

Manawatu Car Club Inc

MAGAZINE

APRIL 2019



Something for Everyone

Interesting to read President Richie's piece about inappropriate driving behaviour in the March magazine. I had cause, for the first time in my life, to ring *555 last month. Let me set the scene. A straight piece of road leading out of Waiuku, initially with a 70kph limit, then changing to 100kph about halfway along. At the end of the straight a sweeping ninety right with an intersection right in the middle of it, a notorious spot for accidents. A Ute behind me, and another behind that. As I passed the 100kph sign I put my foot down and went up to 100 as usual. Looked in the mirror to see the last Ute overtake the one immediately behind. No problem, plenty of room and visibility. But..... I looked again and he was just keeping going on the wrong side of the road clearly intent on passing me even though there was equally clearly insufficient room to do so!!! I had to brake hard and veer left to give him room to pull in front as there was no way he was backing off, but even so he was halfway around the bend, with no visibility, before he was able to completely regain the left hand side of the road. If another vehicle had chosen to come the other way God only knows what the mess would have been. Unbelievable.

Rare drive. My brother in law has always had good taste in cars, including, amongst others, an HK Monaro and an XU1 Torana back in the day, though latterly it's been a succession of performance Mercedes, several being of the AMG persuasion. So, I should have clicked when I spotted a shiny new Mustang parked in the corner of his shed. The Dark Highland Green paint SHOULD have immediately given it away. Should have, but didn't – am I getting old? Anyway, the penny finally dropped as I walked over to admire it. It was only one of the 50 Limited Edition Bullitt cars Ford brought to NZ wasn't it? After a good scrutiny - "Hop in, we'll go for a drive. No not that side, you drive". Need to be asked twice?? I think not!! Well, I have driven Falcon GTs and FPVs but I have to admit that this thing was on another level. I didn't find the extra kW over the standard GT 'cause it was bloody quick as it was. Just the exhaust noise alone as you approached the 7400 redline was addictive. How you could drive it anywhere without a silly grin I do not know. And yet, even though it was manual, you could (at a push) give it to your Gran to take shopping, it really was so easy to drive. Impressed – much!!

I apologise if I seem to have a love / hate relationship with Auckland Transport. It's just that they are such an easy target sometimes and I believe we really should push back if we don't agree with any Government or Council direction. I am currently in a discussion with them, so I am doing my pushing back!! The reason I discuss their policies here is because many other Councils are eagerly watching what they are doing, so it could be coming to you.....

AT's proposed plan to reduce speed limits on 10% of the roading network has just reached a climax, with public consultation closing at the end of March..... and it's gathered quite a backlash. While I agree in principle with the concept (as I have stated before, it's simple physics that less speed = less damage), and their apparent targeting of more vulnerable pedestrians and cyclists, what concerns me is that rural roads have been targeted so heavily (90%) and the extent to which these roads will be affected. Imagine, if you will, that the entire journey from Feilding to the Saddle Road, via Halcombe, was an 80 kph effort, with Halcombe and Ashhurst at 30kph. And every surrounding road that radiates off was restricted to 60 kph. Add in Napier Road from the city to Ashhurst, and all the surrounding roads. That's the scenario that could be put in place in our neck of the woods, with the arterial routes out of Waiuku to Pukekohe and Drury becoming 80kph zones. This despite the fact that deaths on those roads have been very few and far between, and are largely concentrated in a handful of notorious blackspots (two now with a speed camera and appropriate signage – that's a big thumbs up AT).

The backlash is clear. 730 kms of rural roads targeted vs 70 kms of urban. Is this consistent with the message of protecting the most vulnerable road users? All their media releases point to death risk percentages of car vs pedestrian accidents, with nothing to back up the reasons for targeting rural roads except their Vision ZERO.

AT's Vision ZERO aims to have no deaths on the Super City's roads. Admirable, I guess. As a goal maybe, but realistically??? I was always taught to set goals that stretched you but were realistic to achieve. Humans are a fallible species. We make mistakes. You cannot legislate for that.

The currently quoted figures by AT are 64 deaths per year (2017). We will ignore the fact that they have been reducing year on year, and in fact were just 43 in the last 12 months. From a population estimated in 2016 to be 1.66 million. That's less than 0.04%. A half of a hundredth of one percent. I'd actually consider that pretty reasonable. Statistically it is insignificant. And yes, before you call me a cold hearted callous bastard, I am personally aware of the impact of a death on a family. However, take the emotion out of the rhetoric and it seems to me that AT (a group made up of non-elected Board members, with no accountability to those that pay their wages – the ratepayers) may be creating a solution to a problem that simply doesn't exist.

I always read the "Fire & Emergency Roundup" in the local paper where they list by date the Fire Service callouts. It's great for a laugh. Last month they had a callout for "Public toilet on fire". I'm picking it must have been a hell of a curry!!!

That's it from me. Remember to keep the rubber side down

TW



more awesome pictures at THEMETAPICTURE.COM

The official winner of the "not my job" award.



EVENTS CALENDAR

APRIL 2019

- Saturday 6th GT Oil / Transpec Track Day Series Round 1
Sunday 7th Mitre 10 MEGA Sumer Race Series Round 3 (FINAL)



MAY 2019

- Saturday 4th Alfa May Madness (AROC)
Sunday 10th Mitre 10 MEGA SRS Prize Giving
Saturday 25th Drift Tutoring Session



18 Connolly Place | (06) 354 9926
Palmerston North | transpecservices@xtra.co.nz

JUNE 2019

- Saturday 1st Test Day & Drift Practice
Sunday 2nd Feilding Auto Electrical Winter Series Race Meeting Round 1
Sunday 16th GT Oil / Transpec Manfeild Full Track Bent Sprint 4.5 km



JULY 2019

- Saturday 7th Test Day
Sunday 8th Feilding Auto Electrical Winter Series Race Meeting Round 2
Sunday 14th GT Oil / Transpec Track Day Series Round 2

AUGUST 2019

- Saturday 3rd Test Day
Sunday 4th Feilding Auto Electrical Winter Series Race Meeting Round 3
Sunday 18th GT Oil / Transpec Back Track Motorkhana & Autocross
Saturday 31st Test Day



SEPTEMBER 2019

Sunday 1st Feilding Auto Electrical Winter Series Race Meeting Round 4

Sunday 15th GT Oil / Transpec Track Day Series Round 3

OCTOBER 2019

Saturday 12th Drift Practice

Saturday 19th OctoberFAST Day 1

Sunday 20th OctoberFAST Day 2



NOVEMBER 2019

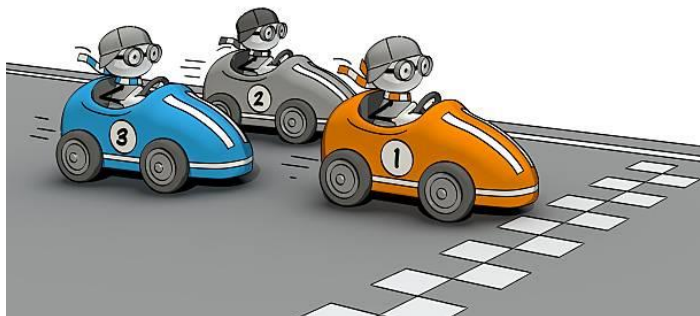
Saturday 2nd ShowVember

Sunday 3rd GT Oil / Transpec Track Day Series Round 4 (Final)

Friday 15th MG Classic Test Day

Saturday 16th MG Classic Race Meeting

Sunday 17th MG Classic Race Meeting



DECEMBER 2019

Saturday 7th MCC Club Fun Day

Sunday 8th Mitre 10 Summer Race Series Round 1

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 9th April 2019.

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

Why not pop down and have a chat about what is happening on and off of the race track!



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SUMMER RACE SERIES

Round 3 – Manfeild – Sunday 7th April '19

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

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

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 2019 Committee:



Jill Hogg



Noel Beale



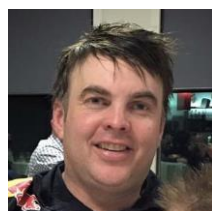
Jaron Olivecrona



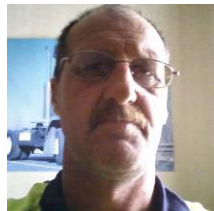
Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

Club Patrons: Robert Lester, Terry Rush, Russell Harris, Brian Davies

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...

The New Zealand Landscape changed forever in March with the tragedy that happened in Christchurch on the 15th March. I was driving back from Tauranga and was running about an hour late for a dinner we were holding at home for a few friends, one of whom had their Mum and Dad come to NZ from overseas to visit and catch up with family, they were also there and were the main reason for the dinner as they were heading back home that weekend. I could not believe what I was listening to on the Radio as things started to unfold, I remember thinking are they talking about some other Christchurch in another part of the world or am I hearing this right, they are talking about NZ? Anyway my lateness was not even mentioned as I arrived home to find nearly everyone watching the events live on TV...

