

Manawatu Car Club Inc

MAGAZINE

AUGUST 2019



Something for Everyone

A few random observations this month.....

I'd just like to take a minute to congratulate the 10% or so of New Zealand drivers that have successfully learned to negotiate a roundabout, correctly indicating as they go, so that others are aware of their intended path. I naively thought it was a simple and logical process, one that most people should be able to master relatively easily, however it turns out I am clearly wrong (again!!). If the numbers I see unable to complete this action correctly is any sort of guideline then it MUST be a far more difficult concept to grasp than I thought. Perhaps we could draw pictures for the lazy 90%.... oh wait, that's been done already. Perhaps then some policing around this would not go amiss, but then we all know the thin blue line is very stretched, very thin line indeed.



And I need to apologise to the poor dairy cow lost in the dark and fog on the back road to Ngaruawahia at 6.00 am the other morning. Clearly you were distressed at mislaying your mates and were confused and disorientated. Me rocking up at some 80 kph didn't help your state of mind (though I admit you did well to keep your digested silage inside) but it certainly sharpened mine and I can now confirm that Holden Captiva's, despite any other shortcomings, can certainly stop quickly when confronted by an immobile moveable object. I hope the gate we put you through was either leading back to your mates, or to a new and interesting adventure.

I finally made it to a Winter Series round last month, for a short time to spectate, and I am very glad I did. A record equalling number of cars, some very close racing (some a bit too close from what I later heard) and Colleen and I, by pure luck, managed to make our escape before the weather made it less spectator friendly. It was great to catch up with people again and feel the positive and friendly vibe that has made this series such an outstanding success. A thumbs up to all of our marvellous V-Force who make the day run as smoothly as it does, no small thing when you count the number of competitors. I think sometimes it must be like trying to herd cats!! Roll on Round 3.

A big thumbs up too to Jerry and Scott at Tremaine Energy Centre for the fantastically quick turn around on our ute that decided it didn't want to go back to being a Jaffa and would rather stay put in the Manawatu – breaking the 4/5/6 shaft in the transmission got it a very short reprieve as it turned out!! In on Monday morning, out on Wednesday night – their motto is “we fix cars”, perhaps they should add “faster”. Thanks again guys for a job exceptionally well done. A big thank you and thumbs up also to Kerry Humphrey at Ian Humphrey Motors for organising it and the loan car to get us home. I hope the “thank you” cakes went down well at morning smoko.

We have lambs!! Yes, I know our girls aren't due to lamb until late in August, but a couple have popped out twins in the middle of July. How?? You may well ask. We certainly did. Well, I could lie and say that I believe we have just taken the genetics of our flock to the next level....., immaculate conception. That would be a world first. Or perhaps, just maybe the couple of fully weaned 5 month old lambs that found their way through 2 electrified fences to get back to their mums for 2 or 3 days before they were spotted and removed were not seeking the milky delights of their mummy's mammarys after all.....



Great quote on Facebook recently - “the fact that jellyfish have survived for 650 million years despite not having brains is a great source of inspiration to the Auckland City Council”. I tried very hard not to laugh honestly.....

I have just finished reading the “Road to Zero” consultation document on the road safety strategy for 2020 – 2030 which was released recently. There is much to be said for a more holistic approach to road safety, and there is much that is good in this document (as there was in the previous “Safer Journeys” document which I have also just re-read). There are also some concerns (besides the odd bit of dodgy maths).

New Zealand Government



For example, “Safer Journeys has not been implemented as intended. Although it was based on a sound approach and compelling evidence, it did not have sufficient buy-in, investment, leadership and accountability to achieve a significant reduction in deaths and injuries. Most critically it did not have the buy-in from all New Zealanders that it is unacceptable for people to be killed or injured on our roads”.

I’m not quite sure that adding a “galvanizing vision “ (Vision Zero) and a monitoring programme (for accountability) to what is effectively a rehashed version of the Safer Journeys policy in new clothes will result in any discernable difference in public buy-in. Negative I know and perhaps I will be proved wrong, I sincerely hope so.

Where is any reference to more extensive driver training?? Greg Murphy is leading the charge here, and good on him because like him I believe this is fundamental. Better trained drivers are less likely to make mistakes in the first place, mitigating much of the policy, and better able to alter the outcome when it does go pear shaped. How many drivers have actually had any form of skid training?? For almost all, their first experience of a car not doing what they want / expect it to do leads to a highly undesirable outcome. Sorry, but my view remains as before, much of the problem lies with the person in control of 2 tons of metal.

One major change of heart regards my bugbear of enforcement by speed cameras. The document states “New Zealand currently operates an ‘anytime, anywhere’ approach where enforcement can occur anywhere on the network without signage, with the purpose of discouraging drivers from speeding anywhere on the network. Countries like Sweden have adopted a very different approach where there are hundreds more cameras on the network, all placed in high-risk areas, and clearly marked so drivers know where they should slow down. The aim is to ensure that people slow down and drive safely on dangerous stretches of road. This kind of approach has a higher level of public acceptance as drivers view it as fairer. Most importantly, the Swedish approach has been successful in reducing deaths and serious injuries”. Yahoo. They are correct. Public buy-in will be much enhanced if this is implemented.

Lastly, my sincere apologies for the lateness of this issue. It’s fairly and squarely my fault. There are mitigating circumstances however. My laptop decided to have a major hemorrhage as the hard drive died and I have had to wait while the techie guru recovered what he could for me. So a shopping expedition is coming up real soon. Anyone got a good laptop they want to sell??

Remember to keep the rubber side down

TW



EVENTS CALENDAR

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 (Main Track)
Saturday 19th OctoberFAST Day 1
Sunday 20th OctoberFAST Day 2



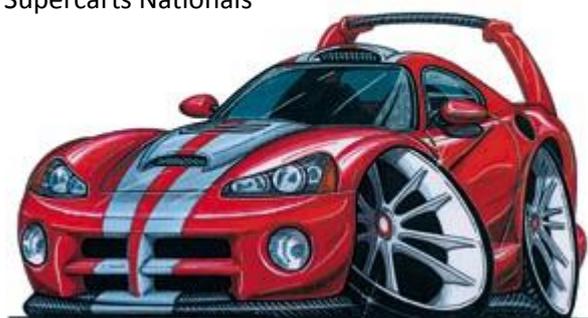
NOVEMBER 2019

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



DECEMBER 2019

- Saturday 7th Supercarts Nationals
Sunday 8th Mitre 10 Mega Sumer Race Series Round 1 + Supercarts Nationals



JANUARY 2020

- Sunday 19th Mitre 10 Mega Summer Race Series Round 2
- Saturday 31st Drift Practice – 3km Circuit (Main Track)



FEBRUARY 2020

- Saturday 29th February FlatFoot



MARCH 2020

- Sunday 1st February FlatFoot + Mitre 10 MEGA Summer Race Series Round 3

APRIL 2020

- Saturday 4th Transpec / GT Oils Track Day Series Round 1
- Sunday 5th Mitre 10 MEGA Summer Race Series Round 4 (Final)
- Saturday 11th Mitre 10 MEGA Summer Series Prizegiving



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FROM THE PRESIDENTS PEN...

I recently commented to someone (that is not into Motorsport) that I felt that the most relaxed place for me to be is inside a race car on Race Day. Obviously the reaction to this comment was a raised eyebrow along with the question “how the hell can that be relaxing?” I explained that for me once inside the car I feel everything seems to slow down, all of the issues and stresses that are currently in your life leave you as your sole concentration is on the job at hand, you can't be thinking about anything else during a race as that would not end well. The adrenaline rush you get is great for the body and mind and you get out of the car with a smile on your face (well most of the time) and a feeling that you have just done something very cool that not everyone gets to do. I got told that I was probably a little crazy, to which I just smiled...

So it was unfortunate that I was unable to get out on the track for the second round of the Feilding Auto Electrical Winter Race Series on the 7th July. I was good to go but had to work on the Saturday before race day as we are super busy at work at the moment delivering one new Lease Truck per day on average for the month of July on top of our usual workload, after work I headed home and worked around the house until late and then Jack (the son) did not have a good night's sleep at all that night as he was teething and had the onset of the flu, so we woke up feeling less than a 100% and sore from the activities of the day before so thought it was best to sit on the sideline for the day. Upon my arrival at the track I was questioned several times as to why I wasn't racing to which I explained the above, everyone said that it was a great shame, one awesome person even offered me their race car for the day saying that they would sit the day out so I could have a go (thank you Kolin for the offer mate, you are a top bloke!).

The fields were once again huge for the second round, I believe another record broken for the number of entries for Round 2 which was definitely pleasing. Lots of good racing was had, there were multiple winners on the day and the points are looking very close indeed as we head into Round 3.

So what's happening off of the track...? Well we are working on the Winter Series Prize Giving Dinner, finalising things for the OctoberFast meeting (which is going to be huge!) and looking at the upcoming Mitre 10 Mega Summer Race Series, which you may have picked up in the Events Calendar on the preceding pages will be a four round series this year, so lots on for the team. All that and with the help of Ernies Engineering Ltd (our GT Cup Class Sponsor) we have just about finished the first prototype of the new Flag Marshall point which will ultimately replace all of the aging and inadequate Flag Marshall points around the circuit.

So this is where I usually say “I look forward to seeing you at the track this coming weekend...” but due to a slight computer malfunction on our Editors computer I can no longer end with that... bugger!

Richie

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 13th August 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 CLUB MEMBER OF THE MONTH...

NAME: Kieran Moorman

BORN: 21/08/1996

OCCUPATION: Builder

RACE CAR: Mazda RX7 Series 1 12a Bridgeport

EVERYDAY DRIVE CAR: 2013 Toyota Hilux

DREAM CAR: Bugatti Chiron

YOUR BEST MOMENT IN MOTORSPORT?

Winning Race 1 of the Winter Series Round 2 2019

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

A Car Mechanic. I've always loved tinkering with anything mechanical and enjoy working with tools

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

Jeremy Clarkson, James May and Richard Hammond. They have such character together

WHO WOULD YOU PLAY IN A MOVIE?

Mark Walberg

THREE WORDS THAT BEST DESCRIBE YOU...

Humble, quiet, helpful

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

Toyota Corolla. Always reliable

WHAT IS YOUR SECRET VICE?

If I told you then it wouldn't be a secret

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I have a twin brother who is born on the same day, looks like me, is a builder as well and owns another Mazda RX7 Series 1

FAVOURITE QUOTE...

"My home is in heaven, I'm only travelling through this world" – Billy Graham



Apology. The review of the Club T&Y visit to the Rush Collection in May stated that the Cooper 500 on display was the first example to come to New Zealand, competing in the first NZGP at Ohakea driven by Bill Lee and was driven by Bruce McLaren. That was not correct. Lee was the Cooper importer at the time and the Rush example is the second car to reach our shores, a later Mk VI. Lee raced the car before selling it to Hamilton chicken farmer Len Gilbert in mid-1955 when it was fitted with a 500cc Norton engine. It was during Gilbert's ownership that Bruce McLaren drove the car in a hill climb event. After Gilbert the car had a handful of owners, it was badly damaged at Wigram and later immaculately rebuilt by Alan Kerr who fitted the Triumph 650 motor. Sorry for getting it so horribly wrong...

Firebugs strike. It's absolutely senseless but it happens, why are there people who get satisfaction from destroying the property of others? On the evening of 02 July several people entered Manfeild Circuit Chris Amon, believed to be via the western perimeter. The group initially targeted one of the rescue worker's 'huts', the fire damaging \$4,000 worth of equipment relating to the electronic flag point system, and igniting the adjacent tyre wall. Fortunately, a passing off-duty fireman spotted the blaze and alerted the Feilding Volunteer Brigade who just happened to be having a training night at the Station in Kimbolton Road, precious minutes were saved and their very quick response minimised the damage. The flag marshal's 'shelters' were also targeted by the arsonists but only suffered minor damage. This mindless damage occurred just four days before Round 2 of the FAE Winter Series and the special solar rechargeable gel batteries were destroyed, then the replacements were lost in transit! Fortunately, Winter Series sponsor Feilding Auto Electrical were able to restore the electronics to full working order for the weekend. The fires could have been disastrous...

Looking back. Bryan Hartley was one of several local enthusiasts involved in establishing the Mini Seven racing category and writing the rules. Cars had been built and those people thought it was a class that could be a lot of fun, be affordable and have spectator appeal, how right they were. The rest is history with Mini Seven becoming an outstanding success story through the 1970s and 1980s with very big fields and very close racing. Bryan holds the lap records at Levin and Pukekohe Raceway with the chicanes on the back straight, like the cars both circuits are now only memories of arguably the greatest period in our motor racing history. Since the class's inception Bryan has been involved in the development of the humble 850cc A-Series BMC engine that was taken to a level the designer would never have envisaged. A motor with a three-bearing crankshaft pulling 9,000rpm, with its long stroke the piston speed would have been amazing! Bryan also introduced the Riley Elf into the competition and for very good reason, the Elf had a small boot that altered the airflow over the car and minimised slipstreaming. No wind tunnel needed, just a gut feeling...



Ultimate nostalgia. F1 bosses Liberty Media appear to know what the punters want see at Grand Prix meetings, famous historic racing cars from the past doing special demonstrations at selected races. At the British Grand Prix in the middle of last month the chosen car was the perfect choice, the Alfa Romeo tipo 159 Alfetta that won the 1950 race at Silverstone driven by Giuseppe Farina. On this occasion it was driven by Kimi Raikkonen. Two weeks later at the German Grand Prix the 'star car' was the Ferrari F2004 that Michael Schumacher raced in 2004, a season in which he won 13 of the 18 races and the world driver's championship for the seventh and last time. Michael's son Mick was behind the wheel at Hockenheim and surely would have enjoyed the experience being pushed along by a 3-litre V10 pumping 950 horsepower and spinning to 19,000 rpm. It would have been an emotional time for Schumi's family...

