

# Portfolio

## Steve Ritchie Photography



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# About

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Hi, I'm Steve Ritchie, a Motorsport Photographer based in Auckland, New Zealand. From when I was a pre-teen I had a passion for automobiles and motorsport. My introduction to motorsport occurred when I started attending events at Pukekohe Park Raceway along with the CB club, who would assist with the marshalling. I would go along with my 35mm Pentax Automatic camera and several rolls of film. Now days we use digital, and it's all about megapixels!

Having photographed events since January 2014, I am now a regular contributor to several of New Zealand's leading motoring magazines, photographing and writing reports. In 2016 I won the Motorsport NZ Photographer of the Year award for a single shot. Some of the recent events I have covered include the New Zealand Rally Championship, BMW Race Driver Series, Americas Cup, and Leadfoot Festival.

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# Photographer of the Year

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In 2016 I won the Photographer of the Year – Single Shot by Motorsport NZ. The citation was for:

*The winning photograph clearly captured a precise moment of a rally car up on its front corner with little hope of a recovery and a humorous windscreen sticker fitting of the moment.*



# Media & Clubs I Have Worked With

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- NZ Classic Car magazine
- NZ Performance Car magazine
- NZ Classic Driver magazine
- Petrolhead magazine
- UK Classic Cars magazine
- Autosport UK
- Motorsport News UK
- BMW Race Driver Series
- Leadfoot Festival
- Rally Round UK

# Commissioned Projects

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## *Rally Round 2016*

In November 2016 I was approached by UK Based company Rally Round to be their “official photographer” while they travelled New Zealand on a 4 week journey.



## *Leadfoot Festival 2018*

I was commissioned by the Leadfoot Festival in 2018 to provide a selection of photos for media releases. These included the below photos.



