

Manawatu Car Club Inc

MAGAZINE

JANUARY 2019



Something for Everyone

EDITORSPEAK...

Email Trevor at littlebarton@actrix.gen.nz

A collection of random thoughts this month for your entertainment, edification or elucidation.

I've thrown a few brickbats at Auckland Transport over the last year, so, for the first time I think, I have a bouquet to throw. I'm not sure how far the reach of this magazine extends, but it would seem someone at AT has been reading it, as one of the local speed cameras now sports huge signs about 400m each side of its location clearly stating "High Crash Risk" and "Safety Camera". I won't split hairs about the use of the word safety, so well done that man or woman responsible. A bunch of virtual flowers just for you. I've harped on for years that EVERY speed camera, if it is truly sited for road safety, should be clearly labelled, as only then will it be truly effective in achieving reduced speeds in the area it monitors. Finally someone appears to have listened!!



A recent read of an article by a fellow farmer included the following which tickled my fancy – "I'm kept awake by the idiot brigade, the ones that call us planet polluters and worse. You know the ones. They sit in traffic for 90 minutes a day going nowhere, pumping carbon monoxide out into the atmosphere and yelling loudly about how its cow farts that are fu*k*ng the ozone layer". Fair point well put I reckon!! It's worth noting that it takes 10 sheep farts to equal one cow fart!!

So the AA Driven NZ Car of the Year awards are out, and the one to surprise me was the Toyota Corolla being touted as New Zealand's safest car. Really?? I mean that's what the headline read, but really?? Apparently the award is not judged but calculated from ANCAP raw data from vehicles tested during the year. I guess that's why the Euros don't figure. I guess too that what the headline should read is "safest car tested by ANCAP this year", but hey, when did the facts ever get in the way of a good story? What amuses me is that it's only with the very latest generation Corolla that the adoption of collision avoidance technologies has occurred across the model range. In most respects they have been behind the times by a number of years. As for accessible safety technology, perhaps that's why Mazda is NZ's most popular private buyer's brand??



As I write this the Westpac helicopter has just gone over on the way back from yet another crash on our road. I'm pretty sure we will have a 70 kph speed limit imposed soon on a stretch of wide, relatively gentle road that seems to claim a victim every 3 weeks or so for no apparent reason. The stupid part is the accidents are occurring within a couple of kms of a blatantly obvious (but as yet un-signposted) speed camera which everyone slows down for (even when they are doing less than the speed limit). The camera

was installed after numerous crashes on a very dodgy intersection (top of a hill, crossroads, right on a blind bend of the main road, making it bloody hard to see anything coming from any direction). It appears to have solved that issue but shifted the problem half a km or so down the road. Why are the idiots crashing?? God knows but I wish they wouldn't.



One thing we as a Club can be proud of is our awesome, continually up to date website and social media presence. I've said it before, but we do it soooo much better than most other clubs and all the

information really is at your fingertips. I find it bloody hard to get details of events here in Jaffaland, it's almost as if they don't want you to know what's going on. So, while I am in the mood, another bouquet to those responsible for our awesomeness. Well done team.

Lastly, but most importantly, Happy New Year everyone. Welcome to 2019, the best year yet for the Club.

Remember, keep the rubber side down and don't park under trees.

TW



HAPPY
NEW
YEAR

EVENTS CALENDAR

JANUARY 2019

- Sunday 13th Back Track working bee
Saturday 19th MCC Test Day
Sunday 20th Mitre 10 Mega Summer Race Series Round 2



FEBRUARY 2019

- Friday 22nd February Flatfoot Test Day
Saturday 23rd February Flatfoot IRC Race Day Day 1
Sunday 24th February Flatfoot IRC Race Day Day 2

MARCH 2019

- Saturday 3rd Manji March Drift Practice, Hard Park & Tutoring



APRIL 2019

- Saturday 6th Track Day Series Round 1
Sunday 7th Mitre 10 Sumer Race Series Round 3 (Final Round)

MAY 2019

- Saturday 25th Drift Tutoring Session

JUNE 2019

- Saturday 1st Test Day & Drift Practice
Sunday 2nd Winter Series Race Meeting Round 1
Sunday 16th Manfeild Full Track Bent Sprint



JULY 2019

- Saturday 7th Test Day
Sunday 8th Winter Series Race Meeting Round 2
Sunday 14th Back Track Autocross

AUGUST 2019

- Saturday 3rd Test Day
Sunday 4th Winter Series Race Meeting Round 3
Sunday 18th Back Track Autocross
Saturday 31st Test Day

SEPTEMBER 2019

- Sunday 1st Winter Series Race Meeting Round 4
Sunday 15th Track Day Series Round 2

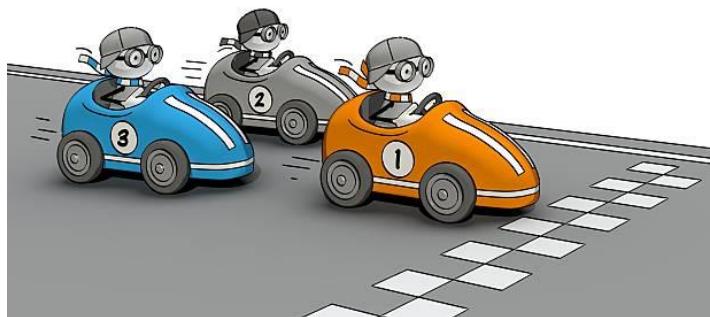


OCTOBER 2019

- Saturday 12th Drift Practice
Saturday 19th OctoberFAST Day 1
Sunday 20th OctoberFAST Day 2

NOVEMBER 2019

- Saturday 2nd ShowVember
Sunday 3rd Track Day Series Round 3



DECEMBER 2019

- Saturday 7th Track Day Series Round 4
Sunday 8th Summer Race Series Round 1



**COME RACING
WITH US!**

Manawatu Car Club 71st Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms
120 Kawa Kawa Road, Feilding
Wednesday, 13th February 2019 @ 7.30 pm sharp.

**All financial members should attend.
This is the most important meeting of the year.**

Manawatu's Blue Loos



Gecko
ENVIRONMENTAL 2014 LTD

0800 025 552 or 021 509 221
Mark & Rachel O'Connor
loos@geckoenvironmental.co.nz
Septic Tank Clearing & Portaloo Hire

Suppliers of Portaloos to the Winter Series.

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 8th January 2019.

Place: Rose and Crown Olde English Pub, Terrace End Carpark, Palmerston North

**There will be some drinks on us, so why not pop down and have a chat about
what is happening on and off of the track!**

MCC COMMITTEE



President: Richie Arber - 027 2900 668
Email: president@manawatucarclub.org.nz



Vice President / Treasurer: Tim Wilde - 0274 729 664
Email: accounts@manawatucarclub.org.nz



Club Secretary / Events Manager: Jeff Braid - 027 477 3337
Email: info@manawatucarclub.org.nz

Your Committee:



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



Gareith Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

Club Patrons: Robert Lester, Terry Rush, Russell Harris.

Life Members: Steve Bond, Brian Davies, Dave Hayward, Sir Pat Higgins, Robert Lester, Wendy Lester, Vern Marshall, Warren Masters, Marion Prisk, Terry Rush, Murray Starnes, Trevor Weir, Alan White, Raymond Bennett.

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Happy New Year!!! Welcome to 2019..., seems like only yesterday we were partying like it was 1999...

I hope everyone in the MCC Family had a great Xmas and a very pleasant New Years with your family and friends. Like a lot of people I have spoken to over the past couple of weeks, Lydia and I had a quiet Xmas lunch with the family and a couple of friends, and we saw the New Year in sound asleep. Jack still gets up at roughly the same time every morning and doesn't really care what time Mum & Dad go to bed so we didn't turn down the opportunity to get an early-ish night.

Good to see only 382 people were killed on NZ Roads last year, the worst total since 2009 when 384 people were killed on our roads... I am of course being sarcastic here. Slower speed limits on the road will not cure the road toll, teaching people how to drive properly will! That and having a device in every car that makes your phone unusable if the car is moving would also help. Being in the Transport Industry I hear stories daily from Heavy Vehicle Operators who have to avoid cars wandering over the road because the car drivers heads are looking down at their phones, you can see it a mile away from up in the cab of a truck so these idiots are easy to spot as they are always correcting their position in their lane. I believe if someone is involved in an accident and it can be proven that they were using their phone at the time of the accident then there should be harsher penalties for them.

We had an exceptionally good December. It started with Round 1 of the Mitre 10 Mega Summer Race Series which I was able to take part in thankfully, it had been 20 months since I was behind the wheel of a Race Car and while the body was a touch sore for a few days after the soul was well and truly happy. The little GT Corolla Sedan that we raced finished the weekend without too much trouble so it was washed and parked in the garage until next time. As the car is technically Lydia's car (she doesn't even believe me here either) I have promised that I will not mess with it (much) before the next round in January apart from put an oil cooler on the power steering as that got really hot then maybe do the exhaust, drop some cams and an LSD in it and... no promise I won't darling... ☺

Then we had a great end of year Track & Yack at the Rose & Crown, near on 30 people turned up which was awesome. The following day I headed down to Wellington for my ninth operation in the last 18months, this was hopefully going to be my last one and as I write this it is so far so good with only a small hiccup as we headed into 2019. Indeed the Surgeon who did the op in Wellington did such a good job that I was able to make the MCC Kids Christmas Party on the Saturday after the op, albeit with some help of a few good painkillers and a serious lay down afterwards, it was really worth being there to see all of the smiling faces (on the adults as well as the children) and hearing the laughter. There was one bad injury when a certain MCC Committee Member, who shall remain nameless but his name sounds like Breg Gowne, decided to go like the clappers in one of the egg & spoon races and pulled a hamstring to the point that it was black and blue by the end of the party, oh how we forget how old we are sometimes... There are some cool pictures of the day later in this magazine. A massive thank you to Lydia for organising the event and also to our helpers on the day.