Now I am not religious in anyway, I do have my own beliefs about all sorts of things but I keep them to myself unless asked then I am happy to tell you what I think, whether you agree or disagree with my thoughts is entirely up to you but that doesn't mean that I am wrong or right, they are just my beliefs. What I can't get my head around is why someone would want to kill someone else over their beliefs. I mean sure if your belief is that you want to harm me I would defend myself and my country to my last breath, but I could never go and attack someone or something simply because I don't like them or their beliefs, it just doesn't make sense to me at all.

Something else I don't understand is how nine people can die on our NZ roads in one day. If you haven't already heard, nine people were killed on our roads on the 1st April. One whole family was wiped out except for an eleven year old child who will now grow up without their immediate family. No doubt the "Speeding is the issue" campaigners will again come out in force and our Government will beat their collective chests loudly and say that the Speed Limits must be reduced to help curb these accidents when the real issue is that they either don't want to, or don't have the money to, spend on making our roads better for every road user, and for teaching people how to drive their vehicles correctly. Dropping the speed limits will have very little or no impact on the number of people that die on our roads every year, mark my words.

I am looking forward to the last round of the Mitre 10 Mega Summer Race Series on Sunday 7th April I can tell you... The last few weeks in the Arber household have been difficult to say the least. I have been away a lot for work and both Jack and Lydia have been crook so we are all feeling a little flat and tired. So a chance to blow the cobwebs out and to get to see some friends we have not seen for around a month, or longer, will be a welcome relief. Being busy both professionally and personally is good, but it does make you think about what the end goal is, so Lydia and I have talked quite a bit about all things to do with the lives we lead, and what is important to us, and we will be making some changes to refocus our attention on what matters to us the most, so watch this space I guess is all I can say for now...



I am also looking forward to the Mitre 10 Mega Summer Series Prize Giving Dinner on the 13th April. We have a couple of surprises around this event that will be released soon and they will be mentioned at the drivers briefing on the weekend of the last round. You will be able to book your seats to the event at the Race Office on the weekend, and there will be a separate email and post on Facebook come out about it as well, so if you want to come along, and I suggest you do, keep an eye out for this on our Facebook page or your Email Inbox if you are on the mailing list.

We mentioned last month that both GT Oil and Transpec were back on board as our Track Day Series Sponsors, well we have some more great news in that our good friends Huw and Kathy at Feilding Auto Electrical are also coming back on board as our Winter Series Naming Rights Sponsor which is absolutely awesome! Huw and Kathy have been the Winter Series Naming Rights Sponsor for a number of years now and they absolutely love their Motorsport, and we love having them as part of the MCC Family for many reasons other than their generous contribution to our Winter Series. So when you see either of them please remember to say thanks as even the smallest thank you gesture would be appreciated I am sure. Huw and his team are absolute legends when it comes to anything to do with Automotive Electrical stuff (I was trying to think of a good word to use there but “stuff” sums it up fairly well I think ☺) so if you have an electrical issue that needs fixing be sure to call the team at Feilding Auto Electrical.



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Some other great news as well in that May's Track & Yack on the 14th May will be a little bit different as we have arranged to visit to the Rush Family Collection of memorabilia in Feilding. Tickets are \$10 each and are strictly limited so if you would like to come along and see this amazing collection of all things automotive then this is a night not to be missed. In order to keep a track of things we have put these tickets online in our Website Shop which you can access via the link that is contained in the advert for this event on the following page. If you have not been to one of our Track & Yack nights please remember that you are always welcome to attend these, they usually take place on the second Tuesday of every month at 7pm at the Rose & Crown Olde English Pub in the Terrace End Carpark P.Nth. So as the advert says, why not pop down and have a chat about what is happening on and off of the track.

I want to finish this month's write-up by saying a huge thank you to everyone that helps make this the great club that it is, our sponsors, volunteers, committee members, club members, everyone that in their own way contributes, no matter how big or small, to making our MCC Family better. It is exciting to see how this club has evolved over the years and it is even more exciting to see what this club will become in the years to come, I feel extremely privileged to work (if you can call it that) alongside you all. Thanks.

I look forward to seeing you on the weekend...

Richie



Special Track & Yack

Tuesday 14th May 2019

For our May Track & Yak get-together, we have arranged a visit to the Rush Family Collection of memorabilia in Feilding.

Terry and June, along with their son, Tim will welcome us to see 'what's in the shed' and share their vast collection of motorsport related treasures along with the huge library and the collection of over 2,500 model toys.

You will be able to view the seven historic race cars they own, which is believed to be one of the largest privately-owned collection in New Zealand. Graham Lawrence's BT 29 is also in the 'shed'. The Rushes also have a large history of Manfield, something that is always interesting to see how it was started and where it is now.

WHAT YOU NEED TO KNOW:

- WHEN: Tuesday 14th May 2019
- WHERE: Rush Family Collection - address confirmed upon the purchase of your ticket at the following website address:
<http://manawatucarclub.org.nz/get-involved/shop/rush-family-collection-tuesday-14-may/>
- TIME: 7.00 PM
- COST: \$10.00 per person
- CONTACT: Jill Hogg for further details – 0272-482-336 or email jjhogg@xtra.co.nz

Fill your car with your friends and come out and share the passion of motor racing in New Zealand.

MCC CLUB MEMBER OF THE MONTH...

NAME: Richard Ransom

BORN: 1969, Palmerston North

OCCUPATION: Heavy Equipment Broker

RACE CAR: 1996 Ford Mustang Cobra and 1984 Ford Sierra XR4

EVERYDAY DRIVE CAR: Ford Ranger 4x4

DREAM CAR: Ford GT40

YOUR BEST MOMENT IN MOTORSPORT?

Finishing each race

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?

A Farmer because I love the taste of animals

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

Sir Peter Blake, Sir Edmond Hillary, Scott Dixon

WHO WOULD YOU PLAY IN A MOVIE?

Wilson in Cast Away – so I wouldn't forget my lines

THREE WORDS THAT BEST DESCRIBE YOU...

Me Olde Mate

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

The General Lee because it gets jumped daily!

WHAT IS YOUR SECRET VICE?

American Pickers TV Series

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I have been to the Antarctica, the Arctic, Mt Everest and Mt Kilimanjaro

FAVOURITE QUOTE...

"Less time watching, more time bidding"



Another exotic in town. The latest arrival in the supercar fashion stakes is a white 2010 Lamborghini Gallardo whose first owner was controversial AC/DC drummer Phil Rudd. The All-Wheel-Drive Gallardo is regarded by some as the 'bambino' (baby) Lambo, but it's a very adult car in terms of performance, thanks to its mid-mounted 5.2 litre Audi V10 engine that pumps 552 bhp @ 8,000rpm. Like all Lamborghinis the Gallardo is a real head turner, while in the audio department there are few cars that match it for sound. In a word the Lamborghini Gallardo is 'magnifico'...

Talking Lambos. In the middle of last month there was a gathering of Lamborghinis from around the country and the 'Raging Bulls' were seen in the Manawatu where they visited several 'sheds'. Including Brendon Deere's magnificent Biggin Hill Heritage Centre at RNZAF Ohakea. Spied amongst the group at Ohakea was our intrepid Mazda MX5 racer/journalist Richard Bosselman. Apparently RB was road testing the Lamborghini Urus SUV for the Sunday Star Times newspaper and it provided the perfect opportunity to show the SUV to the Lamborghini supercar owners. Rambo in his Lambo...



Humble wheels. Ford America CEO Mark Fields is normally seen behind the wheel of a Lincoln MKC, a compact medium crossover that's built at the company's Louisville Plant in Kentucky and first hit dealer's showrooms five years ago. The front-engine front-wheel-drive MKC is planet friendly thanks to its 2.0 or 2.3 litre four cylinder EcoBoost petrol engine, so the blue oval boss is setting a good example. Mr Fields has come a long way in the automobile world in every respect, his first car was a yellow mid-1970's Datsun B210, a small 4-door salon with a 1200cc motor producing 50 kW (67 bhp) and brother of the Datsun 120Y and high performance 120Y SSS. Remember them...

Want to own a classic car at an affordable price? One with special history on our race circuits. In recent years original cars have reached extremely high (unaffordable to most) prices when they go on the market, thankfully a small number have made their way to our shores and are regularly raced on this side of the Tasman. If you've dreamed of owning one of these classics there is a cheaper alternative in the form of superbly detailed models in 1:18 scale which are 24-26 centimetres long. Over the years Australian companies have produced virtually every racing Holden or Ford model in their famous (and not so famous) liveries, other standouts have been Kevin Bartlett's 'Channel 9' Z28 Chev Camaro, Scott McLaughlin's stunning Volvo S60, the TWR Jaguar XJS and BMW 635 CSi in its famous JPS colours. They are not easily obtained these days but do occasionally pop-up on Trade Me or eBay. For those who want a model of a car they saw during that great era



of the 1970's, 80's and 90's there's very good news. The iconic Allan Moffatt Boss Ford Mustang was released last year in both the Coca Cola and Brut 33 versions, also available was the Palmer Tube Mills 'Greens Tuf' Group A Mustang that was campaigned by Dick Johnson in the mid-eighties. Later this year two more famous Mustangs will be on the market - Ian Geoghegan's 1967 ATCC winning Mustang GT (three versions?) and the legendary Sidchrome car driven by Jim Richards. It's never too late to start collecting...

