



NEWSLETTER - MANFIELD 2005

ROUND THREE - FINALS

Well that was it, the final in the 2004-2005 NZ Super Truck Challenge and I have to say that the weekend went very well for us overall.

Friday started out with testing, both the West Bush Deer Stud Freightliner and the Kenworth went out on the track and back in again without any hiccups. However come Saturday (and Murphy's Law things didn't pan out as well as the testing on Friday. The Kenworth had fuel pressure problems and it was not until the 5th time that the fuel pump was pulled out and worked on that we finally got things running smoothly again. Between the pump being pulled in and out both the Trucks qualified. Malcolm in the Freightliner qualified 3rd and Richard Lester in the Kenworth 7th. So then it was out to the track for the first race in the finals.

Race 1 was a Rolling Start from Poll Position. Not a bad race, the results: 1st place Andrew Porter 2nd place Bob Middleton and in 3rd place (only 4.374 seconds behind) was Malcolm in the West Bush Deer Stud Freightliner. Unfortunatley the Kenworth did not start; Richard only managed to complete the warm up lap before having to pull into pit lane. (What happened to the steering fluid?)

Race 2 - Reverse Split Grid - Rolling Start. The race went off with a BANG literally. On the first lap coming into the Castrol corner 4 trucks got into a tangle. Chris Dunn in his Bedford, Beau Hewat (an Australian) in his MAN, Troy Wheeler in his Scania and Richard Lester in the BTR Kenworth. The race was red flagged, both the Scania and the Kenworth were able to drive round the course back to the pits, Chris Dunn was towed off, Beau was able

to join back with the rest of the trucks for a restart. Mean while the Kenworth was back at the BTR site and it was then that we saw the damage.

The left had rear tyre had come off and the rim had been split in half. Although there was a wait for the restart the crew worked on the Kenworth but there was no spare rim. The boys grabbed one of the Freightliners but it was not going to fit. So the Kenworth couldn't rejoin, Malcolm was on his own.

The race restarted with Malcolm at the back of the Grid beside Bob Middleton and in front of Porter, Malcolm got the jump and steamed away from Porter, making his way through the field of the other trucks to take the lead. Malcolm remained in the lead for a couple of laps with Porter slowly closing the gap between them. The gap finally got closed by Porter and for the next few laps Malcolm continued to stay in the lead and hold his line. The race started to get physical, so Malcolm let Porter through. Porter took the win, 2nd place was Malcolm in the Freightliner (only 3.444 seconds behind) and in 3rd place Bob Middleton. The lap times these 3 trucks were doing were exceptional! All within the same second. Porter 1.28.02 Malcolm: 1.28.15 and Bob 1.28.63



The rear bumper showing tyre marks



One half of the Split rim



The other half of the Rim.

Race 3 - Reverse Split Grid - Rolling Start. This was the same format as race 2 but with a split in the grid, and luck wasn't on Malcolm's side he had a huge gap to make up. Malcolm jumped the start, and got in front of both Porter and Middleton (we are unsure whether he was put in the wrong position for starting in race 1 or race 2, as that's why he jumped it, he thought he had pole). Malcolm did a great job working his way through the first bunch of trucks. So it was him, Bob and Porter at the rear of the field battling it out. Meanwhile Richard Lester in the BTR Kenworth took the lead of the race. At the rear of the race Bob, Porter and Malcolm continued to weave there way through the first half of the split. Meanwhile at the front of the race things were still going strong with Richard leading until the last lap, Bob had made his way through the field and was fast approaching

Richard in the Kenworth, on the second to last corner down the back straight Bob nudged the Kenworth from behind, Richard slowed down (we are not too sure why, I think Bob had taken him by surprise). Bob Middleton took 1st place, 2nd place went to Richard in the Kenworth (only 2.136 seconds behind Bob) in 3rd Andrew Porter and 4th place Malcolm. How ever Malcolm received a 10 second penalty for jumping the start, which made him 7th. Once again the lap times were really close, Bob 1.28.01 Andrew 1.29.26 and Malcolm 1.29.47 ... Absolutely Awesome!



Malcolm & Porter battling it out. Photos by: Pete Nikoliason

Race 4 Was the 2nd part of the Trans Tasman Challenge, What can I say about this ... well I suppose I have to tell you that the Australian's won. But I have to wonder why the BTR Kenworth was on the Australian team ... I guess that's why they won because the New Zealanders helped them do it. Overall it was a pretty interesting race to watch ... wasn't it Malcolm. That's right Malcolm stood in the crowd and watched this race, (and I think he was watching nervously ... why else would have he been chewing on the end of his nails??) Malcolm chose to sit the race out and hand the West Bush Deer Stud Freightliner over to Calven Bonney. Calven did a great job; he bought the Freightliner over the line 3 times in second place.



Malcolm ready to Race



The light goes Green



Richard Ready to Race

The last race of the Day was the "Flying Farewell" (no points involved).

Basically just a fun race. 1st place went to Andrew Porter (doing speeds of up to 183km) 2nd place Bob "the builder" Middleton (doing 177km) and in 3rd place Malcolm in the Freightliner (sitting at 160km).

Just after the race ended Malcolm gave the crowd a great farewell with the Freightliner doing donnuts for all the spectators.



Malcolm doing Donuts in the Freightliner

That about wraps up Round 3 in this Series. In the next couple of months we'll be sending out a Wrap-Up for the 2004-2005 season.

We'd just like to take this chance to say "Thank you" to all our sponsors, we are great full for you all. I know we keep saying it, but it has to be said "without you this would not be possible".

We'd like take this opportunity to welcome Cooper Logging to our list of sponsors and a special thanks goes out to sponsors; Alan Griffin (West Bush Deer Stud) PPG, and Phill Cottle (Phill Cottle Transport Parts) who have generously extended their backing to cover both the Freightliner and the Kenworth. Thanks a million.