Bye bye Beetle. The VW Beetle was finally exterminated on 17 July and thousands of people around the world would have gone into mourning following the announcement that the last of 1.7 million examples of the VW 'New Beetle' had left the Mexican assembly line at the company's Puebla plant'. It's a car with the most extraordinary story and probably the only legacy of Adolf Hitler that people accepted. In February 1972 Beetle # 15,007,034 was produced to pass the previous total production record held by the Ford Model T. Decreasing demand led to the announcement in June 2003 that production of the Type 1 Beetle would cease, on 30th July number 21,529,464 rolled off the Puebla assembly line, 65 years after the original launch. At its peak the VW Beetle was built at 19 plants around the world, including New Zealand. In the late 1950's and through the 60's 10,00 cars and Kombi vans were assembled at an Otahuhu plant from CKD (Completely Knocked Down) packs in the first four years which shows how popular the 'People's Car' was with Kiwi families. On both occasions that production ceased at the Puebla plant the last car was feted in true traditional style, serenaded by a mariachi band to the country's most famous song 'Cielito Lindo' in a shower of confetti. Long live the Beetle, muchos gracias Mexico...



The good Lord returneth. There was an average turnout at the July Track & Yak but the few hours at the Rose & Crown were definitely enhanced by the presence of Vern Marshall who was chauffeured to and from the olde English pub, that's doing it in style! It was great to welcome him back because Vern has the wonderful ability to add something to every conversation, it's a rare gift. His passion for Manfeild and motorsport in general is possibly unmatched, he can tell many wonderful stories of his days at both Levin and the Feilding circuit. The man's a legend...

Bent at The Bend. The latest round of the TCR Championship at 'The Bend' in South Australia began well enough for Chris Pither when he finished sixth in his GRM Renault Megane, his highest placing in the fledgling series. In Race 2 CP was holding second place going into the final lap but didn't complete it after colliding with the barriers. The damage was bad enough that Race 3 was a DNS. Things were looking much better until...



They're luvin' it. It appears that the 2-litre TCR's unpredictability has become a big hit with the drivers, the teams and the fans on the other side of the Tasman. More brands are appearing on the grid, teams are ordering more cars to add to their stable and more people want to drive them, including a small number of Supercar pedallers, for many it's their introduction to front wheel drive. There are only two New Zealanders currently

competing, Chris Pither and Andre Hiemgartner, which is a bit of a surprise. As TCR quickly grows they are very keen to be on the Supercar support programme next year. The Supercar people don't appear to be as keen on the idea...

Saluting the Military. There's a very strong Australian Defence Force presence in the northern states of Australia, so it was most appropriate they were recognised at the VA Supercar round at Townsville, the Watpac 400. The Erebus/Penrite Oil team cars had a stunning one-off camouflage livery as a tribute to the Royal Australian Artillery while all the team members wore army camouflage trousers with the exception of team owner Betty Klimenko who had her regular black outfit. As a special team salute Dave Reynolds put the Penrite Commodore on pole position for Race 1 of the weekend to claim the \$1,000 Armor All cheque, unfortunately there were no podium finishes. There were no sports cars for the traditional Driver Parade, the Army provided an amazing line-up of their vehicles for the lap of the circuit, and there was no RAAF flyover either, in sharp contrast to the familiar FA-18 fighter there was one of the mighty twin-rotor Chinook helicopters and a more conventional MRH90, a variation of the RNZAF NH90. Could our Army and Air Force be involved in a similar way at the 2020 New Zealand Grand Prix Meeting? Probably not, too hard basket...



SVG back winning. Shane Van Gisbergen parked his Red Bull Holden Commodore in P1 following Race 2 at the VA Supercar round in Townsville, then a week later made it back-to-back victories by winning Round 4 of the Australian GT Championship at The Bend Motorsport Park. Co-driving a Lamborghini Huracan with Liam Talbot the 'Giz' crossed the finish line 15 seconds ahead of an Audi R8 LMS Evo, but there was an element of good fortune involved. Going into the final hour Jamie Whincup was leading in an AMG Mercedes GT3, there was a miscommunication from his team and he ran out of fuel (again), Whincup limped to the pits, took on the vital liquid and re-joined the race to finish in 5th place. A lucky break for SVG...

Blockbuster weekend. Over on the others side of the world the Brits were spoiled for choice when it came to sport on the weekend of 13/14 July, after all you can only be in one place at a time. There were the options of the British Formula 1 Grand Prix for speed freaks, for tennis fans there were the women's and men's finals on the centre court at the iconic Wimbledon tournament with its strawberries and cream, and across town the extraordinary Cricket World Cup final between England and New Zealand took place at

Lords. The winners were Lewis Hamilton, Angelique Kerber, Novak Jokovic and England. For New Zealand couch potatoes there were long nights of viewing...



It's only money. What sort of money is involved in major events like these? For Kiwis most interest would have been on the Cricket World Cup where the total prize pool was NZ\$14.8 million, the highest in CWC history. Winners England got a cheque for six million, losers NZ received three million while the losing semi-finalists had to be satisfied with 1.2 million. That 14.8 million pool is the same as golf's US Masters at Augusta that Tiger Woods won earlier in the year and pocketed 3.7 million for his efforts. If you think that's good reward money, it's only petty cash compared to the tennis at Wimbledon where the world's best players are chasing their share of the NZ\$49 million on offer. Since 2007 the Men's and Women's singles champions have received equal prizemoney, a cool 3.14 million each. At the men's final spectators paid NZ\$395 each for the privilege of watching but got their monies worth, it was one of the greatest finals in history and lasted a few minutes short of five hours, the women's final lasted less than an hour! If you want to talk super serious money you have to look at the 'beautiful game', the FIFA World Football Cup. Russia was the host nation for the 2018 tournament where 595 million NZ dollars were in the kitty. At the end of the 90 minute final one team (France) collected 56.5 million and the other (Croatia) 41.6 million, that's not bad for losing! The overall cost of staging the event? Twenty one billion in our money. Can't see Auckland putting their hand up for the next one...

They deserve something. Against the odds the Silver Ferns won the 2019 Netball World Cup at Birmingham for the first time since 2003. In a dramatic final the SF's held out the fast finishing Australian Diamonds by one point, that's as close as it can get. The Black Cap cricketers shared the 3 million dollars they earned as the beaten finalists, the Silver Ferns received \$0.00 for winning a world cup! But then again the 'golden girls' won something that money can't buy...

What about F1 motor racing? F1 doesn't pay prizemoney for each round of the world championship, each team receive a single payment each year that's based on a team's performance the previous season, the pool for 2019 is around NZ\$1,495 million. The pay-out is divided into three parts, the first being a fixed share of revenue paid to teams that have finished in the top 10 of the championship in two of the past three seasons. The second is paid on a sliding scale based on a team's finishing position in the previous championship. The third part is 'additional' payments that includes a 'constructor's championship bonus' to four teams, there are bonus payments to other teams while Ferrari also receives a special 'Long Standing Team' payment (108 million) that takes their total to 305 million. AMG Mercedes receives 263 million and Red Bull 226 million, team sponsorship monies are not included - F1 is certainly playing for big stakes The MCC events where the winner receives a Ray Hartley chocolate fish and winner's decal is a much simpler format. Not as financially rewarding though...



Very good news for Kiwi F1 fans. The Australian Grand Prix has been on the calendar since 1996 and traditionally the first race of the new season, this year there have been nervous times with which races will be dropped from the 2020 schedule. A new contract has been negotiated that will see the popular Albert Park circuit continue to host the AGP until at least 2025. If you've never been to the Melbourne event you should make the effort because it's an amazing experience. It's everything that a race meeting should be, and more...

The tough life of a motoring journo. In the closing days of last month Richard Bosselman was back at Cadrona for some ice driving, the first with Volkswagen. The conditions were just acceptable with the ice just beginning the thawing process, much better than the earlier aborted BMW excursion, so there was some driving. VW has an impressive range of vehicles, so what did Richard choose? A four-wheel-drive van, yes, a van. It would have been very different from something like a Golf GTi and the higher seating position did offer an outstanding view of the Cadrona Valley. The day was



over early because of the softening ice so it was into a chopper for the quick ride back to Millbrook. A few days later another trip to Queenstown and up the famous road to the snow and ice, this time with Audi to get a taste of the new Audi e-tron. On these days the cars are fitted with ordinary winter tyres, no spikes. Winter is meant to be cold to make things freeze so the ice is ice for people to play on, global warming has a lot to answer for when it spoils a man's fun! On the plus side he's been driving and testing the 2-litre Renault Megane RS, so Richard will have a better understanding of how Chris Pither feels behind the wheel of the racing version in the TCR across the ditch. Viva le France...

Chevy shock. The eighth generation C8 Chevrolet Corvette that was unveiled on 18 July will be the most controversial model since the first C1 was released to the world in 1953 at the GM Motorama at the New York Motor Show. First the good news, the C8 will be the first Corvette to be built in right hand drive form, but in the United States, unlike the sister Camaro that's converted in Australia by Holden Special Vehicles. The new Corvette will also carry the name of one of the most famous Corvette models, 'Sting Ray' that was first used in 1962. The C8 won't come up short in the performance stakes with a 6.2 litre normally aspirated V8 producing 370 kW of power that's coupled to an 8-speed dual clutch automatic transmission. What the global 'Vette owners and followers might not like is that the new Corvette Stingray is mid-engined, a radical departure for GM after 66 years of the classic front engine rear wheel drive concept. The sales graphs will certainly be interesting...



Back to school. The Porsche Club of New Zealand have special days at several circuits around the country as part of their 'Driver Training Programme'. The PCNZ crew was at Manfeild Circuit Chris Amon on 13 July with the objective of improving performance skills in a safe and controlled environment. The morning was taken up with classroom and practical sessions, the afternoon was 'track time' with each person doing series of laps with a skilled instructor. These days are not limited to Porsche owners, one gentleman attending was driving a McLaren 650S. Well known FIA Steward and Alfa Romeo Giulia classic driver Bill Ritchie was fortunate enough to secure a ride in the 'Macker', he would certainly have noticed the performance difference between two cars separated by more than 50 years. The Alfa probably won't feel quite the same again...

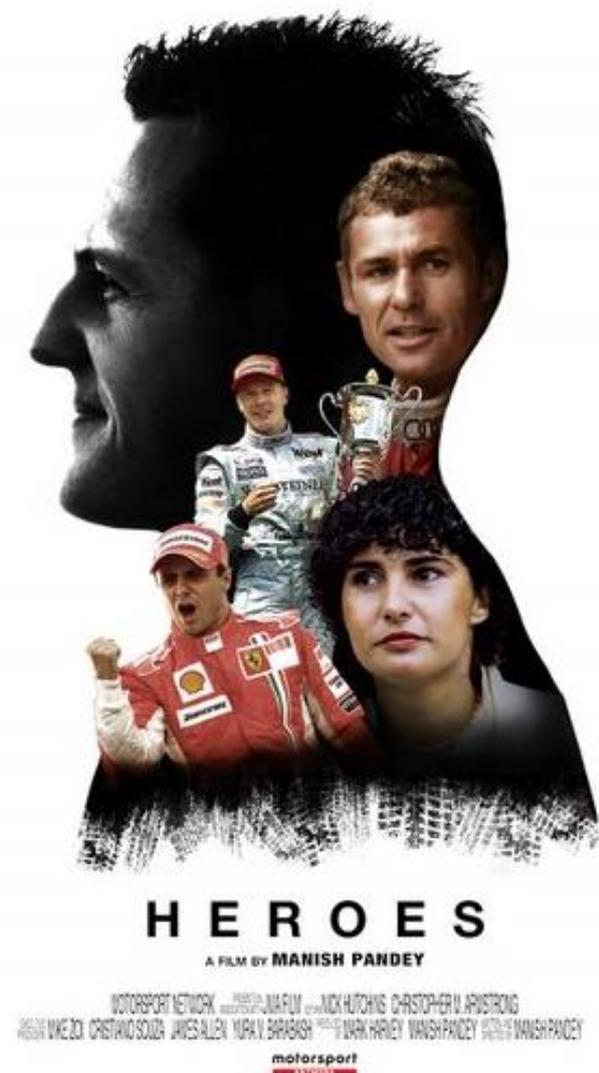
Indy calling? Scott McLaughlin continues to surprise both on and off the track. His form in the 2019 Virgin Australia Supercar Championship has been nothing short of sensational and he's now indicated that there are other challenges that interest him. His racing bucket list includes competing in NASCAR but he recently admitted that he would 'love to have a crack' at the Indy 500. Karting apart, his open wheel experience has been competing in three races during the Victorian Formula Ford Championship nine years ago, driving a Van Diemen RF94. Scott was on the podium after each race, once on the top step. 'I think the NASCAR thing has always been a consistent feeling with everyone thinking that I would just go there because it has a roof probably. But Indycar, certainly I have always been interested in that racing and always watched it and would love to have a crack, that has always been a dream of mine too but who knows what will happen'. No doubt Roger Penske would have a say somewhere and what better team for Indianapolis than Team Penske, in May they won the 'world's greatest motor race' for the 18th time. Scott McLaughlin v Scott Dixon at the Brickyard? That's an exciting prospect...

But not next year. Was there special significance in the fact that Scott McLaughlin and Fabian Coulthard resigned with Shell V-Power Racing for the 2020 Virgin Australia Supercar Championship Series on the 4th of July? That date just happens to be Independence Day in the United States of America. Maybe it was the Kiwis salute to Uncle Sam...