Another year of celebration. 02 March was the 50th Anniversary of the first flight of the Aérospatiale/BAC Concorde, however it was another seven years before the Anglo-French supersonic airliner actually went into service. Cruising at more than 50,000 feet at Mach 2 (23 miles a minute) in luxury didn't come cheaply, in 1997 a round trip ticket from New York to London cost 12,500 in 2019 dollars, more than thirty times the cost of the cheapest option to fly the same route! In the world of sub-sonic, Italy, and the city of Maranello in particular, are celebrating the 90th anniversary of Scuderia Ferrari that was founded in 1929. In its early years Enzo Ferrari managed SF that was effectively the racing team of Alfa Romeo with a driver line-up that included Tazio Nuvolari, Giuseppe Campari, Achille Varzi and Louis Chiron, four of the best drivers of the period. The first actual Ferrari car to carry the famous Prancing Horse emblem didn't appear until 1939. In those 90 years SF became the most successful team in grand prix history, contesting every World Championship season since 1950, winning 15 Drivers' Championships and 16 Constructors' Championships. Add to that record claiming the World Sportscar Championship on 13 occasions, highlighted by winning the Le Mans 24 Hour race in six successive years from 1960 to 1965 - Scuderia Ferrari has much to celebrate. It's a very special time for Brendon Hartley to be part of the most famous team in motor racing...



Big surprise for Hartley followers. At the beginning of last year's F1 championship model manufacturer 'Minichamps' indicated they would be producing an 1:18 scale replica of Brendon's STR13, one of twelve cars they had in the pipeline. A couple of months later they indicated only eight of the cars would go into production with Toro Rosso and Sauber the two teams to be dropped from the list. Now, out of the blue the 1:18 STR 13 as raced in the season opening Australian Grand Prix has appeared on the Red Bull Shop web site priced at 134.95 Euros, outstanding value for money. The model is absolutely superb with regard to detail and a must have for serious Brendon fans. Why not shout yourself a special gift to recognise 'our' champion...

Transformed. Albert Park is just 3 kilometres from Melbourne's CBD and since 1996 the home of the Australian Formula 1 Grand Prix. For 48 years weeks of the year the 'circuit' is part of the normal road system, it's a popular city park that incorporates an 18 hole golf course and has a huge artificial lake that's used for recreational sailing and regattas, including the GP weekend when it's an integral part of the entertainment package. For four weeks in late February/March Albert Park undergoes its annual transformation, the roads and the facility are closed allowing a large fleet of heavy trucks to bring in the concrete barriers and safety fencing, the demountable pit garages, the grandstands and the myriad of other 'components' that bring the massive jigsaw together. It takes some 290,000 man hours to achieve.



The result is one of the most visually stunning circuits on the GP calendar with a great atmosphere. Give credit where credit is due, the Aussies are masters of presentation. We could learn a lot from our neighbours...

Marathon man. For Brendon Hartley the weekend at Sebring at the beginning of March will be remembered for a very long time. Two races over two days, one of 8 hours duration with a midnight finish, one of 12 hours duration. Two different teams. Two different driver suits. Two different cars. Two different control setups. To complete the weekend of 'twos' he had two podium finishes with two trophies. Not too bad...

Amazing man. Seen back on a Manfeild grid at the February Flat Foot meeting was the most extraordinary racing driver this country has seen. His name is Tony Christiansen and he drove the immaculate # 50 Star Car. The 49 year old lost both of legs in his childhood after being involved in a train accident in his childhood, what he has achieved since is truly remarkable. In time he became a signwriter and later established one of the country's largest commercial signwriting companies. There was always a love for motorsport, he took up karting at 12 years of age, he raced a speedway midget car named 'Toenails' and a Sprintcar, on the circuits there was a MkIII Ford Zephyr in the Pre-65 category, there was an off-roader. Three years ago Tony returned to circuit racing, joining the Star Touring Car class and winning the 2016 series. He also has a PPL (Private Pilot's Licence), has achieved amazing results in numerous sports and climbed Mount Kilimanjaro in Tanzania, the highest mountain on the African continent. Since 1998 Tony has become one of the world's leading Inspiration and Motivation speakers, travelling to all points of the compass to deliver his message based on self-belief - 'Your attitude determines your attitude in life'. At the February meeting Tony spent most of his races duelling with the BMWs of Geoff and Ben Boyden. Good clean racing which was probably a good thing as TC also holds a Second Degree Black Belt in Tae Kwon Do! A truly amazing man doing truly amazing things...



Contrasts in time. Prior to the start of the FIA WEC 8 hours of Sebring race there was a fly past by three WW2 aircraft as a tribute to Sebring's heritage as a WW2 bomber training base. With three hours to the midnight finish of the race the night sky was illuminated by a satellite-carrying space rocket launched from the nearby Kennedy Space Centre at Cape Canaveral. Two spectacular sights, many generations apart...

Two of a kind. The Citroen 2CV was produced from 1948 to 1990, more than 9 million of the cars and its variant leaving the assembly plant. Historically, the 2CV was the first car with Michelin radial tyres that were an integral part of the design of the unique chassis. The later versions were powered by a 602cc engine producing 22 kW (29 bhp) to give a top speed of 115 km/h (71 mph). Across the border BMW produced their R1100 motorcycle between 1994 and 1999. Its engine developed 57 kW (76 bhp) giving a top speed of 197 km/h (122 mph). Both the car and bike had a common denominator, an air-cooled flat twin motor, so what would happen if the bike engine was fitted into the car? Now it has been done and the result is one of the most astonishing cars



competing on English and European circuits and in hill climbs. The fans love them, but things don't stay 'normal' for very long. The need for speed has seen upgrades to a supercharged R1100 engine producing 95 bhp, more than three times the power of the 602cc two lungers. The result is 160 plus km/h and a 0-100 time of under 9 seconds in a car using the original suspension, brakes (front inboard discs), steering, gearbox and clutch with no changes to the bodywork. Peter Sparrow of Sparrow Engineering in the UK is the man behind the plan and has a further upgrade to 125bhp coming. Check out 'Citroen 2CV BMW at Mallory Park' to see the 'test mule' in action for yourself. It ponders the question - when will this sort of madness end? Hopefully the answer is never. The designers of the famous 'deux chevaux' would never have envisaged this sort of thing happening. Sacre bleu...

Spoiled for choice. The Auckland based Giltrap Group have been long-time supporters of Brendon Hartley, you see their logo on the chin of his helmet. Most people know that the GG are in the motor industry, but do you know how brands can be found in their high class showrooms? The answer is 17. Aston Martin, Audi, Bentley. Holden, HSV, Jaguar, Kia, Lamborghini, Land Rover, Lexus, McLaren, Nissan, Porsche, SEAT, Skoda, Volkswagen and Volvo. That's a mighty impressive list, with something for everyone...

Melbourne not kind to Ferrari. At last year's Japanese Grand Prix the team unveiled a revised livery based on the logo for 'Mission Minnow', an initiative set-up by Philip Morris International in conjunction with the Italian team. Mission Minnow was designed 'to create engagement around the role of science, technology and innovation as a powerful force for good in any industry'. PMI have enjoyed a 35 year association with Ferrari and with tobacco advertising being banned on F1 cars for more than decade found clever solutions to keep their Marlboro brand name in front of the public. This year the Australian authorities weren't convinced the Mission Minnow logo didn't represent the 'M' in Marlboro so banned its use. So it wasn't seen on the cars or team/driver clothing, worse was that the new team merchandise couldn't be unpacked which left tens of thousands of fans disappointed. To cap the weekend off the red cars were off the pace and finished 4/5 in the AGP...



Down to the wire. One of the best things about our national racing scene over the past year has been the remarkable resurgence in the Formula F1600 (ex-Formula Ford) category. The 2018/19 championship produced outstanding racing that eventually led to a two-way battle for the title between Joshua Bethune and Jordan Michels. Bethune led the championship from the first race in November and had pole position for the final race at Pukekohe with Michels fifth on the grid, the gap between them was six points. When the red lights went out Bethune took a lead he wasn't to lose until the last lap while Michels was only able to gain one position to fourth as the race progressed. On the back straight for the final time, and with the title less than a minute away, two cars touched and Bethune spun off the track while Michels crossed the line behind Callum Crawley to claim the title. It was a most dramatic ending to the 2018/19 New Zealand Formula 1600 Championship...