So we roll on into 2019... Up first on the 6th Jan is another very cool Drift Event that Jaron and his crew are putting on, then we have our first Track & Yack night of the year at the Rose & Crown on the 8th Jan. We are then having a Back Track Working Bee on Sunday 13th Jan to help Manfeild tidy up the Back Track, if you could spare a couple of hours on this day to help us out then it would be truly appreciated. If you can come and help please give Jeff Braid a call on 027-477-3337 to let him know

you are able to help out. Then on Saturday 19th Jan we have another MCC Test Day followed the next day by Round 2 of the Mitre 10 Mega Summer Race Series... what a great start 2019!

Then in February we kick off the month with the NZGP Meeting on the 8/9/10th Feb, then we have our AGM on Wednesday 13th February @ 7.30pm at the MCC Clubrooms, this is where we elect our Committee Members and our Vice President, these people help run the club and collectively decide what needs to happen and is going to happen over the next 12 months. So if you would like to hear how the past year has gone, and maybe have a say on what you would like to see happen in the coming year, then make sure you come to the AGM. If you want to put your name forward and join in on helping us run the club then by all means print out the below form and fill it out and make sure that in accordance with our constitution, nominations shall be received by the Secretary no later than two (2) days prior to the AGM. Please also note that you must be a financial member of the Manawatu Car Club to be considered for any of the positions available on the night so please make sure your club membership is up to date. Return it to Jeff Braid by scanning and e-mailing it to info@manawatucarclub.org.nz or by posting it to: Manawatu Car Club, PO Box 542 Palmerston North 4410.

The last weekend in February (23rd / 24th) will see our February Flatfoot Race Meeting take place, this is a race meeting not to be missed as the Central Muscle Cars will be there along with a myriad of IRC Classes. All of these classes provide super exciting and close racing, if last year's meeting is anything to go by.

So plenty to look forward to in the next couple of months both on and off of the race track...!!!

Richie

MCC CLUBROOMS WORKING BEE...

In conjunction with the Back Track Working Bee on Sunday 13th January we are also looking to do a couple of things around the Clubrooms if the weather is right.

We would like to spray some weeds, pull some of the bigger ones out, waterblast the clubrooms and paint the newly erected fence, so if you could lend a hand to do some of these things then please let me know ☺

Richie – 027-2900-668 or richie@trgroup.co.nz





VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Vice President

Term: 2 Years - Re-election in 2021

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed

MCC CLUB MEMBER OF THE MONTH...

NAME: Nick Stewart

BORN: 02/09/1987

OCCUPATION: General Engineering

RACE CAR: 1999 Type R Integra, 1974 Toyota Corolla

EVERYDAY DRIVE CAR: VE Commodore Ute

DREAM CAR: Datsun 1200 4 door sedan



YOUR BEST MOMENT IN MOTORSPORT?

Hard to pick just one but my more memorable events would be winning the IB Cup series many years ago, and competing in the Daybreaker Rally with good mates helping, laughed all day long even during a little in-car fire.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? Rich and famous, hasn't worked out too well so far...

IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE?

Ludo Lacroix, SVG, Kane Williamson

WHO WOULD YOU PLAY IN A MOVIE? It would be pretty neat to be John Wick for a while

THREE WORDS THAT BEST DESCRIBE YOU... Stubborn, Honest, Determined

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?

An AU falcon with a bench front seat, practical for towing and fun.

WHAT IS YOUR SECRET VICE? Red wine and a live band

PEOPLE WOULD BE SURPRISED TO KNOW THAT... I enjoy watching cooking shows

FAVOURITE QUOTE... "Whatever Jack"



Focus on the black stuff. Ian Easton has walked away from speedway, a sport that he was involved with for nearly 50 years as a leading competitor in stockcars, super saloons and sprintcars before becoming a highly respected referee. The full focus of his attention will now be the country's motor racing tracks at the wheel of the well-known # 11 Ford Mustang with its potent Roush prepared V8 engine. Speedway's loss will definitely be circuit racing's gain, there will never be another "Jack Jack", the consummate entertainer on and off the track. Definitely one of a kind...

Media negativity. The 'Tall Poppy' syndrome appears to be alive and well in this country's media community. When word came out that Brendon Hartley had lost his F1 drive for this year they preferred to use words like 'sacked', 'axed' or 'dropped' when maybe 'his contract hasn't been renewed' would have been more appropriate. They have been overly dramatic in their choice of words and completely overlooked what he achieved during his time with Scuderia Toro Rosso. Unfortunately most people in the street believe what they hear and read in the various media from the so-called 'experts', but none of these so-called 'experts' would have had access to the true picture of what was happening at Toro Rosso during the past year and Brendon's actual role within the team. So, much that has been written was based on pit and paddock gossip and unreliable European sources half a world away. For what he achieved Brendon should be given much more credit from the media in his home country. They should be reminded that the last NZ driver to score a F1 World Championship point was Chris Amon when he finished 3rd in the 1972 French Grand Prix. That was 46 years ago...

Definition of Tall Poppy. 'A perceived tendency to discredit or disparage those who have achieved notable wealth or prominence in public life'. Tall Poppy Syndrome is a fact of kiwi life, resenting people because of their talents or achievements.



GoSprintways

Question for the media and 'experts'. Why were the 'Tall Poppies' so harsh on Brendon then were relatively silent with regard to Hayden Paddon and Richie Stanaway losing their drives for this year? Seems strange, very strange...

Biggest fan? This country's number one broadcaster is Newstalk ZB's morning show host Mike Hoskin. He's a man who has a passion for fast cars but had never been a follower of Formula 1 until Brendon Hartley arrived on the scene. Somehow Brendon's story spun Mr Hoskin's wheels and a genuine friendship developed over the country's airwaves with interview pre and post-race, often of extended duration. If a race was in progress during his 6.00 to 8.30am weekday slot there would be regular updates via the Sky Sport coverage on the studio television set. It was brilliant and took the sport to the nation. At 8.10am on Tuesday 06 December he interviewed Brendon, a week after the confirmation his contract would not be renewed for the 2019 season. Mr Hoskin was sensitive, asking the questions that people wanted to know, but excluding F1 politics. Brendon was typically open and honest with his replies throughout, remaining very upbeat and positive about his future. Our man is someone very special...

Oh, the memories. Murray's wonderful story in the December magazine would have revived many memories for those who were club members at the time, or at least for those who could remember. Reading the words and looking at the accompanying photograph was also a reminder of the lyrics of Mary Hopkins' 1968 hit song. "Those were the days my friend. We thought they'd never end. We'd sing and



IF BRENDON HARTLEY IS OUT - SO AM I

Newstalk
ZB

dance forever and a day. We'd live the life we choose. We'd fight and never loose. For we were young and sure to have our way." They most certainly were the days...

Welcome back. At the opening round of the Mitre 10 Mega Summer Series there was a very familiar face managing the race timing, none other than the recently 'retired' Jacquie Mannes! The timing guru was quite emphatic that it was a 'one-off' to help out and play the role of tutor to another Jacky who just happens to be Jeff Braid's sister and had travelled down from Hastings to learn the tricks of the trade with an eye to the future. The 'J&J Team' were an impressive combination on debut in this pivotal role that is under continual pressure as it's much more than just timing races, added into the mix were marble draws and handicapping. Can we expect to see both ladies back for Round 2 on January 20...?

Slick and quick. The two perfect words to describe the running of the opening round of the M10M Summer Series. The programme had sixteen races following the 10 minute qualifying sessions for each of the four classes. The first race started on time, the V-Force had a proper lunch break, racing resumed with the chequered flag falling on the final race of the day at 2.30pm, more than half an hour ahead of schedule. Time to adjourn to the 'Refueller'. Jamie Glen was at the helm on this occasion and the efficiency on the bridge flowed down to the Grid Marshals and the competitors who quickly responded to the calls to line-up on the dummy grid. Such was the efficiency that some drivers complained there wasn't sufficient time between races! Crash Rescue were right on the ball when it came to recovering a handful of race cars, it was across the board competence as is now expected from the Manawatu Car Club V-Force. They are possibly best described with the title words of the theme song sung by Carly Simon in the 1977 James Bond movie 'The Spy Who Loved Me'. Nobody Does It Better...

