

# Manawatu Car Club Inc

## MAGAZINE

### MAY 2019



## Something for Everyone

The milking ewes have been having a holiday from the daily grind for almost a month now (and consequently so have I, sort of!!) - the dry had really started to bite us and the pasture quality was on a seemingly never ending decline, so it made sense to dry them off early this year. Fortunately we still have a good reserve of frozen milk so the supply of yummy yoghurt and incredible ice cream can continue for a while yet.....

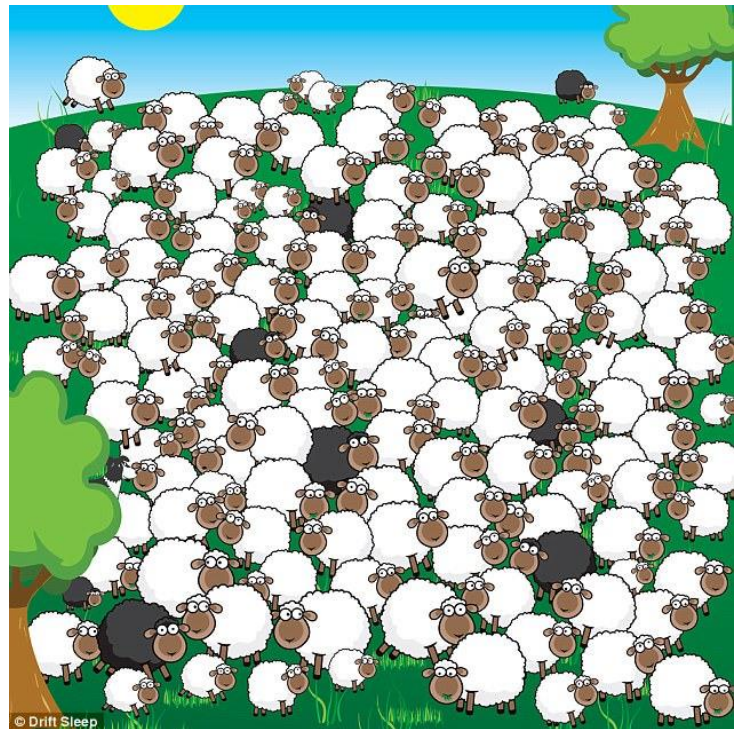
So, I hear you say, how did the season go?? No?? Well I will tell you anyway.

As I have previously mentioned, the addition of some newbies to the milkers could have spelt trouble, but they just took it in their stride and went along with what the old hands did. Sheep nuts and maize, a muesli breakfast for the ovine connoisseur. Proof that food IS indeed a wonderful bribe. So wonderful in fact that after being milked, the old biddies would clean up any spillage from under the buckets of those still on the platform, check to make sure they couldn't get in to the holding pen to go around for a second time, then check to see if they could get into the BIG feed bin, because if I ever forgot to replace the lid, well, that was it.... heaven!! Ever tried to remove 4 or 5 heads from a rubbish bin full of feed to get the lid back on?? Believe me it's easier said than done!! More than a few times I would start the clean-up and wash down procedures to find ewes coming back up the off ramp, just in case there might, just might, be anything left in the nibbles buckets!! And I daren't be late to milking or the whole neighbourhood would know by the plaintive bleating emanating from the paddock. Happy, friendly, well fed sheep, but oh so noisy.

The four townie ewes we bought have integrated well, but mustering the whole flock is still a two-part exercise. Like most hand reared pets, they want to follow you, which leaves the others, more used to being moved along by a few whistles and claps of the hands from behind them, somewhat confused. It must present a sight to the neighbours to see us herding the main mob ahead of us while 4 bleaters run around our feet trying to get a rub and a pat and blithely ignoring the black looks from the dogs doing their best to impersonate real working farm dogs.

The rams meanwhile have been chilling out in their paddock, gazing longingly every now and then at the girls lounging on the other side of the farm. Except for the night they discovered the electric fence around the house section wasn't working. We awoke to find George and Arfer (R for ram – get it!!) reposing on the lawn quite contentedly. Indeed, George was sprawled out doing a great impression of dead. Rounded up and safely back away I went on a tour of inspection to discover the damage ..... here a nibble, there a nibble, everywhere a ramly nibble. Peach, plum, corokia and griselinea are apparently pretty tasty, but the fejoia must have been quite exceptional judging by the lack of leaves left on our poor tree. Oh dear.

The other, non-milking, ewes had been making moon eyes at the rams for a while too, so in the last weekend of March we had a big sort up and put all the rams out with their little mobs of appreciative girls. Very appreciative girls.... indeed, rams mobbed by groupies is probably a better description. All except poor old Arfer who drew the short straw and got all the old and ancient ones. Still, as a bonus, I guess they don't move as fast any more.....



One Black Sheep Dairy Co. What happens now that we have more than one black sheep?? Latest acquisitions are two more black purebred East Friesian rams to join Obaaaama and a white purebred ram lamb from some of the recently imported English genetics. This year's lambing is going to be interesting.....

Have I been away from the Manawatu for too long?? Those that read my editorial last month may have noticed the error that crept in. Of course, when discussing the proposed speed limit drops up here, but using a Manawatu analogy, what I meant to say was Feilding to the Saddle Road via Bunnythorpe, not Halcombe!! Faux pas extraordinaire!!

May is a little quiet on the Club front, however it gives a welcome break in order to get cars ready for the first round of the Feilding Auto Electrical Winter Series next month. And it provides time for our wonderful volunteer V Force to catch breath too. Just remember that each time you go out to race there is a huge number of people who have given up their time to make the whole thing happen, and often the only time they are thought about is when they cop flack for a (rare) mistake. Remember they are human too and a few words of encouragement, or thanks, go an awfully long way ..... just saying.

The same sentiments apply to our amazing sponsors. A few personal thanks and as much support of their respective businesses as you can provide will ensure their continued presence and generosity. To spell it out, this is a good thing. It has to be a win-win otherwise they will take their money elsewhere.

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

TW



It all began here. The dust flies at Christchurch's Addington Raceway during New Zealand's first race meeting solely for motor vehicles, held in 1905. Thirty vehicles took part in this Great Automobile Gymkhana. Events included a driving competition and 5 mile long races around the trotting track, the number of laps varying according to each vehicle's horsepower. The under-6-horsepower class was won by a local GP, Dr Diamond, in a De Dion car.

# EVENTS CALENDAR

## MAY 2019

- Saturday 4<sup>th</sup> Alfa May Madness (AROC)  
Tuesday 14<sup>th</sup> Rush Collection Track'n'Yak  
Saturday 25<sup>th</sup> Drift Tutoring Session – 3km Circuit



## JUNE 2019

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

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## JULY 2019

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



## AUGUST 2019

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

## SEPTEMBER 2019

- Sunday 1<sup>st</sup> Feilding Auto Electrical Winter Series Race Meeting Round 4  
Saturday 7<sup>th</sup> Feilding Auto Electrical Winter Series Prize Giving  
Sunday 15<sup>th</sup> GT Oil / Transpec Track Day Series Round 3





## OCTOBER 2019

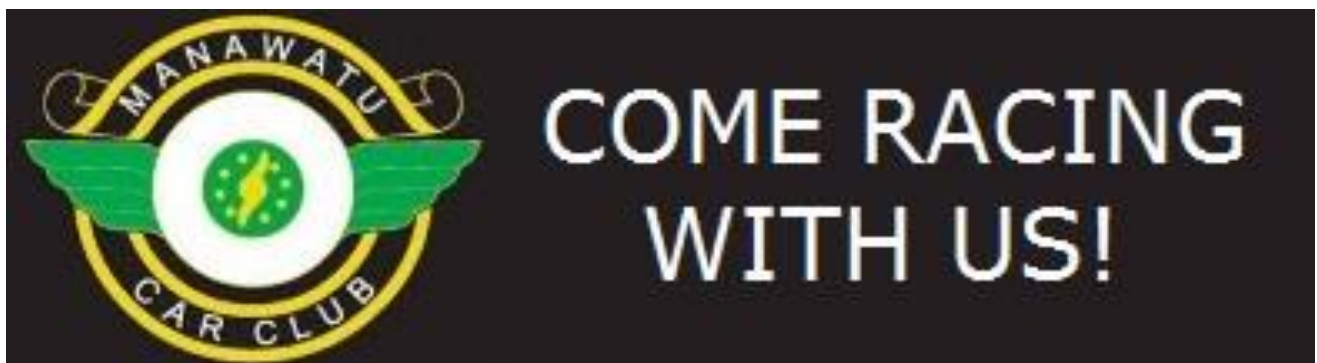
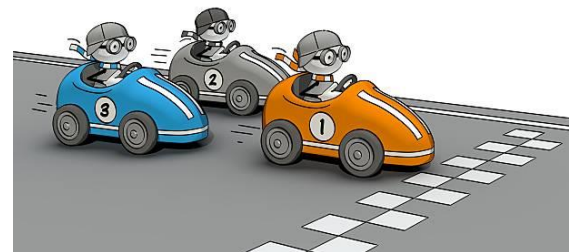
- Saturday 12<sup>th</sup> Drift Practice – 3km Circuit  
Saturday 19<sup>th</sup> OctoberFAST Day 1  
Sunday 20<sup>th</sup> OctoberFAST Day 2

## NOVEMBER 2019

- Saturday 2<sup>nd</sup> ShowVember  
Sunday 3<sup>rd</sup> GT Oil / Transpec Track Day Series Round 4 (Final)  
Friday 15<sup>th</sup> MG Classic Test Day  
Saturday 16<sup>th</sup> MG Classic Race Meeting  
Sunday 17<sup>th</sup> MG Classic Race Meeting

## DECEMBER 2019

- Saturday 7<sup>th</sup> MCC Club Fun Day  
Sunday 8<sup>th</sup> Mitre 10 Mega Sumer Race Series Round 1



## **“Special Track & Yak”**

**Time:** From 7pm

**Date:** Tuesday 14<sup>th</sup> May 2019.

**Event:** Rush Family Collection of Memorabilia

**An event not to be missed. If you have not seen the Rush Family Collection then this is a must see event for all the family!**

# MCC COMMITTEE



**President:** Richie Arber - 027 2900 668  
**Email:** [president@manawatucarclub.org.nz](mailto:president@manawatucarclub.org.nz)



**Vice President / Treasurer:** Tim Wilde - 0274 729 664  
**Email:** [accounts@manawatucarclub.org.nz](mailto:accounts@manawatucarclub.org.nz)



**Club Secretary / Events Manager:** Jeff Braid - 027 477 3337  
**Email:** [info@manawatucarclub.org.nz](mailto: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...