# Americas Cup

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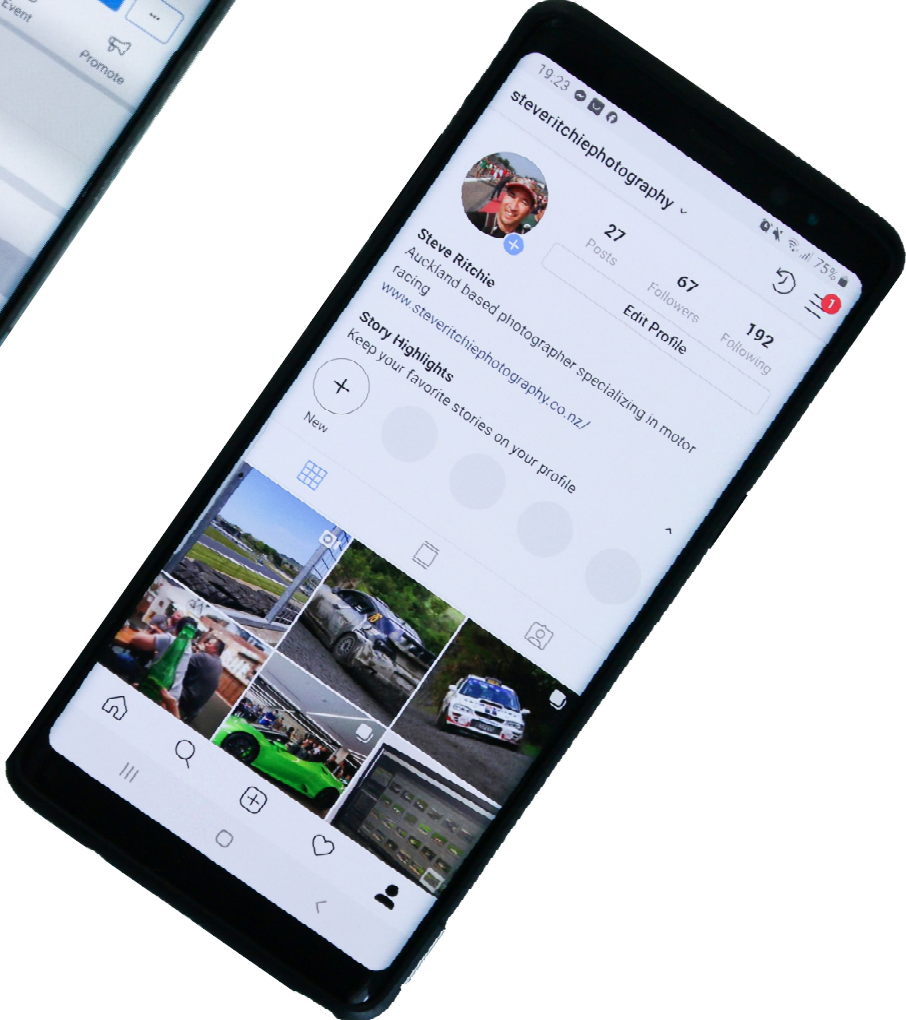
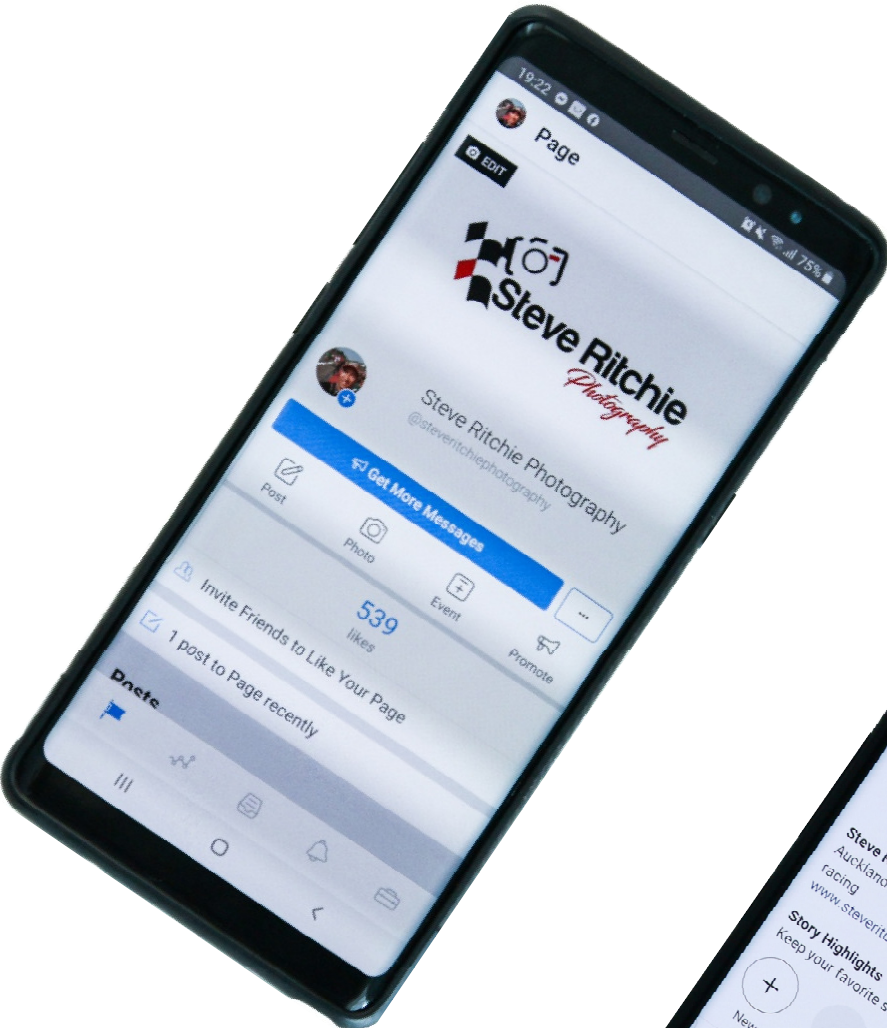
The 2021 Americas Cup was held in Auckland, New Zealand. It was a pleasure to be a part of this spectacular event.





# Social Media

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# Magazine Snippets

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# Rally Round Haka Classic Rally

October 31 - November 25, 2016

When Steve received a phone call asking if he'd be interested in becoming the official photographer for a group of classic cars visiting New Zealand for a 26-day tour of New Zealand, it was an offer he couldn't refuse



1



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3



5

1. Rudi and Helga Friedrich get dusty in their 1966 Mercedes-Benz 230SL
2. In its element – Tracey Morris and Hayden Burvill's Escort Mexico
3. Gerd Buhler tackles a dusty pass in his BMW coupé
4. Walter and Birgit Knunz's 1955 Mercedes-Benz 220a
5. Annette Abaci's 1931 Invicta S-Type

UK-based Rally Round organises rallies and driving adventures across the globe for vintage and classic cars. In previous years, they've run events in South East Asia, South America, Burma, Bhutan and, of course, across Europe.