The Boss was back. Running in the SF category was an inconspicuous looking four door model that looked a little different to the normal. It had Toyota badging, it was dark grey in colour, there was a hint of 'boy racer' with a stylish wing on the boot lid and it had large NASCAR style numbers on the front doors. A check of the registration label revealed it was 1998 Corolla GT sedan, a rare little beast in this country propelled by a 1.6 litre engine. The car's number was '46' and the driver none other than MCC President Richie Arber who has always enjoying racing something a little bit different. When questioned about the choice of number the response was - '46 is the number of Valentino Rossi (one of his heroes) and how old I was when I last drove in a race in 2017'. Mr President certainly didn't disgrace himself on his return to competition, he qualified 19th in the 29 car field, following that up with placings of 15th, 21st and 15th before finishing his day less than 1½ seconds off the podium in the Handicap race. Racin' Richie is definitely back...

Promise finally delivered. For some time, probably quite a long time, Ross Thurston has told anyone prepared to listen 'everything's fixed, this is going to be it'. History will show that Deliverance Day was Sunday 09/12/2018 at Manfeild Circuit Chris Amon, the GT Cup category in Round 1 of the 2018/19 Mitre 10 Mega Summer Series. With a reputation for being fast but fragile, the Mitsubishi Evo performed flawlessly throughout the meeting, clocking up 4 laps during qualifying and 24 race laps without missing a beat. Quickest qualifying time, victory in the first three races before being beaten by the handicapper in the final 6 lapper of the day - three out of four 'aint bad! Did the inspiration come from being 'Club Member of the

Month' in the December issue of the MCC magazine? Probably not...

Fast, then fragile. At the opening round the Speedworks Summer Series at Pukekohe in early December it was Glenn Smith and his fabulous Crawford Porsche DPi that provided the fireworks in more ways than one. For the meeting the chicane in the back straight was removed, so the 2.9 kilometre long circuit was like the good old days which translates to extremely fast. During the course of the racing



Glenn rewrote the record books with the fastest race 'long' lap around Pukekohe, reaching 280 kilometres an hour on the back straight and stopping the clock at 59.790 seconds. That was impressive, even more impressive was the fire in the back of the car when the Porsche engine spectacularly 'hand grenade' at full speed down the front straight! Full marks to the driver for his control in bringing the racer to a safe halt for the marshals to extinguish the blaze. An expensive engine rebuild...

Was it 'The Stig'? At the rally sprint event held in the Maramarua Forest on 08 December MCC member Brian Green appeared with his regular Mitsubishi Mirage but without his regular co-driver Fleur Pedersen. The same question was asked many times - who is the stranger? There were many wild guesses, it definitely wasn't 'The Stig' or a Father Xmas wanting a buzz in something faster than a sleigh hauled by eight reindeer. When the helmet came off it was none other than Shane Van Gisbergen. The pair shared the driving duties but no one is quite sure who was giving advice to who. Both driver's names were on the car with Brian Green above SVG. Nice one Mr Green, pulling rank...

Still missing. The was an encouraging turnout of around 25 people for the December Track & Yak, a time to reflect on the highs and lows of the year's motorsport at all levels. But a long-time and key club member remained on the missing list. Not even a personal invite from the Club President and the offer of free drinks to celebrate the club's outstanding year could lure Lord Verdun to the Rose & Crown. Maybe the only solution is to have a T&Y at the Lord's manor. BYO of course...

Busy man. Richard Bosselman leads a very full life and appears to have become even more committed to racing his MX5. There are the occasional overseas trips to test the latest auto model releases, the same thing on home soil and various journalism commitments, all while maintaining a life style property on the outskirts of Palmerston North with his wife Carol. Richard also belongs to the New Zealand Motor Writer's Guild and along with fellow members was required to vote on the 2018 NZMWG Car Of The Year. With members from Kerikeri in the north to Dunedin in the south there is no shortage of diversity and specific interests, so the final result can never be predicted and the announcement of the Peter Greenslade Trophy winner is eagerly awaited. 2018 was the 31st year since the trophy was introduced, it's also this country's only independent motoring award. For the second successive year the Guild's COTY was an SUV - in 2017 the winner was the Skoda Kodiaq, the 2018 winner was the Subaru Forester, the first time that a Subaru has claimed the coveted award. That's worth celebrating...



Collection revealed. Peter Beauchamp is a man who enjoys his cars, and he's certainly enjoying his racing at the moment in his Subaru Impreza. But he also has a small number of cars that aren't for racing, they are classics for road only. The current project is the complete restoration of a 1970 Chevrolet Chevelle SS that recently obtained its first New Zealand Warrant of Fitness. Following a rust removal programme the exterior is complete with stunning silver-grey paintwork and period alloy wheels, the interior remains a 'work-in-progress'. Powered by a 454 cubic inch

(7.1 litre) V8 motor, in its day the 1970 Chevelle SS was a serious player in the performance sector of the US market, earning the titles of 'The Ultimate Muscle Car' and 'America's King of the Streets'. Obviously the sort of car that demands respect...

Keeping it in the family. The Beauchamp Racing Team increased to two cars for the opening round of Mitre 10 Mega Summer Series. Peter Beauchamp dominated the 'IB' category with three wins and a second placing, making his competition debut was son-in-law Matia Marsden at the wheel of the Toyota Corolla that Peter raced until the 'Suby' came along. Obviously Matia wasn't over-awed by the occasion, in qualifying he clocked the 15th fastest time of the 29 cars in the 'SF' class and had race placings of 12, 20, 22 and 12. That should be enough to give him plenty of confidence for Round 2. Keep a close eye on the bright red # 23 Corolla...

Mustang gets signed-off. Following the completion of the required aerodynamic testing the green light has been given for the Ford Mustang to enter this year's Virgin Australia Supercar Championship. Using the DJR Team Penske prototype car and run over nine days at a New South Wales airfield in mid-December, the tests saw the Mustang involved in three way straight-line testing alongside the Holden Commodore ZB and Nissan Altima. The downforce and drag produced by each car was measured with the Mustang's aero adjusted to equalise its performance. Overseeing the operation were representatives from the three homologations teams (DJR/Team Penske, Red Bull HRT, Nissan Motorsport) working with

the Supercar's technical people. At the conclusion of the tests the Mustang's specification was signed-off by all three teams and formally approved by the Supercar's Commission. During the same tests Kelly Racing secured an aero upgrade for the Nissan Altima, the modification relating to the 'gurney' flap on the rear wing. Six Mustangs will be on the 2019 grids, two from DJR Team Penske and four from Tickford Racing, the debut outing is the Adelaide 500 on 02/03 March. The world awaits...



The growth continues. MCC Secretary Jeff Braid happily reported to the December club committee meeting that nine new members had joined in the past month. At a time when many clubs in a wide range of sports are suffering reduction in member numbers which has forced closure or resulted in amalgamation, the MCC can take great pride in what it's achieving. The continuous growth suggests that the club has a mix of events and activities with broad appeal to the various age groups. The key is to retain that momentum, doing things even better, and avoiding the word 'complacency'. Attracting members isn't easy, retaining them isn't easy either...

Hard to believe. 2019 marks the sixth year of Formula E racing! Conceived in 2011, the first race of the inaugural championship was held in Beijing in September 2014 and in some circles there are plans and hopes that the category will come down-under with Auckland pushing to host a future round on a waterfront circuit if the Government front with the many millions required to stage the event. One of the unique features of the FIA sanctioned Championship is that all the races are held on temporary city-centre street circuits and not permanent tracks - it's all about taking the racing to the people. The cars might look very different and sound very different but they are



not short in terms of performance, in race mode maximum power is restricted to 180 kW (243 bhp) which is enough to accelerate to 100 km/h in 3 seconds and give a top speed of 225 km/h (140 mph), definitely hares and not tortoises! But if Auckland wants it, let 'em pay for it...

Switching on. Porsche's entry into the ABB FIA Formula E Championship is part of wide-ranging changes at the company and is timed to coincide with the 2019 arrival of the new Porsche 'Taycan'. The marque's first electric powered road car is also the first sports car to generate its performance with no internal combustion engine involved. Developing these cars has not been a cheap exercise, Porsche has entered the electrical and digital era with a six billion euro investment. That equates to 10.2 billion kiwi dollars. That's a lot of money...

Q&A with Brendon. Find yourself a copy of the December issue of the magazine 'F1 RACING' Australian Edition. Each month includes a section 'You ask the questions' where fans write in, the best questions are selected and the chosen driver provides the answers. Brendon Hartley made the cut to end 2018 and you'll find some responses that may surprise you. It's always enlightening to find out more about people...



Lucky people. On Wednesday 19 December the air around Manfeild Circuit Chris Amon was filled with the sound of a powerful V8 engine being revved to near max around the 3.03 kilometre track. The car in question was the MIKE Racing 96 Group 4 spec Aston Martin Vantage that was taking selected people for hot laps, and they were hot! Regular team driver Christina Orr-West drove down from Edgecombe in the wee hours of the morning to act as 'piloto' for the day and there was no holding back the power of 4.7 litre V8 engine, a racer is meant to race and that's exactly what she did. The 'passengers' were properly fitted out in the appropriate safety race suits, helmet, neck brace and gloves - the kit came from the days of Manfeild's Toyota T2 experience and reminded the 'passengers' that if you look the part, you feel the part. Getting in and out of the car requires a great deal of body flexibility because of the intrusive roll cage but it's certainly worth the effort if the post-run smiles were anything to go by. One of the fortunate few was Robbie Anderson who last year retired from Higgins Contractors after 47 years of loyal service. A familiar figure around the region, Robbie enjoys a long and very close involvement with both Manfeild and the

Palmerston North Speedway and his ride was the perfect way to acknowledge his contribution to the circuit. Laps of a track are not a new experience, he has done countless thousands at the Palmy speedway driving the all-important water truck, so the three laps of Manfeild were definitely in a much faster lane! He had the biggest smile of all. Thank you MIKE Racing, thank you Christina, thank you Manfeild...