I want to start my piece this month by saying thank you to those people who dropped me a note or spoke to me directly about my piece in last month's issue of the magazine, saying that it was a good read. It is hard to put something together each month I can tell you as you sometimes don't know what to mention or talk about, and you don't know if people actually read any or all of it, so it is nice to get some positive feedback. I tend to write whatever is floating around in my mind at the time I sit down to put pen to paper (so to speak), sure I make notes throughout the month on what I want / need to include but the rest is usually a mind dump at the time of me sitting down and it is exactly what I am thinking at the time, no filters are used as I have nothing to hide...

So what is floating around that head of mine this month... Well you may have gathered from my spiel last month that I am, and we are, focusing on the future and what this may look like for not only my / our personal lives but also my / our work / other activities lives. I tend to think quite a bit about the future so I can work to alleviate any problems that I can see might occur and nip them in the bud early if I can, or have a plan in place to fix them as they come to be reality. The world of Motorsport in NZ is in for some trying times in the next couple of years I believe. There is a perfect storm brewing that could see Club Level Motorsport participation levels decline quite heavily in the next couple of years if nothing is done to stop this storm brewing. I could wax lyrical about why I believe this storm is brewing but I would take up too much space in this magazine and it may bore you too tears so I won't go on, but I will say that if we all don't work together to protect our Club Level Motorsport things may look very different in a year or so... just saying.

The month of April saw us have the first round of the GT Oil / Transpec Track Day Series on Saturday 6<sup>th</sup> April. Lots of cars came out for a play which was great to see, even better was the amount of Rookies who joined us for the first time. It is always good to see new faces at the track.



The following day was the last round of the Mitre 10 Mega Summer Series and boy was it a fun day! Qualifying and Four Races in quick succession, as well as the Russell's Relay Race thrown in for good measure meant that many were looking a little tired come the end of the day, yours truly included who was asleep on the couch not long after it got dark 😊

The Russell's Relay Race, named after our good friend and Club Patron Russell Harris who came up with the initial idea, added a new dimension to the day and it was a hell of a lot of fun to participate in (not only because our team won) because of the completely different aspect to the race – Going out on stone cold tyres, which made certain parts of the anatomy pucker more than once during the first lap and a half, remembering to keep the Pit Lane speed below 40kph, and judging your entry into the pits perfectly so that you didn't lose too much time made for a fun race.

The following Saturday night we had the Mitre 10 Mega Prize Giving Dinner which was held at the Trade Distribution Centre of Mitre 10 on Bourke Street. Some time ago I was sitting in the Mitre 10 Mega Café having a Soy Hot Chocolate (I'm dairy intolerant by the way, hence the Soy) with a customer of mine and I had this lightbulb go off in my head which was if we can sit inside Mitre 10 and have a drink why could we not do a Prize Giving Dinner? Excited, I spoke with our awesome sponsor Andrew Stewart of Stewarts Mitre

10 Mega about the idea and he was as excited as I was about it and the Trade Distribution Centre was absolutely the perfect setting for it.

When it comes to sponsors there are none better to deal with than Andrew Stewart from Mitre 10 Mega. This is the third year that Stewarts Mitre 10 Mega has sponsored this series, but Andrew's involvement doesn't stop there. He takes a real interest in what he is sponsoring and he is always looking for ways to improve the series. Having the Prize Giving Dinner at his store is just one of the more visible things that Andrew has helped us out with, there are many other things that he does behind the scenes also. Andrew also makes sure he attends every round of the Summer Series whether he is racing or not, I can honestly say that he has become a real integral part of the MCC Family.



Our Mitre 10 Mega Summer Series Prize Giving Dinner is a very special night in that we not only present the awards to the winners and place-getters of the five classes run within the Mitre 10 Mega Summer Race Series, but we also present some very special awards to our wonderful volunteers. Without doubt we have the best volunteers in the country and I'm not just saying that because I am biased, we are constantly told this by not only the Motorsport New Zealand Officials who travel to various meetings right around the country, but also from the many competitors that come from out of town who also frequent other race tracks around the country. Many of our wonderful volunteers were able to join us on the night for the dinner (it was free for any of them to attend) which was awesome. I would to take this moment to say thank you to all you guys and girls for what you do, thank you for giving up your time week in week out so that we can go racing, you are the lifeblood of our sport and we will never be able to thank you enough but we will always keep trying to do so.

So as one series ends another one starts...

The first round of the Feilding Auto Electrical Winter Race Series is just four weeks away as I write this. All of our awesome sponsors from last year are back on board this year, many of them called us to let us know that they would be supporting us again this year before we called them which means these sponsors are truly passionate about supporting this series, none more so than our naming sponsor Huw & Kathy from Feilding Auto Electrical. All of our wonderful sponsors are listed on the following pages and I urge you to support them whenever and wherever you can as they are the reason that your entry fees remain low, so please show them your support when you can.

So you have four weeks and weekends to make sure your car is ready to go, so if you haven't done anything don't leave it too much longer otherwise you will miss out on all of the fun that this series is going to have install for all of those competing.

Lastly, if you aren't doing anything on the night of Tuesday 14<sup>th</sup> May then make sure you grab a ticket (from our website Shop – see the invite later in this Mag) and come along to the Rush Family Collection of memorabilia, trust me you will not be disappointed!

Richie



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# MCC CLUB MEMBER OF THE MONTH...

**NAME:** Anton Cheetham

**BORN:** 17<sup>th</sup> October 1974

**OCCUPATION:**  
Managing Director Geartech Automotive & Driveline Supplies NZ

**RACE CAR:** EVO 8 RS & a Nissan Silvia S15

**EVERYDAY DRIVE CAR:** Ford Ranger

**DREAM CAR:** Lamborghini

**YOUR BEST MOMENT IN MOTORSPORT?**  
Winning the 4x4 Club NZ Rally Title 2006

**WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?**  
Farmer, following in my Dad's footsteps

**IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE?**  
My Dad, Jim Jefferies and Colin McRae

**WHO WOULD YOU PLAY IN A MOVIE?**  
Paul Walker

**THREE WORDS THAT BEST DESCRIBE YOU...**  
Driven, focused and trustworthy

**IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?**  
Toyota Corolla as they are reliable

**WHAT IS YOUR SECRET VICE?**  
Drinking Rum

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...**  
I rallied in the Grand Canyon and was placed 2<sup>nd</sup> Overall

**FAVOURITE QUOTE...**  
"If it ain't fast or dangerous it isn't worth doing"







## **Special Track & Yack**

### **Tuesday 14<sup>th</sup> 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 14<sup>th</sup> 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](mailto:jjhogg@xtra.co.nz)

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



How times have changed. The 'Parting Shot' on the last page of the April issue clearly illustrates what Manfeild's early endurance races back in the 1970's were all about, so very different to how it is today. Lots of people between the car and the track, the barrier extending to just beyond the start/finish line, the high level of technology with the quick lift jack. A quick glance indicates no one is actually working on the car, a closer study suggests the right front wheel is in the process of being changed? It all looks so dangerous, but back then the word 'SAFETY' was a brand of matches. It was an era like no other in so many ways...

*Dedicated. Father and son Greg and Sean Browne are serious Pink Floyd fans and planned to attend 'The Ultimate Tribute Show' at the 'Fly Palmy' Arena 2 on the night of 06 April. The tickets had been booked and the excitement of expectation was in the air. Then came the realisation Round 3 of the Mitre 10 Mega Summer Series was the following day and the pair had committed to assisting with the early morning scrutineering, which meant a very early start to their day. There was a very tough decision to make for the two 'Brick In The Wallers', but when they looked at the bigger picture it was a no-brainer, on the night there were two spare seats in the Stadium. That's serious dedication...*

Even madder. If you thought the BMW powered Citroen 2CV mentioned in last month's Grid Torque was a little mad, check out the Citroen 2CV6 NIMICK. It's Citroen's very unofficial answer to the famous Ferrari 250 GTO 'Breadvan', and there's a link to the famous Italian marque. Based on a 2CV6 Fourgonette Panel Van, the NIMICK version has extended guards to cover the wider wheels but opening the rear doors doesn't reveal crates of bread or produce, taking up the space is a mid-mounted V8 engine. NIMICK is an Italian tuning house and their head turner is built over a 1995 Ferrari F355 Spider, the project took 1,500 hours to complete and cost over NZ\$300,000. Obviously, the performance is significantly better than the standard 2CV6 Fourgonette with the engine output going from 29 to 375 horsepower (an increase of nearly 1,200 per cent) while maximum speed improved to 270 km/h (166 mph). The little red 'Breadvan' is definitely visually striking with a sound track enhanced by a special Capristo exhaust system. Check it out on [www.nimick.it](http://www.nimick.it) and the clip to watch is 2CV NIMICK: Capristo's Sound. Three minutes and four seconds of motoring madness to stir all of your senses.



