

Manawatu Car Club Inc

MAGAZINE

JULY 2019



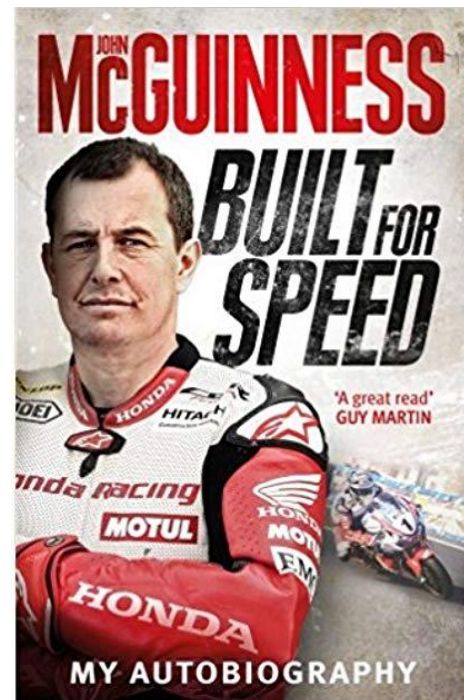
Something for Everyone

I am going to make just one comment on NZTA's latest revelation that according to their risk assessment tool apparently only 5% of the nation's roads should have a 100 kph speed limit and their suggestions that therefore the speed limits on major State Highways be lowered to between 60 and 80 kph. My comment - this just shows how tunnel visioned and totally out of touch with reality the staff of this Government Agency can get, and WE get to pay them!! Enough said.

Two trips recently, and I witnessed two potentially disastrous crashes avoided by the narrowest of margins. One on our road when the car in front veered onto the wrong side of the road, a straight bit of road I might add, and avoided the oncoming ute and trailer by about a foot. No brakes just a swerve back again so clearly a case of distraction of some sort, but the poor guy in the Ute must have had skid marks in his undies afterwards. I know I did. The second an unbelievable passing manoeuvre on the Desert Road. A queue of traffic travelling at about 95 kph and one clown takes it upon himself to pass the first 3 cars. It would have been fine had he not started overtaking on the dotted yellow line and finished on the double yellow, uphill and into a bend with NO visibility. Maybe it is just me, but has anyone else noticed an increase in plain dumb driving?? Say after me, you cannot legislate for stupid.

I had to have a quiet laugh to myself. We get the odd bit of wind up here, part and parcel of living on a hill, on a peninsula, on the west coast of NZ. Not dissimilar to the Manawatu really, except for the hill and peninsula bit!!! Well in the last blast about 60% of the carefully placed chevrons and other "safety" signs that litter our road were turned around partly or completely. The trip into town and back now resembles a computer game with a recurring glitch!!!

I've done a bit of reading lately – that's what you get when you haven't had a TV for nearly 3 years – so I hope this doesn't read like a book review, however I'd like to share a couple with you. Topical given that the Isle of Man TT is held over the last week of May and the first week of June every year, I've just finished reading the John McGuinness autobiography "Built for Speed", and I have to say it was a bloody good read. He doesn't enjoy the same profile as some of the other riders (he's just a brickie from Morecombe yeah, right) and the reasons are explained in the book, along with his racing philosophy and many other aspects of his life. The book reflects his rather unassuming but blunt manner. He calls a spade a spade. This is the man that broke the 130 mph average speed barrier around the 37.7 mile course in 2007 and has 23 TT wins to his name. His thoughts on road racing are enlightening. "I don't give a fu*k who you are or what you've done. If you don't enjoy watching bikes at the TT, you're not alive and there's something wrong with you. If you stand on the side of the road when a bike goes past you flat out and you don't get wrapped up in the atmosphere, then you, my friend, are fu#ked ". He's right, it IS an amazing experience that people either get..... or they don't, there is no grey.



Just reflect for a minute on the race record set last year by Peter Hickman – 135.45 mph. That's the AVERAGE speed on a road course that is no wider than an average NZ back country road (and with a surface just as appalling) and which includes many villages, several first gear corners and a climb up a 900 metre high mountain. I don't get how people don't get it.....

I also watched the DVD " Road " which tells the story of the Dunlop road racing dynasty, a doco I've been wanting to watch for ages and which turned out to be quite different from what I was expecting. For you non moto sickle fans, brothers Joey and Robert Dunlop were Irish riders who excelled on the road circuits in Ireland and the Isle of Man. Robert was handy, Joey was a God. Both ended their lives racing, though the circumstances and backgrounds were quite different. Two of Roberts's sons, William and Michael took up

the sport, and much of the impact of the documentary has to do with the candid and forthright thoughts which they articulate so well. It's a bit dark at times but also a celebration of why risk taking is so important to actually living a life rather than just existing. Anyone that has hopped into a car on the circuit and felt that rush would appreciate their sentiments. Well worth a watch if you get the chance. It's just sad that William was killed racing since its 2014 release.

The other book that I would absolutely recommend is "The Art of Racing in the Rain" which is one I picked up after reading how much our own Richard B enjoyed it. All I can say is beg, steal or borrow a copy. You will not be disappointed. It's not quite what the title leads you to expect. A very, very good read that your other half would enjoy too (and soon to be released as a movie apparently if you are not a reader).

The weather was a bit trying for the first round of the Feilding Auto Electrical Winter Series, not that it deterred a record entry of cars, however let's hope the current run of amazing mid-winter weather holds for Round 2. Enjoy!!

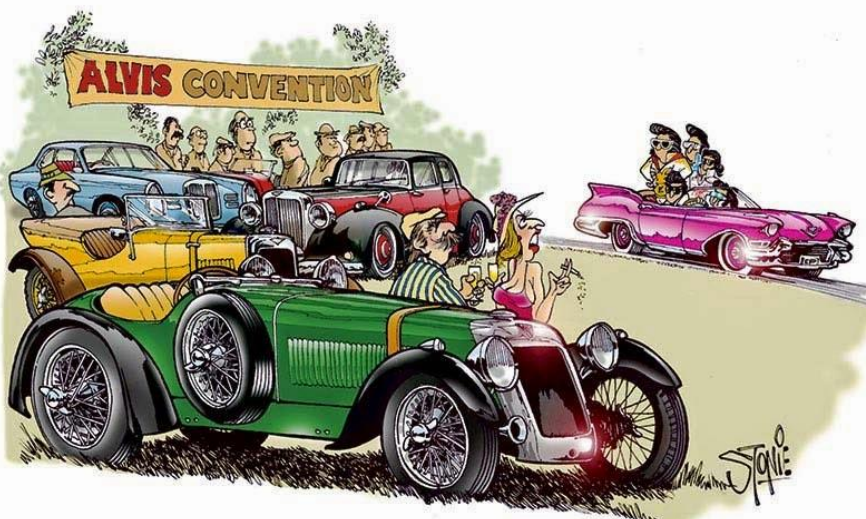
That's it from me this month

Keep the rubber side down

TW



Buy a race car, they said. It will attract the birds, they said!!



EVENTS CALENDAR

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

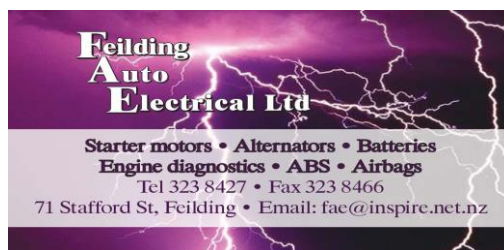
- Sunday 1st Feilding Auto Electrical Winter Series Race Meeting Round 4
Saturday 7th Feilding Auto Electrical Winter Series Prize Giving
Sunday 15th GT Oil / Transpec Track Day Series Round 3

OCTOBER 2019

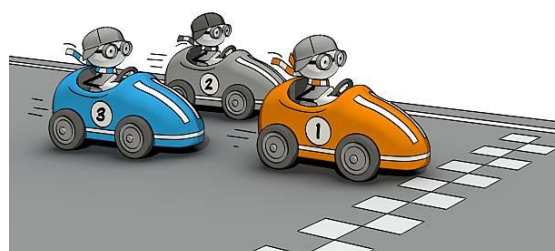
- Saturday 12th Drift Practice – 3km Circuit
Saturday 19th OctoberFAST Day 1
Sunday 20th OctoberFAST Day 2

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



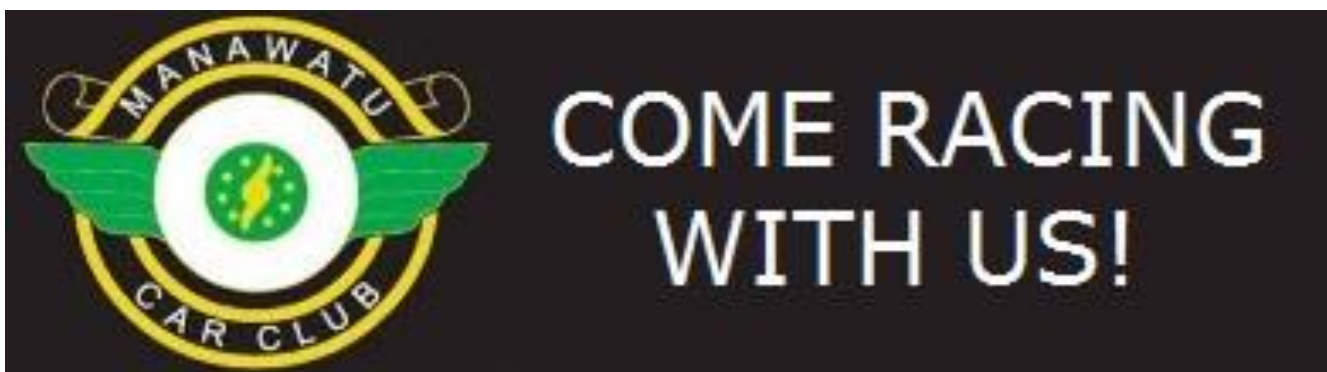
18 Connolly Place | (06) 354 9926
Palmerston North | transpecservices@xtra.co.nz



DECEMBER 2019

Saturday 7th MCC Club Fun Day

Sunday 8th Mitre 10 Mega Sumer Race Series Round 1



“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 9th July 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!