Top entry for Bathurst 12 Hour. Revealing the entry list for next month's Liqui-Moly Bathurst 12 Hour race is mouth-watering with ten different makes running GT3 spec cars. Creating the most interest will be the return of the iconic Nissan GT-R Nismo GT3 to the famous Mountain, two cars will be on the grid. Their opposition will include six Mercedes-AMGs, five Audi R8 LMS cars, Porsche have entered four cars in their chase for a maiden win, while a pair of BMW M6s are listed with one being run by the legendary BMW Team Schnitzer. Ferrari will be chasing their third successive victory, relying on their 488 GT3 to go back-to-back, also waving the Italian flag are two Lamborghini Huracan GT3s. Bentley Team M-Sport will have a pair of Continental GT3s and there's the same number of Aston Martin V12 Vantage GT3s, surprisingly there is only a single McLaren 650S listed. The driver's list is yet to be confirmed but it will certainly contain some of the biggest names in GT racing, but there's no doubt about the car with the longest sponsor name. Young New Zealand Jaxon Evans will be sharing



a Class B Porsche GT3 R run by the ‘Ice Break Extra Shot Flown By Virgin Australia’ team. Book you spot in front of the telly for 03 February. It’s goin’ to be a cracker...

Goin’ cruisin’. Brendon and Sarah Hartley are returning to the “Land of the Long Bike Trails” over the festive season but don’t expect to see them at a café near you. They will be in the latest VW ‘California’ Camper with two trail bikes on the back, one of hundreds of camper vans/motorhomes on our roads with trail bikes on the back. Their destination most days will be the next trail to ride. Maintaining a high level of fitness is a very important aspect of their lifestyle and it takes serious commitment. Thankfully their strict training programme only applies to days

that end with a ‘y’...

Maybe motor racing isn’t so dangerous. During the 2018 Formula 1 season Brendon Hartley walked away from two very high speed crashes without injury. When Brendon and Sarah arrived back in the New Zealand mid-December he was sporting bandaged fingers on his left hand. The reason? One was broken following a tumble during a trail bike ride...

Positive trade-off. During 2018 Scuderia Toro Rosso carried out the development work on the Honda power unit that will also be used by Red Bull this year, a case of the ‘juniors’ assisting the ‘seniors’. Now that both teams will be singing from the same Honda song sheet there’s going to a pay back that should be extremely beneficial to the ‘juniors’. Toro Rosso will be using the Red Bull Racing gearbox, full rear suspension and front suspension elements and other key parts. With so many common components being used by the two teams there will be no shortage of interest when pre-season testing begins, comparing the lap times will make very interesting reading. How close will they be in terms of lap times? Who knows...

New acquisition. The latest arrival at the Southward Museum is one of only fifty examples in the world. The model was created two years ago to mark 50 years of involvement in CanAm racing, the limited edition McLaren 650S Can-Am Spider. The Southward car is NZ new, in pristine condition with extremely low mileage. Produced in 2016, only 50 examples were built with three distinctive race-inspired liveries - Papaya Spark (McLaren Orange), MARS Red and Onyx Black with the interior a blend of leather and Alcantara. As if the liveries weren’t distinctive enough, each car has a large white ‘5’ on the bonnet and doors! The reason? The first two cars raced carried numbers ‘4’ (Chris Amon) and ‘5’ (Bruce McLaren), the ‘5’ pays homage to the team’s founder. Bare carbon fibre is very evident, the bonnet, retractable roof, covering tonneau and rear air brake. The Southward car is finished in MARS Red which just happens to be the same colour as the original M1B CanAm racer that appeared in 1966. Thanks to its twin turbocharged 3.8 litre V8 engine producing 641

horsepower the Can-Am Spider is right up there in the performance stakes too, 0-100 ks in 3 seconds, 0-200 in 8.6 with a top speed of 329 km/h (204 mph). As for the M1B, its original 5.4 litre normally aspirated Chevrolet produced 340 horsepower, 0-100 was 3.8 seconds and the top speed 300 km/h (185 mph) - what a difference 50 years of technology makes! Typical of Southward boss John Bellamore’s attention to detail, their McLaren 650S Can-Am Spider has the personal plate ‘1 OF 50’. Could be a



very good reason to spend a day at Paraparaumu sometime soon...

No time wasting. On a high following the success of the 2018 Family Xmas Party, organiser Lydia Arber immediately starting planning for this year's event that promises to be bigger and better. Mrs President is so organised she has a list of 'new' and different activities with some coming from days long gone that will revive happy memories for many of the older generation. Confirmed are that it will be held in mid-December and will be at the club rooms. More details later in the year...

Doing it for the love of the sport. Some members of Manfeild's V-Force spread their wings from time to time and assist at other motorsport events away from Manfeild Circuit Chris Amon. Most recently a small group of flaggies assisted at the Suzuki Motor Cycle Series rounds at Manfeild CCA and Wanganui, they enjoyed the involvement and seeing the racing at close quarters, but other aspects of the days left a lot to be desired, particularly at Wanganui which was a very long day. It started with a 5am departure from Palmerston North to ensure adequate time to attend the 6.30 Briefing Meeting. Practice began at 7.30 followed by qualifying with the first race flagged away at 11. The two lap rider parade began at 1.30pm which presented an opportunity to have lunch, racing resumed and continued until the clock was fast approaching 6pm. Some very good racing as is expected at the iconic Cemetery Circuit, but for such a high profile event maybe the volunteers could have expected something a little better in the way they were cared for, particularly bearing in mind it was also a very hot day in the River City. Before going to their respective points they received a tube of sun lotion, during the rider parade a bag with two filled rolls and a bottle of water were delivered and that was it for the day, at least one missed out on the water! It didn't help that the buns for the rolls couldn't be described as fresh. With no readily accessible toilets and standing nearly 12 hours in the heat while fully focussed on your task is a big demand on people, some had also paid money for their return ride to Wanganui. But they did receive a T-Shirt and will probably return next year because they enjoy both the involvement and the racing, if you didn't enjoy it you wouldn't do it. The Suzuki Series experience certainly reinforced how well the Manawatu Car Club, Victoria Motorcycle Club and the MG Car Club cater for these people who play such a pivotal role in the success of events. If planning to assist at Wanganui on Boxing Day this year maybe BYO is the simple solution...



Oval tracking. At the end of last month the New Zealand Mini Sprint Championship was held at the Palmy's Robertson Holden International Speedway. Seen watching the racing from the terraces was Brendon Hartley, he was there supporting long-time friend and defending champion Christian Hermansen. A good night for the buddies that ended with Christian winning the title for the third time to retain the coveted #1 on his car. Three successive national titles in a row is something very special to celebrate...

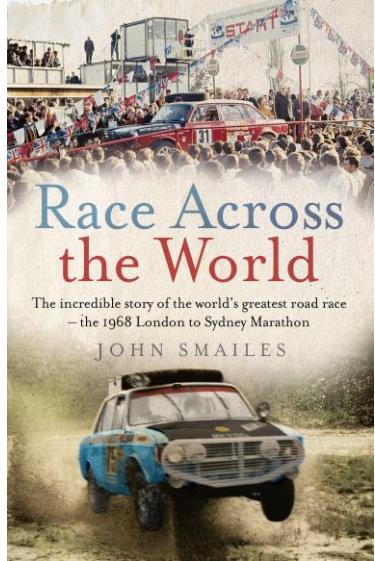
All is good in their new hood. Bron and Anthony Bell have very happily settled into their new life managing the Waitahanui Lodge on the shores of Lake Taupo. For the country's happiest couple now is the busiest time of the year with the place virtually fully booked until the end of the month. Apparently half of their guests are from overseas and they have also hosted several high profile celebrities who want to 'kick back' away from the public eye. Word is that Ants is in his element treating guests in his own special way by catching a trout and smoking it for them, the luckier ones may get to be taken out in his dinghy and taught how to fish! Sean Browne had the honour of being the first club member to stay overnight, other members are most welcome, even if it's to say g'day. Bron reports that her Mini remains parked up in the shed at 'home' and she will return to the track sometime in the future, however the need to work 24/7 means that will most likely be later rather

than sooner. For Ants and Bron, living their dream is all good...



A great read. November last year celebrated the 50th Anniversary of the famous London to Sydney Rally that was won by Andrew Cowan in a Hillman Hunter. Released in time for Xmas, it's a 352 page soft cover book written by John Smailes who was the reporter who covered the extraordinary event for Sydney's Daily Telegraph newspaper. Written following interviews with the leading players and competitors together with his own notes/reports, Smailes brilliantly covers the 15,000 kilometre rally from concept to conclusion with no omissions. Events occurred along the journey that could have formed the basis of a mystery thriller, there was certainly no shortage of intrigue with the leading Citroen involved in a mysterious head-on collision near the finish. 'Race across the World' is not a great read, it's a MUST read...

