

Manawatu Car Club Inc

MAGAZINE

September 2019



Something for Everyone



I sometimes wonder if I write for my own benefit, being isolated up here in “almost Jaffaland”, so it’s nice to get occasional feedback from other members, be it positive or negative. A positive email this month with long time enthusiast BJ sharing his submission to the “Road to Zero” proposal and endorsing the viewpoint that both theoretical, and more importantly, “hands on” driver training is the primary key to a lower road toll. I admit to not putting together a submission of my own, I am afraid I’m far too cynical of my favourite Government department and consider the present Minister of Transport, and more especially his Associate Minister, to have an agenda designed to push the current barrow of increased use of public transport, walking, biking and increasing uptake of EV’s. How this works when there is no infrastructure outside of the main cities in this country I am at a loss to explain – and so are they, but hey, why ruin a perfect plan....

I’ve also had some to and fro correspondence with Auckland Transport over their Vision Zero scheme, and the responses show me that 1. Public opinion doesn’t matter one jot; 2. Ideology rules despite clear evidence that it is often not practical; and 3. Application of emotive rhetoric, selective figures and spin is considered better than transparency and rigorous and robust discussion. So forgive me if I appear a bit jaded and non-committed by NOT completing a submission similar to BJ’s. If the reception is anything like AT’s it will be like banging your head against a brick wall, it feels really good when you stop!!

The daffodils are up and mostly gone, but the weather seems to have forgotten that spring is supposed to be not only full of beautiful flowers but also sunshine and lively bouncy lambs. We are still very wet underfoot, despite living on top of a hill, and the poor lambs ain’t doing much bouncing, more like plodding from one dry spot to the next. We were officially starting lambing at the end of August, but the ewes had a different idea and clearly enjoyed the early attention of the boys because we are over halfway through. Lots of twins this year rather than triplets (almost certainly a result of a fairly average summer so that the girls went to the rams in somewhat less than optimal condition) and a several very cute black lambs, plus a set of quads that are doing very well on mum – with the occasional “top up” from me. Despite the miserable weather, losses have been minimal, which is frankly amazing and a testament to the old girls mothering abilities, and their propensity for finding the driest spots to give birth.

NIMBY. Not in my back yard. I now know the feeling. The 1 ha section next door to our block was recently sold to a local couple – it’s a paddock away from our house section. Although we have grown accustomed to nobody too close to us, great we thought, nice neighbours. We welcomed them, being nice, nosy neighbours and determined that they intended to build in some 5 to 10 years. Awesome we thought, our shelter belt would have easily attained enough height by then to screen us from them, and them from us. We even chatted about sight lines so that we didn’t plant anything that would totally block their views. Then a tiny house arrived on site. OK, it’s kinda cute and trendy and minimalistic. Perhaps they are going to spend the weekends “roughing it” in some sort of style. Then the decrepit old bus arrived and was unceremoniously dumped in the middle of the block. Well that’s kind of interesting thought the whole neighbourhood. How the hell do we screen that so that we don’t have it staring back as we look out the kitchen window we thought. I must admit I’m now tempted to plant some big, fast growing trees on the boundary and to hell with it as we await the next addition to their living quarters !! First world problems....

I do hope that the final round of the Feilding Auto Electrical Winter Series is a cracker. There are some awesome battles going on in all the classes and most trophies are still up for grabs. Remember to grab your tickets to the Prize Giving on the website.