MCC COMMITTEE



President: Richie Arber - 027 2900 668
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Your 2019 Committee:



Jill Hogg



Noel Beale



Jaron Olivecrona



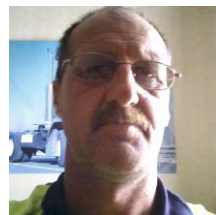
Greg Browne



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...

Well half of the year is over, and we are a month into Winter... to be fair the weather hasn't really been what you would call typical NZ Winter Weather given that a few days during June hit 17 degrees here in the Mighty Manawatu, which is unheard of!

Thank you to all of those people that had nothing but positive things to say about my piece in last month's Magazine. Someone commented to me that it must have been hard to write, to which I replied not really as the time was right to write it and it also helped me as I wrote it down. To those people that took my offer up and called / emailed me to have a chat about things, it took great courage to do so and I commend you for taking that first step and talking to someone.

Our cheeky boy Jack turned one year old in June, not sure where that year went but all I know is it went bloody quickly. He went from crawling to walking to now running in what seems like a blink of an eye... speaking of eyes he is a real boy in that he has had a couple of black eyes and more than a few bumps on the head already as he goes about things full steam with little care for his own, or others, safety. Lydia caught him (literally) trying to swan drive off of the couch one day onto a bunch of pillows that he had so carefully (not) thrown on the floor, that one would have ended in a visit to the hospital I am sure... so we have named him "Hurricane Jack" such is the destruction he leaves as he blows through ☺ He also loves to sit in the race car and turn the steering wheel and wiggle the gear lever so I am picking it won't be too many years until I am relegated to only being a sponsor, so I will have to enjoy the racing while I can...



Round One of the Feilding Auto Electrical Winter Race Series was awesome! The most entries we have ever had for a Winter Series Round meant that there was good sized fields right throughout the classes, it was also good to see a few old (not in age either in case you think I'm being cheeky) faces back racing this year as well, hopefully they can make the next three rounds. Unfortunately a few people left it to the last min to enter, and some pulled out on Saturday (thinking the weather was going to bad maybe?) only to re-enter on Sunday morning which created a few nightmares for the office staff on Sunday morning and held up our kick off time, that and there was a few accidents throughout the day that meant the "spare time" that we write into the program was quickly erased. If you are thinking of racing please enter early as this helps us set up for the day before the day actually arrives - entering names and numbers into the timing system takes the most time so if we can do this before the day then this helps save a heap of time as we can't go racing until everyone is entered, that and please fill your paperwork out fully as if it isn't it means we have to find you and get this done, again before we can all go racing.

In case you haven't heard Brian Budd is moving on from MSNZ after many years of dedicated service. Brian I wish you well for your next chapter in life and hope you get to spend more time with your family, thanks for everything you have done for NZ Motorsport. Personally you have always been great to deal with and I have enjoyed our chats over the years, especially the ones about our families. Enjoy my friend.

Lastly, I was looking at my back paddock (yes Greg Browne my grass covered paddock at home, not what you are thinking) and I thought that we could have more fun with it than we currently do with feeding the animals and then sticking them in the freezer, so I had a thought and then paced out a replica of Manfeild: Circuit Chris Amon in it... Dirt Carts anyone???

Richie

MCC CLUB MEMBER OF THE MONTH...

NAME: Ernie Greenwell

BORN: 29.04.50

OCCUPATION: Retired Engineer

RACE CAR: 84 CRX & 93 Levin

EVERYDAY DRIVE CAR: Toyota Avensis

DREAM CAR: Mark 11 Zephyr Convertible

YOUR BEST MOMENT IN MOTORSPORT?

Breaking the 4min barrier at Kururau Hillclimb



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

Wanted to be an engineer. I liked designing & building things.

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

Sir David Attenborough, Peter Brock & Rick Stein - he can cook!

WHO WOULD YOU PLAY IN A MOVIE?

Steve McQueen

THREE WORDS THAT BEST DESCRIBE YOU...

Dedicated car nut

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

A Tesla because it's the future

WHAT IS YOUR SECRET VICE?

A red wine but it's no secret!

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm a €10 Pom immigrant - left the UK in 1958. Didn't go back until 2018.

FAVOURITE QUOTE...

Nothing is consistent other than change.



Recognition. With the backing of Sport Manawatu the June 20 edition of the local weekly Guardian newspaper carried a double page with hundreds of names recognising NATIONAL VOLUNTEER WEEK. A read through the names revealed a number of people linked to the Manawatu Car Club. Under the NVW heading were the words 'volunteers are the heart of our community'. How very true...



A must read. The July 2019 issue of NZ Performance Car magazine has an in-depth story on Andrew Stewart's Datsun 1200 racer under the heading 'MIGHTY MIDGET POWER'. Over a two and half year period the ex-Simon Barry coupe was rebuilt with Simon doing much of the work in his garage. The main part of the project was an engine transplant that was a step into the unknown, out with the existing Mazda12A peripheral-port motor, replaced by a 2.9 litre four cylinder Gaerte from a speedway midget (in simplistic terms, one bank of a small block Chev V8) with Kinsler fuel injection. The article covers 9 pages and includes outstanding photographs, many showing the car's detail. The Datsun Gaerte is the first circuit car in this country to be built with a speedway midget engine that normally runs on methanol fuel (methanol is not permitted under MSNZ Rules), there are many factors to be worked through and it will take time to 'get it right', if the current 213kW at the wheels isn't enough the Gaerte can be stroked out to 3½ litres. This car is something very special...

Ready to go. Word from across the Tasman is that the new S5000 single seaters are available to potential buyers for the inaugural series that begins at the Sandown circuit on September 20-22. Garry Rogers Motorsport is the technical partner for the new generation Formula 5000s, with a rigorous test and development programme being completed to finalise the car's specification. Initially fourteen cars based on an Onroak-Ligier chassis will be constructed with only the tub, V8 engine block and tyres being sourced from overseas, the remaining components are made in Australia. Garry Rogers himself is confident about the future of S5000 - 'This is a great car, and it's going to be a category that we can be proud of. Formula Ford has been the category that has waved the open-wheel flag in Australia for many years, and now we'll have a high speed open-wheel option which will not only be a crowd favourite, but it will be safe and cost effective'. The question is, will be new S5000 have the same crowd appeal as the old F5000? Time will tell...



Confirmed? In last month's MCC magazine the story on the Rush Collection visit made reference to the 'skunk works' where there was an old stripped out Morris Minor with a F5000 V8 sitting in front of it on the floor.

There was chat with Tim Rush about the famous 'Morrari' sports sedan of the 1960's and was he building a similar car, it became one of those 'neither confirm or deny' discussions. Maybe it really is a goer after all. A one page article on New Zealand specials in a very prominent glossy magazine talks about the original Stanton Special, Hec Green's RA Vanguard and the Morrari. The paragraphs on the latter conclude with - The chassis was eventually reborn as a GP Squalo, but a Morrari replica is now being built. The article was in the May 2019 issue of 'Classic & Sports Car' which is Britain's best-selling classic car magazine. How does the other side of the world know what's happening and we don't...???

Interesting. There are whispers that Kenny Smith and Brady Kennett are working on a project together and it has to do with open wheelers from the past. Formula 5000 is all good, Formula Ford and Formula First (Vee) are going well which only leaves Formula Holden and Formula Pacific/Atlantic. Either would be great to see back on our tracks...

Very clever. The 2020 Ferrari SF90 Stradale is the famous company's first series production hybrid and it seems that the magicians at Maranello have again pulled something very special out of their hat. Starring in the mid-engine supercar is a new 4.0 litre twin turbo V8 engine that makes 769 horsepower at 7,500 rpm, but it's the supporting cast that the talk is all about, not one, not two, but three electric motors - add their output together and the answer is an impressive 986 horsepower. It also means that the car has all-wheel-drive and that leads to the really clever bit. That prodigious power is transmitted through an eight-speed dual-clutch gearbox that has no reverse gear, reverse is handled solely by the electrically driven front wheels! Zero to 100 km/h is 2.5 seconds with a top speed of 340 km/h, and the 'manettino' knob has a new prefix, the letter 'e' for those who want to drive in silent EV mode. For maximum performance you turn the knob to Qualifying mode. For most drivers the latter would be the preferred option...



Old category, new car. Details have been released about the next generation car for our BNT V8 Championship and when you talk new you talk seriously new. The new platform will be designed and built by Pace Innovation in Australia with a body that resembles an American two door muscle car, to achieve a cost-effective platform the chromoly tube space frame chassis features bolt-on front and rear crash structures for ease of repair. The car will be powered by a 6.2 litre LS3 race engine producing 630 horsepower. Apparently cars will be able to use other body styles with the option of using other manufacturer's engines. The New Zealand Touring Cars Board of Directors believes that it was important during the design process to make sure that the car could be used for multiple events not just confined to the BNT V8s Championship. For that reason the car has been designed with upgrades able to be added for endurance racing such as Anti-Lock Braking System (ABS) and Traction Control. The new cars are set to race at the beginning of the 2020 Championship season and the cost of the turn-key package will be around AUD \$230,000 ex works. Time to buy a Lotto ticket...



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Going full circle. The Red Bull promotion team continually come up with amazing innovative ideas to promote the 'RB' name, their creative minds came up with something very special to promote last month's Austrian Grand Prix at the Red Bull Ring in the brand's home country. The capital of Austria is Vienna, one of the city's most famous landmarks is the Wiener Riesenrad that's also one of the major tourist attractions. The Wiener Riesenrad is a Ferris Wheel that was constructed in 1895 and stands 64.75 metres (212 ft) tall, originally there were 30 gondolas but following serious damage during WW2 the wheel was rebuilt with only half that number. The enterprising people at Red Bull came up with the idea of using the wheel as a promotion tool, so one of the gondolas was removed from its base frame and replaced by a Red Bull F1 car. The idea worked brilliantly with thousands of people having plenty of time to look at the racer that was well below its normal race pace. The Wiener Riesenrad has a speed of 2.7 km/h...