I had to laugh at the following inclusion in the ad from a very well known tractor and agricultural equipment firm in the Christmas edition of Ag Trader. Nice touch with a great sense of humour shown.



16	powershift g/box. A few oil leaks so priced accordingly. As is where is condition.
\$76,000	HAWKES BAY
\$18,500	HAWKES BAY
Road, Feilding - Jordan Law 027 2284372 • Todd Fletcher C	
0/26 RAKE from working adjustment	SANTA SLEIGH - VERY RARE 270AD. One very fussy owner and only used 1 day a year. Immaculate condition. Could be used as leveller or secondary cultivation tool, w/shop checked with new skids fitted
\$14,900	P.O.A
KRONE SV 2014, very ti working widt and ready to	CENTRAL
TONICA OYOGA HONDA	Red Bull



BRENDON HARTLEY STR13 MODEL...

For supporters of Brendon the perfect item of memorabilia is a 1:43 scale model of his 2018 Scuderia Toro Rosso STR13.

Produced by Spark, the model has outstanding detail and replicates the car raced in the Azerbaijan Grand Prix where Brendon scored his first World Championship point.

Spark's policy is to only do one limited production run of a model, a small number are still available in New Zealand through importer SPR Models on-line store in Auckland. Check their web site spr-models.co.nz. The miniature # 28 STR13 includes the driver figure and comes in a clear plastic display case. It's extremely well priced at \$83.91 plus packaging and postage.

Make it a late Xmas present to yourself...

RH

Manawatu Car Club

Memberships expired

30th September '18

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

It's easy to renew, just go here:

<http://manawatucarclub.org.nz/get-involved/membership/>



COME RACING WITH US!

STARLET IN THE SPOTLIGHT...

There was a two-month break between events for Joe McAndrew's old EP70 Toyota Starlet and since all the mechanical problems had been fixed, we decided to do some rust repair. The car had many little rust spots all over the body, but it also had one quite large rust hole by the right-hand side taillight. To fix this we cut out the rusty steel and welded in a new piece, and then applied a thin layer of bog to this and various other rust spots on the car and then painted the rust spots white. Then I cleaned the car and polished the body and the Perspex windows so that I could see through them. We also got some stickers made for the rear side windows with my name and the number 28 because that was the original number of the car when it came 7th in the 1988 Rally of New Zealand. After the stickers were applied the car was ready for the third track day.

The third Transpec and GT Oil track day on the 3rd of November presented a very scary challenge to me – rain. Because I don't have any type of driver's license, I have never driven a car in the wet on a road let alone at racing speeds on a track. The only comforting thought was that the Starlet had a set of brand-new Yokahama semi-slicks on it with much deeper tread than the old bald Toyo Proxies RA1s to disperse as much water as possible and hopefully keep me on the track. Fortunately, it only rained in the morning so as the day went on, not only did I get more comfortable with the car, having not driven it for two months, but the track also got less slippery. The first corner of the first lap of the first run I had a brake lock-up and ran wide at nearly every corner afterwards which resulted in an incredibly slow first lap time of 1:47 but by the fourth and last lap of the first run I had managed to break the minute 40 barrier with a 1:39.0. At some point during the day, when going through the first corner of the Esses, I overstepped the limits of traction and half-spun, sending me into the grass. In the afternoon the rain had stopped, and the track began to dry so in the last run I managed to get my lap time down to a 1:36.4.

The weather for the fourth and final track day on December the 8th was much different. Instead of rain we had unbearable heat with the high for the day being 25°C with clear skies and no wind. For the previous track day, the primary aim was to keep the car in one piece but for this track day the goal was to go as fast as possible. Only the times for the first three runs are counted towards the championship. This was a problem for me at previous events because by the third run I would still be getting used to the car, so my fastest counted time would be significantly slower than my actual fastest time for the day. However, because the conditions were good, and I had near-new tyres, I decided to try and do my fastest lap within the first three runs and on the last lap of the third run I did a 1:29.5 which was only 0.1 seconds slower than the time that I would do in the second to last run. This meant that I got as many points as possible for the championship and I won the rookie class.

Of course, none of these events would happen if it weren't for all the volunteers and organizers who make the events run so smoothly and easily for everyone driving, so, thank you. Also, thanks to the Manawatu Car Club and Graham Buchannan for letting me use the Toyota Starlet which I have been driving for 4 months. Without it, I wouldn't be able to drive at all these events.

Jack Cleland



UNDYCOVER STING...

The first indication that the new regulations regarding PPE (Personal Protection Equipment), as it applies to our motorsport, would be monitored came at the national meeting at Pukekohe on 08 December.

Drivers from different classes were ‘randomly’ selected to be checked for compliance with regard to helmet, balaclava, race suit, gloves, footwear and underwear. All of the drivers checked got the boxes ticked for everything except underwear - above the waist got a tick, below the waist didn’t. For a good kiwi bloke it’s hard to accept that the iconic Jockey Y-Fronts are no longer regarded as being safe!

The names of two well-known and highly respected members of the MCC were among those ‘randomly’ selected. The embarrassment of having to strip down to the basics was bad enough, much worse was for the guilty group was receiving a fine, much much worse was being excluded from the race result.

It seemed remarkable that all the ‘randomly’ selected drivers failed the underwear check which poses the question - was there an undycover spy watching as they changed into their race apparel?



The names of the drivers involved have been withheld but details of their cars were released following the checks, on the list were a bright pink Mazda MX5 and a bright yellow Toyota 86 which might be familiar to Manfeild regulars. The good news is that in the interests of the public the photographic evidence has not been circulated. Photographs in the area of the body not normally exposed on race day could be humiliating, they certainly don’t want to be seen on social media with a caption asking ‘do you recognise this person’.

On a very serious note, the Pukekohe checks are a clear indication that PPE is going to be monitored by officials during the course of the season. Don’t be complacent, the warning is out there that the ‘undycover’ squad could be coming to a track near you...

MITRE 10 MEGA

PALMERSTON NORTH
SUMMER RACE SERIES

Round 2 – Manfeild – Sunday 20th January ‘19

4 Classes, Qualifying plus 4 x 6Lap Races per Round

Entry Fee: \$220 for MCC Members - \$250 for non-MCC Members

HONOURED...

One of our club members who epitomises everything that the winter and summer series are all about is Brian Kouvelis. Driving an immaculately prepared BMW he is out there for the enjoyment that competing brings, it's not about winning, the reward comes from improving his lap times in each race and at each meeting.

Brian is a retired engineer who has worked overseas in the Middle East and China, today he takes great pride in the five hectare olive grove at Awahuri where he produces very high quality olive oil that became first commercially available at the popular Friday Feilding Market and is now sold on-line. While he enjoys a low profile, his wife Margaret is more towards the other end of the scale.

An astute, highly respected businesswoman and visionary, Margaret is rarely seen without her trademark welcoming smile and is a big supporter of the Manawatu Car Club, Manfeild Park and their respective activities. Her life has been a very full one, being heavily involved in education, later the community and more recently the future of our young generation. Along the journey there was a stint as Mayor of the Manawatu District Council, and three years ago she established Talent Central that has the sole objective of securing employment for a greater number of young people.

Add the roles of chairing the Te Manawa Family Services in both Palmerston North and Feilding, chairwoman of the Rural New Zealand Games, Board Member of the Central Energy Trust and you have a very busy life of service to the region's communities - the personal reward comes from helping people and improving important aspects of their lives.

In the New Year Honours Margaret Kouvelis was named a Member of the New Zealand Order of Merit (MNZM) for 'services to local government and education'.

An honour richly deserved and proudly shared...

RH



MCC LINKS IN 2019 PORSCHE SQUAD...

The list of names of twenty-four drivers contracted to Porsche for this year included three New Zealanders with two having links to the Manawatu Car Club. The names were revealed early last month at the annual Porsche ‘Night of Champions’ in Stuttgart.

Earl Bamber has been re-signed for Le Mans where he will share the #93 911 RSR with Nick Tandy and Patrick Pilet. He will be joined by Laurens Vanthoor for the American ISMA Weathertech Championship Series with Tandy and Pilet sharing the sister car. The other major race for Porsche is defending their Nurburgring 24 Hour title where Bamber and Vanthoor will share their 911 GT3 R with Michael Christensen and Kévin Estre..

Brendon Hartley’s name had remained on Porsche’s books during his time in Formula 1 with Scuderia Toro Rosso. At the announcement he was not assigned to a specific role but there was soon speculation he could be involved in Porsche’s entry into Formula E. Vice-President Porsche Motorsport Fritz Enzinger confirmed that the company’s first Formula E driver had been decided but no announcement would be made until shortly before testing began.

Only a few days later Enzinger revealed that the first driver would be the highly experienced Swiss racer Neel Jani.

‘Without doubt Neel is the right man for our new technologically trendsetting programme. Not only does he contribute speed, but he has a huge amount of single-seater experience. He has already driven in Formula E and is well established in Weissach as a development driver’.