Their 26-day Haka Classic Rally brought a wide variety of cars to New Zealand, the oldest a 1926 Bentley 3-litre and the newest a 1990 Mercedes-Benz 560 SEC. Among the other interesting models was a Chrysler 75, an Invicta S-Type, an Alvis Speed 4.3 SA, a BMW 327/28 Sport-Coupé, a Bristol 401, a Porsche 911, a Ford Escort Mexico and a huge Cadillac De Ville that required lots of skill by driver John Horton on the winding 5,354km rally route stretching from Auckland to Christchurch.

The owners of all these awe-inspiring machines were generally wealthy individuals from Europe, the USA and Australia, including doctors, lawyers, bankers and building entrepreneurs. For example,



John and Ginny Horton's Cadillac DeVille on the Forgotten Highway

German rally enthusiast Andreas Pohl is on the Forbes billionaires list, and brought several members of his family over for the event, together with their friends, the Lembergs and the Peils. They drove a small fleet of Mercedes-Benz cars.

Andreas's daughter, Nathalie, is also successful in her own right through her swimming abilities – she swam the English Channel earlier this year and the Straits of Gibraltar prior to that, and is now planning an attempt at swimming Cook Strait in 2018.

A competitor that many Kiwis may recognize was Alastair Caldwell, who was brought up in New Zealand. Alistair was the manager of the McLaren F1 team back in the days when James Hunt and Nelson Piquet were racing for McLaren in the 1970s. These days, he owns a storage company in England and spends most of his time rallying one of his many cars around the world, including a Porsche 968 that he used in a Turkey-to-Dubai rally only two weeks prior to arriving in New Zealand. Other cars are a Mercedes 280SL and a Porsche 912 that will be driven in Japan early next year, and a Ford Escort Mexico. The Escort was actually loaned to his friend, Hayden Burville, for driving in this rally and was the same one that Alastair drove to a first in class finish on the 2010 NZ Silver Fern Rally. He also owns a Ferrari 250 GTO replica that was restored in New Zealand and will be used in next year's rally through Cuba.

His mode of transport on this event was a 1963 Rolls-Royce Silver Cloud III navigated by his mother, Dorothy Caldwell, a perky 98-year old resident of Hamilton, who was recently inducted into the Guinness Book of Records as the world's oldest rally navigator. She had previously navigated for Alastair in five other rally events, having previously paired up to compete in the Trans America rally twice, and The Road to Mandalay, a rally through Burma in 2014.

## RALLY START

We were welcomed at the Langham Hotel in Auckland with a dinner

and a haka performed by boys from Mt Albert Grammar. The following day the rally started with a regularity trial through Cleveland. Regularity sections are a way of allowing safe competition to take place at legal speeds without the need for closed road sections.

Competitors are given an average speed that they must run to, over an unspecified distance of several kilometres on interesting back roads, and are penalised for every second they're late or early at the final timing point. The rally also included competitive sessions at race circuits, the first of them at Hampton Downs, where crews had to set the fastest time over four laps and were penalised according to the gap behind the fastest car in their category.

On day two, gremlins started creeping into various cars, keeping the official rally mechanics working late into the night to sort out issues ranging from engine timing woes to a broken starter motor. Rally Round has fully-equipped mechanic trucks following every rally, ensuring nobody is left behind. These trucks carry essential workshop tools from spanners to welding equipment and a range of useful spare parts. Among the more unusual items they carry are tennis balls that can be used to pack sagging springs. Head mechanic Charlie McGowan says he never leaves home without them and, on this event, they saved the



Rural obstructions

day for the Cadillac.

By the end of the first week, all 20 cars had endured the 'easy' North Island stages of the rally and enjoyed a rest day in Wellington before departing on the ferry the following morning to start the next leg of the journey in the South Island.

As timing would have it, we were at just the right place to watch the Guy Fawkes display on Wellington Harbour.

Up to this point, we'd driven 1361km, contested seven regularity stages, visited three race tracks — Hampton Downs, Taupō and Manfield — as well as taken time out for sightseeing excursions to Hobbiton, Southward Museum, the Buried Village in Rotorua and to the Republic of Whangamomona, where we had our passports stamped and enjoyed fantastic burgers for lunch before continuing along the Forgotten World Highway.