*Even more madder. If you think that the NIMICK 2CV6 isn't quite mad enough, how about variants of the cult classic Fiat 500 from the 1960s. They have appeared in Italy with the rear mounted 500cc two cylinder motor replaced by a Porsche flat-six or transversely mounted Ferrari V8? If neither of those options appeal there's a Fiat 500 powered by a 580 horsepower 6.2 litre V12 engine from a Lamborghini Murciélago. It really is a mad mad world...*



Return of the Superbikes. On the weekend of 30/31 March Manfeild Circuit Chris Amon was the venue for the penultimate round of the New Zealand Superbike Championship, the first time in many years that the country's premier category has raced at the track. Still a far cry from that



incredible period in the late 1980s and early 1990s when the Manfeild Autocourse hosted the final round of the World Superbike Championship on four occasions. Back then there wasn't an empty seat in the house as fans from all over the country flocked to Feilding in their thousands to see the best bikes and riders on the planet. Sadly we will never see the likes of that again ...

*MCC's Globetrotter.* In the middle of last month Richard Bosselman took to the skies in a China Southern jetliner as a guest of Havil and Great Wall. The 11¾ hour flight from Auckland to Guangzhou was followed by three days at the company's facilities in the city of Baoding that has a population of 8 million people. At one time Baoding was the world's most polluted city but that situation has improved as natural gas replaces coal, though smog is guaranteed on most days. Next of the itinerary was another three days of activities that included the 2019 Shanghai Motor Show. Probably the real highlight of the trip was the journey on the 'bullet' train, 1,000 kilometres in just over 5 hours with stops at seven stations along the way, that's averaging over 200 k an hour! The maximum speed reached was 332 km/h but because it was at night there was no outside speed reference, shame that. Mr B was really impressed with how quiet and smooth the ride was, obviously a contrast to the # 90 Mazda MX5. Where to next? Richard is waiting for his phone to ring...



*Amée du centenaire.* 2019 is the centennial year of Citroen, one of the most innovative manufacturers in motoring history. Founded by French industrialist André Citroen, the company has produced many standout models during that 100 years. It started with the Type A-10HP, the iconic 'Traction Avante' launched in 1934 was the world's first mass produced front wheel drive car, there was the legendary 2CV 'Deux Chevaux' economy car that was revealed in 1948 and produced for the next 42 years. Forward to 1954 when the world was stunned by the futuristic 'ID', the world's first car with a hydro-pneumatic self-levelling suspension system, a year later came the even better 'DS' that became known as 'The Goddess' because of its sheer beauty. The more advanced high-performance 'SM' hit the showrooms in 1970, powered by a 2.7 litre quad-cam V6 Maserati engine the sleek aerodynamic grand tourer was capable of 235 kilometres an hour (146 mph) which was significantly faster than the rival models from Mercedes Benz, BMW and Jaguar. In 1974 the CX saloon appeared, then two years later Citroen became part of the powerful PSA Group in an alliance with Peugeot, a move that would signal the beginning of the end of the sometimes audacious vehicles that made the marque famous. Citroen have also enjoyed significant success on the sporting side, 8 times winner of the World Rally Championship, 5 times winner of the World Rally Raid Championship and the World Touring Car Championship, it's an envied record. A company celebrating 100 years of extraordinary boldness and innovation. Vive la France...



*On the ball. In mid-April the Palmerston North based New Zealand Rugby Museum celebrated 50 years since it was created. Over the years it has had many homes, initially in the city's old Art Gallery on the corner of Grey and Carroll Streets, later in the now demolished Council brick building fronting Cuba Street at the Palmerston North Showgrounds and now it's an integral part of Te Manawa. If you follow the national game it really is a must see...*



back  
soon

*Missing man # 1. When the field lined up in pit lane for the GT Cup qualifying session at Round 3 of the Summer Series there was one car missing. So where was the driver? He was at an Industrial Expo in Germany checking out cranes. Photos on Face Book gave the impression that 'Zippo' was seriously practicing for the Munich Oktoberfest, but that's nearly six months away! Craig McIntosh was long gone...*

*Missing man # 2. When the field lined up on the grid for the IB Cup Reverse Grid race at Round 3 of the Summer Series the car that won the Scratch race was missing from the back row. So where was the driver? He was on his way home to pick-up more fuel to get through the day. Peter Beauchamp was gone for less than an hour...*

*Missing Man # 3. When the field lined up on the grid for the GT Cup Handicap race at Round 3 of the Summer Series the car that would have been the last away was missing. So where was the driver? He was on his way home to watch the Aussie V8 Supercar race in Tasmania. Ross Thurston was gone for the day...*

*Noted. At the same meeting the familiar Holden Monaro pace car had a new driver, albeit one who is very familiar with the circuit. The man behind the wheel was Justin Allen. Prior to race 1 Justin was allowed two exploratory laps to get the feel of the car, he didn't exactly hold back. Sunday 07 April was Richard Bosselman's birthday, is there a better way to celebrate than going motor racing? The new speed recorder at the end of pit lane is a welcome and useful addition to the Manfeild facility and a friendly (?) reminder to drivers to monitor their speed to below the 40 km/h limit. One driver was obviously not quite focussed enough when he was clocked at 52 km/h. A visit to upstairs...*

*No drive, no go. Mitre 10 Mega man Andrew Stewart had a less than memorable day in his Gaerte re-powered Datsun 1200, the little coupe really looks the part with its flared guards, bib spoiler and rear wing. Qualifying looked promising with a time only a tenth behind the familiar BMW of Richard Clulee, but the final laps of the first Scratch race appeared to be run at reduced pace, obviously something wasn't quite right somewhere. Inspection back in the pits revealed damage to the drive of the pump that's a critical component of the car's dry sump lubrication system. Unfortunately for Andrew it was trailer time...*

*Too far. When cleaning-up was completed following the Mitre 10 Mega Summer Series Prizegiving and Awards function there were still three people in the building working on their rehydration. With some reluctance the 'taxidemists' eventually agreed to depart with host Andrew Stewart offering them a ride home, he was more than a little taken back when he asked where they lived and the answer came back as Napier! Thankfully the 'Taxi Cuppers' were staying in town overnight, so the trio were bundled into the AMG Mercedes Wagon and delivered in quick time to BK's Motor Lodge around the corner on Cuba Street. Would they have noticed the sophistication of the Merc compared to their Ford Falcons? Doubt it...*



*Our man is back in business. MCC member Chris Pither will be back on the track in the middle of this month. Pither won last year's Supercar's Super2 Series driving for Garry Rogers Motorsport and now GRM have signed him as one of their driver line-up for the 2019 TCR Australia Series, the new 2-litre international*



touring car category. Chris will drive one of GRM's two Renault Mégane RS cars – 'TCR is growing internationally so to be competing in the series from its introduction in Australia will be exciting. TCR will be a new challenge adapting my driving style and understanding the set-up characteristics. Now I have some positive direction'. Barry Rogers (Garry's son) is enthused and commented - It's fantastic that we can confirm Chris will continue to be a driver for our team. Chris is a genuine talent. He is fast, smart and very dedicated. He is everything you want in a race driver'. Backing the Renault Mégane RS's will be a pair of Alfa Romeo Giulietta Veloces which suggests GRM is very serious about the series which opens at the Sydney Motorsport Park on 17-19 May. Included in the provisional entry list are TCR-spec examples of the Hyundai i30N, Opel Astra, Subaru WRX STi,, Honda Civic Type R and Volkswagen Golf GTi, on the driver list are Jason Bright and Tony D'Alberto. There is talk about TCR coming to this side of the Tasman. Do we really need another racing category...

*Motor homer. One of the more prominent personalities in local motoring circles has joined the 'Village People' by investing in a motor home. The idea is to become more independent when he goes racing. The story goes that his first trip took him to the Bruce McLaren Motorsport Park with all the comforts of home, at this time of the year the morning and night air is definitely chilly and the 'home' had heating. First night, all comfortable and ready for bed after indulging a little rehydrating, the last thing to do is go outside and turn off the portable generator. The simple task was completed but there's a problem, he's accidentally locked himself out and he doesn't have the key! No point is calling AA Roadside Assist so our man went to his race trailer for a hammer, then a decision had to be made, which window to break to gain entry? He opted for a front quarter light so he could reach the inside door handle, but the job was not quite done as there was a need to tape over the hole to keep the cold air out (the motorhome is of Italian origin, fortunately there was a replacement glass in the country). The driver's name is unknown but he's believed to race the country's quickest Mitsy Evo, frequents a watering hole in the Terrace End area and enjoys a very close relationship with the Nissan brand. So who is this mystery person? Your guess is as good as mine...*



On the move. MIKE 96 Racing has vacated the premises on the corner of Napier Road and Limbrick Street, by the end of the Easter weekend all the cars and equipment had gone. The question is, where have they relocated to? It's understood that the building has already been leased, so who will move in now that MIKE Racing 96 has moved out. No doubt all will be revealed in due course...

*Red Bull Raging Bull? There are stories circulating up north that 'Mad Mike' Whiddick has be offered a serious weapon for the new drift season courtesy of Automobili Lamborghini S.p.A. If the story is true it would be major drawcard and a great global promotional tool for the Saint'Agata Bolognese factory, while the exhaust noise would go very close to matching the Hartley V12 in Jaron Olivecrona's PartsTrader Nissan Silvia S14. It's another wait and see...*



Red fan in the region? At a recent large hot rod gathering in Christchurch there was a lot of talk about Red Dawson's famous Willys coupe that was domiciled in the city before being sold and moving north across the Strait. The chat was even specific that its new home was in Feilding and the new owner is a long time Red Dawson fan who has a collection of 'RD' memorabilia and already owns Red's Ford Mustang. The talk went as far to suggest that the man is also very keen to acquire Red's Chevy Monza, now that would be a great garage paying tribute to one of the true characters of saloon racing because they don't make them like Red Dawson anymore. So who is this mystery man? It's widely known that





Red's best known fan is yachtie/racer Grant Dalton who drives the 'RD' tribute Camaro in Marlboro livery. Maybe Mr Dalton has a secret hideaway in Feilding...