Jani certainly has the right credentials as a former F1 test driver and Porsche works driver since 2013. He co-drove the winning 919 Hybrid in the 2016 Le Mans 24 Hour race and went on to claim the FIA WEC Championship, last year he broke the outright lap record at the Spa-Francorchamps circuit at the wheel of the 919 Hybrid Evo



The third Kiwi named is the only newcomer to the team for 2019. Twenty-two year old Jaxon Evans is one of the two drivers in the Junior Squad and his link to the MCC is being a grandson of Rob and the late Wendy Lester who were widely known as Mr and Mrs Manfeild for many years after the circuit was built. Jaxon was an impressive winner of last year’s Porsche Carrera Cup Australia Championship and followed that up by coming out ‘Top Gun’ in a shootout against ten other talented young drivers from international one-make series to secure his place with the famous German factory team. Jaxon will make his Porsche Junior debut next month, sharing a GT3 R in the Liqui-Moly Bathurst 12 Hour race.

Other familiar names on the list of ‘works’ drivers include Timo Bernhard, Romain Dumas, Neel Jani and André Lotterer who were all part of Porsche’s hugely successful LMP1 programme.

Brendon Hartley will be back among friends...

RH

2018/19 MITRE 10 MEGA SUMMER SERIES - ROUND 1...

The opening round of the popular series took place at Manfeild Circuit Chris Amon on Sunday 08 December in perfect summer weather conditions with a temperature high of 25 degrees. More than sixty drivers entered the four classes, each having four six lap races to the same format - Scratch, Reverse Grid, Marble Draw and Handicap.

The opening category in each round was 'RS' that attracted a field of twenty-one and drivers from Auckland and Wellington. Hamish Clark in a BMW was the fastest qualifier and was first to cross the line in three of his four races, however breakout time penalties proved to be costly with the official results showing 10th, 7th and 9th placings. Clark showed considerable restraint in the 'Marble Draw' 6 lapper to claim the win. Nick Fisher and Brett Paton were the major beneficiaries from time penalties to score maximum points in two of the races, while Tammie Boyden took out the Handicap by the narrow margin of 3/10ths of a second over Lee Oliver's Nissan Wagon with 8/10ths back to Tony Johnston in third place. Mrs Boyden enjoyed a good day with a score card that read 3, 9, 8 and 1.

Gareith Stanley fronted in yet another Honda (Integra) and followed up his 3rd quickest Qualifying time with a pair of 4ths, 2nd in the Marble Draw and 6th in the Handicap, while Jonathan Hogg made a welcome return after an eight month sabbatical, ending the day with a best second placing after posting the 4th fastest qualifying time. Trent Smith was second on the time sheets at the end of the 10 minute qualifying session but his day was spoiled early with a 30 second breakout penalty in Race 1 to place 11th. The Commodore driver incurred a 10 second penalty in Race 2 but was still able to claim third place, there was a penalty free 3rd in the Marble Draw behind Clark and Stanley, his day ending with a hard fought 8th in the Handicap.

Peter Beauchamp and his Subaru Impreza were the class act in the 'IB' category, fastest in qualifying by more than second over Andrew Johnson and Richard Ransom. The well driven 'Suby' was first across the line in all four races, however the result sheets showed 3 wins and a second. Perhaps it was the excitement of the chase in the handicap 6-lapper but one lap was a breakout that incurred a 10 second penalty. That brought disappointment for Beauchamp but delight for Craig Stuthridge. The Honda Civic driver had a previous best 11th earlier in the day and was promoted to race winner.

Behind the Impreza honours were well spread through the field of 18 cars. BMW driver Andrew Johnson scored valuable series points with 3, 2, 3, 8 placings, Richard Ransom was impressive in his immaculate Ford Mustang to end his day with 2, 7, 14, 11 against his name. Following a disappointing 14th quickest in Qualifying Aaron Walker found form to record an excellent 6th in the Scratch race, a result that was followed up by a pair of thirds and a 5th. Also at the pointy end of the field were Simon Munro and Alex Corpe. Dean Curtis switched from 'GT' to 'IB' for the afternoon races, picking up a strong 5th in the Marble Draw and 3rd in the Handicap. There was disappointment for Peter Edmond, after qualifying a lowly 16th the familiar Volvo didn't face the starter.

'SF' was next in the programme and the category had the biggest entry of the day with 29 cars - an interesting mix too that included three Falcon Taxi Cuppers, half a dozen Mazda MX5s, Toyotas, Fords (including a Mustang) and lots of Hondas.

Hasting's Donald McIntyre was the star performer in his Mk1 Ford Escort, qualifying 1.9 seconds ahead of Mike Monastra, Leo van Berkel was third quickest ahead of his Taxi mate Kerry Tong, best of the rest were Gerald Watson and Tony Birchall - the top six covered by 2.8 seconds and the full field by 10 seconds which led to a number of good battles right through the pack.

McIntyre and Monastra obviously enjoyed the Manfeild environment but it came at a cost in terms of breakout time penalties. In the Scratch race McIntyre incurred a total of 70 seconds which dropped him from first to 25th, while Monastra's 50 seconds saw him classified 24th. From that point both drivers showed more restraint, Race 2 brought 10 seconds each, Both had clean sheets in Race 3 but the Escort driver had a lapse of concentration in Race 4 to pick up another 10 second penalty, McIntyre did set the fastest lap each time out but his score card didn't reflect his effort - 25, 4, 19, 21. Monastra did much better in the points scoring department with placings of 24, 10, 1, 16.

After qualifying 5th fastest and finishing 3rd in the Scratch race it looked like Gerald Watson would be right in the hunt, then came consecutive 8th places and a disappointing 19th in the Handicap, an opportunity lost. It was the same story for a number of drivers. Making a return to racing, Richie Arber's card read 15, 21, 15, 4. Kolin Yannakis carried the Volvo flag and had a good return for his efforts with 10, 13, 4, 3, but it wasn't a memorable meeting for the 'SF' ladies. Tessa Field was the most consistent while Hilary Ashworth secured the highest placing with 6th in the Handicap.

Of the three Taxi Falcons it was Kerry Tong who claimed bragging rights with wins in both the Scratch and Reverse Grid races after being surprisingly headed by van Berkell in Qualifying. Perhaps the last laugh belonged to Chris Greaney. After qualifying 28th out of 29 the Napier driver had placings of 26, 22 and 26 before taking out a flag-to-flag win in the Handicap, beating Richard Bosselman by 9.6 seconds to score a Mazda MX5 1-2 result.

There was a disappointing entry in the 'GT' category with only six cars facing the starter, unfortunately there was also a high attrition rate with just three cars on the grid for the final race! After the Scratch race Dean Curtis switched to the 'IB' class where he was much more competitive.

Ross Thurston and his Mitsubishi Evo were in dominant form, topping the qualifying times by 4.6 seconds and winning the Scratch, Reverse Grid and Marble Draw 6-lappers by comfortable margins (39.8, 24.7, 14.3 seconds) before having to settle for third in the Handicap after giving the opposing two cars a very healthy start - one more lap could have made the day's finale very interesting, but it was a great chase to watch.

One thing was certain, the Mazdas of Brock Cooley and Paul Bass simply couldn't match the Evo's pace, while the Evo of Anton Cheetham appeared to be a little lack lustre compared to past meetings. After Thurston it was matter of who would pick up the scraps! The result sheets show Cooley 2, 2, 2, DNF, Cheetham 3, 3, 4, 2, Bass 4, DNF, 3, 1 which suggests there could be a great race for second place in the Series.

**MITRE 10
MEGA**

MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild Sunday 9th Dec 2018
R2 Manfeild Sunday 20th Jan 2019
R3 Manfeild Sunday 7th Apr 2019
 Prizegiving Saturday 13th Apr 2019

**FREE SPECTATOR
ADMISSION!**



Stew Wood Photography

Classes: GT Cup GT-A and GT-B, IB Cup, SF Cup, RS Cups

Races: Four X 6-lap races per class

Entry Fee: \$250
(Discount for Manawatu Car Club members)

Supplementary Regs and Entry Forms available on website

ORGANISER
Jeff Braid, Secretary
Manawatu Car Club Inc
027 477 3337
info@manawatucarclub.org.nz
www.manawatucarclub.org.nz

So how fast was Thurston compared to the other classes? His fastest race lap was 1.08.477 which equates to an average speed of 159.294 km/h, Jonathan Hogg set the best lap in the 'SF' class at 1.29.174, in the 'SF' category a 1.21.525 lap was recorded by Donald McIntyre while Peter Beauchamp posted the fastest lap in all four 'IB' races, the quickest being 1.16.227.

Round 2 of the Mitre 10 Mega Summer Series is set for Sunday 20th January, judging by what people saw in the opener it should be another very good day of club level motor racing...

RH



A MAGICAL AFTERNOON...

The older group present were suggesting it was the first time in nearly 30 years since the Manawatu Car Club held a family Xmas party at the Clubrooms, and it was an outstanding success.

15 December was brilliantly fine and very warm and there was no shortage of activities for those who made the decision to attend. As expected the inflatable slide was a huge hit with the younger children, but there was a return to yesteryear with both 'sack' and 'egg and spoon' races involving children, parents and grandparents. The children prize winners used the podium, a nice touch.