Another must see. One of the great stories in motor racing history centres on the 1966 Le Mans 24 Hour race that was won by a Ford GT40 driven by Chris Amon and Bruce McLaren with Denny Hulme sharing the sister car in second place. On the instructions of Henry Ford II the GT40 was created to end the domination of Ferrari, now a biographical drama movie has been made based on the fierce rivalry between Ford and Ferrari and the epic race. Due to be released in mid-November the movie's title is simply 'Ford v Ferrari', google the film's trailer if you want a short preview. Hopefully the movie makers have done justice to the Kiwi connection...

Turning back the clock. Shane Van Gisbergen is one of the stars of the Virgin Australian Supercar Championship, remember he won the title in 2016. Do you also remember that he was a graduate of Dennis Martin's SpeedSport Scholarship and won the 2005/2006 New Zealand Formula Ford Championship when he was a 16 years old? Recently SVG purchased the Stealth Evo 2 car that he drove to win the title and plans to restore to its original 'Trade Parts' livery with Giz's number '97' on the engine cover. This Stealth chassis has outstanding pedigree because it was also driven to victory in the 2004 New Zealand Grand Prix by Kenny Smith. Will SVG race the car? Probably not...



Off to Goodwood. Drift meister 'Mad' Mike Whiddett has been a regular at the iconic Goodwood Festival of Speed since 2014 and won the coveted 'Most Thrilling Driver' Award. This year's event takes place between 04-07 July with the theme 'Speed Kings - Motorsport's Record Breakers' that will include a celebration of Michael Schumacher's 50th birthday with a collection of the seven-time world champions famous cars. One of those cars will be from New Zealand. Through Whiddett's relationship with event host Lord March, Tony Quinn has been invited to attend with his Benetton B191, the car that 'Shumi' drove to score his first world championship point by finishing fifth in the 1991 Italian Grand Prix, the race was his second F1 start. Lucky man that Mr Quinn...

Back for more. MCC member Chris Pither was back behind the wheel of the # 33 GRM Holden Commodore for the Virgin Australia Supercar round at the Hidden Valley Raceway. With regular driver Richie Stanaway still not

fully recovered from a niggling neck injury Pither got another call-up for the BetEasy Darwin Triple Crown meeting. At the end of the practice sessions he was 22nd fastest of the 25 cars, but only 9/10ths of a second behind Scott McLaughlin who topped the time sheets - that's how close the Supercar lap times are. Race 1 over 42 laps produced a 15th place finish after starting P24, 35 seconds behind the winner. CP qualified 19th for Race 2, when the 70 lapper ended he was in 23rd place, one of the nine cars to finish a lap down. Ozzie V8s is a tough world...

Replacement replaced. The next round of the Supercar Championship is the Watpac Townsville 400 on 5/6/7 July and will see Michael Caruso replacing Chris Pither behind the wheel of the # 33 Boost Mobile Racing Commodore. Caruso will be 'on loan' from Tickford Racing and returns to Garry Rogers Motorsport where his V8 career started in 2006, he went on to spend five seasons with the GRM team. Townsville will be a big challenge for the former Nissan pedaller. There's no word when Stanaway will return...

Lots of wheel time. June was a busy month for Mr Pither as it comes to this side of the Phillip Island circuit in Victoria. His GRM Renault Megane RS is not quite on the pace but he still achieved three Top 10 finishes with a 7, 8, 7 score card for the weekend. After the first two rounds (six races) Pither is 7th on the championship table, three spots ahead of compatriot Andre Heimgartner who drives a Subaru WRX STI for Kelly Racing. Will Brown in a Hyundai i30 N is the combination to beat, his results of 3, 1, 1, 2, 2, 1 make impressive reading, second on the points table is Dylan O'Keeffe with two race wins at the wheel of an Alfa Romeo Giulietta Veloce. The third of the seven TCR rounds will be held at Tailem Bend ('The Bend') in South Australia on 12-14 of this month. For Chris maybe it will be third round lucky...



One boss. TCR comes to our shores in 2020 and it's been confirmed that the Australian Racing Group (ARG) will promote the category on both sides of the Tasman. ARG has signed a multi-year deal with MotorSport New Zealand, the next task will be to formalise the racing calendar. TCR is fast becoming a truly international category with more manufacturers offering suitable cars, but the unknown factor in the equation is the general appeal of 2.0 litre turbocharged front-wheel-drive racers. 'Down Under' is 5.0 litre V8 territory...

It took a while # 1. At last month's F1 Canadian Grand Prix Mercedes AMG driver Valtteri Bottas broke the race lap record with a time of 1.13.078. The old mark of 1.13.622 was set by Ferrari's Rubens Barrichello in the 2004 race, back in those glorious days when the cars had 3.0 litre normally aspirated V10 engines that screamed out to 19,000rpm and beyond. It took 15 years for the record to be broken! It should be added that Bottas deliberately pitted very late in the race for fresh rubber specifically to set the fastest lap and claim one championship point. On his 'old' tyres he wouldn't have done it. So much for modern technology with all its electronic wizardry...

It took a while # 2. The name of Scott McLaughlin has been etched in Australian Supercar history after he became the first driver to win the fabled Darwin Triple Crown since its inception 22 years ago. There are three parts to securing the DTC trophy at the Hidden Valley Raceway - winning Saturday's Race 1 with a double header on Sunday, winning the Armor All Pole Shootout and winning Race 2. Several drivers have had 2/3, but only 3/3 is good enough. It was certainly a long time coming...

Another milestone. Scott McLaughlin keeps setting new marks as his extraordinary career continues. When the Shell V-Power driver claimed P1 for Saturday's race at the Darwin Triple Crown it was the 600th pole position for Team Penske across all the categories in which they compete, that's a quite remarkable achievement. Unfortunately 'The Captain' wasn't present to witness the occasion. No doubt there was a phone call...



The man is class. Young Mr McLaughlin remains so modest about his amazing success. 'I'm just lucky. I'm 26, just living the dream driving race cars, and I'm lucky I drive a fast one'. He could have said a very fast one...

A Royal touch. Our monarch Queen Elizabeth is well known for her long-time love of Corgi dogs, they have been an integral part of the Royal Family and appeared in thousands of photographs before the last of the four-legged Royals went to the big kennel in the sky earlier in the year. For men and boys the Corgi name is a toy vehicle brand, but one club member has been seen walking a corgi dog in the Hokowhitu village area which is far removed from the grounds of Buckingham Palace. Apparently the woofers name is 'Abby' and the lady on the other end of the leash is Samantha Stanley. A cute couple...

The yack was back. Normality returned at the June Track & Yak at the Rose & Crown Old English Pub with numbers back to what they have been. Plenty of interesting and enlightening discussion despite the ongoing absence of Lord Verdun. The monthly Track & Yak nights are very important social events on the club's calendar that members are encouraged to attend, drinking alcohol is optional and if you don't want to yak you can just listen. Very educational...

Another must read. In the January 2019 issue of the MCC magazine there was reference to Peter Beauchamp 1970 Chevelle SS in the 'Grid Torque' section. Fast forward six months to the July issue of New Zealand Classic Car magazine and there's a six page article on the magnificent beast that became known as 'the ultimate street machine' soon after it was launched at a time when the American motoring public were fully immersed in muscle cars and everything that they offered. To quote from the article's heading - "... ..the 'SS' stood for 'Super Sport'; bigger motor, more cubic inches and more power - 454 and 400 respectively to be exact". You can read the full story about how the Chevelle found its new home in our region, about the superb restoration, the pride and joy that it's bringing to its owner with the words backed by outstanding



photographs including many detail shots. Boys have toys and they don't come much better than a Chevelle SS. Peter is one very lucky man...

History passed. Sadly June proved to be a month marked by the death of several well-known motor racing personalities. Foremost perhaps Robin Herd (the H in MARCH) who initially started his working career as a design engineer on the Concorde project. In 1965 he joined the fledgling McLaren team designing the M4B, M5A and M7 F1 cars and the M6A CanAm car before leaving the Kiwi team to co-found March Engineering in 1969. Started on little more than a wing and a prayer March went on to huge success in almost every formula in the sport. Also gone is Norman Dewis, the Jaguar Test Development Engineer from 1952 to 1985. Thousands of hours in every type of Jaguar, all recorded in detail in his notes, improved every production model and he chalked up countless miles in the manufacturers race cars, XK, C, D and E type and the stillborn XJ13 which he famously crashed. In 1953 he coaxed an XK120 to a record breaking 172 mph and later pioneered the use of disc brakes for racing in the C type. Norman visited NZ several times on speaking tours after retiring.

Sooo much history. Coming under the hammer this month is the 1965 European Touring Car Championship winning, Alan Mann prepared Lotus Cortina of Sir John Whitmore. Whitmore won eight of the nine rounds of the series and sharing with fellow Brit Jack Sears won the Nurburgring 6 hour race, with a lap record to boot. After a promotional tour with Ford the car remained with Whitmore for some 30 years and has been kept totally original, showing just some 11,000 mainly racing miles. With such a history and such an impeccable provenance deep pockets will be needed to put this in your garage with the pre-sale auction estimate sitting at NZ\$370,000-420,000.



If an ex Niki Lauda Ferrari 312T is more to your taste then chassis 022 is coming up for auction in restored, race ready shape. This car was one that Lauda used in 1975 during his Championship winning year, and in fact he won the French GP in it. Deeper pockets still, with an estimate of NZ\$9 to 12 million for this piece of sensory delight.....

Sweeping changes have been announced to the World Rally Championship, with the long awaited confirmation that it will go hybrid from 2021 (for the 2022 season). A common power unit will be used until 2025 and tyre development is to be frozen from 2021 to 2024 in an effort to keep the costs of the switch to a manageable level. The cars themselves will be required to be based on a production car bodyshell or a spaceframe with shell components from a standard road car, though what that definition actually means remains to be seen (anyone remember the ultimate Group B monsters, spaceframes with "standard" panels ??). The plan is that electric power is to be used on the touring stages and hybrid on the special stages. Roll on 2022.....



Final thought.