True gentleman racer. Motorsport needs more people like Brian Kouvelis who defines what the word 'enjoyment' means. He's not racing for a sheep station, just improving his lap times for the satisfaction that comes with it. At the final round of the Mitre 10 Mega Summer Series Brian was seen up on Level 2 at the new driver's meeting, when queried why he was there the response was 'There's no need to attend but it's a reminder'. Priceless...

Change of horsepower. The same Brian Kouvelis is a member of a syndicate that owns a race horse. Two year old 'American Me' doesn't have a jockey, it has a driver in a sulky (not Brian), and is proving to be a very good investment for the owners. Recent top three placings at Manawatu, Otaki and Stratford have given a good indication of the horse's ability, highlighted by the win at Stratford by two lengths that earned more than \$5,000 in stake money. If you want to have a play at the TAB, remember the name 'American Me'. It could be worth a visit to the TAB...



Close but no cigar. A second MCC member has finished in the top three in a National Championship Series. Callum Crawley placed third in the NZ Formula F1600 Championship and now Chris Symon has claimed the runner-up spot in the 2018/19 Hi-Q Components NZ Formula First Championship. The final round was held at the Taupo circuit on 13/14 April. Whakatane 19 year old and championship leader Reece Hendl-Cox was the fastest qualifier with Symon 4th quickest, as usual the times were very close. In Saturday's race four cars continually swapped positions with Hendl-Cox in front as they crossed the line to seal the title, close behind were Billy Frazer, Liam Foster and Symon. There were two races on the Sunday, in the first 8 lapper Symon led the majority of the laps but was denied victory by Hendl-Cox with Frazer third, the finishing order was the same in the final race of the series - for Hendl-Cox it was another weekend of domination, his three wins took his total to 14 for the season. 2018 SpeedSport Scholarship winner Ronan Murphy was beaten by Thomas Boniface in all three races but still claimed the 'Rookie of the Year' title, the final margin being 15 points. Looking at the final standings Hendl-Cox ended the series with 1613 points, Symon scored 1394 and Frazer 1347. Like Callum Crawley, Chris Symon had done the club proud...

More racing. Racing never seems to end for the Formula Firsters. May begins with the annual One Hour Endurance Race at Manfeild followed by their prize giving. Looking further forward, on the first Sunday of June, July, August and September the category is an integral part of the Feilding Auto Electrical Winter Series. These people just can't get enough racing...

More Kiwis in Oz. Two of the top drivers in the 1918/19 NZ Toyota 86 Championship have crossed the Tasman for the Australia Toyota 86 Championship. Jayden Ransley was runner-up to Callum Hedge for our National title while Peter Vodanovich finished fourth in the title chase. Both Ransley and Vodanovich are contesting the full Aussie series and had promising starts at the opening round at Philip Island, the 86's being on the Supercar support race programme. The Kiwi pair qualified 5th and 13th respectively in the 40 car field but did much better in the racing. In Race 1 Ransley got the better of his long duel with Garth Tander to claim a hard earned 3rd place, Vodanovich moved up 8



Page 17 of 39

positions to 5th at the flag and set the day's fastest lap in the process. Ransley won Race 2 with Vodanovich 9th but the weekend finished on a disappointing note for Ransley when he was spun out in Race 3 and recorded a DNF, Vodanovich placed 7th to score his third top ten result. That was a very promising start...

Big names. There's nothing like a couple of big names to attract special interest in a category. Look at the 2019 Australia Toyota 86 Championship where Toyota Australia have entered a pair of factory Gazoo Racing 86's for two high profile drivers, but who? They opted for Garth and Leanne Tander, that's clever marketing thinking. Both have very high profiles, enjoy great popularity with the fans, and both are Australian Championship winners, in fact, both have won the same national title. Garth is better known than his wife because his CV includes being on the top step of the Bathurst 1000 podium three times (2000/Jason Bargwanna, 2009/Will Davison, 2011/Nick Percat) winning the inaugural Bathurst 24 Hour race in 2002 with Steve Richards, Cameron McConville and Nathan Pretty in the Garry Rogers Motorsport 7-litre Holden Monaro 427C, in 2007 he won the V8 Supercar Championship for the HSV Dealer Team. Mrs Tander has also enjoyed significant success, 3rd in the 2000 Australian Formula Ford Championship, 3rd in the 2004 Australian Production Car Championship and winning Class C, winner of the coveted Australian Drivers Championship in both 2007 and 2008. The Australian title they have both won is the Formula Ford Championship, Garth in 1997 and Leanne in 2016. So on the track you don't mess with the Tandersons...

Another success story. Dennis Martin's SpeedSport Scholarship has produced a number of outstanding drivers who have gone on to be big success stories. 2015 winner Liam Lawson claimed the double of the 2019 NZ Grand Prix and TRS Championship, he's now in Europe to contest the FIA Formula 3 Championship, and the name of Conrad Clark has appeared in the headlines. The Taupo teenager won the Scholarship in 2017 and last year competed in the American US Formula 4 Championship. As the result of a fund-raising campaign the 16 year old was able to accept a drive with the BlackArt Racing Team in the opening round of the Chinese Formula 4 Championship, the two races being on the support programme for the F1 Grand Prix. After setting the fastest lap in practice Clark qualified in P2, then went on to win both 25 minute races, the first by 6 seconds and the second by 9 seconds. That was seriously impressive. Now it's back to the fund raising...



Oh the noise. On the night of Saturday 20 April Palmerston North's Central Energy Trust Arena reverberated to a sound like no other. Forget the field of 850 horsepower V8 sprintcars, this was a solo of unprecedented audio perfection. It was Jaron Olivecrona demonstrating his PartsTrader Nissan Silvia to promote the final round of the DNZ1 Drift championship the following weekend at Manfeild. There was lots of sideways, sadly no smoke because of the track surface, but the sound of the screaming Hartley V12 certainly got the crowd's attention. The place will never quite be the same again...



It's all in the detail. You have to hand it to Jeff Braid when it comes to doing things right. All aspects of life can be about first impressions and the inaugural Relay Race at Round 3 of the Mitre 10 Mega Summer Series was no exception. Only Jeff would realise that the competing cars needed some sort of identification, so he organised sets of special decals with each team's number in bold numerals to avoid any confusion. He even stipulated where they would be positioned! Just another reason why Jeff is so valuable to the club. This man is a living treasure...



Can it really be 40 years since the BMW Procar Series took to the F1 tracks?? The Procar Championship was the brainchild of BMW Motorsport head and ex racer Jochen Neerspach and pitted drivers from the F1 World Championship against World Sportscar and ETC drivers in identical BMW M1 cars. The first series in 1979 ran as a warm up act for the F1 European rounds and was fittingly won by Niki Lauda. The 1980 series included some additional rounds outside the F1 sphere and this time Nelson Piquet took the trophy. The cars were loosely based on the new M1 road car, but with significant modifications to meet the then current Group 4 regs.



Interestingly only 5 cars were constructed by BS Fabrications for the factory team, the remainder were built by Project Four Racing ( Ron Dennis – soon to be McLaren boss ) and Osella. The whole enterprise foundered at the end of 1981 when BMW withdrew support in the face of their entry into F1 as an engine supplier for Brabham.

*Classic Electric Vehicle. Almost sounds like an oxymoron, but not quite. Following on from last months Mini EV it seems that conversion of classics to the latest in “green” power plants has reached the mainstream. Jaguar are setting the ball rolling with their E Type Zero ( due for production next year ), a reconditioned and reconfigured E Type and Aston Martin have announced a retro fitting service for an electric powertrain to any of it’s older models. Add in the specialists who are now converting anything from a Fiat 500 ( yes, the original one ) to an MGB through to a Ferrari 308, even a Range Rover, and those that advocate such conversions as necessary to future proof classics and keep them on the road just might have a point. I’m just not sure if I want to see it yet .....*

It’s all in the name. Courtesy Ford. The Oxford dictionary defines courtesy as “the showing of politeness in one’s attitude and behaviour towards others”. An admirable thing to have when you are in the game of selling cars to the public. But was the name of our local friendly Ford dealership chosen at random for this connotation or did someone in the hierarchy see the photo of the 1960 Daytona 500 ( the second ever running of the event ) showing NASCAR veteran Curtis Turner in the Courtesy Ford ( of Charlotte, North Carolina ) sponsored Holman-Moody 360hp Ford V8 and think it would be a great company name?? Be interesting to find out .....



So was the Chinese Grand Prix really the 1000<sup>th</sup> Grand Prix ?? Well, it really depends on your perspective. Yes, it’s true it was the 1000<sup>th</sup> race since the launch of the World Championship at Silverstone in May 1950, however it wasn’t the 1000<sup>th</sup> World Championship GP for Formula One, a subtle distinction. Why ?? Well the 1952 and 53 seasons were run to F2 regulations, so technically the 15 races run in those seasons should be excluded. Nor was it the 1000<sup>th</sup> World Championship GP as for the first 10 years of the World Championship the Indy 500 was included in the Championship, only being dropped when F1 went to the 1.5 litre formula in 1961. So despite the celebrations at China, there are more to come, and at a far more fitting venue, the spiritual home of F1 motor racing. Celebrations for the 1000<sup>th</sup> World Championship Grand Prix will be at Monza in September, and if you’re still in the mood for a party the 1000<sup>th</sup> World Championship GP for F1 will be round 8 of 2020. Phew .....