Keep the rubber side down

TW

EVENTS CALENDAR

SEPTEMBER 2019

Saturday 7th Feilding Auto Electrical Winter Series Prize Giving

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

OCTOBER 2019

Saturday 12th Drift Practice – 3km Circuit

Saturday 19th OctoberFAST Day 1

Sunday 20th OctoberFAST Day 2

NOVEMBER 2019

Saturday 2nd ShowVember Drift Comp, Hard Park, Charity Cruise

Sunday 3rd GT Oil / Transpec Track Day Series Round 4 & Prize Giving

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 Summer Race Series Round 1 + Supercarts Nationals

JANUARY 2020

Sunday 19th Mitre 10 Mega Summer Race Series Round 2

Saturday 31st Drift Practice – 3km Circuit



**Feilding
Auto
Electrical Ltd**

Starter motors • Alternators • Batteries
Engine diagnostics • ABS • Airbags
Tel 323 8427 • Fax 323 8466
71 Stafford St, Feilding • Email: fae@inspire.net.nz



GT OIL

TOTAL LUBRICANTS 101 Denbigh St, Feilding
Ph 0274 727 400



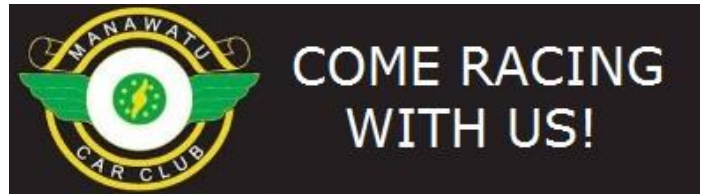
TRANSPEC
Services  Ltd

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



FEBRUARY 2020

Saturday 29th February FlatFoot



MARCH 2020

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

APRIL 2020

Saturday 4th GT Oil / Transpec Track Day Series Round 1

Sunday 5th Mitre 10 MEGA Summer Race Series Round 4 (Final)

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 10th September 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!



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

MCC COMMITTEE



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



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



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

Your 2019 Committee:



Jill Hogg



Noel Beale



Jaron Olivecrona



Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

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

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Second verse same as the first... yep I didn't make it to the grid for the third round of the Feilding Auto Electrical Winter Race Series unfortunately but did get to see some of the racing thankfully. Still I can't believe three rounds have already come and gone and the fourth round is just a couple of days away as I write this... looks like it is going to be a cracker of a weekend weather wise too. I will definitely be racing at Round 4 as I have an itch that needs to be scratched! The points are super close in a few classes so I am picking the race for the championship could be decided on a handicap breakout!

As always the Prize Giving Dinner will follow the last round by a week, so Saturday 7th September is the date for this. You will see an invitation on the next page so be sure to book as soon as is possible as I know the tables are filling up fast already and there are a limited number of tickets available. If you are in the hunt for an award and haven't yet booked, please do so as soon as is possible, we will however call you after the last round to confirm that you are receiving an award and whether you are able to make the Prize Giving Dinner. We would like as many award receivers there as possible as your Class, and our overall Series Sponsor, will be in attendance to hand the awards out to you. Booking for the Prize Giving Dinner can be made through our Shop on our Website so please just follow the link on invitation or call / email Jill or Kaye if you not that tech savvy...

August was a good month for the family, not only did my eldest daughter and sister have their birthdays but I also had another one, we are now a hell of a lot closer to 50 than to 45, my mental age hasn't changed though. My daughter is expecting another Baby Boy in October so yep I am going to be a Grandad again. Jack also had a good month, we told him that he was going to get something new to play with... he thought that is was going to be a puppy but it turns out that he is going to be getting a sister around Xmas time, yep I managed to slip one pass the goalkeeper which was a huge surprise to both Lydia and I we can assure you. I now also know what I am getting for Xmas as well, a quick visit to the clinic to get the snip as we don't want another surprise! So to all of those people who are reading this with a raised eyebrow thinking what the... yes I am going to be a Grandad and Dad again within quick succession which follows the pattern of the first time around. So Jack will be an Uncle again and our daughter, upon arrival into the world, will be an immediate Aunty to two boys. It is great fun explaining this to people in person as you can just see their minds working overtime to try and work it all out.