"In the past you needed talent, and money was a nice bonus. Now you need money, and if you have talent, it's a nice bonus".

1995 CART Champion, 1995 Indianapolis 500 winner and 1997 F1World Champion Jacques Villeneuve on today's F1...

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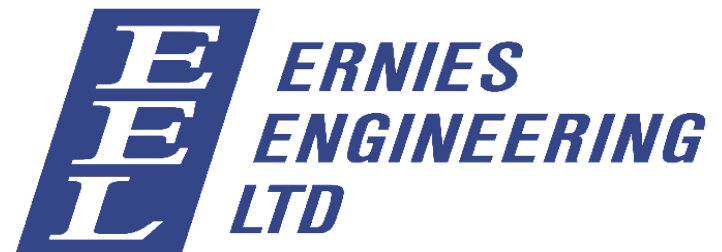
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TUNE IN TO CCR...

No, not Credence Clearwater Revival, but the first of a regular series of reports by our own Callum Crawley on his racing season. Here's the low down on Round 1 of the FAE Winter Series.

The weekend started off in an extremely wet fashion, with torrential rain mixed with a sprinkling of hail and a couple of lightning strikes adding to the exciting mix that made up the Saturday practice.

The Formula Ford competitors lapped it up both literally and figuratively, with most of them battling the elements throughout the day to get some always valuable wet testing in.

Sunday brought with it some far more preferable weather, and qualifying started the day off on a damp track with some dry patches. It was Callum Crawley who set the early pace, banking a lap good enough for first place on his second flying lap, then continuing to improve upon it, cementing his spot on the front row.

Another Spectrum Chassis, this one driven by rookie Ronan Murphy, impressed with his qualifying effort, putting in a lap good enough for second spot on the grid. Henry Thomas-Kircher, Alex Hawley and Cameron Tanner rounded out the grid, all managing to stay on track in tricky conditions.

Race One started off well for Henry Thomas-Kircher, who got great traction off the line and leapfrogged Murphy to take second place for the first couple of laps. On lap two Murphy made a move up the inside into Higgins to secure

second place. Unfortunately Thomas-Kircher had a spin which put him to the back of the field. He did manage to get going again though, finishing 4th ahead of Cameron Tanner who came in to the pits after losing his rear engine cover. Out front Callum Crawley kept his foot down to finish 7 seconds clear of Murphy. Alex Hawley finished 3rd, rounding out the podium.

The second race of the weekend was a similar affair to the first, with Crawley making an early break from the pack, Murphy chasing hard and Hawley not far behind. It was a particularly spectacular race for 4th place as Thomas-Kircher took 4th just 0.026 seconds ahead of Tanner!

The final race of the weekend was plagued by two DNF's from Hawley and Thomas-Kircher, who unfortunately were unable to continue, with Alex turning his car off before completing a lap. At the front it was once again Crawley who would break away from the pack and stay there to secure his third win and chocolate fish of the weekend. A highlight of the race was Cameron Tanner taking his first podium. An awesome improvement from where he started and hopefully a sign of things to come. Ronan Murphy had another solid showing in second place once more, an impressive effort from the rookie and a great end to a consistent weekend for the Hawkes Bay teen.



Next time out there will more cars and even more action, so make sure to head down and experience some of the best racing on track, then come and meet the drivers and have a proper look at the machinery up close and personal!



ROUND 1 2019 FAE WINTER SERIES...

01 June is officially the first day of winter and the new season arrived right on cue at Manfeild Circuit Chris Amon for the opening round of the 2019 Feilding Auto Electrical Winter Series.

The test/practice day was wet with squalls of heavy rain and occasional hail while the temperature struggled to get near double figures. Race day was much better, early grey skies turned to blue, the sun came out and the temperature made double figures though 11 degrees isn't exactly warm. However the track surface was very damp following overnight rain and it took several hours before a dry line became apparent.

There was a record entry of 127 cars plus 23 New Zealand Superkarts, many new drivers, many new cars.

The Superkarts had the first of their four races on Saturday, full wet tyres were the obvious choice. Stephen Sharp beat Andrew Hall by 7/100ths in a Karts International 1-2 with KZ2 driver Lawrence Wright third. Sharp won Race 2 from Paul Dunlop and Caleb Hartley but failed to finish in Race 3 that saw Dunlop take the flag ahead of Andrew Hall with Wright a distant third. The final race gave Dunlop his double for the weekend, heading Hartley by half a second, Sharp completed the podium.



Caleb Hartley set the fastest lap of 1.09.742 (156.405 km/h) that was also the quickest lap of the weekend. The New Zealand Superkarts return for Round 3 of the FAEWS in August.

The Danny's Autos/ BT Advisory RS Cup had a 21 car entry. Qualifying saw Jonathon Hogg heading the times from Graeme Wall, Barry Meiring and Blair Carswell, the four cars covered by 1.1 seconds. When the Breakout time penalties were applied to more than half the field in Race 1 the result sheet confirmed Hilary Ashworth as the winner from Ernie Greenwell and Peter Morgan, pole sitter Hogg was relegated to 12th, Wall to 13th.

The Reverse Grid had a dramatic start to the second lap, as the pack went into Turn 1, Nick Fisher was on the outside, got onto the wet grass and slid sideways into the gravel trap, the momentum rolling his Alfa Romeo onto its roof. The race was red flagged for the Recovery Crew to do their work. When the race was completed the result sheet confirmed Mathew Clark in first place, three seconds ahead of Trent Smith with

Jack Cleland claiming the points for third place. The top qualifiers didn't do well in this race either, best was Wall (9th), Hogg (13th) and Meiring (16th) after nine drivers received time penalties.

Their third race was the last on the programme and will be talked about for years because the drivers had a taste of night racing, it was run in near darkness! The normal handicap start was abandoned



because back drivers wouldn't see the starter's flag, so the cars were lined up in single file with appropriate spacing, last man Jonathan Hogg was half way around Turn 7. When the red lights went out it was time to go. It was extraordinary with a number of close groups, sometimes racing three wide and bumper to bumper. Lots of passing and at the end of the 4 laps Liam How crossed the line half a second ahead of Meiring with a second back to Hogg who had overtaken 14 cars, Joanne Dunn, Josh Graham and Jack Cleland rounded out the top six finishers. No breakouts, understandable in the circumstances.

Sponsored by Geartech Automotive, the SF Cup class had 20 cars on the grid and Qualifying suggested that the racing would be close - Matt Smith, Darren Walker, Tessa Field, Brendon Murphy, Paul Rogers and Richie Arber were covered by 3 seconds at the end of the session. The breakout lap time is 1.25.00, three



offended in the Scratch race and the results confirmed Richie Arber as the winner ahead of Kolin Yannakis who had qualified his Volvo in P9, Field claimed third followed by Andrew Thomas, Greg Browne and Gareth Stanley. Smith, Walker and Simon Manthel finished midfield after the penalties were imposed.

The Reverse Grid saw Walker first across the line, but a 10 second penalty dropped him to 4th which promoted Browne, Yannakis and David Coe into the major placings, Stanley and Arber were 5th and 6th followed by Manthel who also broke out, as did Matia Marsden and Smith.

The Handicap race was reduced to 4 laps and run in semi darkness with three cars not facing the starter. Smith made up for his previous indiscretions to win by 6.6 second over the consistent Yannakis with a similar gap back to the impressive Kristina Dias who was chased home by Browne, Arber and Stanley. Marsden was really fired-up in the ex-Beauchamp Corolla but penalties ruined a brilliant drive, he was just a couple of tenths too fast too often but rules are rules!

The combined field of the Coresteel Buildings Manawatu IB Cup and GT Radials Taxi Cup cars made up the biggest grid with 28 drivers coming from all over the Lower North Island, the four 'Taxis' being integrated into the overall grid.

The 1.20 breakout time was never in danger during qualifying on the damp track, Simon Barker was quickest with a best 1.22.343, ahead of Daniel Hetterscheid by 4/10ths, the pair closely followed by Ross Gordon, Justin Allen, Alex Corpe and Stephen Samuelu, next was Kerry Tong who was fastest of the 'cabbies'. So close was the field that the fastest 15 cars were covered by 5 seconds and the entire field by 12 seconds!

The Scratch race saw three drivers transgress with regard to break outs (Baker, Hetterscheid, and Peter Edmond) which had a big impact on the placings at the front of the pack. The official result sheet showed

that Gordon beat Samuelu by 1½ seconds, Craig Stuthridge was third ahead of Allen, Nick Stewart and Kieran Moorman. Tong crossed the line in 8th place to take maximum Taxi Cup points, Barry Maunder was 12th home, Leo Van Berkel 13th and Grant Anderson 19th.

Obviously lessons had been learned with no breakouts in the Reverse Grid race. On a drier track the 6 lapper



became a battle of yellow between the cars of Alex Corpe and Gerald Watson, Corpe prevailing by 8/10ths with a 6 second gap back to Phil Dravitski. Baker was impressive in securing 5th place sandwiched between Logan and Keiran Moorman, his judgement was so good that his fastest lap was 1/1000th of a second above the breakout time! There weren't good memories for Murray Crooks and Leo Van Berkel, their cars had a coming together exiting Turn 1 on Lap 2, the damaged sustained saw both drivers out for the remainder of the day

The late afternoon Handicap race was reduced to 4 laps and the breakouts returned - Allen, Stuthridge and Baker collected 10 second penalties while Hetterscheid harvested 30 seconds which dropped him to last place. The Taxi Cup had their three remaining cars in the top five finishers, Grant Anderson taking the flag by 4/10ths over Andrew Wasley with a gap back to Tong, Hamish Bell and Maunder who were covered by 7/10ths of a second. Troy Howard claimed sixth, his best result of the day. The handicapping didn't work in the favour of some drivers, Watson finished 17th, Edmond 18th and Corpe 21st.