Definitely a feast, not a famine. Last month a big news story was the release of the movie 'Ford v Ferrari' that is scheduled for November 14. If that prospect isn't exciting enough there another film released in the week prior to the British Grand Prix on 14 July. The award winning director and producer Manish Pandey was the man responsible for the highly acclaimed award winning SENNA, his latest movie 'Heroes' tells the story of four legends of motorsport - WRC star Michèle Mouton, nine-time Le Mans 24 Hour winner Tom Kristensen and Formula One drivers Mika Hakkinen and Filipe Massa whose lives are intertwined and interconnected as they all scale the heights of their respective sports, while contending with personal challenges along the way. The quartet tell their stories as a group in a unique environment, a stately English home, their words backed by more than an hour of archive footage. The story also involves a fifth hero, Michael Schumacher. Manish Pandey is a movie making genius and his latest masterpiece will surely be on the 'must see' list of anyone with an interest in motor sport, just remember the film's simple title. 'Heroes'...

Passport stamped again. Our motoring journo Richard Bosselman has been overseas again, in the title words of a Chuck Berry hit song he was 'Back in the USA'. RB was a guest of Mercedes-Benz in the state of Utah to test the third generation M-B GLS, the biggest SUV in the company's range that offers three engine options. The entry level GLS450 is powered by a 3.0 litre twin turbo V6, the GLS 550 has a 4.7 litre twin turbo V8, and if you want even higher performance there's the AMG 63S that benefits from a 5.5 litre AMG twin turbo V8 that pumps out 577 horsepower, this 7-seater luxury SUV has serious zoom zoom. The trip did have an element of frustration with the famous Bonneville Salt Flats just two hours away, unfortunately for Richard that was two hours too far away with the tight time schedule. He has a desire to visit the place where Nelson Hartley set a new land speed record for a Mini. Maybe next time...

Passport not required. The next M-B outing was much closer to home for Mr Bosselman. Just an air ticket from PMR to ZQN (Queenstown) for a very special challenge to test his driving skills. Ice driving at night! The chosen venue was the 'Southern Hemisphere Proving Grounds' which is an integral part of the Snow



Farm at the top of Mt Pisa in the Cadrona Valley, absolutely perfect. But, 'Mother Nature' had the final say. There was no Torvill and Dean on wheels for Richard because it was too warm which made the surface unsuitable, it was game over before it began! Life can be so cruel...

Special tuition. At the July test day at Manfeild Circuit Chris Amon the # 91 Spectrum Formula Ford covered many laps in the hands of 2018 SpeedSport Scholarship winner Ronan Murphy, his progress being closely monitored by dad Greg. Word is that during the sessions there was a seat swap that would possibly have been the first time that Murph had driven one of these open wheelers since the 1991/92 season after he won the inaugural Shell Scholarship. There was talk of laps that were only a few tenths slower than what Ronan was clocking. There's also talk that Ronan's young brother Cormac has a Datsun club car? Nothing quite like following in a father's footsteps, especially when they have a record like Gregs. There are very strong genes there somewhere...

Top of the class. July was a big month for Ronan Murphy. The Hawkes Bay teenager finished at the top of the points table following an exhaustive week long camp with Motorsport New Zealand's Elite Motorsport Academy that is conducted by the Dunedin-based Otago Academy of Sport. The Academy programme covers a wide variety of skills and techniques relating to both physical and mental fitness specific to motorsport, together with nutrition, sponsorship, marketing, media skills and data analysis that's required to succeed. The programme is for a full year and the eight finalists will continue with tailored coaching and mentoring and other aspects before final reviews, the highest points scorer overall is named the Academy winner and receives the Ian Snellgrove Trophy. Ronan leads at half-time, hopefully he'll still be in front when the final whistle blows...



Another local talent. Of the eight people at the 2019 Elite Motorsport Academy five have raced at Manfeild Circuit Chris Amon. The top three at the end of the first stage were Ronan Murphy, Katrina Renshaw and Thomas Boniface, but who is Katrina Redshaw? The 23 years old is not a karter or a racing driver, Katrina is a Palmerston North based rally co-driver. 'The Academy has been incredible, above and beyond what I expected coming to the camp. I've learned so many skills, so many values I'll take through my life, confidence and self-belief'. What an opportunity these people are experiencing'.

Katrina calls the notes for driver Daniel Feck. Lucky Dan... (she has also just finished restoring a very nice Mk2 Escort Ed)

Bigger than Ben Hur. Some circuits aren't doing all that well while others are flourishing, Manfeild Circuit Chris Amon is one of the latter. Much of the success comes down to the organising club and the quality of its officials, the Manawatu Car Club is right up there with the best of them. Competitor numbers continue to increase in this year's FAE Winter Series, other club events are well supported, looking ahead, the annual Octoberfest could break all the records. Currently the planning for the two-day meeting (19/20 October) is for 13 classes, yup, 13. Included on the list are a Formula Ford Championship round, the Central Muscle Cars and the Tranzams. Jeff Braid and the club can handle that, but they will be very busy...

Red Bull strikes again. Brendon Hartley knows more than most how difficult life at Red Bull can be, as the saying goes 'when it's good it's very, very good, but when it's bad it's'. In the early part of last year's

Formula 1 season the name of young Englishman Dan Ticktum was being touted as likely to replace Brendon in the Toro Rosso seat. That didn't happen and Brendon completed the season with Thai-British driver Alexander Albon securing the drive for 2019 while Ticktum moved to the Japanese Super Formula with continued support from the energy drink giant. Now the 20 year old Briton has lost that seat with Red Bull Junior Team manager Dr Helmut Marko confirming 'He is no longer a member of our programme'. Marko also clarified that Ticktum did not quit, he was ousted for performance reasons. Dan looked to be the man with a CV showing him a two time winner of the Macau Grand Prix and runner-up in the 2018 European Formula 3 Championship, but that wasn't enough to save his seat after only scoring a single point in three races this year. At that level you are only as good as your last race...



Given another chance. Top Kiwi rally driver Hayden Paddon was gutted when he lost his drive with the factory Hyundai team and was hopeful his name would be called out when a third driver was needed for the Rally of Finland at the beginning of the month, the call never came. Gutted for a second time and desperate to get back into the WRC he did what Brendon Hartley did when he lost his F1 seat, Hayden got on the phone and rang other teams to see if there was a vacancy. There was

at M-Sport Ford, a deal was negotiated so he was back behind the wheel of Ford for the second time, a Fiesta WRC, and the old firm was back together with his old co-driver John Kennard calling the pace notes. After some impressive times in a 'new to him' car, he unfortunately totalled it in a major crash during testing caused by hitting a rock – flat out in sixth gear. At those speeds there is no chance The good news is M-Sport were so impressed they want to give him a second chance, the comeback WILL come

Going it alone. Motor racing can be a success story on a local scene if the organisers can come up with something that appeals, it's far from easy, but can be done and has been done. Thirteen years ago a Formula 1000 category was established in North America and quickly became popular in both the States and Europe, six years ago the category appeared in Australia as 'demonstration' events before receiving the seal of approval from CAMS. In 2014 a state series was set-up in Western Australia with a five round championship at Barbagallo Raceway, the best known competitor being twice Australian Formula 3 Championship runner-up Leanne Tander. The open wheel cars are powered by 1,000 cc Superbike engines, have fully adjustable wings and suspension and run on controlled Hankook tyres, they could be considered the single seater equivalent of the popular Aussie Racing Cars. The open-wheelers certainly look the part, with Superbike engines capable of producing around 190 horsepower and a weight of 453.5 kilograms a Formula 1000 they are seriously quick. The top speed is better than 170kph with 3 g's plus under braking and cornering, enough to satisfy the need for



speed of many drivers, and the WA State champion receives the Daniel Ricciardo Perpetual Trophy. That's not a bad incentive...

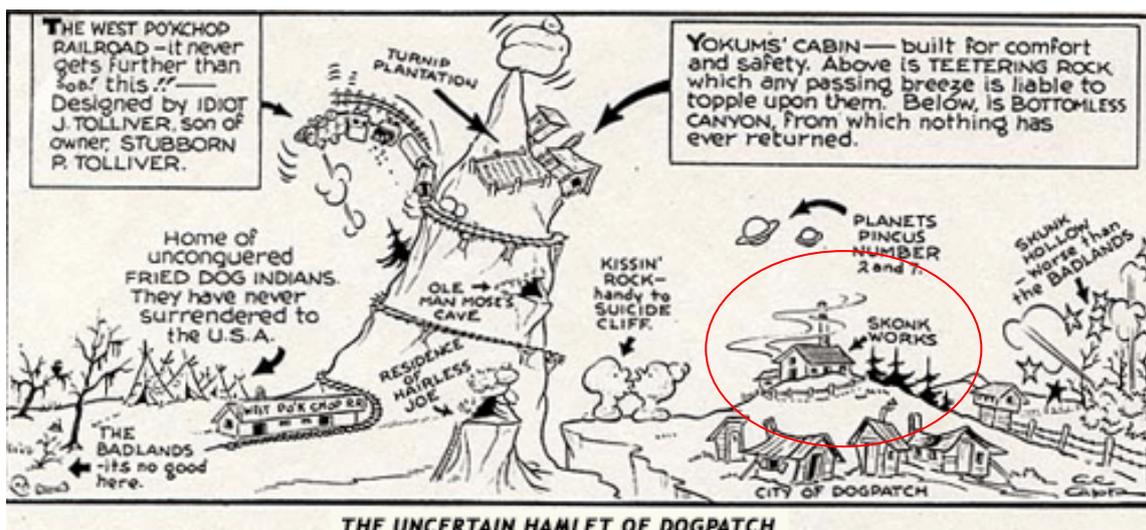
How seriously quick? Established in 1964 and originally known as Wanneroo Park, Barbagallo Raceway is located 50 kilometres north of Perth and is 2.4 kilometres long with 7 turns (Manfeild Circuit Chris Amon is 3.03 kms with 7 turns). The outright lap record is held by a Lola 87/50 Formula 3000 at 50.57 seconds, Tony Ricciardello's Alfa Romeo is the quickest Sports Sedan with a 53.16 lap which is 6/10ths faster than the Supercar record held by James Courtney in the Boost Mobile ZB Commodore. Craig Baird holds the GT3 lap record with a 55.43 lap at the wheel of a AMG Mercedes-Benz, the best Australian GT time stands at 53.70 set by a Lamborghini Gallardo. Looking at the open-wheel classes that are common on both sides of the Tasman, the Formula Ford mark is 59.76 and Formula Vee/First 69.61. So what about the Formula 1000 lap record? It's held by Supercar driver Nick Percat who stopped the clocks at 53.07 seconds which equates to an average speed of 164.4 kilometres an hour. Yup, the F1000 is seriously quick...

Kimi says. Former world champion Kimi Raikkonen believes that Formula 1 racing would be improved if data analysis was banned. If it was removed teams would have less idea of what strategy to choose and that would make the racing more exciting. He thinks that F1 could learn from NASCAR. 'Racing on an oval seems very easy, but the truth is far from it. It is more pure racing. If you realise you are not fast enough then you can talk to others, but ultimately you have to draw conclusions yourself. But in Formula 1 the data tells you everything you need to know. If you have to find your own setup and cannot look at the computer, then it would be a completely different sport'. Hard to disagree with that...



The club continues to grow. At the July MCC Committee meeting Secretary Jeff Braid advised that in the previous four weeks the membership number was boosted by fourteen. Most were from the region and lower North Island, others from Pukekohe, Tauranga and Christchurch. The continuing growth confirms that there are two types of people in motorsport - those who belong to the Manawatu Car Club, and those who would like to...

We have had the term "skunk works" used a couple of times recently in the magazine, but did you ever wonder where the phrase originated ?? Skunk works has been described as an "enriched environment that is intended to help a small group of individuals design a new idea by escaping routine organizational procedures." What's that got to do with skunks you might ask ?? Apparently when Lockheed's Advanced Development Projects division was working on the World War 2 P-80 Shooting Star aircraft the secret R & D team was housed in a circus tent next to a plastics factory in Burbank, California. The story goes that the smell from the factory reminded the team members of the foul smelling "Skunk Works" factory in the then popular comic strip L'il Abner. So, sorry, no skunks



Have you ever spared a thought for your engine as you push for that final lap burst of speed? Consider that in your cars heart, running to let's say 9,000 rpm, a valve has to open and close 75 times per second, an injector must fire 4500 times per minute, a piston must go from stationary to maximum speed (maybe something like 100 kph) and back to stationary 9000 times per minute and your coolant could be flowing at over 50 litres per minute. That's a huge amount of work being done under the bonnet

A timely heads up from our own Race Commission member Jeff Braid. Motorsport NZ has pushed through a raft of amendments lately that will impact our members. Some are just tidy-up of clumsy wording, but some are quite major. It is essential that everyone is aware of **the Frontal Head Restraint amendment Appendix Two Schedule A 4.2 (1)** (see attached chart) that from 1st October 2020 Frontal Head Restraints will be mandatory for National Race events and higher. Clubmans Race is flagged for future FHS introduction. We should recommend everyone at least buys a FHS-ready helmet and look at investing in a FHS device that suits them. The reason for introducing them is clearly science-based and a no-brainer. Here's a link you may be able to use: https://www.youtube.com/results?search_query=hans+device+vs+no+hans+device and a rally example https://www.youtube.com/watch?v=g4oYatgE_CE

(1) **Frontal Head Restraint Requirements:** All occupants shall wear FHR made to an approved standard as per Chart (1) below:

Chart (1) - Frontal Head Restraint Requirements				
		01 October 2018	01 October 2019	01 October 2020 onwards
Race	Championship	Mandatory	Mandatory	Mandatory
	Sanctioned Series	Strongly Recommended	Strongly Recommended	Mandatory
	National	Strongly Recommended	Strongly Recommended	Mandatory <i>(refer Note 1)</i>
	Clubmans	Recommended	Recommended	Recommended <i>(refer Note 3)</i>
	Historic	Recommended	Recommended	Mandatory <i>(refer Note 2)</i>
Rally	Championship		Mandatory	Mandatory
	National	Recommended <i>(refer Note 4)</i>	Recommended <i>(refer Note 4)</i>	Recommended <i>(refer Note 4)</i>
	Clubmans	Recommended	Recommended	Recommended
ClubSport	Rallysprint	Recommended	Recommended	Recommended <i>(refer Note 4)</i>
	Advanced	Recommended	Recommended	Recommended
	Basic	Optional	Optional	Optional

Notes:

1. FHR's are not mandatory for cars without safety cages.
2. For Schedule K cars with a valid Certificate of Description, where it is impractical to achieve the harness mounting requirements the use of a frontal head restraint is not mandatory.
3. The use of FHR's in Clubmans racing is flagged for future introduction.
4. The use of FHR's for National Permitted Rallies and Rallysprints is under review and flagged for future introduction.