International entry. The Formula F1600 grid included one overseas driver, Spike Kohlbecker. The 16 year old Canadian has an extensive karting background, being a factory driver for American Kart manufacturer Margay for the past 11 years, last year saw him make his rookie debut in

the Canadian Toyo Tires F1600 Championship held over six rounds with a total of 18 races. Kohlbecker finished 3rd in the championship and was impressive on the New Zealand circuits, at Manfeild Circuit Chris Amon he had a mixed day before finishing fifth in the feature Morrie Smith Memorial race. When the 5 round NZ Championship ended at Pukekohe a week later Kohlbecker was 7th in the standings from a field of 15. The Canuck would have learned more about open-wheel racing and returned home reasonably happy...

Speedy Gonzales. At the February Flat Foot meeting there was one driver who incurred a time penalty for breaking out in his class eligibility. If you're going to breakout why not do it properly, so at the end of the 9 lap handicap race 140 seconds was added to his race time which relegated him to 12th and last place, 1.06 minutes behind the 11th placed car! The car was certainly quick as it passed in a blur making it difficult to read the race number properly. There appeared to be three digits that could have been 3, 8 and 4. Hand up the guilty one...



Big demand. The Bell Racing EU presented Brendon Hartley with several cartons of half scale replicas of his 2018 helmet to be given as gifts of appreciation to his backers/supporters. Once the allocation task had been completed eight helmets were unspoken for, so as a special gesture they were made available to his global fans who had to email the reason why they deserved one. Something like 7,000 responses were received in a very short period of time which meant there would be 6,992 disappointed people! Unfortunately, there's always a 'speculator', one of the signed helmets went on Trade Me almost immediately. For Brendon and Sarah that would have been very disappointing...



Ya gotta love 'em. Sadly Manfeild Circuit Chris Amon only hosts the Formula 5000 category every two years, for fans that's a very long wait. The good news is they are expected to be back for the MG Classic meeting in November and it will give spectators the first opportunity to see Kevin Ingram racing his 'beast' on his home track. The 2018/19 Tasman Revival Series has seen cars from the factories of Lola, McLaren, McRae, Talon and Chevron on the grids, plus there's been the occasional appearance by Peter Burson in his 1977 BRM P207 that was driven by Larry Perkins. This was the last BRM to compete in a Formula 1 race and the Burson car is one of only two in the world. The sound of 5-litre stock block V8 engine is one thing, the sound of a 3-litre V12 grand prix engine is something else. Here's hoping they will all be at Manfeild in November...

Gave him wings. Brendon Hartley enjoys personal sponsorship from Red Bull. At the 'Super Sebring Weekend' 23/24 March he had two major endurance races totalling 1,200 minutes with only a few short hours sleep between. In both events Brendon was the 'go to' man and did the tough stints. The occasional can of RB was consumed during the demanding Sunday 12 hour race when he drove a staggering four successive stints to bring the Action Express Racing Cadillac DPi home in third place, his second podium finish of the weekend. The marketing phrase says 'Red Bull Gives You Wings'. It certainly works for Brendon...





Not quite there. Both the sight and sound of the Formula E single seaters is very hard to describe. The current crop look to be a cross between some sort of insect and an Indycar. As far as the audio side goes one of the best descriptions has come from MCC President Richie Arber - 'the noise reminds me of the Scalextric cars I had when I was a kid'. Right on the money Richie...

It had to happen. We all know small cars rule in city environments – easy to maneuver, easy to park, great to nip in and out of the traffic. And electric cars are well suited to the same environment. So, for those who admire the iconic original small car, the Mini, you are now able to combine that 60 year old's unrivalled packaging with current 21st century technology. Swindon Powertrain in the UK are marketing 100 restored Minis fitted with an 80kW electric motor giving a range of 200 kms, a top speed of 130 kph and a 0-100 time of 9.2 seconds. With no petrol tank there is improved boot space too, making it even more practical than the original. There is a downside. The base price is \$160,000 and by the time you add some nice extras you could be paying \$180,000. That's a lot of petrol



Gooding & Co auctioned an outstanding survivor car last month. An untouched 1915 Packard Twin Six, in its time one of THE prestige cars to own with its luxurious appointments and V12 power train. This 104 year old was in the same family for the first 45 years of its life. Wouldn't it be marvellous to see it kept, and used, in this unrestored condition, wearing its age with pride?



Dawning of a new epoch. It's hard to believe that it's 121 years in March since the first petrol powered 4 wheel motor cars were demonstrated and licenced to be used on New Zealand roads. Both were Benz cars sourced from France by William McLean and imported to Wellington where their debut "created a great deal of attention and soon a crowd gathered and gazed with interest on the evolutions which they performed". Notable too was the fact that when first demonstrated a permit hadn't been issued for their use (no traffic police so no ticket !!) and that McLean became the first of many to have an accident when he had to dodge a horse and hit the kerb, damaging the steering of the car. We had to wait another 8 years for the first "driver error" fatality.....

DOING THE CLUB PROUD...

Five members of the Manawatu Car Club were/are involved in various National Championships over the summer months, four running cars that were very different from what they had previously driven.

Callum Crawley switched from Formula First to Formula F1600 and went from strength-to-strength as the season progressed to finish on a real high. Following on from his impressive first win at Manfeild a week earlier to claim the Morrie Smith Memorial Trophy in the feature race, at Pukekohe Callum went to another level in the final round of the Championship series. After qualifying second fastest he placed 4th in Race 1, won Race 2 and completed an outstanding weekend by taking the chequer flag in Race 3 to add the Ron Frost Memorial Trophy to his silverware collection. A card that read 4,1,1 was enough to secure the Round win and elevate the Feilding driver to third overall in championship in his rookie year.



In the Toyota 86 Championship the switch was much greater for Kaleb Ngatoa and Jacob Cranston while Justin Allen had sports/saloon experience at the wheel of his Mazda sports cars and Holden Commodore. Kaleb made the jump from Formula First and Jacob from the world of karting where he had been extremely successful at all levels. The cut and thrust racing of the Toyota 86s was a difficult transition, there were times when it was like watching sideshow dodgems, with Justin appearing to have a target painted on the back of his car! The final round was at Hampton Downs where Kaleb finished his championship campaign on a high, driving the JJ Walters/OCL Communications backed car he won the second race of the weekend and finished second in race 3 to claim an excellent 7th overall in the final championship standings.



Two places back was Jacob Cranston (Best Bars/Vista Lite) while Justin Allen (Battery Town) survived the battering to be 13th on the points table. Eighteen drivers scored championship points while over the series the lead in the title chase changed five times. The Toyota 86 Championship winner was 15 year Aucklander Callum Hedge who became the third successive CareVets Scholarship driver to claim the title.

Chris Symon is our sole representative chasing the Hi-Q Components Formula First title that has one round remaining. Whakatane's Reece Hendl-Cox has been the man doing the winning following the Manfeild round where Chris figured so strongly. In Round 6 at Hampton Downs Hendl-Cox won all three races after qualifying quickest, Chris qualified 3rd fastest before picking up a trio of second placings to end the meeting 100 points behind Hendl-Cox as the category headed to Taupo's Bruce McLaren Motorsport Park.

In the penultimate round of the series Hendl-Cox continued his winning streak in the first two races before being beaten by Brody McConkey in Race 3.

For Chris Symon it was a frustrating meeting. Third place in Race 1 but out of the top three in Race 2 despite setting a new class lap record for the circuit. In the final event he drove an extraordinary race, it was Chris Symon at his brilliant best. He started with only 4th gear usable and quickly dropped to the back of the field. Undaunted, he chased the pack and worked his way up to 11th position at the flag.

The points table shows Hedl-Cox at the top on 1,388 points, Symon has 1,206 with Bill Frazer currently holding third position with 1,160. In the 'Rookie-Of-The-Year', Speedsport Scholarship winner Ronan Murphy is only 56 points in front of Thomas Boniface so that trophy is far from decided with three more races. The 8th and final round takes place at Taupo on 13/14 April.

Though not an MNZ national championship, the 2018/18 SAS Autoparts/MSC NZ Formula 5000 Tasman Cup Revival Series is one of the most important on our calendar, certainly the most popular with real race fans because F5000 is 'real men in real cars'.

The 2018/19 series has had special interest for our club because former NZ Formula Ford champion Kevin Ingram was on the grid in his Lola T332. After being away from the track for many years it was a steep learning curve, but Kevin showed that he was right up to the challenge.

The 'Legends of Speed' meeting at Hampton Downs on 23/24 March was the final round of the series with three races over the weekend. Kevin posted the 6th quickest time in qualifying and in each race was part of a five car pack battling for the final step on the podium. Race 1 brought a fifth place, Race 2 a sixth, partially the result of too much late braking that flat spotted the tyres, resulting in a severe front end vibration, it was a disappointing result because Kevin was holding third place before having to ease his pace. The Feature race was a 12 lapper that brought another sixth place, these results being enough to show the pundits that our man was more than good enough to be there, and in his rookie year too.