Lunch was good healthy burgers followed by a novel twist, Xmas tree shaped biscuits that were decorated to personal taste from a wide variety of topping 'ingredients'. Entertainment is always an important element of such occasions, the assembled children called out they wanted magic, shouted the magic word 'abracadabra' and a magician appeared! Andrew Wilson is an outstanding performer and for a magical 40 minutes had the undivided attention of everyone in the room, there was plenty of audience participation, lots of laughs and many people scratching their heads try to work out how tricks were done - sleight of hand is an amazing art.

But wait, there was more. A unique lolly scramble that required the blindfolded children to strike a suspended cardboard Xmas tree with a stick until it broke open, after dozens of hits there was success, the lollies poured out onto the floor and the scramble began. Appropriately the finale belonged to the man with a white beard and wearing a red suit who presented gifts to each of the children.

There was no carol singing, the background 'music' was provided by competitors practicing for Round 2 of the Suzuki Motorcycle Series on the other side of the embankment.

Congratulations and thanks to Lydia Arber who pulled it all together with strong support from Richie, Aaron Walker, Noel Beale, Kaye Flannagan, Phillip Keith, Greg Browne and a small number of Santa's elves. The end result was another outstanding team effort that reinforced the club's ability to organise/stage special events for its members. Everyone enjoyed the occasion and there was very positive feedback about both the function and the revamped clubrooms.

The club needs more events like this that involves families and the clubrooms, but shouldn't wait another 30 years...

RH









THE HARTLEY FILE...

The year 2018 brought a new level of interest and excitement for this country's motorsport enthusiasts.

The remarkable duel for the Virgin Australia Supercar Championship between Scott McLaughlin and Shane Van Gisbergen that was decided on the outcome of the final race. The World Rally Championship where Hayden Paddon continued to wave the New Zealand flag driving for the Hyundai Factory Team. Scott Dixon claiming the Indycar Championship for a remarkable fifth time. Brendon Hartley continuing with Scuderia Toro Rosso in Formula 1 following his surprise debut in the 2017 US Grand Prix and scoring the first world championship points by a Kiwi driver since 1972.

With the exceptional interest generated, it was extremely disappointing that Brendon's two year contract ended half way through its term, but that can be a fact of life as Richie Stanaway and Hayden Paddon also found out.

For Brendon it was a season of what could have been if luck had occasionally gone his way and he had the full support of the STR management. In reality it was a year of highs and lows as an abbreviated overview shows :-

Round 1 - Australian Grand Prix. Qualified P16. Sensational last minute lap, P20 to P16. Flat-spotted front tyre Turn 1 on opening lap. Suffered puncture Lap 20. Raced against himself. Finish P15.

Round 2 - Bahrain Grand Prix. Qualified P11. Received 30 second time penalty for failing to take his original starting position before reaching the Safety-Car line on the formation lap. Misunderstanding of Rule. Crossed line P13 before time penalty added Finish P17.

Round 3 - Chinese Grand Prix. Qualified P15. STR cars on different strategies. Involved in collision Lap 31. Hit by team mate. Incident put down to 'miscommunication'. DNF.

Round 4 - Azerbaijan Grand Prix. Qualified P20. Suffered puncture in Q1 session that led to near collision between STR cars. Timed lap outside 107% requirement. Started race at Steward's discretion. P13 end of Lap 2. Very strong race. Finish P10. First world championship point.

Round 5 - Spanish Grand Prix. Qualified P20. Grid penalty, new gearbox. Big accident in FP3. Dropped rear wheel onto grass verge entering high speed Turn 9. Spun and backwards into barriers with high g-force impact. Driver error. Brendon uninjured. In race chased down and passed Ericsson in final laps. Finish P12.

Round 6 - Monaco Grand Prix. Qualified P16. Incurred 5 second time penalty for speeding in pit lane. Early pit stop to replace damaged front wing. Climbed to P11. Hit from behind by Leclerc. DNF.

Round 7 - Canadian Grand Prix. Qualified P12. Outstanding effort. Turn 5 on Lap 1 taken out of race by over eager Stroll. DNF.

Round 8 - French Grand Prix. Qualified P17. Caught out in traffic and light rain. Forced to start from back of grid following engine component changes. Very long opening stint. Ran as high as P11 during stops. Finish P14.



Round 9 - Austrian Grand Prix. Qualified P19. Ran as high as P13. Looking at possible points finish. Forced to retire with a hydraulic issue. DNF.

Round 10 - British Grand Prix. Missed Qualifying sessions following 300 km/h crash in practice caused by front suspension failure. Missed race start, joined on Lap 4, called into pits without completing lap. Retired with technical issues later traced to a loose connector. DNF.

Round 11 - German Grand Prix. Qualified P18. Started P16 with grid penalties. Sudden downpour during race, Brendon opted to remain on slick tyres. Involved in big mid-field scrap. Outstanding drive. Finish P10. One world championship point.

Round 12 - Hungarian Grand Prix. Qualified P8. Superb effort, best of year to date. Good race pace but Toro Rosso split strategy worked against Brendon. Finish P11.

Round 13 - Belgian Grand Prix. Qualified P12. Struggled for speed. Finish P14.

Round 14 - Italian Grand Prix. Qualified P20. Squeezed between two cars on run to first corner. Suffered front suspension damage. DNF.

Round 15 - Singapore Grand Prix. Qualified P17. Struggled for pace. Perez collided with Brendon, no action taken by officials. Later forced off track by Sirotkin who received a 5 seconds time penalty. Finish P17.

Round 16 - Russian Grand Prix. Qualified P16. Started P18 following grid position penalty for engine component changes. Both cars retired after 4 laps with serious brake issues. DNF.

Round 17 - Japanese Grand Prix. Qualified P6. Series 3 engine upgrade. Rain fell in Q3, Brendon on circuit at right time. Stunning performance. P6 to 11 end Lap 2. Poor grip. Pitted Lap 28 for fresh tyres, resumed P20. Improved pace. Disappointing result. Finish P13.

Round 18 - US Grand Prix. Qualified P14. Missed Q2 to save new engine. Start P20 with Grid penalties. Strong opening. Mid-race P8 when pitted for new tyres, resumed P15. Great battle with Perez in closing laps. Crossed line P11. Ocon and Magnussen excluded from results. Promoted two positions. Finish P9. Two world championship points.

Round 19 - Mexican Grand Prix. Qualified P14. Involved in mid-race collision with Ocon, incurred 5 second time penalty. Crossed line in P12 before penalty added to race time. Finish P14.

Round 20 - Brazilian Grand Prix. Qualified P17. Probably best race of the series. Climbed as high as P10 during front runners pit stops. Had great pace on new tyres after late stop. Remembered for Brendon's colourful rant over the team radio when Gasly ignored orders to let him pass. Move finally completed on the penultimate lap, points opportunity lost. Deserved much better result. Finish P11.

Round 21 - Abu Dhabi Grand Prix. Qualified P16. Picked up debris from a first lap collision between Hulkenberg and Grojean. Pitted for new front wing and tyre change. Drove the remainder of the race on same set of tyres to avoid a second pit stop. Finish P12.

To make a true evaluation of Brendon's season it's necessary to compare the two STR driver's results.

Pierre Gasly scored points in five races with placings of 4, 7, 6, 9, and 10 to score 29 points and finish 15th in the Driver's Championship. He had five DNFs

Brendon scored points in three races with placings of 10, 10 and 9 to score 4 points and finish 19th in the Driver's Championship. He had seven DNFs.



Only one of Brendon's higher number of DNF's was the result of driver error, certainly there were moments when it appeared he had a target on his car with race ending collisions for which he was blameless. Good qualifying positions were negated with grid penalties, the result of PU component or gearbox changes - life in F1 was never going to be easy, but it didn't have to be that difficult either!

Looking at the overall STR results for 2018 reveals a total of twelve DNFs and eight Top 10 finishes from 42 race starts. In half of the races where the cars finished they were outside the top 10 which could suggest that Toro Rosso's STR13 was in reality a mid-field runner capable of picking up good results in the right conditions. That could be confirmed by the fact that Toro Rosso finished ninth out of the ten teams in the Constructor's Championship.

Of course it could be asked how good would Hamilton or Vettel have been in the car, or how good would Brendon have been in the Mercedes or Ferrari, but that's purely hypothetical.

Gasly was the better overall performer in terms of results but there was a key factor, his experience with the Pirelli tyres that was gained when he won the 2016 GP2 Championship. The Pirelli rubber had completely different characteristics from the Michelin tyres used on the WEC Porsche 919, tyre conservation plays a major role in endurance racing where there has to be balance between durability and grip, by contrast the Pirellis offered much greater levels of grip but their life could be only a relatively few laps before degradation began to affect their performance.



Questions surround the effectiveness of the car itself throughout the season. The early departure of the team's highly regarded Technical Director James Kay may have hindered chassis development, there was the need to accelerate development of the Honda power unit, particularly after Red Bull confirmed it would be switching from Renault to Honda for this year. In effect it could be said that Toro Rosso became the 'guinea pig' for big brother Red Bull.

Like all teams there were ongoing aero upgrades, but it appears that Gasly was the first receiver so comparisons could be made, that's understandable. The two Toro Rosso cars running different strategies is also understandable, but more often than not Brendon was on the losing end.