(2) **Frontal Head Restraints shall:**

(a) Comply with an approved standard, being:

- FIA – FIA8858-2002
- FIA – FIA8858-2010
- SFI – Spec 38.1

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FINAL COMMENT...

During an interview with an Aussie journalist Scott McLaughlin was asked the question that he had been asked a hundred times before - Why are you so fast? His simple answer would have appealed to those who followed Scott during his Volvo days at Garry Rogers Motorsport. *'Giving it more jandal than the rest'...*

RH

ANOTHER NAME CHANGE...

Formula Ford became Formula 1600 and has now reverted back to Formula Ford for the 2019/20 championship season.

It's reported that a new-look Championship will be run by a new group with the title Formula Ford Racing NZ (FFRNZ), replacing the South Island Formula Ford Association who have run the series in recent years.

The first round will be on the support programme at the ITM Auckland SuperSprint at Pukekohe Park in September, other rounds are at Manfeild Circuit Chris Amon, Hampton Downs with a return to Pukekohe Park. Three rounds will be part of Toyota Racing Series meetings, yet to be confirmed is the venue for the single South Island round, it will be either Teretonga Park (Invercargill) or Levels Raceway (Timaru) and at each meeting there will be test sessions, qualifying and three races.

The new regulations are designed to be more cost effective, lowering running costs and restricting competitors to two sealed engines each season. There will be two classes - Class 1 for cars built from January 2000 and Class 2 for cars built up to December 1999.

As for the big prize, the champion (the highest point's scorer) wins the Formula Ford Champion's Cup and up to \$5,000 in support to attend next year's Formula Ford Festival at Brands Hatch in England, but wait,

there's more. There's also a free drive at the Festival for the highest finishing driver in a FF Spectrum chassis. First staged in 1972, the FF Festival is held at the end of the British season and is a truly international event. A number of Formula 1 drivers have their names engraved on the trophy, including Brazilian Roberto Moreno who raced here in the Formula Pacific era, other well-known winners include Russell Ingall (1993) and Mark Webber (1996).

The first New Zealand Formula Ford Championship was run in the 1971-72 season and won by David Oxtan, over the years three Manawatu Car Club members have won the trophy - Kevin Ingram (82/83), Shane Higgins (86/87) and Sam MacNeill (02/03). The coming season could see a fourth name added to the list, Callum Crawley finished 3rd in last year's Championship after dominating the final round at Pukekohe and the rising star is certain to be one of the favourites to win the 2019/20 title and the package that goes with it. He also drives a Spectrum chassis so has two bites of the cherry.

So changes have been made for what appear to be all the right reasons, time will tell how effective they will be. There's no doubt that interest in the Formula Ford category is on the rise, here's hoping that the momentum continues into the coming summer.

At least the famous blue oval badge remains the same...

RH



2019 FAE WINTER SERIES - ROUND 2...

For club organiser Jeff Braid it was a most satisfying weekend with the competitor number totalling 125, the same as Round 1. More satisfying was the driver number in the Formula Ford class doubling to ten and the possibility of more entrants for the remaining rounds of the series, the Formula First field also doubled to ten. Again there were more new faces to offset the missing faces, and the weather was what you would expect for a Winter Series. The track surface was damp for long periods after light rain showers paid the occasional visit to the circuit during the afternoon, perfect to hone driving skills in varying conditions.

In the classes where time breakouts apply the track conditions played its part, but again there were the drivers who couldn't control their enthusiasm for the glory of being first across the line and claiming a chocolate fish and a winner's decal, completely overlooking series points!

The Danny's Auto Services/BT Advisory RS Cup had a drop in numbers from 21 to 15 with the three races producing different winners. Blair Carswell narrowly topped the qualifying times from Chester Rowles and Hamish Clark with Jonathan Hogg best of the rest, with fastest laps in the 1.27's Carswell and Rowles were quickly elevated to SF Cup status. Twelve of the 14 starters earned penalties in the opening Scratch race allowing the well behaved Peter Morgan to take maximum points, finishing comfortably ahead of Brett Paton with a large break to the close duo of Jack Cleland and Joanne Dunn who were followed home by Eddie Arnold and newbie Darryl Hunter. Josh Graham had the fastest lap of 1.26.110, not great alongside the 1.30 breakout time.

What a difference the rain can make. The Reverse Grid saw no breakouts and Graham again set the fastest lap, albeit a full seven seconds slower than his previous effort. It was one of best races of the day with Graham coming through the field to overtake Jack Cleland on the run to the line to win by less than a second, there was only 2/10ths between Hogg and Spencer Morris in the battle for third with Liam How and Morgan completing the first six home.



There was an interesting start to the Handicap 6 lapper with Tammie Boyden lining up behind the last cars to be flagged away, when she crossed the start line she was the race leader! Only Graham and Hogg broke out which dropped them to the bottom of the result's sheet, Hogg putting in the best lap of 1.26.57. Tammie in her bright blue BMW was determined not to be caught and dramatically improved her lap times to finish 4.9 seconds ahead of Paton, Hunter claimed third followed by Eddie Arnold, Trent Smith and Ernie Greenwell. Six races in the first two rounds, six different winners, magic.

Two new entries increased the number to 22 in the Gearbox Automotive SF Cup field. Only Dion Thompson broke the 1.25 breakout in Qualifying (1.23.02), good boys Gareth Stanley and Greg Browne were split by

3/10ths with a similar gap back to Tessa Field, the next pair Matt Smith and Vaughan Campbell were separated by 1/100 th - the racing could be very close. There were six drivers who went sub 1.25 in the Scratch race that brought reward for Kolin Yannakis, after three second placings in Round 1 the Volvo driver got that deserved win, beating Graeme Wall by 2½ seconds, close behind was Campbell who was followed home by Field, Alistair Chambers and Hailey Sinkinson. Browne and Stanley were too quick, their penalties dropped them to 9th and 10th behind Ray Hartley in his venerable MGF, Dion Thompson was the hardest hit to be classified 19th.



In the wet the Reverse Grid turned into a very interesting 6 laps with the back markers forced to work very hard to make progress, rain or a wet track is a great leveller. Despite the conditions all 20 starters finished with two ladies on the podium. Kristina Dais was most impressive on debut in Round 1 and backed that up with a 1.7 second win over Matt Smith with Hailey Sinkinson third, the trio well clear of Nicholas Evans, Hartley and Yannakis, in close attendance were Browne and Stanley. Dais had a DNF in the first race so the win was a real confidence booster, she also set the fastest lap and was the only driver to go sub 1.30 in the tricky conditions. Outstanding!

After being 'upgraded' from the RS Cup Blair Carswell ended his day on a high by taking out the Handicap race, getting across the line less than a second ahead of Tessa Field with Stanley claiming third, next home were the tightly bunched Chester Rowles, Chambers and Browne. The handicaps proved to be too much for Yannakis, Sinkinson and Dais who placed 12, 13, 14.

There was an entry drop of 10 cars (28-18) in the Coresteel Building IB Cup field, partially explained by the absence of the GT Radial Taxi Cup cars. Qualifying was incredibly tight with Andrew Wasley topping the table 8/100ths ahead of Oliver Gordon with a tenth back to Kieran Moorman, Peter Edmond qualified 10th quickest with a lap time less than a second slower than Wasley, unbelievable!

In the Scratch Race most lap times were close to qualifying but the expected close racing didn't eventuate. When the red lights went out to signal the start they were switched back on just a few seconds later! In the scramble to the first corner there was contact between cars that ended with Craig Stuthridge in the outside wall, the driver's door took the initial impact with the left rear corner sustaining heavy damage when the car hit the unforgiving concrete.

Following the full restart Oliver Gordon took the flag 5 seconds ahead of Alex Corpe (Q4) with the same gap to Ross Gordon in third place, next was Edmond who got the better of Troy Howard with Aucklander Dion Clark rounding out the six. Beating the 1.20 breakout time cost the chances of Wasley, Moorman and Nick Stewart.

A wet Reverse Grid race brought a fastest lap of 1.23.96 (Kieran Moorman), Kerry Gordon took the win 4.6 seconds ahead of Logan Moorman with Stewart third a further 6/10ths back, the top six completed by Kieran Moorman, Corpe and Ross Gordon with top qualifier Wasley next. So what would the Handicap turn up?



The track was damp which always makes racing interesting and the IB Cup Handicap was one of the best races of the day with an extraordinary last lap scramble. Positions continually changed and the podium had a new look about it with Waitara's Phil Dravitski edging out Stephen Samuelu and Troy Howard. Clarke was next, Corpe and Oliver Gordon were 5th and 6th split by 4/100ths, with very small gaps between Stewart, Wasley and Ross Gordon - the nine cars were covered by less than 10 seconds, more magic.

There was a 13 strong field on the grid for the GDM Retail Systems Classic Cup, Michael and Sandra Eden were absentees but that was offset by the appearance of Alan Limmer in his Porsche 930 and Richard Berggren who made his return to Manfeild in a rapid 2-litre Ford Escort, on previous occasions he's driven BMWs. Dean Curtis dominated Qualifying, a full two seconds ahead of Berggren with a similar gap to Layton Hammond who had Geoff Boyden in close attendance, it was another close field with to the fastest 10 cars covered by 9.2 seconds.

In the Classic Cup all three races are handicap format, there was disappointment when Limmer and Donald McIntyre failed to make the start for Race 1 that proved to be a Ford benefit. Tom Lancaster's familiar Capri V8 was lapping around 3 seconds slower than Dean Curtis but managed to hold out the # 5 Escort by a

second when they crossed the line with 1½ seconds back to Berggren, next were Ross Francis, Geoff Boyden and Ben Boyden who was 9.4 seconds behind the winner.

Race 2 brought a reversal of the first with Curtis nailing Lancaster exiting Turn 7 to win by half a second, Francis



was again impressive in the gold Falcon GT to claim third a tenth of a second ahead of Berggren with Geoff Boyden, Chris Wall and Ben Boyden in the following group - this time there was 8½ seconds 1-7 with 8th placed Bill Richie in his wonderful 1966 Alfa Romeo Giulia, 20.4 behind Curtis.

The final Race 3 result had a completely look about it with Geoff Boyden scoring his first win of the 2019 Series in the immaculate Castrol BMW with Francis in second place to complete one of his best days of racing. Ben Boyden's Kitten BMW finished third followed by John Blaikie who got the better of Richie in their private duel, the 'big boys' completed the result sheet in the order Curtis, Berggren and Lancaster, beaten by the handicapper.

The good news in the Ernie's Engineering GT Cup category was the entry of 21 cars, up from seven in Round 1. Taylor Quine set the pace in Qualifying with a best 1.13.59, 7/10ths faster than Richard Kelly with Anton Cheetham nearly two seconds further back third quickest. The next five were closely matched, David Scott, Simon Baker, Barry Cutelli, David Thomsen and Shaun Sheldrake, it stayed close with 16th fastest Dave Reynolds 7.75 off Quine's time. A major talking point was Struan Robertson crawling around for two laps (off the racing line) in his usually rapid Porsche, recording a best time of 4.30.11, yes, 4½ minutes!



The GT Cup drivers enjoy 7 lap races and the Scratch opener backed up qualifying with Quine taking the flag 1.7 second ahead of Kelly, third was Robertson who was back in fast forward mode followed by Cheetham, Thomsen and Scott. Unfortunately there were five cars on the DNF list, Gary McKelvie, Sheldrake, Andrew Stewart, Daniel Gordon and Kerry Gordon.

The Reverse Grid belonged to Robertson who set the fastest lap on his way to beating Cheetham by 1.3 seconds, six seconds back in third was the rapid Mazda MX5 of David Scott with Quine right on his back bumper, David Anstis and Thomsen rounding out the top six. Behind them there was a great duel between Anton Bryant and Geoff Spencer that ended in Bryant's favour by 1/100th of a second.

The list of non-starters grew to seven cars for the Handicap, leaving 13 to face the starter and one of those retired before the first lap was completed! Robertson and his Stuttgart flyer were sensational after starting a very distant last, the handicappers got it exactly right. At the end of a breath taking final lap the Porsche swept past Bryant right on the line to win by 0.025 of a second. The race for third was 15 seconds further back but nearly as close as Simon Baker crossed 4/100ths in front of Cheetham, Justin Allen and Anstis claimed 5th and 6th respectively. Great stuff.

The Max Tarr MX5 Cup cars provide entertaining racing and Round 2 of the FAE Winter Series was no exception with a 12 strong field, two less than a month earlier. Unfortunately it was also a day of attrition. Qualifying revealed that it could be a very interesting day with Matt Dilly topping the time sheet by 0.149

over Jeremy Hoskins with a gap of 0.045 to Bryce Hogg and 3/10ths to Tim Wilde - all twelve cars were covered by 3 seconds!

In the Scratch 6 lapper it was game on in the battle for supremacy with former champion Hogg getting across the line just 2/10ths ahead of Dilly, the pair having a 2½ second break on the chasing pack that was led by Scotty Topham, Warren Cleland, Hoskins and Wilde, 6.8 seconds covered the nine finishers.