For the first time this year's series had two local cars competing, both from Feilding and both MCC members. Joining Ingram on the grids was Tim Rush in the rare Rush Collection McLaren M22, ninth fastest in qualifying with a card that read 9, DNF, 9. Apparently the DNF was caused by a fuel feed problem.

Seventy-seven year old veteran Kenny Smith claimed the Tasman Revival title for the sixth time, winning 12 of the 15 races. It was most appropriate that three time Tasman Series winner from the 1970s, the brilliant Graham McRae, was on hand to present Kenny with the HRC Events Alain Prost Trophy. Two Formula 5000 legends together...

RH





(With chief executive Julie Keane on leave, this column is brought to you by Manfeild Park Trust chairman Gordon Smith).

Deadline time for this column rolled up right in a middle of a busy time – having just seen a fantastic Central Districts Field Days the venue was straight into preparing for the biggest car culture event in Australasia. Phew!

The crowd for the big rural event over March 14-17 was potentially just under 28,000 attendees and the V4 and Rotary Chrome Expression and Jamboree on March 23-24 was expected to pull in around 5000 people.

What's great is that both attract patrons who might not otherwise have had reason to take a look at our venue; though from feedback we know that quite a few have certainly heard of Manfeild and Circuit Chris Amon and were impressed by what they saw.

The V4 and Rotary event is quite something. Aimed at the modified after-market scene but also tailored to be family-friendly, it provides a schedule offering everything from passenger rides on Circuit Chris Amon to sessions of racing, burnouts, drifting and drag racing, plus a big array of other entertainment.

That the 2019 event was the 10th here reminds us just how much of a proven recipe it is to attract a legion of fans, many from beyond this region.

This year's ran in two parts, the first being Saturday's Chrome Expression, a chance for a grass roots public participation into circuit cruising plus drifting, burnouts and general celebration.

The next day gave over to Jamboree, the professional side, when the very best vehicles – some of which could have \$100,000-\$200,000 spent on them – were proudly displayed in a show and shine and demonstrated, with some serious circuit-based activity.

While the event is specifically named for four-cylinder and rotary-engined vehicles, it is also always open to all models, including cars with V6 and V8 engines, so organiser Azhar Bhamji expected around 350 vehicles to involve.

We like Jamboree because it's all about getting the kids off the street and coming to a safe environment to let loose and have some fun. Plus, it pulls a big fanbase.

The ongoing success is a real testament to Azhar and his team and how well they organise the events. The reason why it has such a following now is entirely due to the high standard he sets. It's a very professional show.



Field Days attendees would have been correct in surmising that it seemed bigger than ever – more than 600 sites (with more than 5500 staff) was the largest involvement yet for this agricultural showcase.

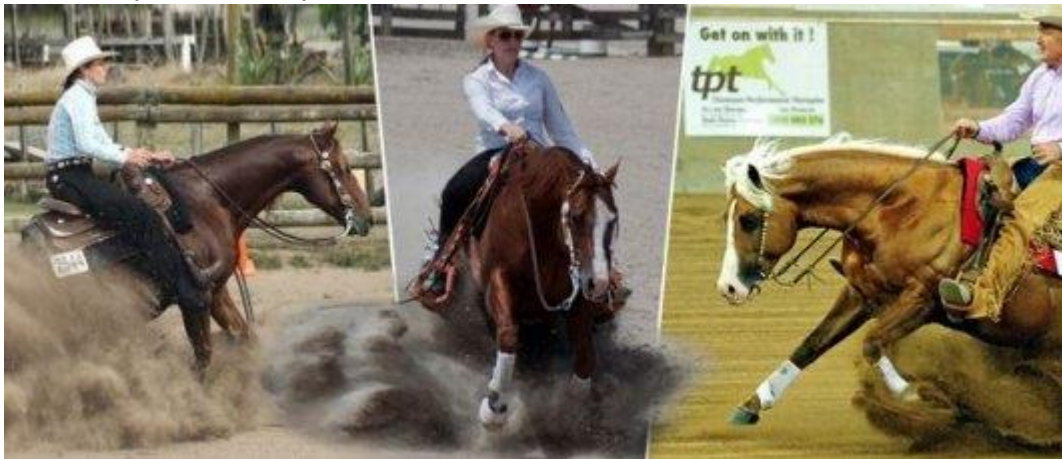
Organisers were trialling a mobile event guide that triggered alerts for entertainment events, had maps plus it could search exhibitors and even had a feature for relocating your vehicle in the public carpark.

Another activity on at Manfeild, for the final weekend of March, was horsepower-related – but in an equine, rather than mechanical, sense.

Reining is a riding discipline born in the United States in which the riders guide their mounts through a precise pattern of circles, spins and stops.

It has an enthusiastic and growing New Zealand following, with core support from this region – a key reason why Manfeild Stadium was chosen for the ‘Summer Reining and Ranch Show’.

Like all Western riding disciplines, reining draws from cowboy days, with typical daily duties required for moving stock now translating into challenging modern routines. It’s a good reminder of how much we asked of horses before the days of the motor vehicle. In reining riders guide their mounts through sprints, sliding stops, tight circles and rollbacks – where the horse must pivot on its hind hooves, effectively turning on a coin. Success requires an exceptional level of mutual trust between rider and horse.



Looking ahead, the weekend of Easter of course sees the part of the venue between Manfeild Stadium and South St transforming for the annual Baptist Youth Camp, involving a full programme of religious and social activities, usually for around 1600 teenagers aged from 13 to 18 from the central and lower North Island, plus their leaders and adult helpers.

The interdenominational event is another long-standing involvement for Manfeild and sees the parkland section become a massive tent city.

Being for a high school aged audience, the programme naturally lays on plenty of fun activities –lots of sport and band concerts are just part of the schedule.

There’s a serious side, too, with attendees asked to consider national social issues and also listen to motivational speakers, with care taken not to overly impress the Christian ideologies that have obvious importance during this period.

The one common factor between all of these events? They remind that Manfeild is a big venue, capable of hosting big events that draw big crowds.

Gordon

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**

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 **Manawatu Car Club**

ORGANISER

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027 477 3337

info@manawatucarclub.org.nz
www.manawatucarclub.org.nz

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



MITRE 10
MEGA



FEBRUARY FLAT FOOT...

It was the meeting with everything you could think of - two days of contrasting weather, 111 competitors across eight classes, racing of outstanding quality, delight and disappointment. For many reasons it was a weekend to remember.

The weather controller was in a good mood on the Saturday with conditions ideal for both the morning qualifying and afternoon racing, unfortunately the mood changed overnight, a reasonable mood on Sunday morning before the wet tap was turned on! So, Sunday brought mixed challenges with some coping better than others, while a small number headed home early because they didn't have 'wet' tyres, surely an oversight.

Twenty-one Superkarts lined up on the grid split over five classes and as we've seen in the past top gun Ryan Urban was unbeatable. The 250cc Kart International racer is an outstanding talent with the ability and the machine to simply toy with the opposition. Quickest in qualifying, he won all four races with the widest margin being a fraction under 30 seconds, he did play cat and mouse in the early laps of a couple of races but when he decided to go to the front it was very decisive with no response from his nearest challengers Steve Sharp and Andrew Hall.



Lawrence Wright and David Cox shared the spoils in the KZ2 category, Todd Jolly was the dominator in Rotax Max Lights, while in Rotax Max Heavy Ricky Lang was only beaten once in his four starts.

The howl of in-line six cylinder engines brings back memories of past years with the Dinsdale Drywall NZ Six / HQ Holdens out on the track, five cars in each group so each race was actually two races! Qualifying showed that Josh Coates and Todd Prujean looked likely to fight for P1 and P2, it was similar in the HQ's with Dawson Chung and Wayne Weatherley comfortably the fastest.

NZ Six has two classes, Josh Coates claimed three from three in the NZ Six Trophy with Justin King and Sheryl Hanright following the # 12 Ford Falcon home each time. Fellow Falcon driver Todd Prujean was simply too quick in NZ6 to score 3/3 and it was the same in the HQ section where Dawson Chung had the edge over Wayne Weatherly. Looking at the overall racing, the impressive Prujean gave Coates a very serious run for his money with margins between 3/10ths and 1.621 seconds after their 8 laps.

It was case of three into one by combining the SS2000, Star Cars and Sports Sedans for their three races, fifteen cars in total that included six Star Cars, the biggest number of the diminutive racers on the circuit for a long time. Mazda RX7 S6 driver Malcom Brown was fastest in qualifying from the Star Cars of Martyn Todd, Jeff Sharp and impressive newcomer Anthony van den Berg, with Brent Thompson (Honda Civic) quickest of the two SS2000's.

Race 1 was a Scratch 6 lapper and it was no surprise to see Mr Brown take the checker flag ahead of Peter Beauchamp, perhaps a surprise was the winning margin of 10.6 seconds. Todd, Sharp, van den Berg and Thompson completed the top six home.