Experienced German couple Gerd and Birgit Buhler were leading the vintage class and the overall rally classification in their extremely rare 1938 BMW 327/28 Sport Coupé, one of only 89 produced. The original owner was well-known German racing driver and winner of the 1930 Mille Miglia, Huschke Von Hanstein. Von Hanstein owned the car from new before it went into storage during World War 2 and was later



Alastair and Dorothy Caldwell in their Rolls-Royce



Erich and Alice Hoop's 1926 Bentley

requisitioned by the German Allied forces. The Buhlers have owned it since 2012 and heavily modified it to suit long distance rallying events all over the globe, including Rally Round's 2014 Road to Mandalay rally in Myanmar, which they nearly won.

Hard on their heels was the Australian crew of Justin Gan and cobbler David Hart in a 1969 Porsche 911T. Gan purchased this Targa-prepared Porsche only recently and the Haka Classic was his first proper outing in the car. He has competed in eight special-stage rallies in Australia, but this was the first time he had competed in a regularity rally, while for navigator David, this was his first rally of any kind.

## TO THE SOUTH

The South Island leg started off with a drive (and regularity tests) around Queen Charlotte Drive, before we made our way to Blenheim for the night. While in Blenheim, we stopped by Peter Jackson's Omaka Aviation Heritage Centre. This was of great interest to all, especially British crew Adrian and Barbara Shooter in their 1952 Bristol 401, as a very rare Bristol cargo-plane was on display near the museum entrance. They were promptly directed onto the field to park up alongside the winged variant for a photo-shoot.

The following day, one might say the 'rally' started in earnest, with several regularity sections over tricky gravel roads through the Awatere Valley. Many of the older cars did well here as all of them were properly rally prepared with sump shields; two of the more modern cars weren't and experienced sump damage – so there was more work for the Rally Round mechanics as we arrived in Hanmer Springs for our overnight stop and a rest day with a whale-watching trip to Kaikoura.

Only two days later the earthquake occurred but, fortunately, by then



Justin Gan and David Hart in their 1969 Porsche 911T

the rally had driven on through Arthur's Pass and some exciting gravel roads to Nelson. On this leg, there were several regularity stages and with hot competition at the front, everyone was trying their hardest. This is when the leading BMW 327/28 slipped into a ditch on a wet forest road, handing the lead to the Porsche 911.

After two nights in Nelson, the rally was on the road again, this time down the West Coast en route to Arrowtown and the luxurious Millbrook Resort. With the calibre of entrants that Rally Round attracts, the hotels they use are generally five star-rated. Meal-times were a great time to hear all sorts of stories. I was amazed to hear that many entrants owned more than a handful of cars including several prize-winning machines, among them a one-off Porsche 930 Turbo Cabriolet built for the 1987 Frankfurt Motor Show, and a genuine prototype Ferrari.

Cars of particular interest on the rally included the low-slung 1931 Invicta S-Type of international car consultant, Annette Abaci. There were only 75 of this model ever built, of which approximately 68 still exist. Considered one of the greatest of pre-war sports cars, it had been on Annette's wish list for many years, when finally she came across one for sale in the UK. Only recently rebuilt, it completed the rally without a hitch apart from a brief breakdown due to fuel vapourisation.

Adrian and Barbara Shooter's 1952 Bristol 401 was another of the many interesting cars on the tour. Manufactured by the Bristol Aeroplane Company that diversified into motor vehicles when their aircraft were no longer in demand after the war, it was a development of the Bristol 400. Using plans acquired from the bombed BMW factory after WWII, the 400 was based on the BMW's pre-war 326, 327 and 328, so the Shooters' car actually shared a lot with the 1938 BMW driven on the rally by Gerd Buhler.

Barbara bought the "seductively beautiful" 401 on impulse in 2014 and it was restored by Rally Round mechanic Charlie McGowan at his workshop in England.

## TO THE FINISH

The final leg of the journey had us travelling to Te Anau, where we split into two groups for rest-day trips to either Milford Sound or Doubtful Sound. The following day the rally reached Invercargill where we (myself included, in a Toyota RAV4) enjoyed several laps of the Teretonga circuit. As expected, the Porsche of Gan and Hart once again came out on top here. Two other highlights of the day were visits to E Hayes & Sons hardware store where Burt Munro's Indian Scout is displayed, and



1. The author (left) with the world's oldest navigator and Alistair Caldwell
2. The New Zealand contingent that undertook marshalling duties on the tour
3. Overall and Classic winners – Justin Gan and David Hart
4. Tour entrants at Rotorua's Buried Village

the fantastic Bill Richardson's Transport World, which had everyone talking about it that evening around dinner.