The Reverse Grid with closely matched cars is always hard going but it's the type of racing that sees Hogg at his best. Hoskins was a non-starter with engine room problems and the drama of the race occurred on the entry to Turn 1 on lap 4 when Richard Bosselman was hit in the right rear wheel causing his car to spin, he was hit again from behind which seriously modified the rear of the # 90 MX5, the two other cars were also DNFs. Meanwhile the Kermit # 22 car weaved its way through the field to score its second win of the day by 1.8 seconds over Wilde with Michael O'Brien securing third spot over Dilley, Topham and Smith were best of the rest.



Five non-starters reduced the field to eight for the Handicap but that was soon down to seven when Wilde was out after just 16 seconds of racing with a differential failure. With the smaller field negotiating traffic was easier and the race proved to be another Hogg benefit as he secured his hat trick by a 3.3 second margin from O'Brien with the fast finishing Dilly 7/100ths back in third place and 2/10ths to Cleland, the remaining finishing order was Topham, Tony O'Brien and Smith. Not the best of days for some.

The two open wheel categories produced a few surprises during the day. One of the biggest positives was the entry numbers with Formula First up from 10 to 15 and Formula Ford doubling from 5 to 10, extremely encouraging and showing the worth of the Winter Series.

The Total Truck Spray Formula First races were expected to be Chris Symon benefits and it certainly looked that way after Qualifying concluded. Symon was half a second clear of Kyan Davie with third quickest Asten Addy 9/10ths back in third spot, sharing the second row of the grid would be Louis Redshaw while SpeedSport Scholarship winner Matthew McCutcheon was 7th fastest and 3½ seconds slower than Symon.

The first of the three Scratch races saw a continuation from the first round with Symon winning by nearly three seconds from the fast improving Addy, Redshaw started P3 and finished P3 ahead of Davie while McCutcheon improved three place to be fourth at the flag followed by Craig Greenwood, Addy's fastest lap was only 0.12 slower than Symon's best. Race 2 brought win number two for Symon by a similar margin over Davie, the wet track conditions suited McCutcheon who was third home by 2/10ths over Addy with Redshaw and Greenwood filling out the top six spots and Flynn Mullany keeping them honest, at the line the three cars were split by 4/10ths of a second.



Race 3 produced a big surprise when the unbeaten Symon elected to start at the rear of the grid to 'challenge' himself, the move certainly created a greater deal of interest in the 7 lapper. One by one he picked off the eight cars in front of him until there was one left, Kyan Davie. Symon was a couple of tenths a lap quicker but it proved to be not quick enough, the chequer flag waved with Davie still 2.6 seconds in front. Symon ran down Addy just before the flag with Greenwood in very close attendance to be fourth, McCutcheon had to settle for a lowly 7th in this one. It was an interesting exercise for Chris Symon, close but no cigar!

With Callum Crawley winning all three Truck Rentals Formula Ford races in Round 1 few would have predicted there being three different winners in Round 2. An addition to the field was Josh Donohue with his American 2 litre Formula Ford that has slick tyres and a rear wing, however he wasn't eligible for points. In Qualifying Donohue was only half a second quicker than Crawley, his unfamiliarity with the circuit would be a contributor to the closeness. Third quickest was Brody McConkey 4/10ths back and 4/1000ths ahead of Ronan Murphy with Zac Stichbury and Blake Evans recording times that would put them on the third row of the grid.

Race 1 was 'business as usual' with Crawley finishing first, 2½ second ahead of Donohue, Murphy beat Billy Frazer by 3/10ths for third with Kaleb Ngatoa only 2/10ths away in fourth, following his impressive qualifying effort McConkey was a distant seven seconds down the track in sixth. The wet track for Race 2 livened up proceedings and it was Ngatoa who mastered the conditions best to take the flag by two seconds over Stichbury with Crawley 6/10ths away in third and a similar gap to Murphy, the quartet being 12 seconds ahead of the rest. Post-race came the news that McConkey who crossed the line in 5th place had been



disqualified from the results for an indiscretion.

Would there a third different winner in Race 3? The answer was 'yes' and it happened in dramatic circumstances in what was possibly the best race of day. The race progressed with Crawley and Ngatoa battling for the lead, Murphy, Stichbury Frazer and McConkey were in a tight group right behind the pair as they entered the final lap. Into Turn 1 the pressure was on to hold or gain an advantage, Ngatoa and Crawley touched and both were off on the outside of the corner. Murphy and Stichbury shot through the gap that suddenly opened and were gone with Murphy opening up a one second margin as they crossed the line, Crawley was the quicker of the two to regain the track and able to claim third place over 5 seconds behind the winner and ahead of Frazer, McConkey and Ngatoa who again set the fastest lap time. It was Ronan Murphy's maiden Formula Ford victory.

The racing just gets better and better, the FAE Winter Series has reached the half-way mark, there is still a long way to go with a lot of points to be won before the 2019 winners are crowned...

RH

ROUND 2 2019 FAE WINTER SERIES NOTE BOOK...

Bigger is definitely better. To most people the Chevrolet Silverado is a very impressive piece of kit that's not easy to outclass, but a prominent club member found a big American pickup truck that is more impressive in every way. It was goodbye Silverado, hello Dodge Ram Double Cab. The Ram is impressive in every respect and under the bonnet is a 329 cubic inch Hemi V8, yup, a HEMI. Geoff Boyden has always liked class...

Familiar faces. Those who have been around motor racing for quite a few decades might have recognised the two men working on the Formula Ford racer of Zac Stichbury. They were Garry Pedersen and legendary spannerman 'Jandals'. Garry was a top sports car driver while 'Jandals' is probably best remembered as the crew chief for Dave McMillan throughout his career. Money can't buy that sort of experience...

Where's grandad? In the nearby Ronan Murphy pit the familiar face of Kevin Murphy was missing, there was no Greg either as he had other duties so there was a new face in charge, Ronan's mum Monique. Mrs Murphy could be Ronan's good luck charm as she saw her boy score his first win in the Formula Ford category. There will be many more...

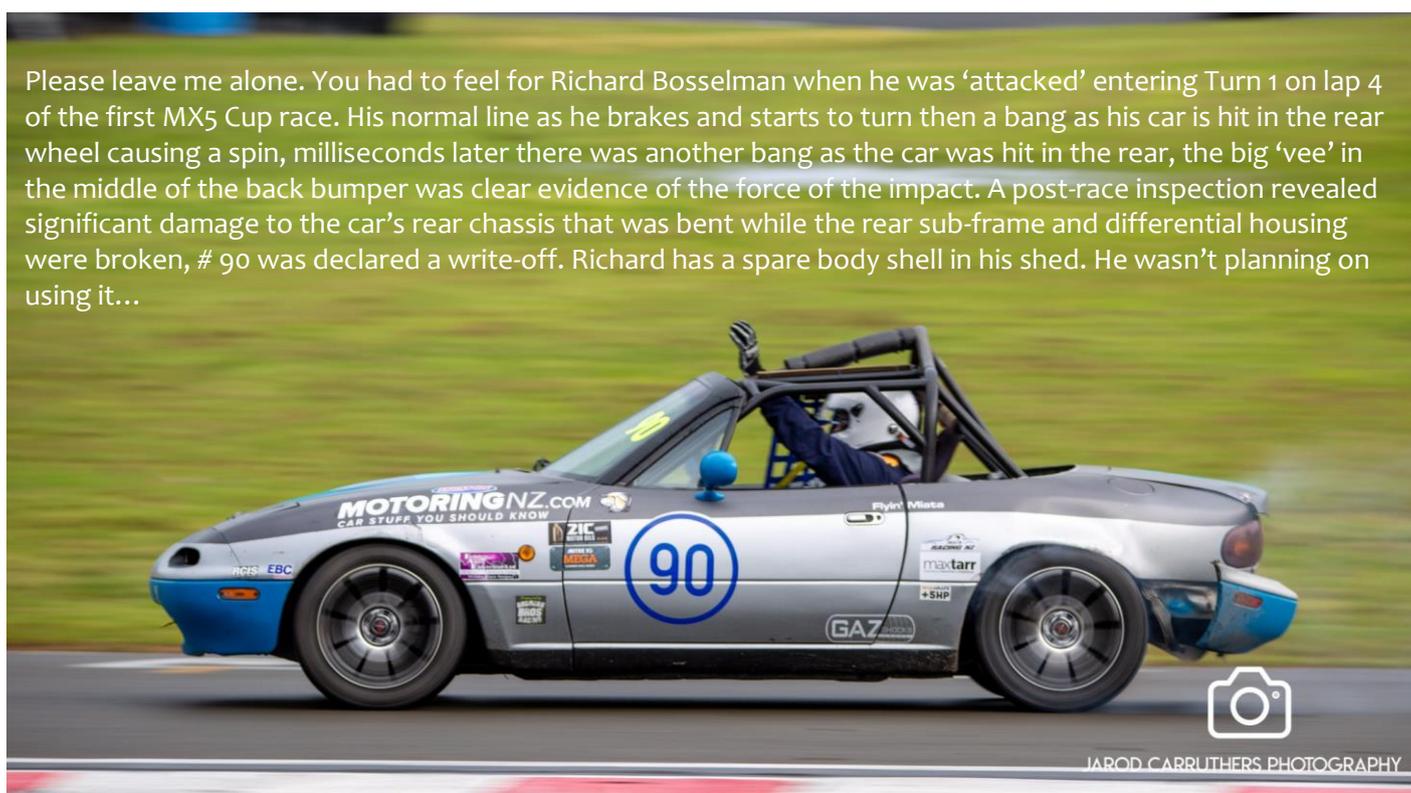


A new race car. Over the years Ian Williamson has raced a number of cars with probably the best known being the bright green Mazda RX2 that scored its share of wins. There was the red Ford Mustang with the white stripes, now there's another Ford, this one's a dark blue XA Falcon coupe that looked straight off a car yard. Not quite on the pace yet...

No Shaun Browne again. Did he lose another pair of glasses? When questioned the answer was an emphatic 'NO' and he went on to explain that he actually purchased two pairs so he had a Plan B. The real reason for non-attendance was preparing a new engine. That's an acceptable excuse...

Fast lady. Kaye Flanagan deserted her post in the warmth and comfort of Level 2 for the warmth and comfort of the Holden Monaro pace car, she seems to enjoy the occasional stint behind the wheel. It was Kaye's lucky day following the red flag incident in the first IB Cup race as the pace car was required for the restart. All done to perfection by a woman driver...

Please leave me alone. You had to feel for Richard Bosselman when he was 'attacked' entering Turn 1 on lap 4 of the first MX5 Cup race. His normal line as he brakes and starts to turn then a bang as his car is hit in the rear wheel causing a spin, milliseconds later there was another bang as the car was hit in the rear, the big 'vee' in the middle of the back bumper was clear evidence of the force of the impact. A post-race inspection revealed significant damage to the car's rear chassis that was bent while the rear sub-frame and differential housing were broken, # 90 was declared a write-off. Richard has a spare body shell in his shed. He wasn't planning on using it...



Not the best weekend for the MX Fivers. Mr Bosselman wasn't the only MX5 Cupper to have a bad day at the office. Richard O'Brien and Warren Cleland were involved in the Mr B incident, Jeremy Hoskins had an under bonnet problem that suggested something rather serious and Tim Wilde's car suffered a differential failure. Ouch...

The man deserves a break. You also have to feel for Mr Mitre 10 Mega Andrew Stewart. The # 49 Gaerte Datsun completed the GT Cup Qualifying session without a problem, 11th quickest time in the 20 car field and leading a group of five cars in the 1.20 bracket. On Lap 3 of the first race his car stopped on the exit from Higgins with an electrical problem, race over, day over. Maybe Round 3 will see a change of fortune...

All for one and one for all. That famous phrase was used by the Three Musketeers and means 'no one is left behind'. When it came to entries for the GT Radials Taxi Cup only two of the regular runners could make Manfeild, the others in the tight knit group would be non-starters for a variety of reasons. The two could have taken their place as usual in the IB Cup field and taken the opportunity to score big points, but they elected to withdraw their entries as it would have given them an unfair advantage. That's the true spirit of sportsmanship...



C'mon Jack, C'mon Jack. Those were the repeated words of commentator Harold Abrahams covering Jack Lovelock's famous win in the 1500 metre race at the 1936 Olympic Games in Berlin. Those same words could have applied to Jack Cleland during the final lap of the RS Cup Reverse Gridder. The youngster was quite brilliant in the wet conditions and built up what looked like a winning lead going into the final lap, but would

it be enough with the chasing Josh Graham putting in laps more than a second quicker. Into the final corner there was still a few lengths between the two cars but on the run to the flag Josh got alongside and crossed the line first, by 0.998 of a second. Jack Cleland, remember that name...

BMW variations.

The racing Boydens are an interesting trio when it comes to their cars. Geoff pedals a 3 litre '325', Ben's '320i' has a 2.5 litre motor while Tammy's new racer is a '318' which has the same E10/6 body shell as the '325' but there's a big difference under the bonnet. The '318' Bimmer has



a twin-cam four cylinder engine that's a rather modest 1.9 litre capacity. Not a great power-to-weight ratio...

Not a bad day for Team Boyden. Geoff and daughter in-law Tammie won their respective Handicap races and had their first wins of the 2019 FAE series. Son Ben's best placing was third in the Classic Cup Handicap that Geoff won. Ben's day in the sun (or rain) will come...