There was an impressive line-up of 14 cars for the Ernie's Engineering GT Cup races, no Ross Thurston, no Craig McIntosh - six cars in GT-A, eight cars in GT-B

Daniel Gordon topped Anton Cheetham in Qualifying by 2.7 seconds on the damp track, Geoff Spencer and David Anstis would be on Row 2 of the grid with Peter Beauchamp and Richard Kelly the next row back. Gordon ran away with the Scratch 6-lapper, crossing the line more than 10 seconds ahead of Cheetham with a slightly smaller gap to Struan Robertson who had started from P10. The duel of the race was for 4th and 5th, Gary McKelvie edged out Beauchamp by one 1000th of a second, any closer it would have been a dead heat! Beauchamp was first GT-B finisher from David Scott (6th o/all) and David Anstis (7th o/all).

For Gordon it became two from two when he won the Reverse Grid, Robertson chased him home with Richard Clulee securing third a couple of car lengths ahead of McKelvie, Cheetham and Spencer, the six covered by 23 seconds. It wasn't a good race for Alan Pearce who was penalised 10 seconds for jumping the start and incurred another 10 seconds for a break out, the 20 seconds took him from 5th place and first GT-B finisher to 11th. That elevated Spencer to first in GT-B ahead of Beauchamp and Scott.

The 4 lap Handicap was a GT-B benefit after Gordon was a non-starter, McKelvie retiring after two laps and handicaps that were too great to overcome. Anstis took the flag 5 seconds ahead of Richard Ransom with Geoff Spencer in third place followed by Beauchamp and Scott. Ken Lupton was the first GT-A car home in 6th place, 10 seconds behind the winner and ahead of Clulee, Cheetham and Robertson, the quartet covered by 4 seconds.



The category guaranteed to provide close racing is the Max Tarr MX5 Cup, 14 cars with former double champion Bryce Hogg making a return. Qualifying saw Hogg, Jeremy Hoskins and Tim Wilde at the top of the sheet, the trio covered by 9/10ths of a second, completing the first three rows of the grid for Race 1 were Matt Dilley, Warren Cleland and Mark Smith, covered by 6/10ths - the racing would be close.

Hogg, Hoskins and Wilde were the pacesetters in the Scratch race until Wilde had a wild moment exiting the esses towards the hairpin, onto the grass, a couple of revolutions, back onto the bitumen at the back of

the pack, a costly error. Now the challenge came from Dilley, and after starting P8 Scotty Topham was on the move, getting ahead of Cleland, up front Hoskins used all his skill and cunning but couldn't find a way past Hogg who took the flag 2/10ths ahead with Dilley a close third, the battle between Topham and Cleland went right down to the wire, the two cars crossing the line side side-by-side with Topham sneaking 4th by 0.016 of a second or a few centimetres.

Reverse Grids are always interesting, particularly when the first ten finishers in the Scratch race were covered by 13 seconds. Some had better runs through the traffic than others and it was Hogg who showed his weaving skills to best effect with committed passes, he weaved his way from last to first with Wilde as a shadow, the pair finished 1-2 with Dougie Hughes third with Mike Dunn, Cleland and Hoskins completing the top six, all covered by less than 5 seconds.



So what would the final Handicap 4 lapper throw up as a result? Would Hogg get his treble? He failed by less than second. By this stage of the day the track was damp again which hampered the drivers, surprisingly two of the more experienced didn't make the forward progress expected, Hoskins finished 5th and Wilde 10th. Out front Richard Bosselman was enjoying the benefit of leading the first group off the line, his lap times hardly varied but as the cars went into the final lap Hogg had him in his sights. Bosselman didn't flinch under the pressure and took the flag by 9/10ths as Hogg set the fastest lap of the race, Dilly was a second away in third with a similar gap to Topham who headed Hoskins. The race was marred by a clash involving Cleland and Dunn as the pair exited the hairpin, both finished, both cars sustained damage.

There's no shortage of variation in the cars in the GDM Retail Systems Classic Cup. Dean Curtis in the familiar #5 Ford Escort won the opening 6 lap Handicap race by nearly 10 seconds from Michael Eden Chevrolet Firenza with a gap of 2½ seconds to Leyton Hammond, Geoff Boyden held out Tom Lancaster with Graeme Bagrie rounding out the Top Six.

Race 2 was another Handicap and the big guns were the dominators. Curtis reeled off the fastest laps to beat Michael Eden by 4.7 seconds with Hammond a couple of tenths away, Geoff Boyden, Francis and

Sandra Eden completing the top six. At the back of the field John Blaikie and Bill Ritchie were locked in their own private battle, Blaikie's BMW was in front of the Alfa Romeo on the all-important final lap.

The 3rd Handicap saw Curtis starting 65 seconds behind the first car away with Michael



Eden starting 5 seconds ahead and really fired up. Eden was superb through the traffic and led a family 1-2 result, beating Sandra Eden by 8 seconds, just 10ths back were Ben Boyden, Lancaster, Curtis and Francis, all bumper to bumper, five cars covered by 7/10ths is outstanding handicapping. Driving his 55 year Alfa Romeo Giulia Bill Ritchie crossed line in 8th position, his best lap more than a second faster than Bagrie's Ford Mustang that was two places back! Unfortunately Hammond was forced to retire after 4 laps.

Open wheel racing fans would have been delighted with the return of Formula Ford to the FAEWS grids alongside Formula First.

The Truck Rentals Formula Ford racing is covered in the separate story by Callum Crawley who will be reporting on each round.

There were a large number of 'rookies' in the Total Truck Spray Formula First nine car entry, it also signalled the first race meeting for 2019 Speedsport Scholarship winner Matthew McCutcheon. There was no surprise that the experienced Chris Symon topped the Qualifying time sheet with a best 1.29.45 on the damp track, 16 year old McCutcheon really impressed with a 1.30.56 to be on the front row of the grid for Race 1, Kyan Davie (1.30.80) and Chris Greenwood (1.30.81) would share Row 2, a second away on Row 3 were Flynn Mullany and Asten Addy



Race 1 was a flag-to-flag for Symon who finished 8 seconds clear of Davie, both covering the full 7 laps, the remaining F First cars covered 6 laps. Greenwood claimed third with McCutcheon 3 seconds back, Mullany and Addy finished in their respective start positions. In Race 2 Symon was the only car to complete the full 7 laps, Greenwood and Addy completed the podium with McCutcheon unable to match their pace to be fourth at the flag and half a second ahead of Mullany with Zac Christensen sixth. Davie had a DNF.

Race 3 was reduced to 5 laps and it secured the hat-trick for Symon, it was a master class that saw him finish a remarkable 13 seconds ahead of Addy, Greenwood was 4/100ths behind as they crossed the line with an 8 second gap back to McCutcheon with Mullany and Mauro Iglesias P5 and P6, all six cars finishing on the lead lap. Davie had his second DNF and Christensen retired on Lap 4.

Overall, the racing was of a high quality, some not as close as expected but this was early days, and despite the blue skies and the sun shining track conditions weren't easy. With a record entry the signs are encouraging for the best ever Winter Series...

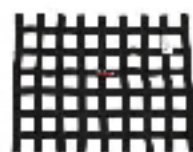
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STARLET TAKES ON RS CUP...

Ten months after the revival of Joe McAndrew's old EP70 Toyota Starlet the car had its first proper taste of competition for years through the first round of the Fielding Auto Electrical Winter Series. Up until now the car had only participated in a few clubsport basic events and the most laps it had done in a row was three, so a fair bit of preparation was in order before the car would be fit to race.

The previously bland exterior of the car was livened up a bit thanks to a sponsorship deal with local company; Fleetwise. We also got a second set of wheels and tyres to use for the races, and, after encountering an issue at the Transpec GT Oil Track Day back in April, we fitted a catch can to stop the car smoking, and hoped it would last in a six lap race.

Unfortunately, the weather was not kind to us on the Saturday test day before race day. I only managed two runs, but they were both accompanied by heavy downpours, thunder and lightning, and although this resulted in some lap times that were slow to say the least, I had a blast in the wet and it was a very fun challenge. I was relieved though, to arrive at the track the next day and be greeted with clear skies and a relatively dry track with no chance of rain for the rest of the day. With qualifying approaching, I was quietly confident that I could put down a reasonably good lap time. I couldn't have been more wrong, not really knowing what to expect, I went out in the middle of a pack of cars and then I made a hash of trying to get a good gap to the car in front. As a result, I spent most of the session racing the cars ahead and the fastest time I could manage was a 1:32.3, good enough to start from 8th.

After watching every other class before us race, it was soon time to line up on the dummy grid. The wait was incredibly nerve wracking and no amount of comforting words from my dad was making me feel any better. Fortunately, once we got moving those thoughts left my head as I focused on driving. The first race was uneventful, and after a race-long battle with Trent Smith and his Holden Commodore I managed to cross the line in 8th before break-out penalties shuffled the field and relegated me to 11th.

The second race was another story though, having started in 11th I was able to make a up few places before the race was red flagged after a car rolled at turn 1. We were put back into our starting positions and the race was restarted under the safety car. After 6 laps I finished in 7th place but upon checking the official results I was pleasantly surprised to find that after all the time penalties were considered, I came 3rd.

The third and final race presented us with one final surprise, the sun had gone down, and the track was officially dark. Initially the race was meant to be a handicap started under flags, but the lack of visibility forced a start under lights. The race itself was awesome, the brake markers and the edges of the track were a little bit difficult to see but being surrounded by a swarm of headlights and rain lights in the dark was truly amazing. Everyone did an amazing job during that race to make sure there were no accidents and that the racing was intense but clean. It was also a testament to all the marshals' ability and commitment to look after us when they themselves couldn't see much.

As always, the car club put on another incredible meeting and I thank everyone who made it happen. I'm happy to say I'm now addicted, and I can't wait for the next round, see you in July!

Jack Cleland



ROUND 1 FAE WINTER SERIES NOTE BOOK...

Exhausting work. Chris Symon and his team were kept busy during the day for an unusual reason. With the never ending search for improved performance, in each race the # 28 Formula First was fitted with a variation of exhaust systems. So was there a performance gain? Sorry, that sort of information is a closely guarded secret...