**Feilding  
Auto  
Electrical Ltd**

# 2019 WINTER SERIES

**Round 1** Sunday 2nd June  
**Round 2** Sunday 7th July  
**Round 3** Sunday 4th August  
**Round 4** Sunday 1st September

## CLASSES

GT Cup  
GT-A and GT-B  
IB Cup  
SF Cup  
RS Cup  
MX5 Cup  
Taxi Cup  
Formula First Cup  
Formula Ford Cup  
Classics Cup



Jarod Carruthers Photography 

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at June and August rounds**

## CONTACT

Jeff Braid  
027 477 3337  
info@manawatucarclub.org.nz

[www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

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## 2018/19 MITRE 10 MEGA SUMMER SERIES - ROUND 3...

Manfeild Circuit Chris Amon was blessed with ideal weather conditions for the final round of the Mitre 10 Mega Summer Series, in two of the four categories the trophy outcome was far from decided at the start of the day, so each of the four races was critical for gaining maximum points. The total entry of 55 cars was down on previous rounds, more encouraging news was the number of new drivers/cars and the RS Cup class having its biggest field of the series.

RS Cup Qualifying saw Hamish Clark from Auckland topping the time sheets by 4/10ths of a second with Wessam Bessada sharing the front row for the opening Scratch Race. But the qualifying times meant very little because Sean Browne came through from 9th on the grid to take the checker by 6/10ths, Clark and Brett Paton took the minor placings while Bessada crossed the line in fourth place ahead of Gareith Stanley. But that wasn't the final official result as the entire field had collected break-out time penalties for lapping under 1.30! After the adjustments Trent Smith was elevated to first place ahead of Stanley and Tony Johnston.



JAROD CARRUTHERS PHOTOGRAPHY

A Reverse Grid is always one of the more interesting races, sometimes for the wrong reason. Brian Kouvelis was on the outside of the front row and stalled his BMW when the lights went. The avoidances were remarkable with no cars making contact!

This was the race that produced one of the drives of the day with Sean Browne starting on the back of the grid in 15th place, at the end of the six laps he took the checker flag, leading Johnston, Hamish Clark, Paton, Stanley and Mathew Clark across the line.

Race 3 was the Marble Draw and a win for Brett Paton over Levin's Mathew Clark and Johnston with Stanley, Bessada and Mark Nicholls rounding out the top six. The Handicap 6 lapper saw Chester Rowles take full advantage of his start position to beat Paton and Bessada, next home were Hilary Ashworth, Barry Meiring and Stanley.

The biggest field of 21 cars faced the starter in the SF Cup and Gerald Watson stated his intentions by setting the fastest Qualifying time by 2.2 seconds over Tony Birchall who had Leo Van Berkel, Kerry Tong, Mike Monastra and Neil King in very close attendance, those five cars being covered by half a second.

Watson was a convincing winner of the Scratch race from Monastra and Van Berkel, then made it an

impressive two from two by driving through the big pack in the Reverse Grid to claim victory, Van Berkel headed Monastra in the dice for second and third, with Tong, Greg Browne and Birchall completing the first six home.

Tong benefitted best from the draw for the Marble race to score a hard earned win over Birchall with Wellington newcomer Hayden Rau third across the line in his Ford Mustang, holding out Monastra and Van Berkel. Watson hopes of the three-in-a-line



JAROD CARRUTHERS PHOTOGRAPHY

went up in a cloud of expensive smoke, something let loose in the engine room halfway round Turn 7 and the trail of oil followed the Datsun into the pits, it was time to bring out the cement and brooms.

He might have been only 16th quickest in qualifying but Kolin Yannakis ended his series on a high by winning the Handicap from Glen Evans in his very quick Suzuki Swift and Monastra who were chased home by Darren Walker, Rowles and Warren Cleland.

Because of the number's game the GT and IB Cup classes were combined to make up a healthy 16 cars on the grid.

In the GT-A Cup Ross Thurston had won five of the 8 races going into the final round and there was a similar scenario in the IB Cup where Peter Beauchamp had enjoyed a very successful series beginning with winning three of the four races in Round 1. In Qualifying both headed their respective time sheets by large margins, not really surprising with Thurston but Beauchamp was 3.8 seconds ahead of Richard Ransom who led a tight group that included David Thomsen, Kieran Moorman and Peter Edmond.

The welcome addition to the GT-B field was Series sponsor Andrew Stewart in his potent Gaerte engined Datsun 1200 coupe, he was only 1/10th of a second behind the BMW of Richard Clulee in qualifying, showing the car has significant potential.

The Scratch 6 lapper was another Thurston benefit as he crossed the finish line more than half a minute ahead of Anton Cheetham with a further 15 seconds back to Clulee in third place and first GT-B Cup finisher. In the



IB Cup Division Daniel Thomsen qualified 3rd quickest but after making a great start from the second row of the grid he left the field in his tyre marks to beat Ian Thompson, Beauchamp, Edmond and Ransom.

The Reverse Grid had Beauchamp missing when the cars lined up in a race that produced an interesting result. As expected Thurston won overall, though this time the margin was down to 14.3 seconds, the star was the IB Cup's Daniel Gordon from Levin who came home in outright second place 3 seconds ahead of Cheetham, Paul Bass and Clulee. In the IB Cup Simon Munro claimed second place, 25 seconds behind Gordon, followed home by Thomsen, Edmond, Ramson and Craig Stuthridge. Thurston posted the fastest lap of 1.13.053, Gordon's impressive best was 1.14.883 and Cheetham 1.16.080.

The Marble Draw brought a hat trick for Thurston with Cheetham, Clulee and Bass completing the GT Cup order, while the IB Cup field had a very different finishing look about it. Ian Thompson led the field home from Beauchamp and Stuthridge, rounding out the top six placings were Kieran Moorman, Geoff Boyden and Phil Dravitski.

Thurston was absent when the field lined up for Handicap which really opened up the GT Cup and it was Richard Clulee who took the category win over Cheetham and Bass, but none could catch the IB Cup's Logan Moorman who had a flag-to-flag victory in his Mazda RX7. The second IB Cup car to cross the line was Thomsen's Mitsubishi Mirage with the Beauchamp Subaru Impreza third followed by Stuthridge, Boyden and Kieran Moorman.



On an only slightly less serious note was 'Russell's Relay Race' that took place after the lunch break, an idea that was mooted at a Club Committee Meeting became a reality.

There were six teams of three cars, one each from the RS, SF and IB classes that were selected on combined fastest qualifying lap times. Three laps each in the listed group order.

Team 1 - Mean Beans  
Chester Rowles, Samantha Stanley, Richard Clulee

Team 2 - Misfits  
Matt Clark, Richard Bosselman, Richard Ransom

Team 3 - Mayhem  
Liam Howe, Jonathon Hogg, Craig Stuthridge

Team 4 - Young 'N Old  
Mark Nicholls, Tessa Field, Peter Edmond

Team 5 - Far Queue  
Gareith Stanley, Richie Arber, Simon Munro

Team 6 - Fast 4 & Rotaries  
Sean Browne, Warren Cleland, Kieran Moorman

The 'waiting' cars were positioned Le Mans start style at the western end of the pitlane, the 'arriving' car had to drive down to the front of the pit lane garages to ensure the timing loop was tripped. 'Runners' took the tag off their car and sprinted to put the tag on their next car before it could move off. Adding to the challenge for the drivers was that they were on cold tyres and the brakes hadn't built up any heat! Breakout penalties would not be incurred. It was all very simple really.

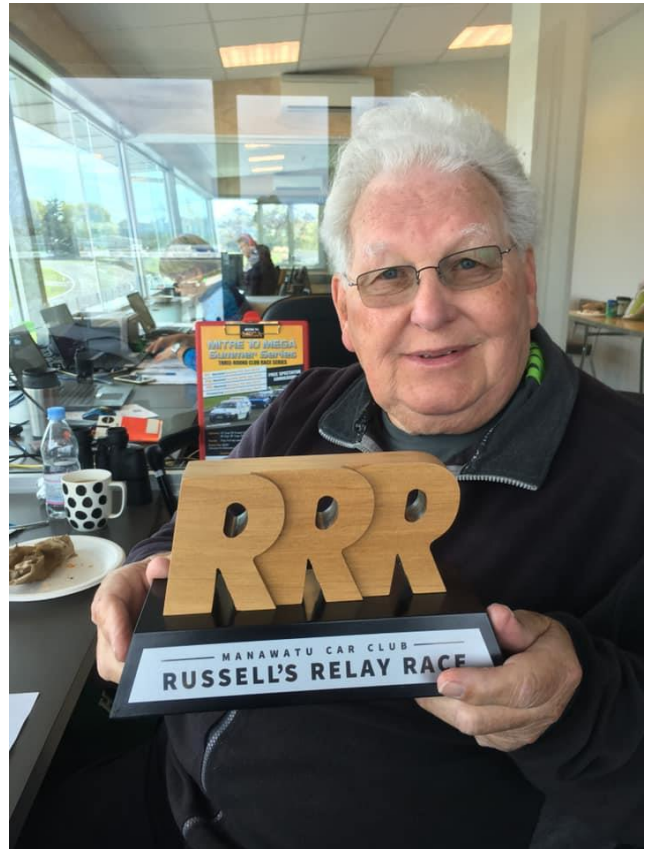
The six RS Cup cars were first away and at the end of the first leg it was Clark (T2) who led into pit lane ahead of Gareith Stanley (T5) and Browne (T6), next in order were Nicholls (T4), Rowles (T1) and Howe (T3). The race really livened up in leg two as Arber (T5) began his charge to pull back Bosselman (T2), Hogg (T3) had caught and passed Field (T4) while Samantha Stanley worked hard to keep in touch.