Prevention is better than cure. Regular sports car racer Richard Kelly lined up on the grid in the GT Cup class, not in his regular Radical car but in a Juno that he was invited to drive by its owner. Kelly qualified second fastest, just 7/10ths behind Taylor Quine, and the pair finished 1-2 in the Scratch race. He retired after only a single lap in the wet Reverse Grid and was listed as a DNS in the Handicap, but he did have a very good reason. The Juno is very low, drivers of the bigger cars had trouble seeing him and he had been accidentally 'chopped' a

couple of times in the first race, Richard made good calls when you're driving a 'loaned' car. Much safer on the trailer...

A learning lesson. Formula Ford driver Brody McConkey was disqualified from the results after Race 2 following different indiscretions. It began when he started from the wrong grid slot which earned a drive through penalty then ignored the black flag. When there was a Safety Car intervention McConkey did his drive through penalty, but that's not allowed so the black flag remained out. A lesson that won't be forgotten and many others could learn from...

That quick Porsche. Struan Robertson had another excellent day in the GT Cup with a 3, 1, 1 scorecard and setting two fastest race laps in his white # 8 Porsche, but what model is it because the '911' has been around since 1963, that's 56 years ago! There have been a large number of variants as the evolution process continued, Struan's car is a 911 GT3 RS (Renn Sport) one of the five models from the 991 Series produced between 2012 and 2019. The Series had an entirely new platform, only the third since the original 911, and was the first Porsche to be mainly constructed from aluminium. The reason why it's so quick is that the engine room has a 4.0 litre flat-six engine with direct fuel injection producing 368 kW (493 bhp), there's a dual clutch gearbox and the car features rear wheel steering. As for performance, try 0-100 in 3.4 seconds with a top speed of 325 k's or 202 mph in the old language. That should answer most questions...



Sharing the spoils. During the day there were 21 races covering 8 classes and there were 18 different winners. That meant Ray Hartley's highly prized chocolate fish and winner's decal were well and truly shared around. Isn't that what the spirit of club motor racing is all about...

RH





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0800 FASTLANE

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Necksgen REV2	\$939.00
Race Boots – Black (SFI)	\$158.70
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Window Net 18" x 24" (SFI)	\$55.20
Underwear – Black (Top & Lower) (FIA/SFI)	\$275.00



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TARARUA ROAD...

The final round of the 2019 Engine Room Sprint Series was back at the highly popular Tararua Road in Ballance. The former rally road brings out many new faces and this year's event was no different.

Rain in the week leading up to the event made a few nervous but it turned out to be a cracker day with the pit paddock looking good and the road even better. With points up for grabs to secure final positions there was pressure on.



The day would run with a recce run and three official runs with the full field of 43 split in to two groups then back to the Ballance community hall for prize giving to help support the local school. The road record of 2.54.20 set by Adam Bligh in 2018 was a target this year for the top contenders like Daniel Feck, Grant Blackberry, Micheal McLean and William Menzies now driving Adam's old Evo.

The first run saw Daniel Feck in the FTO set the pace with a blistering time only 2 seconds off the record, Grant Blackberry in his Evo 10 a few seconds back and William Menzies debuting his new Evo 6 not far behind. Robin Feck led the two wheel drive field in his V6 Mr2 ahead of Tony Willemsen in the Starlet and Peter Langdon in his V8 Corolla.

The road condition had started to show the signs from the rain leading up to the event by the second run with only a few people making up decent time on their first runs. John Bouzaid in his WRX suffered a blown turbo putting him out for the day and Richard Dann got The Engine Room BMW stuck in a water table requiring a tow out. Series rookie Scott Harland in the classic Leyland Mini was one of the few to make progress from the first run shaving 13 seconds off his time with Masterton's Norm Anthony (Starlet) in his sights.

A shower of rain came through for the final runs for each group which turned the road very slushy, good for photos but bad for times. Like the second run Daniel could not better his first run of the day, a similar story with both Grant and William, both running a better time in their second runs but not enough to catch

Daniel, all finishing in that order overall and in class D. The 2nd honours went to Robin finishing 6th overall followed by Nathan Tough in the Fiesta and Bruce Herbert in the EX Lancer also staying in that order for class C. Rex Vizable in the Legacy took the win in class E followed by Stu Andrews in his very tidy Evo and Bryce Hackett putting in a great drive to secure 3rd in class. Tony Willemsen drove hard in the Starlet securing the Class B win from Thomas Good in the Escort and Marty Bertelsen in his DX corolla 3rd. Class A



was won by Cody Willemsen in his Starlet from Scott Harland in the Mini.

The Engine Room Sprint Series has wrapped up for another year with Daniel Feck winning every round, setting multiple road record times and winning the series for the 4th year in a row. This is a credit to his organisation, attitude and a well thought out recipe of a car. We look forward to seeing who can try bump him off the top spot in 2020. A massive thank you needs to go to Richard Dann (owner of The Engine Room Automotive), without the support of generous sponsors like him the series wouldn't be what it is today. He comes out for a skid when he can but if you've missed him pop into the shop in Palmerston North and say hi. If you need work done on your car that could be taken care of at the same time.

As for the 2020 ERSS we have been busy compiling all the things that make for brilliant events and will be approaching the clubs of the lower North Island to put together another top level sprint series that will benefit not only the competitors but also the clubs and everyone involved in running the events. We now have a monthly email that updates recipients on events and happenings in the lower North Island so if you would like to receive this please email us at ersprintseries@gmail.com

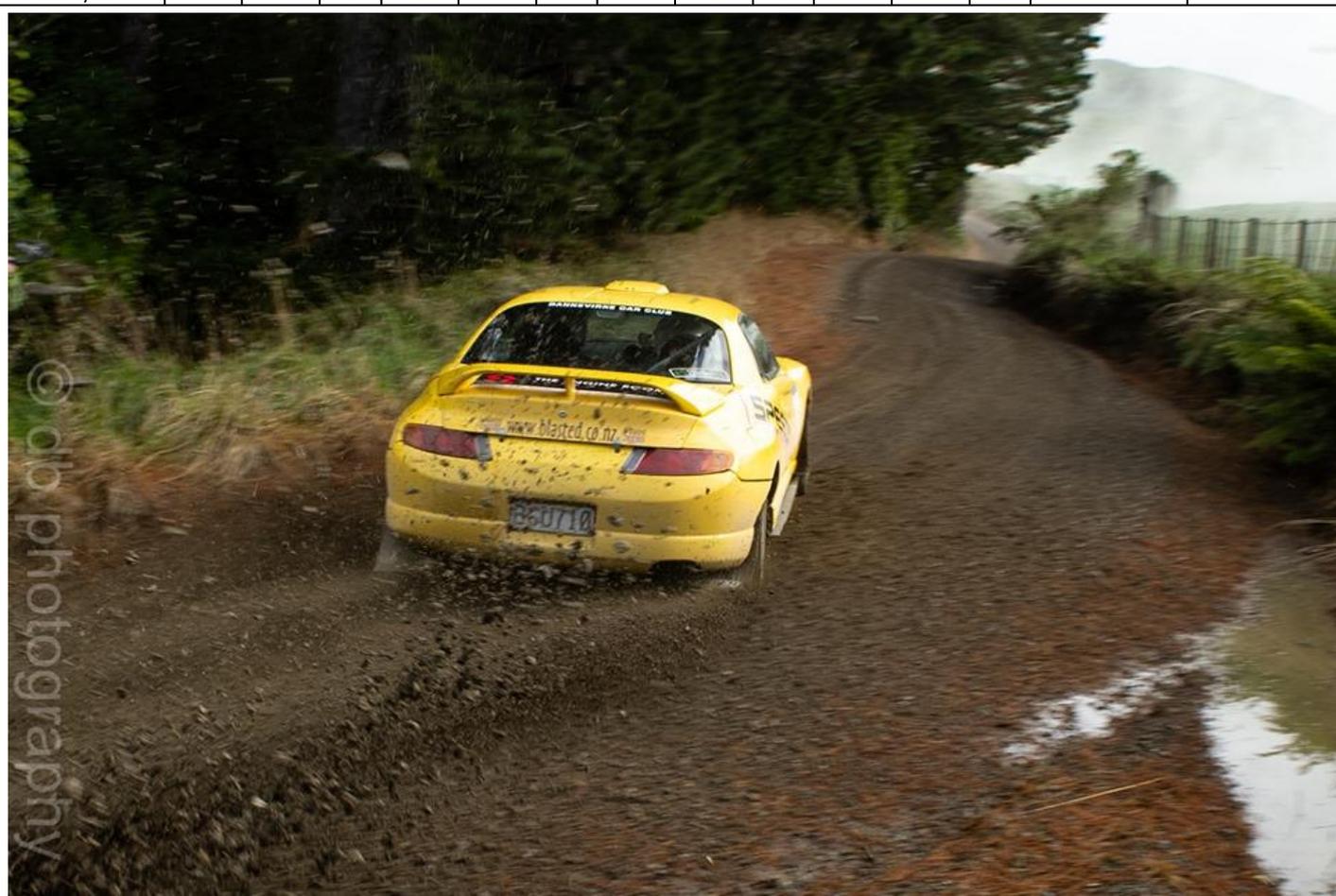
Thanks Pete W

A quick note from winner Daniel Feck

“The 2019 ERSS has been a good challenge. It feels a bit odd being chased down more often than trying to catch up, and has been a bit of a different approach trying to set a solid benchmark to try and hold on to the top spot. I think the general pace across the entire field has got better too. For me the challenge of having Donald McLean in his WRX and Piran Pigneguy in his EVO pushing close at Pahaheke Road, Mark France in his WRX getting close early on in the series at both Pohokura Road and Pattison Roads before tipping his car over, and the pace at Tararua Road have made it a lot harder than it might seem. Now I'm looking forward to seeing how the FTO compares down at Ashley Forest against some of the big budget

The Engine Room Sprint Series 2019

	Name	Round 1 Pahaheke Road			Round 2 Pukenaua Road			Round 3 Pattison Road			Round 4 Tararua Road			Total Points		
		Overall	Class	Total	Overall	Class	Total	Overall	Class	Total	Overall	Class	Total	Overall Total	Overall -Lowest Round	
1	Daniel Feck	5	32	37	5	32	37	5	32	37	5	32	37	148	0	1st
2	Tony Willemsen	4	32	36	5	32	37	4	32	36	3	32	35	144	0	2nd
3	Scott Harland	1	32	33	4	32	36	2	32	34	1	27	28	131	0	3rd
4	Bryce Hackett	4	27	31	5	27	32	3	27	30	3	27	30	123	0	4th
5	Rex Vizible	4	32	36	0	0	0	4	32	36	4	32	36	108	0	5th
6	Nathan Tough	5	32	37	4	27	31	0	0	0	4	27	31	99	0	6th
7	Robin Feck	2	23	25	0	0	0	5	32	37	4	32	36	98	0	7th
8	Donald McLean	5	23	28	5	27	32	5	27	32	0	0	0	92	0	8th
9	Caprice Bouzaid	2	16	18	4	23	27	3	20	23	1	14	15	83	0	9th
10	Greg Brown	3	20	23	0	0	0	5	27	32	2	18	20	75	0	10th
11	Andrew Lowe	1	23	24	0	0	0	3	23	26	1	23	24	74	0	11th
12	Jackson Clendon	2	13	15	4	23	27	3	16	19	1	11	12	73	0	12th
13	Brendon Cantwell	4	23	27	0	0	0	4	23	27	2	14	16	70	0	13th
14	Kim Lace	3	18	21	0	0	0	5	23	28	2	18	20	69	0	14th
15	Norm Anthony	2	20	22	0	0	0	2	23	25	1	20	21	68	0	15th
16	Peter Langdon	3	16	19	0	0	0	4	20	24	3	20	23	66	0	16th
17	Cody Willemsen	0	0	0	0	0	0	4	27	31	1	32	33	64	0	17th
18	Mark France	0	0	0	5	32	37	2	20	22	0	0	0	59	0	18th
19	Piran Pigneguy	5	27	32	0	0	0	0	0	0	4	23	27	59	0	19th
20	Bruce Herbert	4	27	31	0	0	0	0	0	0	4	23	27	58	0	20th
21	Ryan Westwood	3	18	21	0	0	0	3	18	21	1	13	14	56	0	21st
22	Bevan Parker	3	27	30	0	0	0	0	0	0	1	23	24	54	0	22nd
23	Paavo Torkola	0	0	0	3	20	23	2	14	16	1	10	11	50	0	23rd
24	Thomas Good	1	18	19	0	0	0	0	0	0	2	27	29	48	0	24th
25	John Bouzaid	5	20	25	0	0	0	0	0	0	2	20	22	47	0	25th
26	Karl Robinson	0	0	0	4	32	36	0	0	0	0	0	0	36	0	26th
27	Michael McLean	0	0	0	0	0	0	0	0	0	5	27	32	32	0	27th
28	Peter Weir	0	0	0	0	0	0	0	0	0	2	16	18	18	0	28th
29	Joshua Smith	2	14	16	0	0	0	0	0	0	0	0	0	16	0	29th
30	Grant McGregor	1	12	13	0	0	0	0	0	0	0	0	0	13	0	30th
31	Richard Dann	0	0	0	0	0	0	0	0	0	1	12	13	13	0	31st
32	Bruce Baird	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32nd
33	Brent Millar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33rd
34	Paul Taylor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34th







MOTUL HONDA CUP HITS OCTOBERFAST

Honda Owners - the Motul Honda Cup is coming to town in October and we're keen to offer you the chance to get involved in the most exciting one-make racing in the country and get even more out of your OctoberFAST weekend.

This is a one-off opportunity for MCC Honda racers to join us on the grid for the first round of the season at Manfeild. The usual Series entry will be waived so all you have to do is pay MCC their cross-entry fee and pay Honda Cup \$1.00 (yes, one dollar) and agree to be bound by our rules. We're a friendly bunch who value non-contact, hard but fair racing and always put on a show.