Not getting the message. The personalised number plate on Hilary Ashworth's Honda Civic is W8 4ME. Very clever. Too many of the RS Cup drivers seem to be ignoring the message. When the final result of the RS Cup Scratch race was posted after time penalties were calculated the print out showed Hilary Ashworth in first place. Maybe there are occasions when Hilary should have an optional plate. Possibly FOLO ME...

Lots of Rookies. It was encouraging to see so many new faces at the opening round and if the quality of the racing was any indication the 2019 FAEWS is going to be another outstanding success. Because of the format there is some learning to be done with regard to Breakout Penalties, they are an integral part of the RS Cup, SF Cup, IB Cup and GT-B categories. There were valid suggestions that the Formula First racing was a sharp contrast to what has been seen in the past with a number of cars challenging for the lead on the final lap, just remember that six of the nine drivers were at their first meeting and the track conditions were far from easy. Sometimes you have to cut a little bit of slack...

Memory test. Race 25 was the final event on the programme and those who had gone home missed seeing something unique, a race in the dark. Maybe 'seeing' isn't quite the right word as you couldn't see anything apart from cars lights and at least four cars didn't have headlights! There was no moon to help with vision, the white track markings are non-reflective, amazingly there were no incidents in a 4 lapper with a large number of overtakes. Full credit to the RS Cuppers for their driving in such an unexpected and difficult environment. Most seemed to enjoy the challenge...

Disorientation. That was a word frequently heard after the final race with Turn 7 the most difficult to negotiate at speed. One interesting point is that many drivers didn't see the checker flag shown on the start light gantry screen because of its height off the ground, apparently completely out of the line of vision when a driver is focused on the car/s ahead. The message became obvious when the service vehicles put their flashing lights on. It was definitely a unique scenario...

Long day at the office. For the infield volunteer Marshals Sunday seemed like it would never end. Briefing at 8am, 30 minute lunch break, the racing restarts at 1.30 with the final race ended at 5.43. They were completely in the dark in more ways than one, someone overlooked telling them what was happening! So close to the action but couldn't see a damn thing...

Impressive debut. Jack Cleland in the ex-Joe McAndrew MCC Toyota Starlet made the switch from sprint events to circuit racing and was well rewarded at his first meeting. Running in the highly competitive RS Cup class, Jack was 8th quickest of the 21 cars in Qualifying and returned an 11, 3, 6 score card with a fastest

lap of 1.29.463 that incurred a breakout penalty. Dad Warren Cleland runs in the MX5 Cup, was Q5 and had a 5, 5, 12 score card with a fastest lap of 1.26.021. 'Bragging rights' were inconclusive...



CATastrophe averted. During the course of the weekend one of the Mazda MX5 racers became unusually loud, the car, not the driver. Back at the trailer the problem was soon found, a hole in the muffler, a quick fix was needed. The owner/driver headed off to the local Repco store and bought a roll of exhaust bandage then realised that it would be inadequate to solve the problem, a piece of light metal was also required. Nothing in the tool box or laying around so it was off to the Supermarket where he purchased a tin of cat food (it must have been on special). Back to Manfeild and the trailer, open the can, empty out its contents, some cutting and bending to the shape of the muffler, fit over the hole, wrap with exhaust bandage, job done. The owner/driver was quite CATegorical that it would work, it did, relief all round. Genius solution Bryce Hogg. Some would say it was a waste of good cat food...



Bumper boats in pit lane. As the MX5 brigade headed down pit lane in single file for Race 2 the red light was showing at the lane exit. The red light means 'stop' which all but one driver observed. Tim Wilde stopped but the driver of the pink car behind him was obviously distracted and didn't quite get the message in time. Oops, sorry Tim...

Like new again. Michael Eden rolled his superb Chevrolet Firenza V8 Can-Am at Taupo, lowering the roof line with the added necessity for new glass to fill in the holes. Smart work from the panel beater and the 'Little Chev' was ready for Manfeild and the 2019 FAEWS. The Round 1 score card read 2, 2, 1 which added up to top of the points table in the Classic Retro Saloon class. Great start to the series...



Spec Saving. Sean Browne was missing at the opening round and came up with an unusual excuse. He had lost his glasses and had to buy a new pair, unfortunately they had to be paid for using valuable funds in his motor racing account. That would have hurt...

RH

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2019 WINTER SERIES

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

CLASSES

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GT-A and GT-B
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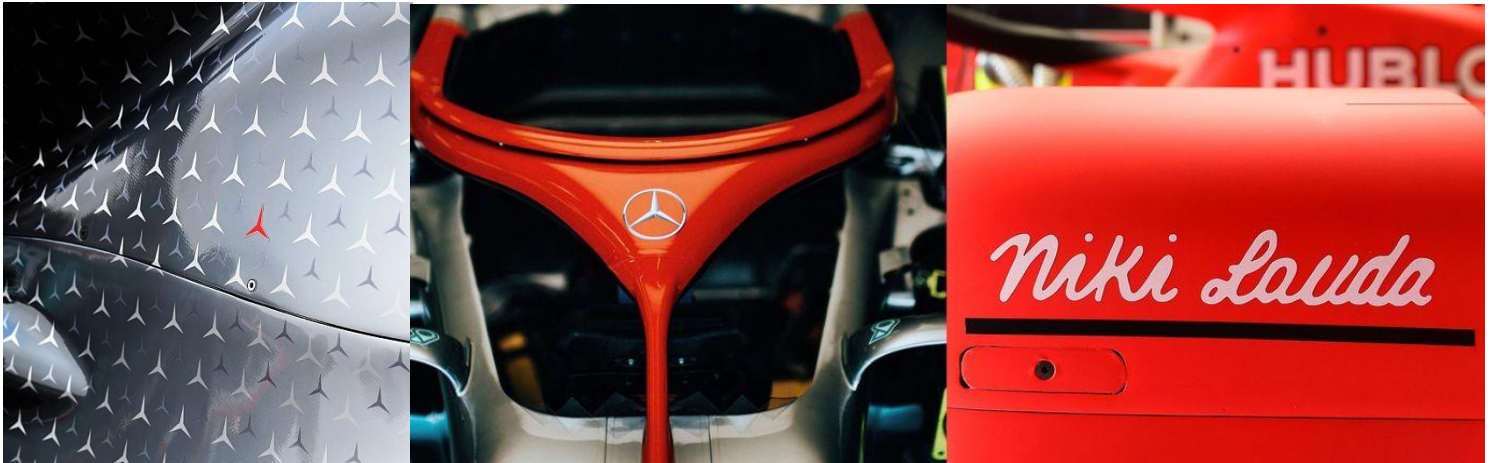
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A CHAMPION'S TRIBUTE TO A CHAMPION...

Following the passing of Niki Lauda last month many tributes were paid to the three-time F1 world champion, some were very special in their simplicity.

At the Monaco Grand Prix the Petronas Mercedes cars had a red halo, their bodywork was covered in small silver three point stars, on each side one was red, and Lewis Hamilton had a special tribute helmet. Ferrari had 'Niki Lauda' on their car's vertical side aero panel in the original font used when he drove for the Scuderia in the mid-1970s. The colour and graphics on Sebastian Vettel's helmet replicated Lauda's and all the drivers wore red caps with NIKI across the front.



So many tributes were written or spoken, all focused on Niki Lauda, the racing driver who known as 'The Rat' because of his prominent front teeth, but he was an astute businessman who among other interests formed his own airline. A number of today's highly paid drivers have their own personal commuter jet and crew, Air Lauda's jets were large commercial aircraft that Niki piloted himself when time allowed.

So maybe a tribute from 1980 World Champion Alan Jones made during an appearance on Fox Sports' *The Back Page* was one of the more appropriate.

"Niki was an extraordinary person, extraordinary. Not only was he a magnificent racing driver, multiple world champion, but a successful business person, a fantastic aviator".

"This is a man that's airplane crashed, he took on Boeing and beat them. He was just an extraordinary man".

After retiring from F1 at the end of 1985, Niki founded Lauda Air which led to a chance encounter with Jones during a flight from Europe.

"I was coming home from England with my wife, we hopped on Lauda Air in Vienna to fly back to Australia".

"I was sitting there and heard this voice come over the PA, and I said 'that's Niki'".

"She said 'well, tell the hostie' and I said 'is that Mr Lauda up there?' the hostie wouldn't tell me because she probably thought 'who is this bloke wanting to know?'

"I said, 'just tell him that Alan Jones is down the back'.

"Anyway, she came back and said, 'Niki said come up', so I went up to the cockpit and stayed there virtually the whole trip".

"What happened was that Niki's captain phoned in crook for that flight to go from Vienna, so in typical Niki style, he had an old sports coat on, his old red Parmalat cap, jumped in his car, went to the airport, took over as captain on the 777 and flew to Malaysia with 300 people on board."

A story told as only the Aussie could.

While all of the focus was on his illustrious Formula 1 career where he drove for the March, BRM, Ferrari, Brabham and McLaren teams, Lauda will be also remembered for his victory in one of F1's most controversial cars. At the 1978 Swedish Grand Prix Brabham fronted with their radical BT46 B, designer Gordon Murray's ingenious solution to beating the dominant Lotus 79, it was the 'fan car'. It beat Lotus at their own game in its only race appearance.



In the many tributes it was overlooked that during the early 1970's Niki Lauda was one of the top drivers in the European Touring Car Championship with BMW and Ford, scoring victories in two of the most revered touring cars of all time, the BMW 3.0 CSL and Ford RS 3100 Cologne Capri.

To illustrate his mastery, Lauda won the inaugural BMW M1 Procar Championship in 1979, a one-make racing series created by Jochen Neerpasch, the head of BMW Motorsport.

The BMW M1 was a superb mid-engined coupe powered by the classic 3½ litre straight six motor, in Procar form the entire car was re-engineered so they were serious racers. Engine power output was increased from the standard 277 horsepower to 470, dependant on the gear ratios 0-100 km/h was achieved in 4.3 seconds with a top speed of 311 km/h (193 mph), very impressive 40 years ago. The price tag of a Procar M1 was very impressive too at US\$60,000!

The races in the 8-round series were on the support programme at Grand Prix meetings with an additional race at Donington Park.