Bosselman led into Turn 7 on his final lap before Arber pulled a massive outside pass that saw him heading over the exit judder bars before Bosselman eased off to give him enough room to avoid a penalty. But the exciting lap wasn't quite over for Arber as he arrived very fast at the pit entry and somehow managed to slow the twitching Corolla GT enough to make it through without hitting the barriers! At the changeover Munro (T5) led out onto the circuit for the final leg from Ransom (T2), Moorman (T6), Stuthridge (T3), Edmond (T4) and Clulee (T1) who had considerable ground to make up. Thanks to the slick changeover Munro had a healthy lead and was determined not to lose it, despite his Mustang's superior power Ransom was unable to reel him in, further back Edmond had found his mojo to pick up two places while Clulee made up a lot of ground to get ahead of Stuthridge.

So the team finishing order was 5, 2, 4, 6, 1, 3 - the 'Far Queue' trio of Richie Arber, Simon Munro and Gareith Stanley had won the inaugural 'RRR' that will become a feature event at the final round of future Sumer Series. The relay wasn't perfect but the small issues were immediately noted and can be easily rectified. The important thing was that the competitors, officials and spectators all enjoyed the spectacle which gave it a big tick.

RH

**PS Apologies for any omissions or errors. For technical reasons the full list of results wasn't available, making it necessary to 'call a friend', work from scribbled notes and memory. The latter may be failing!**







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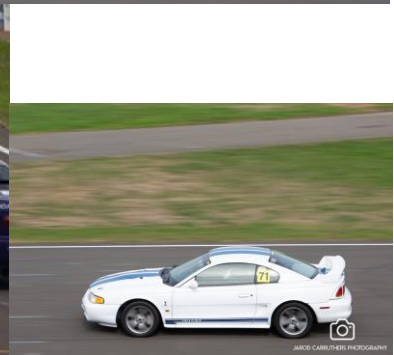




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## 2018/19 MITRE 10 MEGA SUMMER SERIES DINNER...

This function is two-fold, primarily it's to present the trophies for the Mitre 10 Mega Summer Series, from the Club's perspective it's extremely important as it gives the opportunity to recognise the work of the volunteer V-Force who are invited guests of the club.

The Club enjoys a special and close relationship with Palmerston North Mitre 10 Mega store owner and racer Andrew Stewart, and in an innovative move shifted the Prizegiving/Awards dinner from the clubrooms to the company's Distribution Centre that runs between Bourke and Waldegrave Streets. The building is big, very big, but through collective input an area was transformed for the occasion. The tables were placed in a curve so that the attendees only had to turn 90 degrees to see the presentation area, forming the backdrop were three Mitre 10 Mega trucks, it was impressive and certainly surprised guests as they entered the building.

To start the night there was an official welcome from Club President Richie Arber, who invited Andrew Stewart to present the 2018/19 Series trophies. Following the obligatory photograph each recipient was briefly interviewed by 'roving reporter' Jeff Braid, a new initiative that was particularly well received.

### RS CUP

- 1 Gareith Stanley
- 2 Wessam Bessada
- 3 Nick Fisher (absent)

### IB CUP

- 1 Peter Beauchamp (absent)
- 2 David Thomsen
- 3 Simon Munro

### GT-A

- 1 Ross Thurston (absent)
- 2 Craig McIntosh (absent)

### SF CUP

- 1 Kerry Tong
- 2 Leo Van Berkel
- 3 Tony Birchall

### GT-B

- 1 Paul Bass
- 2 Anton Cheetam
- 3 Richard Clulee (absent)

### GT Cup Overall Champion

Ross Thurston

### CHAMPION OF CHAMPIONS

Gareith Stanley

**RUSSELL'S RELAY RACE** – Team "From the Far Queue" – Richie Arber (Captain), Gareith Stanley, Simon Munro, Andrew Wasley (runner).



"From the Far Queue" Richie, Gareith & Simon  
Inaugural Winners of the Russell's Relay Race



Gareith Stanley and Wessam Bessada





Kerry Tong, Leo Van Berkel and Tony Birchall



Series Sponsor Andrew Stewart with Geoff Boyden (receiving the award on behalf of Peter Beauchamp), David Thomsen and Simon Munro



Paul Bass and Anton Cheetam



The awesome layout for the nights events

At the conclusion of these presentations dinner was served. Very good use was made of the building's state-of-the-art kitchen by Aaron Walker and Kaye Flannagan, the roast beef, glazed ham and chicken being cooked off-site. With everything prepared Aaron and Kaye were joined on the serving bench by the indefatigable 'Higgie'.

Next on the agenda was the all-important Volunteer Awards.

Jeff Braid has great knowledge of the Club's history and revealed that the Volunteer Awards went into storage for a decade before being re-introduced in 2016.

Cub President Richie Arber presented the Trophies with Jeff Braid again conducting the interviews.

**ALWYN DAVIES MEMORIAL TROPHY - RESCUE MARSHALL AWARD** – Darryl Jackson

**KIRK TROPHY - HELPER'S AWARD** – Danny McKenna

**BLAIR TENNANT MEMORIAL TROPHY - OUTSTANDING CLUB PARTICIPATION** – Peter Edmond

**ROSS TILSON MEMORIAL CUP - LONG SERVICE AWARD** – Jeff Woodward (absent)

**MCC V-FORCE – ROOKIE OF THE YEAR AWARD** – Janine Huggins

**MIKE WEBSTER MEMORIAL TROPHY – FOR DEDICATION AND PERFORMANCE IN THE FLAG DEPT** – Matt Strang



Alwyn Davies Memorial Trophy Recipient  
Darryl Jackson



Kirk Trophy Recipient Danny McKenna



Blair Tennant Memorial Trophy Recipient  
Peter Edmond



James O'Regan receiving the Ross Tilson Memorial  
Cup on behalf of Jeff Woodward



Mike Webster Memorial Trophy Recipient  
Matt Strang



Champion of Champions Winner Gareith Stanley





MCC V-Force Rookie of the Year recipient Janine Huggins



Our awesome Sponsor Andrew Stewart from Stewarts Mitre 10 Mega

The next break was for dessert, very simple with a selection of small tubs of ice cream and a choice of lolly cake or chocolate fudge slice - many took both!

The night ended with two special presentations. First was naming the winner of the 2018/19 Mitre 10 Mega Summer Series Champion-of-Champions Trophy, the recipient was Gareth Stanley.

The second was a presentation by Richie Arber on behalf of the Club to Andrew Stewart, expressing appreciation for his ongoing support of the Series, his enthusiasm and ensuring the success of the award's evening.

Special mention must be made of the people who travelled significant distances to attend. In particular Wessam Bessada and his team from Upper Hutt, the three 'taxi' drivers from Napier and Paul Bass who came over from Wanganui.

It was another MCC event that ticked all the boxes thanks to an exceptional team effort involving Richie Arber, Jeff Braid, Jill Hogg, Kaye Flanagan and Aaron Walker, they can reflect on another function very well done in keeping with the Club's proud tradition...

RH



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## THE HARTLEY FILE...

In the public's eyes April was a quiet month for Brendon Hartley, but in reality it was quite a different story.

With the F1 Bahrain and Chinese Grand Prix there was work to be done on the Ferrari simulator at Maranello, and life got much busier at Porsche as their Formula E car development programme shifted up a couple of gears. Neel Jani has done the early development and testing at the company's Weissach facility, in the latter part of April the programme moved to the Calafat Circuit in Spain where Brendon joined the E-Team as part of the preparation for the 2019/20 ABB FIA Formula E Championship that begins in December at the Ad-Dinyah street circuit in Saudi Arabia. During the latest test sessions the pair covered more than 1,000 kilometres.

It's not hard to understand why testing moved to Calafat as the circuit is 3.2 kilometres long and features 19 turns of every type. It was the second permanent track built in Spain (after Jarama), being primarily designed for motor cycle racing.

Face Book/Twitter - *'I was back in Porsche kit this week. It's been a fun first experience driving the FE car in anger, but it's been equally enjoyable working with the many familiar and clever peeps in the @PorscheFormulaE team'.*

Brendon has a very special talent when it comes to race car development, it's a rare gift. *'I loved being involved in the development phase of the 919 Hybrid almost as much as I enjoyed the racing. It is something that I pride myself in, in terms of development and understanding the technologies, and I am really happy to be part of this Formula E project starting from zero and being part of the development process. Equally, I'd love to be involved in the racing. At the moment it's very much just the development but I definitely have my hand up to race in Formula E as well'.*



On 21 April a story broke regarding Brendon and the WEC. He was scheduled to drive in this month's round of the championship, the 6 Hours of Spa, as a replacement for Jenson Button at SMP Racing. Now it appears that Stoffel Vandoorne will replace the former F1 world champion who has another racing commitment on the same weekend.

The same story says that Brendon is the favourite to replace two-time F1 world champion Fernando Alonso in the GAZOO Racing Toyota WEC team next season, while French news outlets say that Hartley will join the Japanese squad as a reserve driver in this year's 24 Hours of Le Mans in anticipation of a full-time drive next year. Brendon was expected to drive for the SMP Racing's LMP2 team in next month's French classic but it appears he may have turned it down following the offer from Toyota. Considering that Brendon has competed four times at the Sarthe circuit driving the LMP1 Hybrid Porsche and won the race two years ago it seems a little ironical that if he is nominated as a Le Mans reserve driver he would need to complete the pre-event Test Day on 02 June!