The weekend consists of Qualifying and 3 races, each with a different format to shake things up. Race 1 is an 8 lap rolling start based on qualifying results, Race 2 is a 8 lap standing grid start with a reverse top 10 and Race 3 is a 10 lap handicap based on fastest laps of the weekend. As a general rule, guest drivers will be started off the back of the grid (or otherwise, on application, at the Series Coordinator's discretion).

If you're interested, please contact Jeff Braid on info@manawatucarclub.org.nz and send Zaf an email on coord@hondacup.co.nz.

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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

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



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THE HARTLEY FILE...

For the first time there was a short comment from Brendon since he began work at Ferrari. It happened when Charles Leclerc claimed the second pole position of his Formula 1 career at the Austrian Grand Prix at the end of last month. There was an impressive performance from the 21 year old Monaco driver in Q3 when he set a new lap record that was nearly 3/10ths faster than world champion Lewis Hamilton. Remarkably it was Ferraris first pole at the Red Bull Ring since Michael Schumacher in 2003.

Brendon tweeted - Nice one! That makes a late night in a dark room on the sim feel worthwhile.

Early in the week before the British GP Brendon was one of the three drivers testing the Toyota Hybrid at Circuit Paul Ricard in preparation for the 2019/20 World Endurance Championship that begins at Silverstone in September. From the South of France it was straight back across the border to Maranello to work on the simulator, then on the Friday fly to Silverstone and the British Grand Prix for more sim work and be the

reserve driver for Ferrari and Alfa Romeo. Working for three top level teams in different roles leaves little time to relax with wife Sarah at their Monaco apartment, not forgetting the cycling that's a big part of his fitness programme, at least they can cycle together.

For Brendon there was disappointing news in the middle of last month. After spending so much time on the development and testing of the new Porsche E racing car he didn't secure the hoped for drive alongside Neel Jani who was confirmed earlier in the year. The second seat was given to Andre Lotterer who has been a member of the Porsche driver line-up in the WEC LMP1 Team co-driving with Jani and Nick Tandy. No doubt a factor in Lotterer's selection is that he has been racing in Formula E for the past two seasons alongside back-to-back champion Jean-Eric Vergne. Porsche and Mercedes-Benz compete for the first time in the 2019/20 ABB FIA Formula E Championship that begins with the Ad Diriya ePrix in November, let's wait and see what the two German newcomers can do.

Another bump in the road for our champion.

The third week of the month was spent working with two teams, Toyota and Ferrari. The early part was spent in Spain at the Circuit de Barcelona-Catalunya, the reason was the traditional WEC two-day Prologue, the final opportunity for official testing prior to the start of the season. All six Gazoo Racing LMP1 drivers attended, an addition was young French

reserve driver Thomas Laurent. Toyota's revised TS050 Hybrid features upgraded aerodynamics and improved mechanical components to strengthen reliability, over the two days the two cars covered 917 laps in hot temperatures, a distance of 4,268 kilometres, running through a comprehensive programme with no further testing planned before the opening round at Silverstone on 04 September and a series with a total of 66 hours endurance racing.

Brendon set his fastest lap in the second session on Day 1 and was comfortable in the 1,000 horsepower Hybrid. *'It was hard spectating at Le Mans, but it was crucial to observe and begin integrating with my new team. Since Le Mans I had my first real test in the TS050 and I am already feeling at home in the car and up to speed. My goals are always personal rather than results based, so I want to perform at my best. We've had a positive two days and it felt good to get more familiar with the TS050 which is surprisingly different from my previous car in WEC. There's always a lot to learn with a new car but I'm happy with the progress. It was helpful to adjust to driving with traffic again and it also felt good to work together with my new team, the engineers, the mechanics and the other drivers have all been very welcoming.'*

The two Gazoo Racing Toyotas set the fastest lap times over the two days, separated by 0.046 of a second. From Spain it was back across the border to Italy and Ferrari HQ at Maranello. There was sim work to be done in preparation for the German Grand Prix, then off across another border to the Hockenheimring circuit with luggage that included his racing kit, just in case the opportunity arose. It didn't...

RH



24 HOURS OF KIWIS FLYING...

1996. A year of great diversity. The Spice Girls were Number One in the charts, Charles and Diana divorced, BSE hit the UK, DVD's were launched in Japan, the number of internet users hit 10 million, Ebay was launched, the first mammal was cloned (Dolly the sheep), Robert Holden was killed at the TT races, and the first ever NZ National team competed at the 24 hours of Le Mans.

Wait a minute, Le Mans..... what?? A National team?? And with a Manawatu Car Club connection to boot.

Yes, you read that right. The brainchild of Bill Farmer the "Le Kiwi Comeback" campaign recognised 30 years since the Kiwi "trio at the top" dominated the epic endurance race.

Farmer recollects it took 18 months of negotiation with the 'Automobile Club de l'Ouest' (ACO) just to get their entry accepted. Drivers of the two-car Porsche 911 GT2 team were Bill Farmer, Stephane Ortelli (France), Robert Nearn (UK), Owen Evans, Andy Pilgrim (USA), Andrew Bagnall and Greg Murphy. The race at Le Mans in 1996 was the culmination of a 20 month campaign to commemorate the 30th Anniversary of the Ford entry at Le Mans in 1966 with New Zealanders Bruce McLaren, Denny Hulme and Chris Amon; Amon and McLaren won the race in their 'works' Ford GT40 Mk II and Hulme was second (with Ken Miles) in his works Ford GT40 Mk II.



The Kiwi team was run by Manawatu Car Clubs Richard Lester assisted by Parr Motorsport in the UK. With help from Coin Giltrap a new GT2 was purchased from the factory in 1995 and Richard travelled to the UK to oversee a shakedown at Snetterton, then a 4 hour race at Donnington (Farmer/Nearn/Edwards 7th overall, 3rd in class) and the Montlhery 1000kms (2nd overall, 2nd in class) as part of the BPR Series. The car was then sent to Japan to race at the Suzuka 1000kms with Farmer, Owen Evans and Nearn driving, after a dismal qualifying they started in 50th position, but a massive effort netted a third in class at the finish. The car then headed to Palmerston North for a full refresh. Richard had meanwhile spent 10 days at the 1995 Le Mans 24 hour race on a recce mission, establishing what was required for the Kiwi assault the following year.



With the Wellington Street Race cancelled, the Farmer car competed at Manfeild in October 1995, the races against Owen Evans in the Lighting Direct GT2 car entering local folklore as the lead swapped continuously – some of the best racing seen on the circuit.

Next up in the build-up campaign was the 1996 Daytona 24 hour event, with Bill Farmer, Greg

Murphy, Stephane Ortelli, Robert Nearn and Alex Tradd in the hot seat. After qualifying 23rd, the car was comfortably running in 3rd place overall until at the 16 hour mark the engine let go. Lester and his two mechanics had teamed up with Parr Motorsports mechanics to run the team and many years later said Porsche had replaced the faulty engine. He was kept busy with live broadcasts back to NZ as the campaign began to gain mainstream media attention.

With the Richard Lester Motorsport crew now running the car and Parr Motorsport running an identical sister car it was off then to contest further 4 hour BPR rounds at Monza (Ortelli / Nearn, 8th overall) and Jarama (Farmer / Ortelli / Nearn 4th in class) and then Le Mans pre-qualifying in April.

Another quick 4 hour race at Silverstone (Ortelli / Nearn / Pilgrim 4th in class) then the big event. Sadly Owen Evans, who had taken part in the pre-qualifying had by now been seriously injured in the horrific high speed crash after setting a new NZ Land Speed Record on Goudies Rd in Reporoa (our own Dr Jack Drummond was instrumental in saving Owen's life that day – but that's another story) and was unable to take part. This created a bit of a problem for the team with the ACO, but eventually Stephane Ortelli was switched to the driver line-up in the other car and Robert Nearn subbed in. So the final line-up for the race was Bill Farmer (NZ), a then 24 year old Greg Murphy (NZ) and Robert Nearn (GB) in the Richard Lester Motorsport crewed #71 car and Andrew Bagnall (NZ), Stephane Ortelli (FR) and Andy Pilgrim (UK) in the Parr Motorsport crewed #83 car. The #71 car carried Evans name as a tribute to his input.



The 2 cars qualified 41st (83) and 48th (71). During the 24 hours they steadily picked up places and as the hours ticked by they looked set for a decent result. The 71 car suffered an early puncture, dropping it back, however during the 8th hour they edged ahead of their team mates, and stayed there. Richard Lester said "the white #83 car actually stayed close for a good part of the race but lost each side turbo in quite close succession....I remember the boys changed the second turbo that failed in 20 mins...and we also lost the rear window when the rattle gun line hooked over the wing and the gun went straight through the plastic...we taped another in double quick".

Finally the clock counted down to 3.00pm (an early start this year due to a clash with another sporting event involving a ball), and the cars finished side by side in a replay of 1966, the Farmer/Murphy/Neane car a highly acclaimed 14th overall and 2nd in class, just 4 laps down on the class winner. The sister car was just another 14 laps in arrears, finishing in 17th overall and 4th in class. Some sixty Porsche supporters who made the trip from NZ (clad in distinctive blue & gold shirts) were on hand throughout the gruelling race to offer support and Farmer commented "crossing the finish line pales in insignificance to seeing some 60 odd of your country persons on their feet cheering you on for what was to be the final lap."



To get to the finish on their first attempt was nothing short of amazing, a feat very few can claim to have accomplished, to be within touching distance of the class leader and so highly placed overall commanded the respect of all, including Porsche President and CEO Dr Wendelin Wiedeking who took the time to go to the team garage after the finish to offer his personal congratulations.

The winners, driving a Joest Racing TWR-Porsche, were Manuel Reuter, Davy Jones and Alexander Wurz, the latter two drivers being well known to Manawatu race fans after both competing in the International Race Series at Manfeild, Jones in the mid 1980's (an NZGP winner in 1984 and 1987) in a Formula Pacific and Wurz in 1991 in a Formula Ford.

Richard – “then boom, it was over. The car was rebuilt and given to the new owner, and we packed up and came home “

The car is now apparently in the USA, but still sporting the Le Mans livery.

The team could afford to look back on that concerted effort with a great deal of satisfaction ... a job well done, and proof that Kiwis can fly, with a huge Kiwi commitment including the many companies that provided sponsorship and support.

And of course one of those Kiwi drivers went on to much greater things.....

I will just leave this thought here. Crystal ball gazing, wouldn't it be great to see Brendon Hartley, Earl Bamber and Jono Lester in a Porsche in 2026 to commemorate 60 years

TW

AN OBSESSION LIKE NO OTHER...

The names of Ettore Bugatti and Enzo Ferrari are two of the most famous in automobile history, both men were born in Italy, and both produced cars of extraordinary beauty that have stood the test of time. However, their engineering masterpieces came in very different generations.

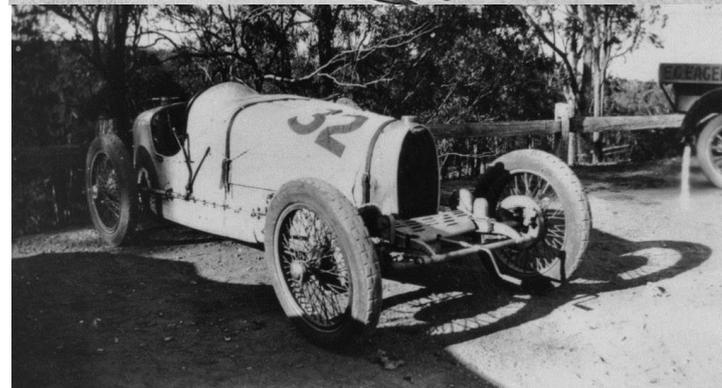
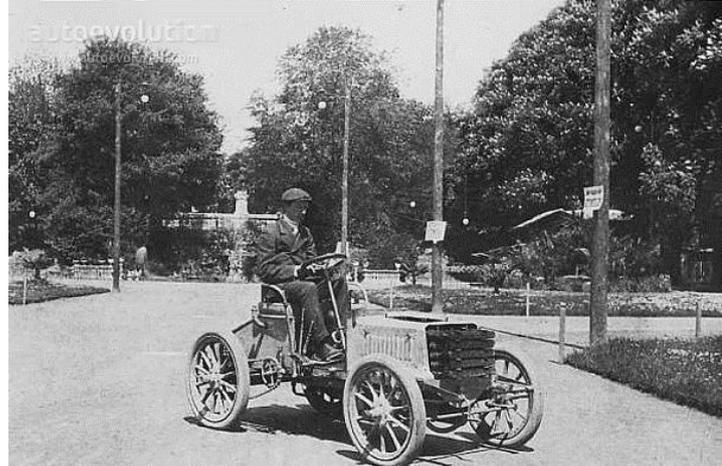
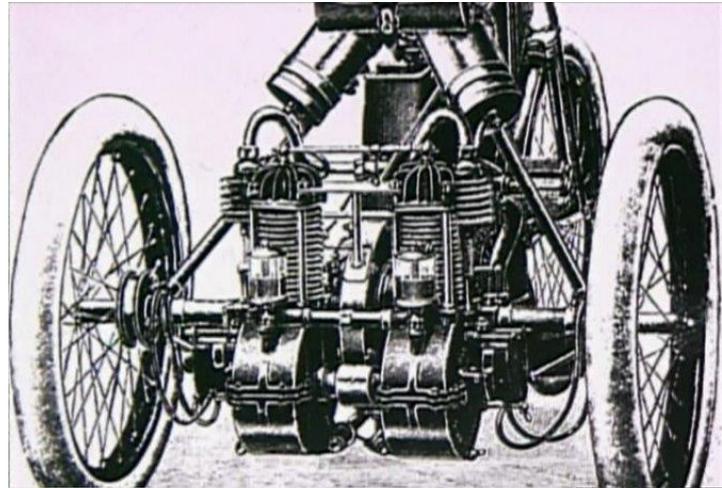
Ettore Bugatti was born into an artistic family and this would show in many of his cars. His father was an acclaimed furniture and jewellery designer, his grandfather an architect and sculptor. Ettore's father wanted his son to take up an apprenticeship with a Milanese tri/quadcycle maker, but the youngster showed a remarkable and intuitive understanding of motor vehicle construction and in 1898 designed his 'Bugatti Type 1' that was built by employer, Prinetti & Stucchi. It was a vehicle that illustrated Ettore's remarkable thinking with two engines on each side of the chain driven rear axle.