As the season progressed it became obvious that Gasly was receiving preferential treatment and enjoyed much greater support from the team's management, possibly highlighted after the US Grand Prix where Brendon's outstanding drive to finish in 9th place was virtually ignored. Reported management comment was expressing disappointment for Gasly finishing 12th after both drivers took grid penalties for PU changes and were forced to start from the back row of the grid. Brendon gained eleven places, Gasly gained seven, surely a performance worthy of some recognition. It was definitely not a level playing field.

It could also be asked what was expected of Brendon and what was his actual role within the team? Was it

for his proven development skills after his years with the Red Bull and Mercedes AMG Petronas F1 teams and the Porsche WEC programme?

Following his departure from the Faenza based outfit there was little comment from the STR hierarchy, on the other hand Honda's



management were extremely high in their praise of Brendon's input into the development of their power unit the day following his leaving.

'He was very strong on the engineering side, always giving very precise and useful feedback based on his great experience working with hybrid power units. That feedback accelerated our development in terms of set-up work which helped us progress over the course of the year' - Honda Engine Chief Toyoharu Tanabe.

General Manager Masashi Yamamoto pointed to Brendon's third row start at the Japanese Grand Prix as a season highlight - 'On behalf of Honda I would like to express my thanks to Brendon for all his hard work this year. Brendon is always a friendly and charming person who immediately embraced Japanese culture and Honda's way. It gave everyone at Honda so much power and confidence in what we were doing this year after several difficult seasons. I particularly remember when he qualified sixth at our home race in Suzuka. That meant a lot to Honda, we will miss him'.

Brendon embraced F1 and F1 embraced him. He looked like he belonged there, he stood out, tall with the trade mark blonde hair. He was at ease in the F1 environment.



The season didn't end as Brendon and his army of supporters wanted, but the 29 year old from Palmerston North did himself, his wife Sarah, his family, his backers, his friends, the Manawatu Car Club and his country proud while living his dream.

He handled himself in a quite extraordinary manner when you consider the pressure he was under from the Red Bull/STR Management and the unrelenting media as the season progressed. Only once did his guard slip and that was out of frustration at the constant questioning about his future, but remarkably it never appeared to effect his driving ability thanks to his strong self-belief.

It should not be overlooked that six drivers from the 2018 season will not be seen on this year's grid. Four young inexperienced rookies will come into Formula 1, but how well are they prepared for what lays ahead of them? Will they be regarded as 'dispensable' and also be treated as little more than pawns in the high stakes game that's Formula 1?

Life has been much more than Formula 1 for Brendon since he left home as a 16 year old while still a student at Palmerston North Boys High School. We should remind ourselves what he has achieved in his open wheel racing career that began when he was a 12 year old, six years after he started in karting :-

- 2002/03 NZ Formula First - 8th
- 2003/04 NZ Formula Ford - 2nd
- 2005-06 Toyota Racing Series - 3rd, 8th
- 2006 Formula Renault 2.0 NEC - 10th
- 2006/07 Eurocup Formula Renault 2.0 Series - 2007 1st
- 2007 Formula Renault 2.0 Italia - 3rd
- 2008 British Formula 3 Championship - 3rd
- 2008 Test Driver F1 Scuderia Toro Rosso
- 2008/09 Formula 3 Euro Series - 11th
- 2009/10 Test & Reserve Driver Scuderia Toro Rosso & Red Bull Racing
- 2009-11 Formula Renault 3.5 Series - 15th, 10th, 7th
- 2010 GP2 Series - 27th
- 2011 GP2 Series - 19th
- 2012 GP2 Series - 25th
- 2012 European Le Mans Series (LMP2) - 10th
- 2012/13 Test Driver F1 Mercedes AMG Petronas
- 2013 Rolex Sports Car Series (USA) - 10th
- 2013 European Le Mans Series (LMP2) - 5th
- 2014 FIA World Endurance Championship (Porsche) - 5th
- 2014 United Sports Car Championship (USA) - 55th (1 race only)
- 2015 FIA World Endurance Championship (Porsche) - 1st
- 2015 United Sports Car Championship (USA) - 30th (1 race only)
- 2016 FIA World Endurance Championship (Porsche) - 4th
- 2016 WeatherTech Sports Car Championship (USA) - 27th (1 race only)
- 2017 FIA World Endurance Championship (Porsche) - 1st
- 2017 WeatherTech Sports Car Championship (USA) - 19th (3 races only)
- 2017/18 FIA Formula 1 Scuderia Toro Rosso Honda (25 races, 4 W/C points)

When you look at the number of categories in which Brendon has raced, it's many more than any other New Zealand driver and shows his versatility.

He has achieved more than any other New Zealand driver in international competition in this millennium. He won the 2007 Eurocup Formula Renault 2.0 Series, he's a twice winner of the FIA World Endurance Championship, scored victories in the Dubai 24 Hour and Petit Le Mans Series (USA). In Formula 1 he achieved three Top 10 results in a car that didn't match his driving skill.

Over those past 13 years there have been a number of outstanding drives, with perhaps his greatest being third place in the 2008 Macau Grand Prix, the world's most prestigious race for Formula 3 cars.

It was a difficult weekend for the then 19 year old. In the opening practice his car was side-lined with gearbox issues, then in the critical 10 lap Qualifying race that determines the grid positions he was pushed into the barriers on the first corner. Undeterred, he limped back to the pits, lost two laps while repairs were





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20th on the grid and the tight 6.1 kilometre Macau street circuit is a place where overtaking varies between difficult, very difficult and impossible! Climbing to 5th place at the half way mark he relentlessly chased down the leaders to move into third place with two laps remaining but time ran out, thanks to a miracle drive he was on the podium. To confirm his pace Brendon set a new record on the final lap with an average speed of 166.198 km/h (103.271 mph).

It was an inspired performance from 20th to 3rd under the most demanding conditions in a race that's very carefully monitored by the F1 teams.

Have we forgotten that Brendon drove for top sports car teams who acknowledged both his exceptional driving and technical skills - Murphy Prototypes (LMP2), American teams Starworks Motorsport, Ford Chip Ganassi Racing and Tequila Patron ESM in various USA Series, and the ultimate recognition with a four-year stint as a member of the Porsche LMP1 squad that produced 12 race wins including the legendary Le Mans 24 Hour classic in 2017.

Has it been forgotten that Brendon was signed by Chip Ganassi Racing as team mate to Scott Dixon to race in last year's Indycar Championship but the opportunity to be in Formula 1 ended those plans. Has it been forgotten that in 2004 Scott Dixon himself had three-days of intensive Formula 1 testing at the Circuit de Catalunya in Spain with the Williams BMW team. He was quick, but not quick enough and a call from Sir Frank Williams never came.

For Brendon there have been many accolades at regional, national and international level that have recognised his achievements. 2008 Manawatu Junior Sportsperson of the Year, ten years later the recipient of both the Manawatu Sportsman of the Year and Supreme winner trophies, a multiple winner of the Jim Clark Trophy and a Halberg Awards finalist.

Despite a few wobbly rungs Brendon proved that it is possible to climb the ladder to Formula 1 on pure talent, to be one of the select group of drivers who race in the premier open wheel category, the dream of every young driver.

It's perhaps appropriate to quote words written by F1 RACING magazine Editor-in-Chief Andrew Van De Burgt in an article prior to the season-ending Abu Dhabi Grand Prix.

made to the damaged left front suspension. Back on the track he set the fastest lap of the race but his Grand Prix start position would be P20.

The pre-race warm-up showed that the Brendon / Red Bull Dallara Mercedes combination were seriously quick, recording a best lap that was 0.7 seconds faster than the previous day's pole time and 6/10ths quicker than anyone else.

The iconic GP was a 15 lapper, Brendon was



'The narrative of a happily-ever-after fairy tale seldom runs smoothly. And for Brendon Hartley, his surprise return to a place in F1 - years after being cast out of the Red Bull young driver programme - has taken place against a background of rumour-mongering and speculation. Despite his best efforts, his position has been under threat almost since the beginning of this season. Despite all of this, he has chosen to remain cheerful and positive and seems determined to make the most of a situation that seemed entirely implausible 18 months ago, when he was a star of the World Endurance Championship and barely registering a blip on the F1 radar. Hartley remains one of the most approachable, thoughtful and eloquent characters in Formula 1, something that can be perhaps be attributed to this most convoluted and character-building journey to the pinnacle in motorsport'.

Perhaps Brendon's greatest legacy from the past year is that he introduced so many New Zealanders from all walks of life to the exciting but complex world of F1 racing. That's something he should be extremely proud of.

Only Brendon and those very close to him know the true details and complete story of his 13 month stint in Formula 1 and what the future brings.

'I am left feeling I have unfinished business in F1. For the moment that has been put on hold'.

Its Brendon's story to tell, but only when he's ready.

We should stand as one and salute his remarkable career that is far from over, no car club in this country can claim to have a two-time FIA world champion on its membership role, certainly no club could have a finer ambassador and role model for the up and coming generation of drivers, who like Brendon, are chasing their dream...

RH





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Manawatu Car Club

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F5000 cars were just awesome, and look, a fine day at the circuit!! Ken Smith and Graeme Lawrence in the Lola T330s with the Begg 018 of Jim Murdoch in behind