Formula 1 drivers earned spots based on their performance in practice sessions, Lauda had some serious opposition with the likes of Mario Andretti, Patrick Depailler, Emerson Fittipaldi, James Hunt, Jean-Pierre Jarier, Alan Jones, Jacques Laffite, Nelson Piquet, Didier Pironi, Clay Regazzoni and John Watson on the grid to compete against a mix of drivers from various motorsport disciplines.

BMW's M1 Procar had to be the best ever one make series...

RH

Our star in the sky.

Niki Lauda
22 February 1949 – 20 May 2019



MANFEILD AQUA TRAK...

The 'PARTING SHOT' photograph in last month's magazine was a reminder of how versatile the Manfeild complex has been over the years.

Cyclists, road runners and roller skaters have all used the circuit for a variety of events in complete safety away from road traffic, the highest profile sport apart from motor racing was jetsprinting that put Manfeild on global television in the late 1990's and the early years of the new millennium.

The world's first jetsprint was staged on the Manawatu River on 26 May 1981, following events around the country were held on rivers where courses could be created by building 'islands' utilising the metal extracted from the river bed to form the channels. It was a lot of work and when events ended rivers had to be restored to their original condition.

The Manfeild Aqua Trak was a world first, its course layout and rotation proved to be extremely popular with competitors from Australia, the United States and England who competed against our country's best. It was technically extremely challenging - 'the track is fast and will place great emphasis on handling and driver skill'.



To quote from the book 'Waterblasters' Jetsprinting - the first 25 Years.

"1998 saw the construction of a permanent course at Feilding, the Manfeild Aqua Trak, which was co-funded by the Palmerston North City Council and the Manawatu District Council and built by locally based Heartland Contractors. This was the first sprint facility in the world to be sited inside an existing sporting complex, which brought a number of advantages. The track was located very close to a large population base, spectator facilities were already in place and the pit area used the flat grass motor racing circuit infield. There were some negatives however. The spectators were seated some distance from the jetsprint track itself but did have a panoramic view with the elevated seating, while the seven million litres of water required to fill the channels were pumped from the nearby industrial area at considerable cost to organisers".

To emphasise the support, co-operation and enthusiasm between the two Councils the respective Mayors, Paul Rieger and Rob Moody, turned the first 'sods' at the controls of large excavators. The inaugural World Series Jetsprinting meeting was a spectacular success with an opening ceremony that included a low altitude high speed pass by a three-ship of Skyhawk jet fighters from RNZAF Ohakea.

But, there was a problem on the horizon. Jetsprinting is a summer sport and summer is the busiest period of the year on the motorsport calendar, it became increasingly difficult to secure dates that fitted in with the WSJ and NZJSA calendars.

The seven World Series meetings at Manfeild were extremely successful and screened to a large global television audience through the American ESPN and Speedsport channels, but WSJ was only one meeting a year. The facility was used for local and national events, on two occasions for jetski championships run in conjunction with a jetsprint meeting and recreational jetboaters to hone their skills. The various organisers worked together to maximise its use because of the high cost of the pumped water and difficulty in securing suitable dates.

“However the lack of use finally brought the viability of retaining the jetsprint facility as part of the future plans of the Feilding complex into question and in late 2005 the newly formed Manfeild Park Trust made the decision to fill in the Aqua Trak. The final event was February’s round of the New Zealand Championships run earlier in the year.”

Another chapter in the Manfeild story had ended...

RH



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INJECTION – NO NEEDLES REQUIRED...

Mazda are soon to introduce their new SkyActiv X engine, with appropriate, and merited fanfare. To quote -

“We have pledged to build a future in which we can coexist with the bountiful, beautiful earth by applying a well-to-wheel philosophy to achieve substantive cuts to carbon dioxide emissions,” Masamichi Kogai, President & CEO, Mazda. “Mazda’s SKYACTIV-X employs a method of combustion that the might of the motor industry has been trying to master for over two decades”.

“SKYACTIV-X offers the best of both diesel and gasoline engines with none of the disadvantages. It does this thanks to a new technology called Spark Controlled Compression Ignition (SPCCI). Running on regular gasoline, SPCCI works by compressing the fuel-air mix at a much higher compression ratio, with a very lean mix. The SKYACTIV-X engine uses a spark to ignite only a small, dense amount of the fuel-air mix in the cylinder. This raises the temperature and pressure so that the remaining fuel-air mix ignites under pressure (like a diesel), burning faster and more completely than in conventional engines”.

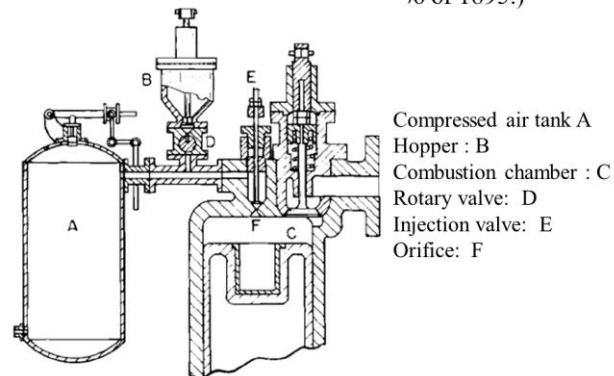


The holy grail of mass produced petrol engines?? Probably at this point in its development, in that the power is great, the torque even greater, and the fuel use truly parsimonious.

So, a massive new advance in modern petrol engine technology?? Well, yeah, nah, maybe.

Coal dust injection system of Rudolph Diesel. AIR INJECTION

(After U.S. patent No. 54286 of 1895.)



A brief history lesson. Fuel injection, in its most basic form, was pioneered by Rudolph Diesel in 1893 when he set to work to develop an engine that would run on coal dust, of which there seemed to be an inexhaustible supply. Early attempts resulted in exploded engines (coal dust is highly volatile, just ask a coal miner!!!) and the switch to oil as a fuel was made, using compressed air to carry the atomized fuel charge. Long story short, the diesel engine was born and fuel injection was introduced to the embryonic motoring world. (As an interesting aside, common rail diesels, as is the current fashion, are the product of the Vickers company who first developed them in 1913).

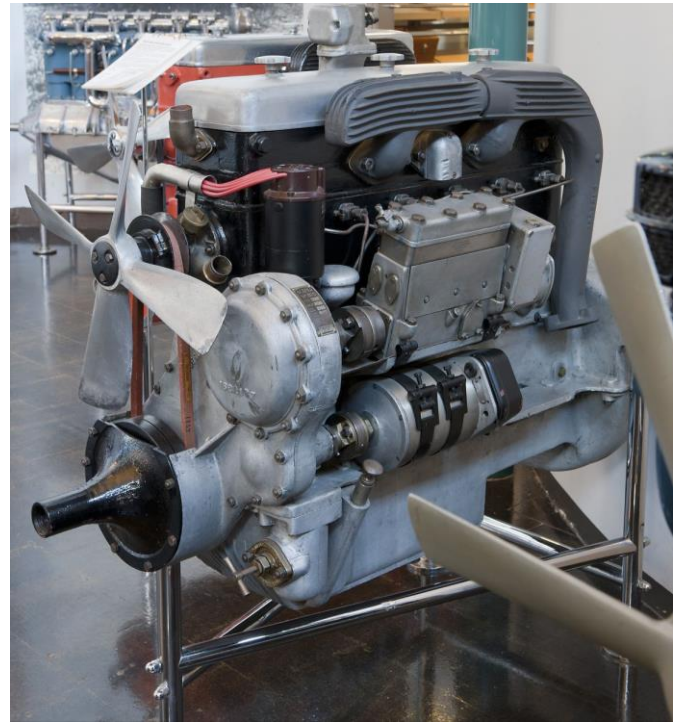
Mechanical fuel injection for petrol engines was pioneered in 1902, initially for aircraft by Levavasseur in France. World Wars 1 and 2 accelerated development, again primarily for aircraft use and it wasn't until post war that it began to appear in cars, in 1952 the Bosch system was applied to the Goliath, though the more widely known application was on the Mercedes W196 race car. From there, continuous development, and stricter emissions standards saw it become mainstream in the 1980's.

But back to the Skyactiv X. The concept that Mazda have so cleverly refined possibly, just possibly, owes its genesis to Swedish engineer Jonas Hesselman. His hybrid engine represented the first use of direct fuel injection on a spark ignition engine in a road going vehicle, and it all happened way back in 1925. In his engine, which was famed for running on virtually any petroleum distillate including petrol and diesel, the

intake stroke sucks air alone into the cylinder. This charge then compressed and just before the end of the compression stroke fuel is injected in by a diesel style pump. The cylinder shape produces a turbulence pattern that allows thorough mixing and sweeps the charge past the spark plug, igniting it. The power stroke and exhaust stroke are as per a conventional 4 stroke cycle.

The advantages were comparable power to a petrol engine with a slightly better fuel economy, and the ability to run on cheaper, heavier fuels, which made for a vehicle that was very economical to operate. The disadvantage was a low compression ratio that led to incomplete combustion which in turn led to a “heavy smoke” output when used with those heavier oils.

The Turbulent Jet Ignition system used by Ferrari in their F1 engine (and developed by Mahle, their piston supplier) in which basically the injection of a richer mixture into a small, separate, combustion area adjacent to the spark plug, the igniting of which sends a series of “flame throwers” to ignite the remaining leaner mixture in the cylinder may also provide a clue as to how Mazda have achieved their aim. While they don’t employ exactly the same approach the electronics involved in achieving this result must surely be similar.



Clearly nearly 100 years of technology and advances in materials (and some enterprising engineers) have fixed any problems regarding emissions!!

In a world where the motoring buzzword is ELECTRIC because of the perceived clean and green advantages, perhaps Mazda is proving that petrol ICs are not yet ready to roll over and play dead.

TW



THE HARTLEY FILE...

Our man has not been hiding, though it might appear that way. The name of Brendon Hartley was generally under the radar last month, there was ongoing simulator work with the Scuderia Ferrari F1 team and testing the new Porsche E-racer that will make its race debut later in the year. He was most publicly visible in the Toyota garage at the Le Mans 24 Hour classic at the beginning of last month where he was the Japanese team's reserve driver.