The rally moved onto Dunedin for another rest day/sightseeing day/car repair day, via further regularity stages on the Catlins Coast. From here the rally tackled the spectacular Danseys Pass and we were fortunate to have track time on yet another world class facility, Highlands Park. Once we had completed our two laps behind the pace car, some of the entrants decided it would be a good idea to get a fast-lap in a Radical-U Drive or the Porsche GT3.

The next stop was Lake Tekapo and a series of twisty gravel back roads, ideal for regularity tests, many of which were soon to be utilised in the Silver Fern Rally.

Our month-long adventure finished off in Christchurch, where a gala awards dinner was held at The George Hotel. The leaders for most of the event and finally overall rally winners were Justin Gan and novice



navigator David Hart in the Porsche 911T, while Gerd and Birgit Buhler were vintage (pre-war) category winners in the BMW 327/28, some consolation for losing the overall lead in the earlier stages.

US Cadillac crew John and Ginny Horton won the 'Spirit of the Rally' Award for their unflinching good humour, and Dorothy Caldwell was presented with a special award recognising her achievement – she and Alastair actually finished seventh overall.

Competition aside, the event was really about the fun of taking part with like-minded enthusiasts from across the globe, and the chance to explore a country that everyone agreed was amazingly beautiful.

There are still many more great roads in New Zealand that the event didn't have time to cover, so hopefully we'll see Rally Round on our shores again soon.

In the meantime, for details of their future rallying adventures in Europe, Asia, Africa and South America, go to: [rallyround.co.uk](http://rallyround.co.uk)



Zulu mechanic's truck following the tour cars



Barbara Shooter, 1952 Bristol 401 and winged Bristol



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# MUD RUSH

ATROCIOUS WEATHER MADE FOR A SUPER CHALLENGING TIME FOR ONE AND ALL AT THE 2017 INTERNATIONAL RALLY OF WHANGAREI

WORDS AND PHOTOS: STEVE RITCHIE



The 2017 International Rally of Whangarei was a chance for many of the cars to make amends after first-round teething issues at the Otago Rally a few weeks earlier. This was also the first round of the Asia-Pacific Rally Championship (APRC), which eight cars entered, including last year's winner and Asia-Pacific Rally champion Gaurav Gill, with his new co-driver, Stéphane Prévot, in their Team MRF Skoda Fabia R5. Friday night saw the rally kick off under lights in the CBD and two special stages held at Pohe Island. With damp gravel underfoot, Sloan Cox put in two outstanding drives to gain an early advantage in the New Zealand Rally Championship (NZRC) and hopefully set the tone for the weekend. This also placed him third overall and among the faster APRC entrants, with Gaurav leading the pack.

Day one, we woke to the sound of rain. The day's journey took us through eight stages north of Whangarei, which were four stages doubled up. The farthest north was the new Oromahoe stage, which finished just out of Paihia. Surface flooding on most roads tested drivers, and the lead changed hands throughout the day. Up front, the two Skoda teammates traded places, while, in the NZRC, Matt and Nicole Summerville battled it out with Dylan Turner in the Audi and last year's champ, David Holder, in the ex-Hayden Paddon Hyundai i20 AP4, until Holder was forced to retire the i20 while en



**EMMA GILMOUR WAS "ABSOLUTELY GUTTED" TO HAVE HER DAY COME TO A HALT WHEN SHE RAN OVER A PILE OF ROCKS**

route to Special Stage (SS) 10. Meanwhile, those around them were falling victim to the weather and other factors.

Marcus Van Klink's first outing in the RX-8 didn't quite go to plan when he damaged one of his rims and also suffered a fuel pressure issue. Likewise, championship contender Emma Gilmour was "absolutely gutted" to have her day come to a halt when she ran over a pile of rocks, thus damaging a wheel, as well as the steering. Cox, having won the two night stages, had a testing day when he encountered problems with the turbo, which caused a lack of power and ended with a trip into the bushes just before the end of the final stage of the day. Of the 61 starters, just 36 cars completed day one.

By then, everyone had crossed their fingers for the rain to pass. Fortunately, although it did rain next day, it wasn't quite so frequent, and it had cleared completely come prize-giving.