Their second race was a Handicap where Brown was one of four cars that started from pit lane, he conceded 2 minutes and 20 seconds to Star Car driver Steve Bang and a surprising 2.15 to Peter Edmond! At the end of the 9 laps Thompson was 6 seconds ahead of Kolin Yannakis in his familiar Volvo with van den Berg third, Brown worked his way up to sixth place at the flag but was still 21 seconds behind the winner. For Edmond it was case of hero to zero when the generosity of the handicapper caught up with him - 140 seconds were added to his race time for breaking out of class eligibility which made him a very distant last on the result sheet!

Race 23 of the weekend was the same format but with different track conditions, it was wet. Van den Berg in his Star Car shone brightest, setting the fastest lap on his way to a deserved 17 second win over the Edmond Volvo with the fast closing Beauchamp just 8/10ths away as the pair crossed the line. Brown got up to fifth place in this race but the conditions told the story, he was 48 seconds behind van den Berg while Thompson finished 8th and Yannakis 11th, both more than a minute behind the winner.

The Super Mini Challenge and Pre 65s brought ten Davids and Goliaths together, at the end of qualifying two of each were on the front rows of the grid. Tony Elmiger (Ford Mustang) snatched pole by 3/10ths from Brendan McKenzie in his 'streamlined' BMW Mini, Kevin Townsend was 4/10ths away in a 'conventional' Mini with the Ford Thunderbird of Stuart Crosby alongside.

Race 1 was a Scratch/Split Grid start that produced a Ford Mustang 1-2 result with Elmiger finishing 2.2 seconds ahead of Peter Stevenson with the big 'motherships' of Shane Hobman and Crosby claiming 3rd and 4th followed by McKenzie's aero Bini.

Race 2 was a 'Delayed Class Grid' start with Nathan Murray showing that an EH Holden is still a winner after crossing the line two and half second ahead of the Hobman Chevrolet Bel Air Sport with Crosby and Elmiger split by 3/10ths in their epic battle for 3rd and 4th, the pair overtaking James Cobham right on the line and relegating the Ford Cortina driver to 5th place by 1/1000th of a second!



McKenzie rounded out the top six to again be first home in the Super Mini Challenge. The drama came on lap 5 when Jack Packer's Mk1 Jaguar dumped its engine lubricant onto the track exiting Turn 1, Packer executing a perfect 360 degree spin on his own oil before driving onto the safety of the infield.

Their final race was a 6 lap Handicap where Cobham put the disappointment of the previous race behind him to claim a more- than-comfortable 11 second victory over Crosby and Elmiger with Murray in close

attendance. With McKenzie a non-starter Bill Robson was the first Super Mini Challenge finisher well ahead of Colin Middlemiss.

Maybe it was appropriate that there were seven cars in the field for the NZ Mini 7 Championship round. Unfortunately they didn't match the 'Magnificent Seven' movie in terms of overall visual excitement but the three races duels between Greg Gordon and Nick Bartley kept the interest going, in their 'wet' race 3 there was half a second difference at the line. For Gordon three 1sts, for Bartley three 2nds with Scott Thompson best-of-the rest with a score card of 3, 4, 3 and Bailey Paterson having a mixed day with his card reading 6, 3, DNF. Seven cars is a massive contrast to the capacity fields in the good old days.



It's been some time since the NZ Sports Racing Cars have produced such a quality field, the ten strong entry being headed by Grant Dalton running his stunning 'new' Radical SR8, a superb example of hi-tech engineering. The country's best known yachtsman was quickly in the groove and headed the time sheet by a full second over Robert Hulme with Nicholas Barker and Richard Kelly posting times less than 1½ seconds behind Dalton. The 'odd one out' in the field was Manfeild regular Geoff Harriman in his Ralt RT20 Formula Holden/Brabham open-wheeler (7th quickest) with Jakke Haag two places back in his Mission Ninja.

All three races had the same format, 10 laps with a rolling start, Dalton taking the honours in the first by 1.070 seconds over Kelly with Harriman driving a very good race to finish third ahead of Peter de Joux. Hulme set the fastest lap but failed to finish.



With the track surface damp there were four non-starters in Race 2 that saw Dalton score a slightly more comfortable win over de Joux, Kelly and Nicholas Barker, the next two runners finished more than a minute behind the winner while last-man-home Anthony Barker was two laps down.

Lap times were down by more than 10 seconds in the final race, the wet track was a great leveller and only five drivers faced the starter. Driving an Ares IV, Nicholas Barker revelled in the difficult conditions to beat Kelly by 11 seconds, with Dalton 8/10ths back in third ahead of Steve Sharp and de Joux. Dalton

won two of the three races but didn't set the fastest category lap time, that honor fell to de Joux in his Juno.

The predicted pre-meeting crowd favourites were the Formula First open-wheelers and Central Muscle Cars, they didn't disappoint.

The Hi-Q Components Formula First had 17 cars on the grid for their three races, the first two were typically close, and the third produced an extraordinary winning margin of 10 seconds!

Championship leader Reece Hendl-Cox topped the qualifying times from Billy Frazer, Brody McConkey, Chris Symon, Amy Smith and Liam Foster, the six cars covered by 7/10ths of a second.



Three 8 laps Scratch races were on their schedule and the first was typical FF with the first six finishers covered by less than one and a half seconds, McConkey leading the train across the line with a blink of the eye covering Frazer, Hendl-Cox, Foster, Symon and Smith.

The following morning McConkey made it two from two by 3/10ths over Hendl-Cox, a similar margin to Foster who edged out Frazer, the quartet within half a second. Symon and Thomas Boniface were next across the line with a gap of 14 seconds to Amy Smith and Ronan Murphy at

the front of the chasing pack.

Two races, two outstanding examples of the art of slipstreaming before the script dramatically changed for Race 3 on a wet track. Symon made a brilliant start from Row 2 to snatch the lead in Turn 1 and opened up a small gap on the tight pack as they sorted themselves out on the opening lap. But over the 8 laps the leader drew further and further away, lapping half a second quicker than anyone else. When the flag fell Symon's lead was out to 9.975 seconds, it was much closer for 2nd and 3rd with Boniface holding out McConkey by 4/1000ths with Frazer a further seven seconds back in 4th place and Kyan Davie right on his gearbox. Championship leader Hendl-Cox dropped a bundle of points when he crossed the line in 16th place and there was embarrassment for Boniface who left the track at Higgins corner on the slow down lap!

The Central Muscle Cars had an impressive nineteen car entry and 152 cylinders producing the sound of the weekend! Saturday morning's qualifying saw 10 seconds covering the entire field with the top six times

within 9/10ths, it was going to be game on. Andrew Anderson was quickest from Angus Fogg, on the second row of the grid for the opening race were Bruce Anderson and Dean Perkins with Greg Honnor and Grant Dalton sharing Row 3.

Race 1 had a disastrous start, pole man Andrew Anderson was fractionally slow off the line while Honnor made a flyer to split the cars on the second row, with his higher acceleration he clipped the

Page 26 of 37



left rear corner of Anderson's car which immediately pitched the Pinepac Falcon into the inside concrete barrier at 80 km/h, there was very heavy damage to the right front corner and Anderson's race was over in less than 100 metres, Honnor joined him on the sideline.

There was a long delay while the # 17 car was removed, a clean re-start with Fogg and Perkins racing bumper-to-bumper and side-by-side until lap 7 when Perkins was forced to retire. His demise left Foggy way out in front and the stunning J A Russell-backed Ford Mustang Fastback took the checker 17 seconds ahead of Dalton's Chev Camaro with a gap of less than 2 seconds back to Clarke Hopkins in his familiar AgX Holden Torana, completing the top six placings were Tristan Teki (Camaro), Bruce Anderson (Mustang) and Dean Owens (Camaro).

Race 2 was a Reverse Grid with Honnor back on the grid. This time the first lap drama was provided by Gary McKelvie who ran off the circuit at Higgins, his race was over. The damp track dried as the race progressed and it was first-man-away Paul Boden who capitalised on the conditions to narrowly beat Brenden Neimen with Mark Holland and Steve Doughty next home to complete a Chev Camaro 1-2-3-4 finish, 5th and 6th were the Fords of Fogg and Perkins, with Teki, Dalton, Bruce Anderson and Honnor rounding out the top 10.

There was also a Reverse Grid for Race 3 that proved to be another Chev Camaro benefit, this time the first five placings! Boden and Neimen were 1-2 again followed by Doughty, Holland and Bruce Kett, the Chevrolet group covered by 10 seconds. Honnor led the Fords home with Perkins and Fogg on his back bumper, a small gap to Bruce Anderson with the Camaros of Teki and Dalton the only other finishers - two DNFs and six DNS.