During the official test day Brendon had his first opportunity to drive the Toyota TS050 around the famous La Sarthe circuit. *'It felt good to be back at this incredible circuit in a four-wheel-drive 1,000 horsepower hybrid car. I was a bit sad to get the call to pit after just three timed laps but that was always the plan, so I knew it was coming. I was just having so much fun discovering the car around here. It was real pleasure and now I can't wait to be back in the car again.'*

During the race weekend Gazoo Racing Toyota team boss Pascal Vasselon confirmed that Brendon would be a direct replacement for the departing Fernando Alonso and will join Sébastien Buemi and Kamui Kobayashi in the # 8 car.

'My future with Toyota is amazing. That was landing on my feet.'

The number '8' has been the most winning number of the two LMP1 category Toyotas with

back-to-back victories in the Le Mans 24 Hour and World Endurance Championship in the past two seasons, looking at the statistics suggests that in the coming season Brendon could be on the top step of the Le Mans podium for a second time and win the WEC for a third time, but we mustn't get ahead of ourselves.

The first round of the 2019/20 WEC will be held at the Silverstone Circuit in England on 01 September. There have been changes to the duration of some events by moving away from the traditional six hours. Sebring and Bahrain will run for 8 hours, while Silverstone and Shanghai have been shortened to 4 hours.

Still no word from Porsche as to who will be their second driver alongside Neel Jani when the 2019/20 FIA ABB Formula E Championship begins with a double-header at Ad Diriyah in Saudi Arabia on 22/23 November. Season six has a calendar of 14 races in 12 cities, ending in London in July next year with Porsche and Mercedes being first time entrants. No news can be good news.

Meanwhile Brendon's F1 involvement has taken a positive step forward with word that he's now the reserve driver for both the Ferrari and Alfa Romeo teams. He says he's happy with his Ferrari simulator role - *'There is no simulation, as of yet, where the driver is not important. It's the emotional input. AI cannot quite replicate it. So I still have a job.'*

Brendon Hartley seems to be busier than ever, and enjoying it...

RH



HISTORY LESSON...

The New Zealand Grand Prix has been held 63 times since the inaugural race at the Ohakea Air Force Base in 1950, during that period there have been six years when the race wasn't held.

The race has been run under ten different racing categories, for the first 14 years the race was held under Formula Libre regulations before the change to Tasman Formula with its increased overseas participation, rear engine GP cars and widely used Coventry Climax engine. That title changed to Tasman Series in 1966 and there was no change for a further 11 years, it was in the last seven of those years that the NZGP was contested by the Formula 5000 cars.



In 1977 the switch was made to Formula Pacific that brought smaller more agile cars powered by 1.6 litre engines, it also brought a hugely talented driver from Finland who won the race back-to-back in the first two years of the new category, his name was Keke Rosberg who would become the F1 world champion in 1982. The entry lists had a truly international look about them and two other drivers who stood on the top step of the NZGP podium and progressed into the F1 ranks were Teo Fabi (Italy) and Roberto Moreno (Brazil).

For 1983 name changed to Formula Mondial in line with a FIA global concept but the cars were the same, the following year the

category's name changed back to Formula Pacific and it stayed that way until becoming Formula Atlantic for the final two years in 1992 and 1993.

A year later there was a return to bigger engines in bigger cars, the arrival of Formula Brabham with its 3.8 litre Holden V6 motor, but that title only last two years. There was a two year sabbatical before the NZGP returned in 1998 under the Formula Holden banner but it too disappeared three years later. 2001 saw the race take another holiday and when it returned to the calendar in 2002 it was back to smaller cars with smaller engines, the surprise choice was Formula Ford, but the last of the categories was on the horizon.



2006 marked the arrival of the Toyota Racing Series that this year completed its 14th season, the last twelve of those NZGP races have been at the Manfeild Autocourse/Manfeild Circuit Chris Amon.

The names of 21 different New Zealand drivers are engraved on the current trophy that was introduced in 1954, the winner of the first NZGP at Ohakea received the Molesworth Trophy that remains in the Manawatu Car Club's possession. Other countries that are the homeland of drivers who have won our premier race are Australia, Thailand, England, Scotland, Finland, Italy, Brazil, America, Bahrain, Canada, India and the Netherlands.

Five drivers have won the New Zealand Grand Prix on three occasions. Jack Brabham, Stirling Moss, Ken Smith, Craig Baird and Nick Cassidy, both Baird and Cassidy accomplishing the remarkable feat in successive years. Ken Smith's wins are the most unique because they were achieved driving cars from three different categories - 1976/Formula 5000, 1990/Formula Pacific and 2004/Formula Ford, each victory separated by a gap of 14 years!

Five F1 World Champions have won the race - Jack Brabham, John Surtees, Graham Hill, Jackie Stewart and Keke Rosberg, four F1 World Champions didn't - Jim Clark, Jochen Rindt, Denny Hulme and Phil Hill.

It's interesting to note that in the six year the race was contested by the Formula 5000 category only one Kiwi driver was first home, Ken Smith in 1976. Australians won the other five with John McCormack going back-to-back in 1973 and 1974 driving an Elfin MR5 powered by a Repco Holden engine. Graham McRae was the undisputed 'King of F5000' during much of that period, surprisingly his name is missing from the trophy.

Andy Knight is the only South Island driver to have won the NZGP and his 2008 victory was significant for another reason, it was in the third year of the Toyota Racing Series but the first year the NZGP had been held at the Manfeild Autocourse with the new category.

Brady Kennett is the only Manawatu Car Club member to have held the winner's trophy aloft, he won the 1995 NZGP driving a Reynard Holden during the brief Formula Brabham period. That day was made even more special for the club because Bryan Hartley drove his Dome Holden into second place.

The NZGP has taken place at seven venues to date, beginning at RNZAF Ohakea followed by Ardmore, Pukekohe Park Raceway, RNZAF Wigram, Ruapuna Park and Teretonga Park before coming to the Manawatu. Manfeild Autocourse hosted the country's premier race on 15 occasions, since the renaming to Manfeild Circuit Chris Amon the track has held the race a further three times and under the terms of its contract will stage the 2020 race.

The first two NZGP's were won by 'Specials' that hold great significance in their respective countries.



The 1950 race at Ohakea was won by the Jackson Special driven by John McMillan, the car still exists today though not in either its original form or with its original name. A year after winning the race the car became the Logan Special quickly followed by Palmer Special and Northland Special as it had a succession of owners. Since 1954 it's retained the name 'Northland Special' and makes regular appearances in the hands of current owner Fred Courtney.

The Maybach Special that Stan Jones drove to victory in the controversial 1954 race has been fully rebuilt/restored and has appeared at the famous Goodwood Festival, it remains one of the most revered racing cars in Australia.

Since 1955 seventeen specialist car makers have provided the winning chassis. Brabham, BRM, Chevron, Cooper, Elfin, Ferrari, Lola, Lotus, Maserati, McLaren, Ralt, Reynard, Spectrum, Stealth, Swift, Tatuus and Van Diemen.

Tatuus came onto the scene with the introduction of the one-make Toyota Racing Series in 2006, after 11 years of service the original TT104Z chassis was replaced by an upgraded FT-50, next year will see the introduction of the exciting all-new Tatuus FT-60 from the Italian manufacturer. Powered by a 2-litre turbocharged engine producing 200 kW the state-of-the-art car is predicted to take the category to a new level.

Did you learn anything?

Class dismissed...

RH

HOME TOWN HERO...



Brady Kennett was born to race. His father Bob raced in the American US Trans-Am Series, in 1969 at the wheel of a Porsche 911, the following year he drove a Ford Mustang, there was success too in the US West Coast National Championship.

Winning the 1995 New Zealand Grand Prix put the relatively unknown name of Brady Kennett into the media headlines, but to those who followed the sport more closely it may not have been such a surprise. The victory also marked a milestone for the Manawatu Car Club, the first and only member to win the race.

Early in his racing career Brady enjoyed great success in the ultra-competitive Formula Ford category. After making his debut in the 1998/99 season, he finished third in the following year's championship, won the 2000 Formula Ford Festival and finished runner-up in the 2001/02 title race. On two occasions he won the prestigious Dan Higgins Trophy on his home circuit.

But Formula Ford wasn't all good news. Both legs were broken in a crash on the unforgiving Wellington waterfront circuit during a support race at a Nissan Mobil 500 meeting.

Proving his versatility, during that open-wheel racing period Brady contested nine races in the 2002 Caltex Delo 400 NZ Super Truck Championship driving a KM Bedford, with its six cylinder engine the truck was well down on power compared to the other runners so the KM was never going to be a winner. Later in its racing life the Bedford was repowered with a V8 engine which did make it more competitive.

In 2003/04 and 2004/05 Brady's interest was in the ENZED New Zealand V8 Touring Car Championship where he drove an AU Ford Falcon, competing in nearly 40 races over the two seasons that brought five podium finishes.

It was the return to single seaters during the short Formula Brabham era that brought the single highlight of Brady Kennett's career. Driving a Reynard Holden he took the checker flag in the 1995 New Zealand Grand Prix ahead of Bryan Hartley, a 1-2 result on their home circuit in front of their home crowd.

A year later Brady teamed with Australian James Harrigan in a BA Falcon at the highly successful Manfeild V8 Ute International meeting that had a 'radical' format. Drivers from both sides of the Tasman were paired together, each had individual races before combining for the main event that included a driver change.

For Brady his greatest saloon car success came in the 2008/2009 Suzuki Production Racing Championship. Driving a Mitsubishi EVO 9 he won five of the 21 races and scored 15 podium placings to win the Class C title, sadly, dissatisfaction with rule interpretations and enforcement brought down the curtain on a career of a driver whose talent was never fully recognised.

New Zealand Grand Prix winners should never be forgotten...

RH





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Entry details for all events available on www.manawatucarclub.org.nz or follow us on Facebook

PARTING SHOT...



Manfeild begins to take shape – an outline only at this stage. An awesome aerial shot by Paul Legg and from the Manawatu District Council Library collection.