Three years later his second prototype won an award at the Milan Trade Fair and the young Bugatti was offered the opportunity to be a designer for a highly regarded French company, De Dietrich. He gained valuable experience and in 1909 established his own company, Automobiles E. Bugatti in the town of Alsace in France where the first true production Bugatti was designed and built, the innovative Type 13 that became known as the Brescia.

It was from the Alsace factory that vehicles that were the most technologically advanced, the most luxurious and the fastest road cars of their time would emerge, but Bugatti was not only a brilliant designer, as an engineer he was without peer. During WW1 he designed a 16 cylinder U-16 configuration aero engine, before WW2 he had designed a successful motorised railcar with the name Autorail Bugatti, and with the aid of a government contract built a most extraordinary and beautiful aircraft powered by a pair of Type 52 motors. Regrettably the Bugatti Model 100 never took to the air following the outbreak of the war.

To many the Bugatti name is best remembered for its success in motor racing with exquisite cars, a Type 35B won the first Monaco Grand Prix in 1929. Every new Bugatti was met with great excitement by followers of the sport but the Type 59 that first appeared in 1931 would be the last grand prix racer created under the great man's reign. Ettore Bugatti died in 1947 at the time when Enzo Ferrari was establishing his own company.

Twenty years after the Type 59 word circulated in France that the Bugatti name was returning to racing, the stories proved to be true and a typically radical car appeared at the 1956 French Grand Prix at Reims driven by local hero Maurice Trintignant, the Bugatti T251.



The car had an all-new 2.5 litre straight-8 engine designed by Gioacchino Colombo, the man responsible for the legendary Ferrari V-12, which was mounted transversely across the rear of the car that also featured a De Dion tube rear suspension. The T251 attracted huge interest in its homeland because of the name of Ettore Bugatti and the legend that came with it. The car proudly wore French Racing Blue paintwork (the international racing colour of France) but it wasn't competitive, it qualified on the back row with a time 7 seconds slower than the pole-sitter and retired from the race after 18 laps with throttle problems.

Within days following the race the car, together with a second completed example, 'disappeared' and wouldn't be seen again until the spring of 1977 when they were revealed in dramatic circumstances. The two 'missing' T251s were found surrounded by nearly 100 Bugattis including three examples of the fabled Royale, and there were dozens of rare cars from many other manufacturers.

One of the most remarkable stories in automobile history would be revealed to an astonished world.

In 1935 brothers Hans and Fritz Schlumpf founded a business producing spun woollen products, their company rapidly

expanded in the wake of WW2 and the pair became extremely wealthy. From childhood Fritz had a great passion for cars and bought a Bugatti soon before the Germans invaded France. In the post-war years people began exchanging their 1920 and 1930 cars for the latest models, in the 1950s Fritz seized the opportunity to secure classic cars, often working



through an intermediary. He was soon able to build a collection of Bugattis, though there were other cars too.

During the summer of 1960 the brothers bought ten Bugattis, three Rolls-Royces, two Hispano-Suizas and a Tatra, when summer ended they had acquired forty cars. In the following years dozens more vehicles secretly found their way to Mulhouse to join the collection, in 1962 nearly 50 Bugattis arrived, in 1963 Fritz secured 18 of Ettore Bugatti's personal cars, in the same year he was offered an American collection of 30 Bugattis, they were soon on a ship to cross the Atlantic. A 1967 inventory revealed 105 Bugattis were in the collection!

It wasn't all about Bugatti though, there was a staggering number of different makes including cars from famous factories like Mercedes-Benz, Ferrari, Maserati and Alfa Romeo, but still the outside world knew nothing about the collection that continued to grow.

For many years Fritz enjoyed driving, and being seen in, a Buick 8 that was his personal transport, yet with his strong affinity to the car there were no American vehicles in the original collection.

In the mid-1960's there was a downturn in the woollen industry and an unused wing in the Mulhouse factory was used to restore the cars and house the collection, the brothers employing close to 40 carpenters, saddlers and master mechanics to do the required work. These people had a confidentiality agreement to keep both their work and the size of the collection secret, the carpenters removed the interior walls, installed a red tile walking path and laid gravel for the cars to stand on. Hundreds of ornate

Art Nouveau lamps posts, the same as those on the famous Pont Alexandre III arch bridge that crosses the River Seine in Paris, illuminated the entire area.

There was word about the collection but its location was unknown, but that changed in the 1970s when synthetic fabrics began replacing wool, forcing the brothers to sell their mills. In 1976 employees began being laid off, in March the following year there was strike and police were forced to restrain workers from ransacking the Mulhouse plant. After staging a sit-in strike in the Schlumpf offices they broke into the

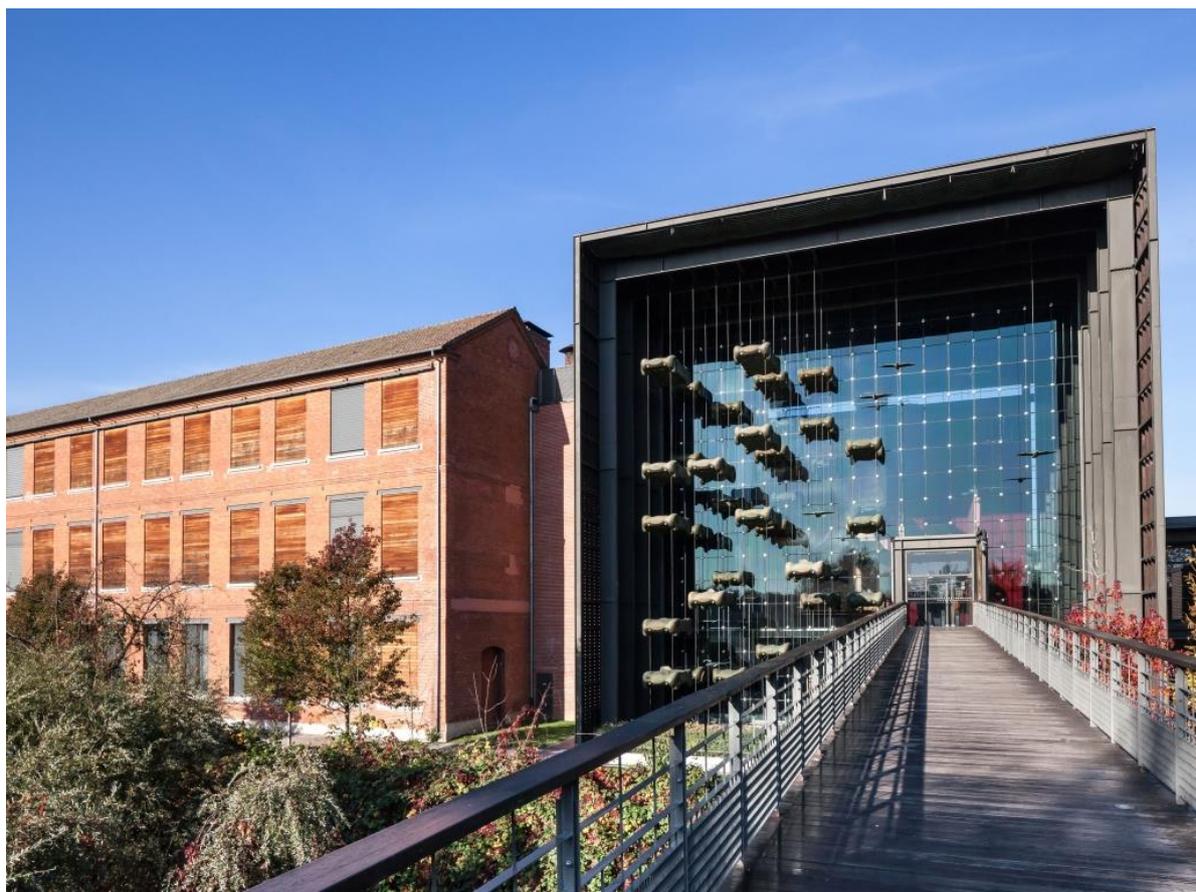
‘secret’ wing to discover the extraordinary collection of extraordinary cars, an unrestored Austin 7 was burned in protest, the world was astounded by what was uncovered.

The Schlumpf brothers fled to their native Switzerland and never returned. There were outstanding wages and to recoup lost earnings the textile union opened the museum to the public, such was the public interest that in two years more than 800,000 people passed through the doors.

As the brother’s debt rose

the French Government and unions saw the collection as a means to recover money. Concerned that the collection could be destroyed, broken up or sold to overseas interests, in 1978 the museum’s contents were officially classified as a French Historic Monument, a year later a bankruptcy liquidator ordered that the building be closed. Three years later the building and collection were sold to the state owned National Automobile Museum Association who allowed the collection to deteriorate over a period of time. In 1999 a specialist company was contracted to modernise the museum and its operation. To appeal to a younger generation they were also given control of the French national automobile collection.

In March 2000 the building reopened as the world’s largest automobile museum and remains dedicated to the Schlumpf brother’s mother Jeanne. Today the collection includes over 500 vehicles representing 110 manufacturers, highlighted by a staggering 123



Bugattis that include three Type 41 Royales. Many of the cars are not in running order, but the old restoration shop that was abandoned in 1977 is being revived to work on the museum's treasures.

There has never been, and probably never will be, a story like the 'Schlumpf Obsession'. Anyone who visits Europe with an interest in the automobile and who has a particular passion for classic and famous cars should include the Musée National de l'Automobile Collection Schlumpf on their itinerary to fully comprehend the brother's passion. Arangez-vous por que cela arrive (make it happen)... RH

Footnote: I was fortunate enough to visit the collection some 12 years ago, and it is just amazing. It's almost overwhelming in the sheer scale of the place and the staggering number of cars. It certainly needs at least a full day, preferably two, and even then I will bet you miss something!! Highly recommended. TW



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REBORN...

The famous Bugatti name was revived when an Italian entrepreneur acquired the brand in 1987 which led to the production of the mid-engine EB110 in 1991. The coupe featured a 3.5 litre quad-turbo V8 engine and a total of 139 cars were built with the name of Michael Schumacher on the list of owners, two years later a large prototype saloon was built but the EB112 never went into production.

In 1998 the modern revival shifted up several gears when the Volkswagen Group took over ownership of the brand's trademark. First to appear was the EB118 that debuted at the Paris Motor Show in the same year, the main talking point being the car's unique W-18 engine. In 2005 the rebranded Bugatti Automobiles S.A.S. began production of the mighty Veyron with its 1,001 horsepower 8-litre W-16 motor, four turbochargers and all-wheel-drive, the high price cars being built at the Bugatti Molsheim assembly 'studio' with the last car completed in February 2015.

Was the Veyron the ultimate expression of a supercar? That question was answered at the 2016 Geneva Motor Show where the Bugatti Chiron was unveiled, it had even more horsepower (1,103) for a 0-100 time of 2.4 seconds and a top speed electronically limited to 420 km/h (261 mph), more impressive was the 0-400-0 time with the first part achieved in 32.6 seconds followed by 9.4 seconds to a standstill! The first 200 of the multi-million dollar cars were sold before the first delivery.

Last year's show in Geneva heralded the arrival of the track focussed Chiron Sport with 1,479 horsepower, and earlier this year the 110 Ans Bugatti appeared, a 20 car limited edition Chiron to celebrate the 110th anniversary of the iconic name.

Just a month later came the most expensive car ever made, the one-off Bugatti 'La Voiture Noire', a car in which every component is hand crafted. The uniqueness of the car is reflected in the NZ\$18.5 million price tag, which becomes 28.1 million with taxes included.



'La Voiture Noire' translates to 'the black car' - in either French or English it's the ultimate tribute to the genius of Ettore Bugatti and the standards of excellence he set more than a century ago...

RH

P.S .

A small number of Bugattis have raced in our country, the first was a 'Brescia' at Muriwai Beach in 1925. The best known was a Type 35A that was the sixth built in 1925 and came to New Zealand in 1947. The car

featured a classic Bugatti 1.9 litre straight eight engine, unsupercharged with three valve per cylinder and it appeared on the grid at the inaugural NZ Grand Prix at Ohakea driven by Ken Hemus. The car was the first to retire from the race with transmission problems. Two years later the great Ron Roycroft acquired the T35A and had it rebuilt in time for the Ohakea Trophy race where he finished 8th after an early pit stop to refix the throttle cable. For the 1954 season the car was fitted with a 3.4 litre Jaguar DOHC motor and Roycroft achieved many successes with the Bugatti in this form, highlighted by three successive wins in the Dunedin Road Race and winning the New Zealand Beach Championship in 1957. Later the 'retired' T35A was refitted with its original engine and housed in the Roycroft Collection at Glen Murray in the Waikato, today it's occasionally seen at classic events driven by Ron's son Terry.

Eds note – this car lives just a few kms from me and currently has the Jag engine back in it. Terry has just completed a South Island trip in the car, which gets frequent use, though there's not much room for the shopping!! There will be a future article on this significant NZ car.





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PARTING SHOT...



Club stalwarts and fierce competitors on the track, Warren Hislop and Murray Starnes in their Laser Sports (with Rob Lester looking on in the background??). The one make series superseded the Escort Sport class and later morphed into the TX3i series with the release of the newer shape. Highly competitive, big fields and very close racing ensured great crowd support.