Several of the teams had worked late into the night to repair damage done the previous day, and most teams rejoined the rally and still put on a show and clocked up some miles, even if they weren't in contention.

On day two, the rally was based south of Whangarei, on three stages run twice over. The first car onto the gravel was the Skoda

Fabia R5 of Ole Christian Veiby and co-driver Stig Rune Skjaeremoen. Veiby traded stage wins throughout the day with teammate Gill until encountering brake issues that had to be rectified roadside. That brought a penalty for arriving nine minutes late to the time control, and handed the lead and the round win to Gill. Meanwhile, in the NZRC, stage wins were fought out between Matt Summerfield in the WRX, Andrew Hawkeswood in the Mazda2 AP4, and Cox in the Evo X, however, Saturday retirements for Hawkeswood and Cox meant they were out of contention for the round win. Bragging rights therefore went to Matt and Nicole Summerfield in the Subaru Impreza STi, with a surprise second place going to Turner and co-driver Malcolm Read, driving the new Audi S1 AP4 for the first time. Third place went to Darren Galbraith and Rocky Hudson in a Mitsubishi Lancer Evo VIII.

Further down the field, Dylan Thomson and Amy Hudson brought their Ford Fiesta home first in the 2WD class, while, in the Classic class, Tony Gosling and Blair Read were first home in the Stadium Cars Ford Escort RS1800.

The series will now move to Canterbury for the Lone Star Rally Canterbury on June 3 and 4. Graham Featherstone holds a slender lead with 51 points over Matt Summerfield on 49 points.



# NZ RALLY CHAMPIONSHIP WHO'S WHO?

RALLY-MAD PHOTOJOURNALIST STEVE RITCHIE FOLLOWS THE NEW ZEALAND RALLY CHAMPIONSHIP AND GIVES AN INSIGHT INTO WHO'S WHO AT THE POINTY END OF NEW ZEALAND RALLY. SO, WHO ARE YOU BACKING?

WORDS AND PHOTOS: STEVE RITCHIE

**T**he 2021 New Zealand Rally Championship (NZRC) is once again in full swing, having taken a year off due to the havoc Covid caused in 2020. Five rounds make up this year's championship, which started off with the Otago Rally in April. The International Rally of Whangarei, South Canterbury Rally, Rally Hawkes Bay, and the Coromandel Rally make up the remaining four rounds. The 2019 championship winner,

Ben Hunt, has returned; however, he will have a hard time defending the title, with many top-notch drivers hot on his heels, including Hayden Paddon in the Hyundai i20 AP4, and Jack Hawkeswood and co-driver Sarah Brennan in the Mazda2 AP4. Matt and Nicole Summerfield will be there too, as will Emma Gilmour, who has been impressive in local events. Here are some of the cars and drivers that will be featured in this year's NZRC.



## HAYDEN PADDON

Hayden Paddon doesn't require any introduction, being New Zealand's most successful rally driver of late. This year, he has put together a full campaign in the local championship and will be hard to beat, especially if his results from the Otago Rally are anything to go by: he won by seven minutes.

The car that he and co-driver John Kennard will be driving has been extensively rebuilt since their massive crash at Jacks Ridge last November. It has received new electrics, an updated front bodykit, and a revised diff and suspension set-up.

As well as winning the championship, Hayden says he aims "to win as many rallies and stages as possible and focus on breaking previous stage records and set new benchmarks". However, as was seen at Otago, you just need one bad weekend and it's game on. Hayden rates the drivers with the most potential to unsettle his run to the championship: "You can never rule out Ben Hunt, as he is a well-experienced driver now, Emma has really increased the speed, and young guns Jack Hawkeswood and Robbie Stokes are showing good progression."



## ROBBIE STOKES

This will be Robbie's first year in Category One, having previously raced in the Category Two, which is for FIA Group N 2WD cars, with a 2011 Junior WRC Academy M-Sport R2 Fiesta. He will now be racing an ST Fiesta, which was brought over from Australia as a damaged car. Force Motorsport built the basic chassis before Stokes Motorsport completed the rest of the build. The bodykit and rear wing are an M-Motorsport 2016 Ford Fiesta WRC. Powering it is a Ford Duratec 1800cc turbocharged engine and a six-speed Sadev transmission.

"As with all AP4 cars, there are a lot of adjustments that

you can do, and we are still learning about all of that," Robbie says. "It's an absolutely amazing car to drive on gravel and also tarmac — it is so responsive! We have been developing the car for the last two years."