If the stories are true, in the 2019/20 WEC Brendon would most likely share the # 8 Toyota TS050 Hybrid with two other ex-Formula 1 drivers Sébastien Buemi and Kazuki Nakajima, who together with Alonso won both last year's Le Mans 24 Hour race and the 2017/18 WEC title.

Brendon has previously said that he believed he could combine campaigns in Formula E and the World Endurance Championship - *'I still love Le Mans and have a big love for endurance racing, I think it's totally possible to combine two programmes which other drivers are already doing. I see Formula E as something different from endurance racing as it is bringing racing to the heart of cities'*.

Life remains very much in the fast lane for our Monaco-based club member...

RH





## ONLY IN AMERICA...

The 1959 United States Grand Prix will be remembered in the sport's history for a number of reasons.

It was a race of firsts, many firsts.

For New Zealanders the most important is that the race was the first of Bruce McLaren's four grand prix victories, it also made him the youngest ever grand prix winner at the age of 22 years 3 months and 12 days. It was a record that stood for more than forty years until it was broken by Fernando Alonso when he took the chequer in the 2003 Hungarian Grand Prix.

The staging of a Formula 1 Grand Prix in America realised a dream for organiser Alec Ulmann but it was the first and only time that the race was held at the Sebring International Raceway in Florida, the home of the iconic 12 Hours of Sebring sports car endurance race. It was the first time since the inaugural world championship in 1950 that three drivers were in contention to win the coveted title going into the final race - Stirling Moss, Jack Brabham and Tony Brooks.

It was the race where Jack Brabham won the first of his three world championships, the first world championship title by an Australian, the first for Cooper and the first for a rear engine car.

The race was held over 42 laps of a 8.36 kilometre long circuit on the former military airfield, the actual course being extremely bumpy and marked by road cones, the weather was sunny with temperatures reaching 25 degrees.

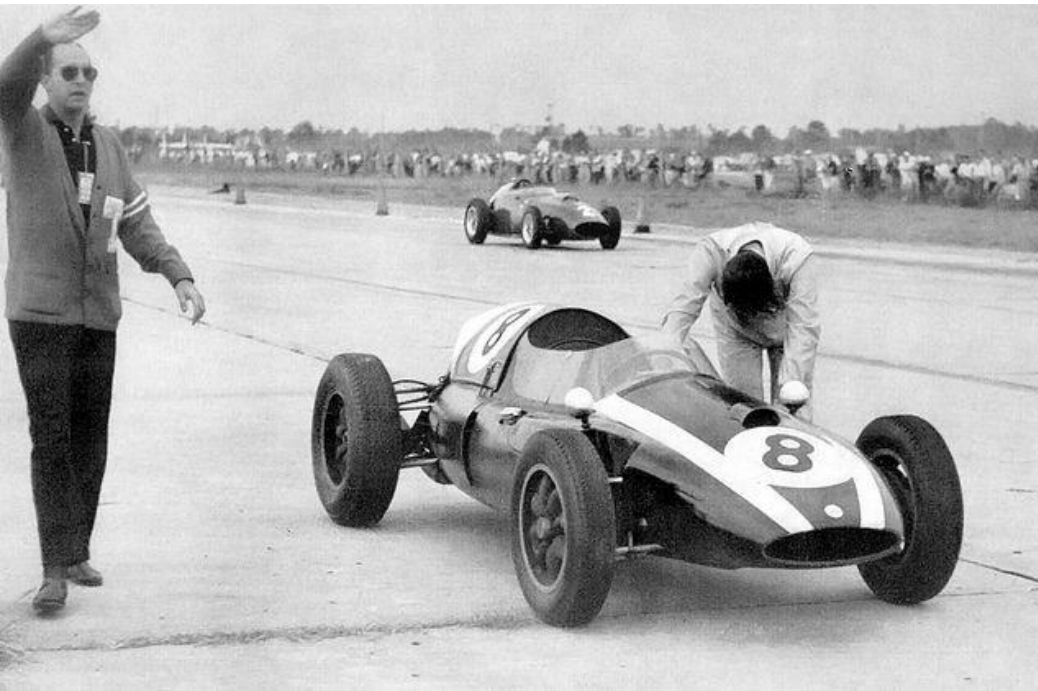
It was a race punctuated with drama from start to finish. At the first corner Brooks was rammed by his Ferrari team mate and lost two minutes in the pits while the damage was repaired, pole sitter Moss led until Lap 5 when he retired with a broken gearbox, Brabham took over the lead followed by his Cooper team mate McLaren. With half the field out of the race by the midway mark Brabham slowed his pace, allowing McLaren to close up. Maurice Trintignant held third place in another Cooper, with his pit crew urging him on the French driver began to quickly close on the leading pair and was only four seconds behind going into the final lap.

Prior to the race Brabham had over-ruled team manager John Cooper and elected not to start the race on full tanks, believing his lighter car would be faster. But on the long straight with two turns to the finish his car spluttered before stopping 400 metres from the finish line. A curious McLaren eased up but Brabham frantically waved him on, the kiwi accelerating to cross the line just 6/10ths of a second ahead of Trintignant who set the race's fastest lap in his chase. Brooks made a brilliant recovery to take third place and only seven of the 18 starters were classified as finishers. But what of Brabham??

The rules stipulated drivers had to finish without assistance, he got out of his car



and pushed it along the slightly uphill front straight to cross the line exhausted in fourth place, five minutes behind McLaren. The hard earned 3 points were enough to give him the championship title ahead of Brooks and Moss.



It was the first and only time that the world championship has been won by a driver who was forced to push his car across the finish line. For Bruce McLaren there was more than recording his first grand prix win, receiving a trophy and a US\$6,000 prizemoney cheque. He also won several acres of prime land on the shores of Sebring Lake!

It was one of the most dramatic races in grand prix history, but almost overshadowing the amazing ending was another first that could only happen in America. Among the entries was a car

that's normally seen on dirt track ovals, a speedway midget.

Powered by a 1.7 litre 4-cylinder Offenhauser engine, the Kurtis Kraft racer was underpowered compared to the F1 cars that had a capacity of 2.5 litres. The Kurtis Offy had separate gear-change levers for the two-speed gearbox and two-speed differential, the handbrake was operated by an outboard lever, its wheels were much smaller in diameter, but the tyre width was greater.

The driver was WWII fighter pilot Roger Ward, a successful dirt track and USAC Champ Car racer whose career included driving into Victory Lane on two occasions after winning the Indianapolis 500, but the Sebring circuit was a very different proposition to the 'Brickyard' and dirt ovals.

So how did Ward and the 'Offy' come to participate in the race?

*'Ulmann called me up and invited me to race in the Grand Prix. He offered me some money, and I was in the habit of accepting money, so I told him I would bring the midget'.*

The story of Ward, the # 1 Kurtis Kraft Offenhauser and the 1959 US Grand Prix is recounted in John Cooper's book *'The Grand Prix Carpetbaggers'*.

*'The night before practice began, Cooper Team manager John Cooper, and his drivers Jack Brabham and Bruce McLaren, came across Ward at the hotel in Sebring. Ward, who had won the Indy 500 that year and would win again in 1962, told the Cooper team members he was in Sebring to drive a dirt track car'.*



*'In the Grand Prix?' Brabham asked, astonished.*

*'Sure. And have you guys got a surprise waiting for you! Why, on every turn I'll blow you right off the road!' Ward gushed.*



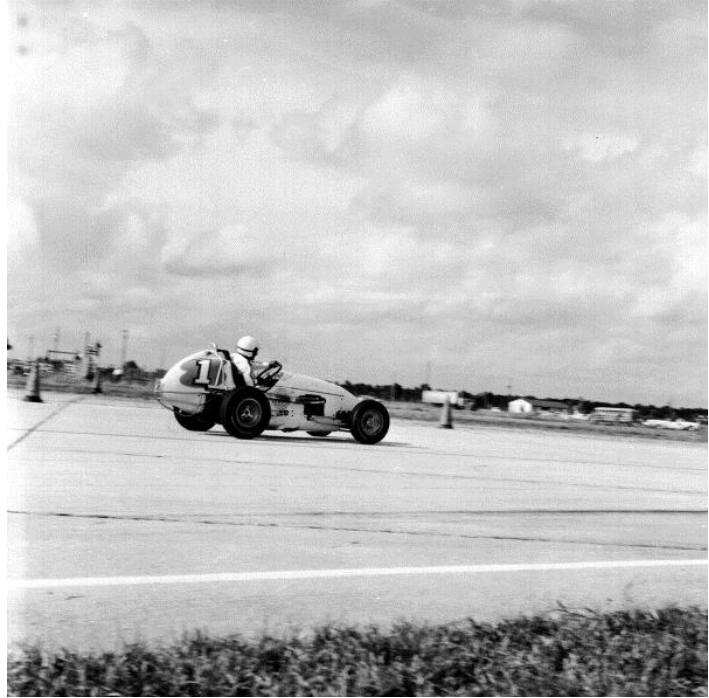
*The Cooper team soon realised they could not explain things to Ward. He insisted, 'I know what a Midget can do and I know it can take a corner faster than any of those sports cars you have in Europe. You might be faster on the straights, but when it comes to turns you just won't have a chance. Sebring's a lot of turns, isn't it?'*

*Well, to the European's amazement, Ward's car made it through the technical scrutineering, perhaps a tribute to his Indianapolis reputation, but during the first practice lap, Bruce McLaren and Jack Brabham arrived at the first corner in their Coopers about the same time as Ward. The rear-engined cars sped through the turn, while Ward seemed to almost come to a stop. Afterward, Ward shook his head and said 'I've got to hand it to you. Those European buggies sure take corners fast'.*

Moss claimed pole position with time of 3 min 0.00 seconds, Ward qualified P18 and last with a best lap of 3 min 43.8 secs, a time that was also more than ten seconds slower than the car in P17 on the grid!