The stage was set for a great finale with a Scratch race over 10 laps, but it would be the second in three races on the programme to finish under a



full course yellow behind the Safety Car. On Lap 5 Bruce Anderson's Pinepac Mustang made contact with the barriers halfway down the back straight and came to a halt hard against the wall. It took many laps to get the car (LHD) away from the wall to allow the medical and crash rescue people access to the driver. As a result the anticipated battle between the fastest cars didn't eventuate and the result was declared a lap short with Perkins, Teki, Honnor, Neimen, Dalton and Owens making up the first six placings, Fogg being classified 12th after incurring a DTP (Drive Through Penalty) on Lap 5. It was a disappointing ending to the day for both the CMC drivers and the spectators.

The biggest surprise of the weekend were the NZ Formula 1600 Championship races, Manfeild hosting the penultimate round of the series. It was the first time since the 2018 NZ Grand Prix meeting that this category has raced at the Feilding circuit and what a difference a year can make - an embarrassing nine cars on the grid in 2018, twenty-one in 2019 with brilliant racing!

A great deal of attention focussed on local man Callum Crawley who switched to the class after winning last year's national Formula First title. In the qualifying session championship leaders Jordan Michels (3rd) and Joshua Bethune (1st) were split by Zac Stitchbury, Crawley was fourth fastest with Spike Kohlbecker and James Penrose making up the top six, 7½ seconds covering the entire grid. It was looking very good for the three 10 lap Scratch races.

In the title chase Bethune led Michels by 23 points when the pair arrived at Manfeild, so both drivers were desperate to score maximum points before heading to Pukekohe for the final round the following weekend.

Michels made the perfect start to his day by winning the first race from Penrose and Crawley, Bethune dropping valuable points as he crossed the line in 4th position with Kohlbecker and Stitchbury rounding out the top six. The point's differential was down to 11 and Bethune was feeling the heat. Then a bombshell. Penrose and Kohlbecker received 30 second time penalties for indiscretions during the race, dropping them to 12th and 13th respectively, Crawley and Bethune were promoted to 2nd and 3rd and the leader's gap opened to 14 points

Bethune improved his title chances with second place in Race 2 but he couldn't match the pace of Michels and was 4.6 seconds behind the Invercargill driver at the flag, Stitchbury also enjoying a better race to claim third 2/100ths further back. After his impressive second in the opener Crawley finished 4th while Penrose was a distant



7th, more than 40 seconds behind the winner! Kohlbecker was one of four retirements. Michels' second win of the day brought him to within 9 points of Bethune with the main race to come.

The scene was set for a classic feature race, a 12 lapper for the Morrie Smith Memorial Trophy - this time it was the star of Callum Crawley that would shine brightest in the FF1600 galaxy.

Crawley made a great start from grid 4 and had the lead as the tightly bunched group exited Turn 1, a couple of laps later he dropped two places but quickly regained the lead. With Michels and Bethune locked together in combat behind him he was able to ease away from the pack and be perfectly positioned to control the race. Effectively it was a race for second between five cars but that unravelled on Lap 9 when Blake Evans crashed heavily on the entry to fast Turn 7, the impact with the tyre wall ripping both left hand wheels off his car. The incident forced an immediate full course yellow with the field forming up behind the Safety Car for what would be a single-file procession to the flag that was shown at the end of Lap 11, a disappointing way to finish a race that had both special significance and an impact on the championship.

The finishing order was Crawley, Michels, Bethune, Stitchbury and Kohlbecker with Penrose completing the top six - Crawley mastered the difficult conditions to score an impressive first win of the series and leap frog Stitchbury to fourth in the standings 15 points behind Penrose. Bethune and Michels left Manfeild in the same order they arrived but now split by just five points. The first race at Pukekohe would be critical for both of them to gain the important psychological advantage and maybe get a firmer grip on the championship trophy.

The February Flat Foot meeting was another success story for the club, while competitor numbers were down, the exceptional quality of the racing in most classes is what the 2019 FFF will be remembered for...

RH



SPORTSMANSHIP...

It's defined as 'an aspiration or ethos that sport or activity will be enjoyed for its own sake, with proper consideration for fairness, ethics, respect, and a sense of fellowship with one's competitors'.

In reality people have their own thoughts on what the word means. Most people are able to recall acts of sportsmanship, either as a witness, by reading, or through various other mediums. They remain strong memories. But in these days of professionalism that brings with it massive sponsorship money and highly paid 'athletes', sportsmanship has lost much of its meaning to the extent that the spirit of the word is in danger of becoming extinct - winning has become the only name of the game, winning is everything.

There is no doubt that the interpretation of sportsmanship has changed significantly in the past decade as the stakes have grown higher and higher.

Motor racing is no exception. On the positive side take another look at the Parting Shot in last month's magazine, on the negative side look back to last year's Brazilian Grand Prix when Pierre Gasly ignored team orders and refused to let team mate Brendon Hartley pass.

History reveals that one of the finest acts of sportsmanship actually belongs to motor racing, for three drivers the world championship was at stake and the central figure became involved in both 'the good' and 'the bad'.

The race was the final round of the 1956 world championship, the Italian Grand Prix at the Autodromo Nazionale Monza. The drivers in contention for the championship title were Ferrari team mates Juan Manuel Fangio, Peter Collins and Maserati driver Jean Behra, Fangio having an eight point advantage going into the race. There were several factors that could decide the outcome, if Fangio retired from the race, to find the champion would require Collins or Behra to win and also set the fastest lap of the race - at that time the fastest lap carried one championship point.

Ferrari sent six of their D50 cars to Monza, four for their regular drivers Fangio, Collins, Eugenio Castellotti and Alfonso de Portago, with the other two cars for Luigi Musso and Wolfgang von Trips. Maserati despatched four cars from their factory for Behra, Stirling Moss, Luigi Villorosi and Paco Godia. The opposition to the Italian teams would come from Vanwall, Connaught and Gordini.



Practice suggested a likely Ferrari win, Fangio claiming pole position ahead of Castellotti and Musso, fourth fastest was Piero Taruffi in a Vanwall followed by the Maseratis of Behra and Moss with Collins seventh on the grid.

The Monza race was the climax of the season, 50 laps totalling 500 kilometres, there was drama, exciting duels and an unprecedented display of human generosity in front of a massive patriotic crowd.

Fangio was slow away which allowed Castellotti and Musso to set the pace but the Italian pair pushed too hard and punished their rear tyres, Castellotti was out on lap 6 when a tyre disintegrated on the ultra-fast banking while Musso pitted for an early tyre change. That put Fangio in front, a couple of laps later Moss grabbed the lead, on lap 11 the Vanwall of Harry Schell overtook Moss but it only lasted a single lap. It was on lap 22 that the real drama began.

Behra pitted with a faulty ignition system and took over the Maserati of Umberto Maglioli, nine laps later Fangio was in the pits with a broken steering arm, the mechanics repaired the car and it returned to the race with Castellotti at the wheel, 4 laps down. The plan was for Fangio to take over the car of Musso, but when he pitted for fresh tyres he disobeyed orders and refused to get out of the driver's seat, Fangio was left standing in the pits without a car!

Collins was now poised to claim the championship crown, the Englishman pitted at the end of lap 35 to have his tyres checked, it's what happened next that became part of grand prix folklore. Collins voluntarily and selflessly handed his car to Fangio.

Behra's championship hopes ended on lap 42 with steering failure, so with five laps to run Moss led Musso and Fangio, then more drama unfolded. Moss ran out of fuel and was stranded within sight of the pits handing the lead to



Musso. Luigi Piotti in a privately-entered Maserati pushed Moss back to the pits nose to tail where he was able to take on fuel, re-joining the race and quickly overtaking Fangio.

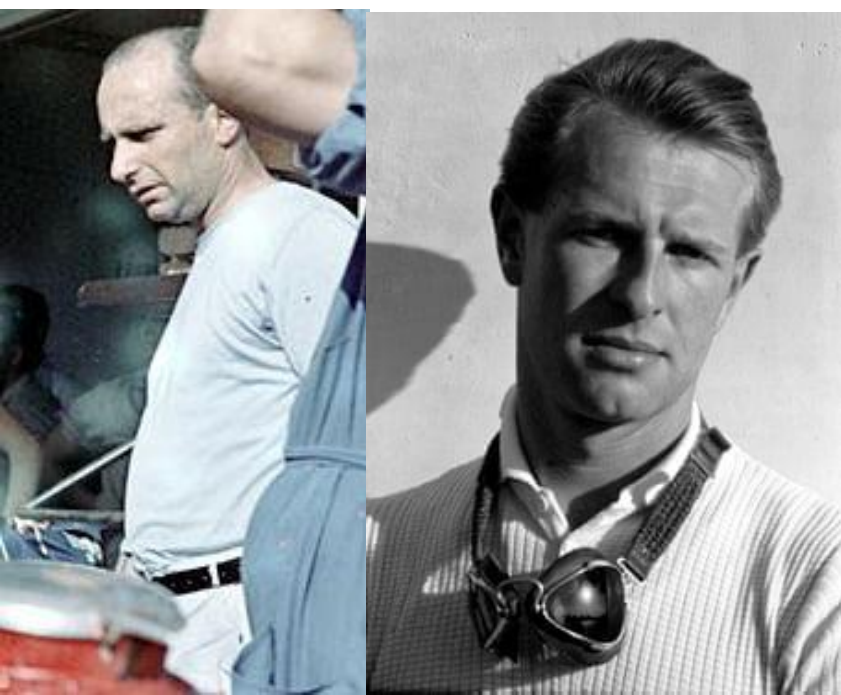
Musso continued to lead in front of his excited home crowd, but his first grand prix victory was denied 3 laps from the finish when his steering broke. Moss regained the lead and won the race by six seconds from Fangio with Ron Flockhart in his Connaught-Alta a lap down and completing the podium.

