Fire Extinguisher fitted (preferable)

Motorsport NZ – Schedule A details all vehicle requirements, please read this to ensure your vehicle is to standard.

I have some very impressive shoes to fill but I am sure the season will be a cracker.

On a personal note, I would like to send a massive thanks to the amazing Lines family for the incredible work they have done over the last two seasons to get us this far. A most excellent effort for the countless hours the whole family put in to make these events work.

I am sure I speak for all when I say we are still hurting from the tragic loss of Matt. ClubSport will not be the same without him but I'm sure he will be looking down on us at each event giving his 5 bucks worth and telling us how he could do it better.

RIP Matt, you will not be forgotten mate.

Team Lines, I will do my utmost to continue your hard work.

I look forward to seeing lots of new and not so new faces on 11 August.

Cheers

Malcolm Mitchell

ClubSport Convenor

021 666956

The Changing Face of Teretonga Park

If you haven't been to the circuit since the end of last season you will notice a big difference next time you come through the gates at Teretonga Park. The trees at the northern end of the circuit around the outside of the Caltex Oil Shop Loop have been removed which will enable the club to reprofile the tyre wall around the outside of one of New Zealand motor racing's most iconic corners.



MSNZ VOLUNTEERS REGISTER

Just a reminder to our many volunteers if you have not already done so to join the MSNZ Volunteers Register – <http://eepurl.com/dh9erD>

The register collects detailed profiles of motorsport volunteers and allows two-way communication between MSNZ and our volunteers.

SSCC Training Day

This year's training day for our volunteers will take place on Saturday 24 August from 10am until 3pm.

ANNUAL PRIZEGIVING

CLUBSPORT AWARDS

MOTORKHANA CHAMPION

Keith McFadzien Trophy

- 1st Liam MacDonald
- 2nd Stacy Lines
- 3rd Josh Cooper

SPRINT CHAMPION

SSCC Speed Trophy

- 1st Andrew Lawrie
- 2nd Liam MacDonald
- 3rd Craig Allan

DISCOUNT TYRES 0 – 1600cc SPEED TROPHY

- 1st Travis McPherson

STRESSCRETE 1601cc & OVER SPEED TROPHY

- 1st Andrew Lawrie

CLUBSPORT CHAMPION

Warren Robbie Memorial Trophy

- 1st Andrew Lawrie
- 2nd Liam MacDonald
- 3rd Stacy Lines

RACE AWARDS

SPORTS & RACING CHAMPION

Harold Williams Memorial Trophy

- 1st Jordan Michels
- 2nd Greg Millane

FLYING FAREWELL CHAMPION

Evolution Motorsport Trophy

- 1st Jordan Michels

CLUB SALOONS RACE CLASSES

0-1300cc

Turntru Machining Trophy

1st = Todd Blackmun
Wal Willmott

1601-2500cc

Maxis Projects Ltd Trophy

1st Rachael Beck
2nd Stacy Lines
3rd Wayne Elliott

FLYING FAREWELL CHAMPION

Erskine Flying Farewell Trophy

1st Dion Dawson
2nd Kieran Roberts
3rd Andrew Muir

NOVICE DRIVER

Maxis Projects Ltd Trophy

Travis McPherson

LADIES CHAMPION

SSCC Club Championship Ladies Trophy

Rachael Beck/Rachel Lawrie

RUNNER UP – CLUB CHAMPION

SSCC Club Champion Runner Up Trophy

Stacy Lines

WORKERS AWARD

R B Munro Trophy

John Rogers

1301-1600cc

Nebulite Windows & Doors Trophy

1st Bradley Dawson
2nd Andrew Muir
3rd Travis McPherson

2501cc & over

Auto Centre Trophy

1st Dion Dawson
2nd Kieran Roberts
3rd Brent Cross

RACE CHAMPION

Noel McIntyre Trophy

1st Kyle Dawson
2nd Dion Dawson
3rd Bradley Dawson

JUNIOR DRIVER

Ladies Committee Trophy

Joshua Cooper

SSCC CLUB CHAMPION

SSCC Club Champions Trophy

Liam MacDonald

MARSHALL OF THE YEAR

Macks Panel & Paint Trophy

Chanel Muir

Outstanding Achievement: Jordan Michels – NZ Formula 1600 Champion



Liam MacDonald – SSCC Club Champion



Chanel Muir (Marshall of the Year) & John Rogers (Workers Award)

Helicopters and Tankers

There is always something different going on at Teretonga Park and just two examples of that in recent months have seen helicopters and tanker trailers utilising our facility.

The Department Of Conservation held a helicopter loading day during June that saw staff mastering skills around helicopter loads in the loop area while soon after the Master Drive Services Driver Training Stability Demonstration Trailer visited the circuit again.



COMING UP

August 11	Evolution Motorsport Motorkhana/Autocross Round 1
August 24	Marshall Training Day
September 20/21	Carter's Tyre Service South Island Endurance Series
September 29	Evolution Motorsport Motorkhana/Autocross Round 2
October 12	Club Race Day
October 17	Evolution Motorsport Motorkhana Round 3
October 20	Evolution Motorsport Autocross Round 3
November 17	Evolution Motorsport Motorkhana/Autocross Round 4
December 7/8	December Race Meeting
January 24-26	Speedworks Events Premier Championship Series
January 30	Evolution Motorsport Motorkhana Round 5
February 2	Evolution Motorsport Autocross Round 5
February 14-16	<i>George Begg</i> Classic Speedfest
March 1	Evolution Motorsport Motorkhana/Autocross Round 6
March 21/22	NZ Super Truck Event
April 3/4	Drift South (to be confirmed)
April 5	Evolution Motorsport Clubsport Triathlon

Check teretonga.org.nz for full details

DIRECTORY OF CLUB OFFICIALS

President	Rachael Beck	216 2454
Vice President	Ian Richardson	213 0797
Treasurer	Rachel Lawrie	0272427555
Imm Past President	Dean Maw	215 6851
Club Captain	Lenard McLeod	217 7026
Custodian	Noel Atley	03 2349060
Publicity Officer	Lindsay Beer	021 351499
Chief Flag Marshal	Daniel Kent	0278 245798
Chief 1 st Response	Lenard McLeod	217 7026
Chief Timekeeper	Bevan Gerrard	215 8257
Chief Scrutineer	Alan O'Brien	216 4695
Board Chairman	Steven Kennedy	03 2360306

COMMITTEE HEADS

Race	Bevan Gerrard	215 8257
ClubSport	Malcolm Mitchell	021 666956
Social	Jo-Ellen O'Brien	0279207480

MOTORSPORT NEW ZEALAND LICENCE EXAMINERS

Wendy Jenks	0272 051080
Steven Kennedy	03 2360306
Barry Leitch	215 9791
Rick Michels	217 7543

ADMINISTRATION & GENERAL ENQUIRIES

Norma Burns Teretonga Park, 86 Sandy Point Rd, Otatara
Ph: 03 2130522 Mob: 027 5558188
Email: info@teretonga.org.nz



Our award winners who were present on the night.
All prizegiving photographs – Vanessa Adcock