He briefly drove it at the City of Auckland Rally and Jacks Ridge last year, where he managed to get a top-five result. He then went on to win the Canterbury round of the Mainland series. "My goal this year is to win at least one rally in the New Zealand Championship and consistently be in the top three," he says.







## JOSH MARSDEN

Josh's first set of racing wheels was a Toyota Starlet when he was 16. Since then, he has rallied several cars and won the 2013 national championship for two-wheel drives. He has been racing the AP4 Holden Barina for five years now and will have Andrew Graves reading the pace notes.

The car was built at RDL Performance in Christchurch, alongside the Barina that Greg Murphy also campaigned for a short while. The car has AP4 crossmembers, hubs, and arms, while the suspension was developed by RDL. It has a six-speed sequential gearbox and diff. The engine is a GM Ecotec that has been de-stroked to 1800cc with a 34mm restricted Garrett turbo, all to meet the current regulations. The car has also just been converted from direct to port injection. All this gives it around 239kW.

Josh realises that the job ahead to get the coveted number one is near impossible – "The aim is to see if we can be the best of the rest with a real day job," he says.



## REGAN ROSS (SEE EXTRA IMAGE ON PAGE 106)

One of the more seasoned competitors, Regan Ross has been rallying for 20 years now, having started in 2001 when he raced a BMFR Mazda 323. He has raced a variety of cars since then, including two GC8 Impreza STIs, an Evo VIII, an Evo IX, and Escort RS1800s. He is a previous winner of the Mainland series and 2010 champion of that year's NZRC Historic Class.

He bought the Ford Fiesta R5 that he is currently driving this season in January last year, "with the intention of running it at the WRC [World Rally Championship] New Zealand event last year and to experience what these cars have to offer." It's a 2017 M-Sport UK-built Ford Fiesta R5, and was raced in WRC Great Britain as well as the Norwegian championship. The power plant is a 1.6-litre turbo unit which was developed by M-Sport and outputs 216kW at 4000rpm.

The aim this year will be to progress with stage speed and get some top-three results. This is exactly what he achieved in the Otago Rally with his co-driver Katrina Renshaw.



## BEN HUNT

Wanting to add a third NZRC title to his resume, Ben Hunt and his co-driver Tony Rawstorn will be going out doing the best they can in a car that is a proven winner. Luck may have to be a bit on their side too, with a world-class talent in a Hyundai to beat and reliability to overcome. Yes, he was one of many top names to not quite reach the finish of the Otago Rally.

Hunt started his rallying journey in 2008 with a Toyota Starlet when the family moved back to Nelson. However, rallying was always in the family, as he grew up with dad racing escorts back in the day. He won a scholarship for Rally New Zealand Rising Stars in 2009. The Subaru loyalty runs deep,

with Ben purchasing his first Subbie in 2013 for rallying. As a brand ambassador for Subaru, he gets to play with all the toys. When I phoned him, he was in the middle of test driving the new STI before it goes to press.

For the 2021 season, the 2015 WRX STI has been stripped to a bare shell and rebuilt with a carbon-fibre floor from the driver's seat back and carbon-fibre roof to reduce weight, the factory wiring harness has been replaced with a mil-spec harness, and the steering-wheel column has also been replaced. It runs uprated discs with AP Racing calipers attached to standard wheel hubs and axles. STI R4 Motorsport arms keep the alignment on point.



## EMMA GILMOUR

Having started off in rallying 20 years ago with an Evo III, Dunedin-based Emma is a household name. Unfortunately, in recent times, luck hasn't been on her side. But this year she plans to turn things around and be the best of the rest: "Hayden is a great benchmark at the front, and if we can get consistently not too far behind, that's an achievement," she says.

She has a new co-driver in locally based Malcolm Peden, who also takes care of all the logistics and organising the team, while the car is now maintained by Choice Performance, located in Pukekohe. In the off-season, the car had its wiring upgraded and a refresh.

Emma has been racing the Suzuki Swift AP4 for 10 years now. They were one of the first teams to purchase this new class of car based on the Maxi car class, which was a formula that had been running in Argentina. The car was bought as a kit, complete with subframe and other associated parts, and then built up from there — an affordable way to get a car and go rallying. It has a 1600cc engine with a Garrett turbo, six-speed sequential Moderna gearbox, and rear diff. At the Otago Rally, she was second only to Hayden Paddon on several stages before reliability sidelined her.