In the race itself, the 'Offy' that was almost unbeatable on a dirt oval track stood no chance, Ward retired after 22 laps with clutch failure. Taking part in the first United States Grand Prix driving a speedway midget race car was not one of the better decisions Roger Ward made during his career, not even for a big roll of greenbacks...

Jack Brabham wasn't the only driver in the race who pushed his car home. The engine of Wolfgang von Trips Ferrari failed with four laps to go but he deliberately stopped just short of the finish line. Immediately McLaren took the chequer flag the German pushed his car across the line to claim sixth place. Two drivers finishing in that manner in a grand prix race was another first, the only occasion that it's happened in the near 70 years since the world championship was established.



Some consider the best story of the weekend came out of a controversial qualifying session. Harry Schell posted a lap time of 3.11.2 which put him in 11th place on the grid, but in the final minutes he clocked a remarkable 3.05.2 which put him on the outside of the front row, displacing Brooks. The officials received protests from nearly every team over the time and the heated discussions continued even as the American anthem was being played prior to the start of the race! Schell remained in P3.

It wasn't until after the race had finished that the real story of the lap emerged. Schell had noticed that there was a possible short cut and during a lull in the traffic he seized the opportunity to bypass one of the straights and the hairpin corner, it was the 'secret' move that cut six seconds off his previous best lap! In the race itself he was back in 8th place at the end of the first lap and retired after 7 laps when the clutch on his Cooper Climax failed.

French born American, Harry Schell competed in the 1959 New Zealand Grand Prix at Ardmore, driving one of the ultra-lightweight Temple Buell owned 'Piccolo' design Maserati 250Fs. His team mate was the great Carroll Shelby and overseeing the preparation of the two cars was the legendary Maserati mechanic and chief test driver Guerino Bertocchi.

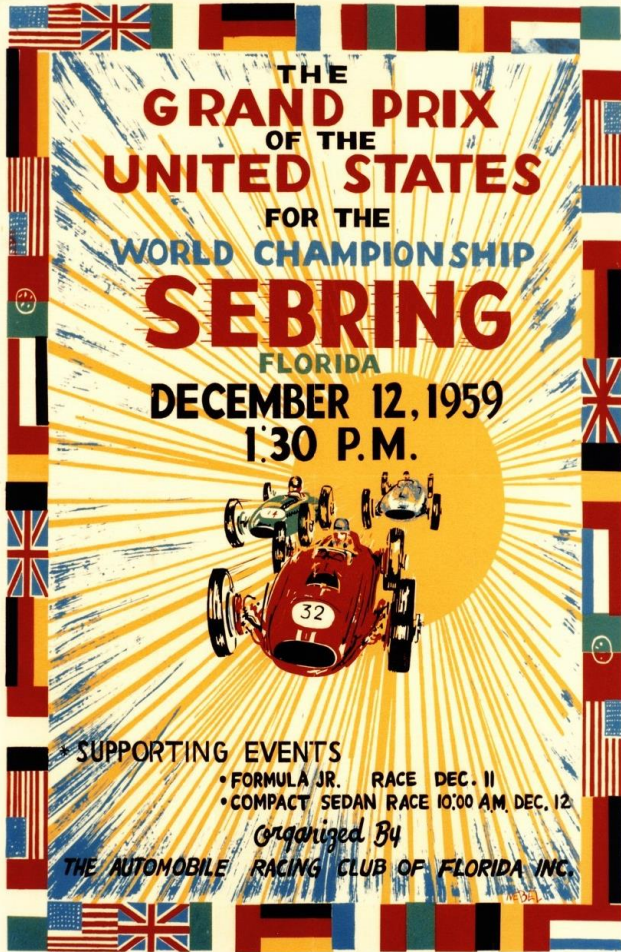
Schell qualified 5th quickest but was forced into the pits at the end of lap 24 because of dizziness caused by fumes from oil leaking onto the hot exhaust, but his race wasn't quite over. Shelby was running third, his brakes were fading and he was cramping badly in one leg. On lap 41 he came into the pits and a revived Schell took over his car, in the closing stages the brakes completely failed but using all his skill he caught and passed several cars to claim a hard earned 4th place behind the Coopers of Moss, Brabham and McLaren - it was Harry Schell's only race in our country.

Today Bruce McLaren is listed as the fourth youngest driver to win a world championship grand prix. Now ahead of him in descending order are Fernando Alonso, Sebastian Vettel and Max Verstappen who won the

2016 Spanish Grand Prix aged 18 years 7 months and 5 days, the win coming just seven days after being promoted from Toro Rosso to the 'senior' Red Bull team.

Both Stirling Moss and Ayrton Senna won their first grand prix races at the age of 25, Jack Brabham was 33 years old, Juan Manuel Fangio 38 and Giuseppe Farina 43. So who is the oldest driver to win a world championship grand prix? Driving a factory entered Alfa Romeo, Italian Luigi Fagioli won the 1951 French Grand Prix at the age of 53 years and 22 days.

RH



## 'PUSHERS' HERE TOO...

Back in the 1950's there were two high profile motor races in New Zealand where international drivers pushed their car across the finish line.

The first was the Lady Wigram Trophy in 1954, the first year that there was serious overseas interest in contesting races in this part of the world. Heading the entry were the V16 BRM P15 driven by Ken Wharton, a 2 litre Supercharged V12 Ferrari 125 in the hands of successful English amateur driver Peter Whitehead and Australian Tony Gaze who entered a 2 litre HWM Alta.



Wharton was the quickest on the ultra-fast 2.1 mile (3.4 km) airfield circuit and claimed pole ahead of Whitehead and Gaze, fastest of the local drivers were the colourful Fred Zambucka (Maserati 8CM), Morrie Stanton (Stanton Special) and Ray Archibald (Jaguar XK120).

When the flag dropped to start the 100 mile race the screaming BRM easily drew away from the field and in the closing stages look set to secure a rare victory. As magnificent as it looked and sounded, the V16 BRM was over complicated and under engineered, so it wasn't surprising that it's appalling reliability record followed the car halfway round the world. With the finish line in sight on the final lap the car rolled to halt when the engine seized.

Wharton leapt from the car and began the 400 metre push to the chequered flag, not an easy task because of the car's low mounted angled side exhaust pipes. With the encouragement of his two mechanics and the cheering crowd the shattered and exhausted driver eventually made it across the line, but Whitehead and Gaze had overtaken the Englishman to claim first and second places. The official results show that Wharton finished six and a half minutes behind Whitehead, but such was the domination of the three visitors that the fourth placed car, an Alfa Romeo Tipo B driven by John McMillan, crossed the line 40 seconds after Wharton (McMillan won the inaugural NZGP at Ohakea in 1950).

Unlike today, the top six cars were allowed to complete the full race distance of 48 laps, the sixth placed Archibald Jaguar took the flag 8½ minutes after the winner. The consolation for Ken Wharton was setting a new lap record of 1.23.5 - 11 seconds under the old mark!

The second incident came five years later at the 1959 New Zealand International Grand Prix meeting.

There were two 30 mile qualifying heats with the fastest 21 cars making the grid for the 75 lap 150 mile NZIGP race, the drama came in the second of the heats and involved Stirling Moss.

Moss was leading comfortably before a half shaft on his Cooper Climax broke nearing the end of the final lap, he jumped out and pushed the car home, a much easier task than Wharton's because the Cooper was much lighter and the single exhaust pipe wasn't in the way. He was the 21st and final qualifier.

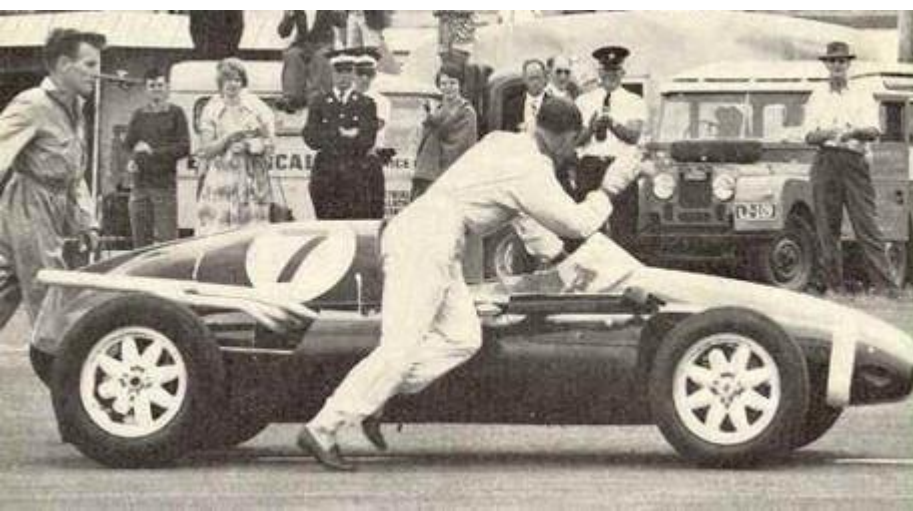
With no spare the Walker Racing Team had to rely on the generosity of Jack Brabham to make the grid. The race had a chaotic start that Moss took full advantage of, taking the lead on the second lap and going on to



win by nearly one and half minutes from Brabham with Bruce McLaren a lap down in third place.

The heroic efforts of Ken Wharton and Stirling Moss sixty years ago are long forgotten, but should never be lost. They were race instances of total commitment...

RH





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## PARTING SHOT...



It rained for so many meetings in a row in the mid 1970's that the Club was almost on its knees financially and it was definitely not much fun for the single seater drivers.....



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