Thanks to the sportsmanship of his team mate and the half share of the points Juan Manuel Fangio became world champion for the fourth time.

Fangio - *'I was moved almost to tears by the gesture. Peter was one of the finest and greatest gentlemen I ever met in my racing career'*.

In the years that followed there was much speculation as to why Peter Collins (24) handed his car to his much older team mate (45). Did he believe that he was still young and would have opportunities in the future to win motorsport's most coveted title? The reason was never revealed...

RH



FROM TEAM MATES TO RIVALS...

The following year Fangio returned to Maserati while Collins remained with Ferrari and had a new team mate, Mike Hawthorn. The trio would feature in what is considered the greatest drive in grand prix history.

The race was the German Grand Prix, 22 laps of the daunting Nurburgring, each lap 22.81 kilometres in length.

Fangio claimed pole position, pre-race the wily Argentinian had taken particular note of the tyre choice made by the Ferrari team and came to the conclusion Collins and Hawthorn planned to run the entire race without stopping. Fangio made the decision to run on softer tyres with only half a tank of fuel, allowing him to corner faster but with the need to make a pit stop. With a lead of 30 seconds he pitted on lap 13, but the stop didn't go to plan, unnoticed the left rear wheel nut rolled under the car and half a minute was lost as the mechanics looked for it. Fangio left his pit in third place, 48 seconds behind second placed Collins and the great chase began.

On his first lap Fangio took more than 15 seconds off Hawthorn's lead and another 8½ seconds on the next lap, nine times in 10 laps he set a new record. He was rapidly catching the Ferraris and early on lap 21 passed Collins on the inside of a corner and set off after Hawthorn who he overtook later in the lap with a daring inside pass with the left side tyres of his Maserati on the grass verge, Hawthorn fought back with several overtake

attempts on the 22nd and final lap but Fangio wasn't being denied and crossed the finish line 3.6 seconds ahead after three and a half hours of racing, Collins was half a minute back in third place.

Fangio's pole setting time was 9.25.6, his fastest race lap an astonishing 9.17.4 - *'I have never driven that quickly before in my life and I don't think I will ever be able to do it again'*. He would later add - *'Nurburgring was my favourite track. I fell totally in love with it and I believe that on that day in 1957 I finally managed to master it. It was as if I had screwed all the secrets out of it and got to know it once and for all. For two days I couldn't sleep, still making those leaps in the dark on those curves where I had never before had the courage to push things so far'*.

Juan Manuel Fangio went on to win his fifth world championship...

RH



THE HARTLEY FILE...

2019 is proving to be a year of variation for Brendon Hartley with simulator driving, development driving and race driving on his agenda.

The month of March was highlighted by a serious return to serious racing with the Super Sebring Double Header in Florida, 20 hours of racing over two days!

Day 1 was Round 6 of the FIA WEC Championship, the 1000 Miles of Sebring where he drove for the Russian based SMP Racing, sharing the # 11 car with Mikhail Aleshin and Vitaly Petrov.

In qualifying the pair of Toyota Gazoo Racing TS050 Hybrids continued their domination of the LMP1 category, locking out the front row with 2.4 seconds back to the #17 SMP Racing entry shared by Sarrazin/ Orudzhev/ Sirotkin, the Hartley car was 5th quickest a further 2/10ths away. The Toyotas are the only hybrid cars in this year's championship so they enjoy a big power advantage over their class rivals.

The race is unique in that it starts at 4pm with a scheduled midnight finishing time, up front it was simply a matter of which Toyota would win, subject to them finishing. The outcome was effectively decided in

the fifth hour when one of their cars was involved in a collision and lost two laps while damage was repaired, handing a clear path to victory for Fernando Alonso, Kazuki Nakajima and Sebastien Buemi.

The SMP Racing team suffered early setbacks, the #17 car was eliminated when it crashed in the second hour while the #11 car suffered a puncture which cost valuable time.

As the race progressed the Hartley SMP BR1 was locked in a duel with the leading LMP2 car that would suffer issues late in the race. Heavy rain in the final 30 minutes saw teams switching to intermediate or wet tyres, the rain got heavier and with 12 minutes left on the clock a series of crashes brought out the Safety Car that it stayed out until half way round the final lap when it pulled off the track with the cars remaining in single file to take the checker flag.

Brendon drove the final stint in the atrocious weather, crossing the line to claim the final step of the podium, 11 laps behind the winning car and three laps ahead of the 4th placed entry that claimed LMP2 honours.

With little more than four sleep he was back at the circuit preparing for the Mobil 1 Twelve Hours of Sebring, a round of the ISMA WeatherTech SportsCar



Championship. Brendon was with another team in another car, Action Express Racing and their #5 Mustang Sampling Cadillac DPi.

Morning rain and exceptionally wet track conditions meant the green flag wasn't waved until the race had been going for 40 minutes under caution!

The respective Whelan Engineering and Konica Minolta backed Cadillacs were never more than a few lengths apart throughout the race except for pit stops, and it looked likely to be a sprint to the flag when a fifth and final full-course caution came out with 15 minutes to go, allowing the entire field to bunch up. The race went green with 10 minutes remaining but there were no positional changes in what proved to be Cadillac DPi benefit with the 'Caddys' finishing 1-2-3 and covered by five seconds at the line, the 1.030 second gap between the first two cars being the closest in the 67 times the race has been run. Brendon shared the # 5 car with Joao Barbosa and Filipe Albuquerque and was on the podium for the second time in two days, completing an outstanding return to endurance racing at the 'Super Sebring' race weekend.



Two fellow kiwis were also in the race, Earl Bamber was sharing a Porsche 911 RSR with French and Belgian co-drivers, the trio placing 5th in the GTLM category and 14th overall. Indycar star Scott Dixon finished immediately behind the Bamber Porsche to be sixth in the GTLM class and 15th overall, sharing the Chip Ganassi Ford GT with Ryan Briscoe and Richard Westbrook.

Brendon was one of 11 drivers who was on 'double duty' but the only one to be on the podium. On the Monday after the weekend Brendon reflected on his Sunday Sebring experience - *'I think I will be tired tonight, especially after I tasted a bit of champagne. I'm going to sleep well tonight'*.

'The last time I jumped into the car I did four stints, which I didn't expect I would be doing. I was completely drained by the end of the race. Going in the adrenaline kicks in, a couple of Red Bulls and a bit of caffeine. I feel good, it was until I did the quad at the end that I started suffering'.

Brendon was proud of his efforts on limited preparation with both cars - *'It was tricky for me in the beginning, hopping into a completely different car, cold tyres, and it definitely took me one or two stints just to get my head back in the game, having no experience in this car at all'*.

'I felt really good at the end and was doing everything I could. We didn't have the pace of the other car, sometimes it's like that, and both sides of the garage had completely faultless races. No problems in pit stops, no accidents on track, and it's a double podium for the team which is amazing. I think we all did our best'.

On Face Book and Twitter - *'20 hours of racing. 2 Sebring podiums! A big thanks to all involved at SMP Racing and Action Express Racing. It was a tough challenge to combine 2 races and different cars, but both teams and sets of team mates made it an incredible and fun weekend. Cheers! I need some sleep'*.

Following on from his Formula 1 setback Brendon is out there doing what he does best, driving race cars. These drives are coming as teams look at tapping into his proven talent in long distance events, his record speaks for itself with 12 WEC victories, 2 WEC titles and wins in the Le Mans 24 Hour, Dubai 24 Hour and Petit Le Mans races.

The 2019 formula 1 championship season is now under way which will require time at Ferrari's Maranello base and Porsche are stepping up their Formula E development programme where Brendon is seen as a key player. *'I'm going to be heavily involved in the development of the car and have already spent a few days in the simulator. I'm looking forward to driving the car which should be quite soon'*.

The next race on Brendon's calendar is next month's round of the FIA World Endurance Championship at the Spa-Francorchamps circuit in Belgium where he replaces former F1 world champion Jenson Button in the SMP Racing team. There are also strong suggestions he will join the English LMP2 RLR MSport team for the Le Mans 24 Hour, the same team he raced for in 2012 after he was dropped by the Red Bull Junior Driver programme.

The dream continues...

RH





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