Thanks to Ernie from Ernie's Engineering, our GT Cup Sponsor, we have the first prototype of the new Flag Marshall points made up ready for final sign off, once that is done we will get it down from New Plymouth where Ernie's business is located and get our team of Flaggies to go over it and then put it into place, then we will build a few more and hopefully have all of the flag points replaced by the time the NZGP rolls around. A huge thanks to Ernie and his team for designing and building these new Flag Marshall points.

I look forward to seeing you all at Round 4 of the Feilding Auto Electrical Winter Race Series and the following Saturday night at the MCC Clubrooms for the Prize Giving.

Richie

FEILDING AUTO ELECTRICAL WINTER SERIES PRIZE GIVING DINNER

The Feilding Auto Electrical Winter Series Prize Giving Dinner is to be held at the MCC Clubrooms, 120 Kawa Kawa Road Feilding.

Join us to celebrate a great Winter Series of racing

- Date: Saturday 7th September '19
- Time: 6.30pm pre-dinner Drinks
- This is a 3 course Dinner Evening (not a pot luck)
- Cost: \$25.00 per person
- It is BYO Drinks only
- To confirm your seats please contact Kaye or Jill
- Kaye: Phone 027-915-6239 or email: kflannagan@uzabus.co.nz
- Jill: Phone 027-248-2336 or email: jihogg@xtra.co.nz
- Or book online at <http://manawatucarclub.org.nz/get-involved/shop/winter-series-prize-giving/>

You will be advised after the conclusion of Round 4 if you are going to be receiving an award. We request that all those who will be receiving awards are to be present at this event.

A NIGHT NOT TO BE MISSED

PAYMENT CAN BE MADE ON THE NIGHT – CASH, EFTPOS, CREDIT CARD



**COME DINE &
CELEBRATE
WITH US!**

MCC CLUB MEMBER OF THE MONTH...

NAME: Mark Ireland

BORN: '87

OCCUPATION: Car parts person

RACE CAR: '97 Toyota Corolla GT

EVERYDAY DRIVE CAR: Toyota Aurion

DREAM CAR: Ferrari F40

YOUR BEST MOMENT IN MOTORSPORT?

2018 Trackday series – for the year finished up 2nd NAFWD and 5th overall

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

A rich businessman – so that I could pay someone else to work on my car

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

SVG, Scott McLaughlin and Scott Dixon

WHO WOULD YOU PLAY IN A MOVIE?

Chris Pratt

THREE WORDS THAT BEST DESCRIBE YOU...

Stubborn, Predictable, Nervous

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

An old Toyota with a K series – slow but reliable

WHAT IS YOUR SECRET VICE?

Edamame beans – either as an entrée or a snack

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm actually in my 30's. Most think I'm about 20

FAVOURITE QUOTE...

Even monkeys fall from trees – Keiichi Tsuchiya



Une faux pas?? This email was received shortly after the last issue hit your mailbox. "Hey buddy, Just read the latest Mag. Good stuff. Just a small correction, in the article on the Richard Lester Porsche team attack on the 24 hours, you mention Jack Drummond as the doctor on the day that saved Evans life at the Land Speed Record. I think it was John Elliot, another Palmy doctor that was there. Cheers, Crunch". Confirmation anyone.....

Ladies not forgotten. Full marks to the Women in Motorsport Advisory Commission of MotorSport New Zealand for their initiative of designing a programme to mentor relatively new and/or aspiring female motorsport participants who want to further their involvement in the sport. The programme is open to competitors, event organisers, officials, volunteers and engineers, it also extends to the media by including journalists and photographers. The programme is designed to connect and assist them in meeting a specific project or goal within a 12 month period. MotorSport NZ receives its share of brickbats, they deserve a bouquet for this one...



www.womeninmotorsport.co.nz

Ladies can do anything. In the glamour world of motor racing there are very few women on the front line working in the garages. Across the Tasman the first female mechanic in the world of Supercars has called time following a 13 year career in which she never missed an event. Janelle Navarro did an apprenticeship and a lot of voluntary work before she broke into the sport as a mechanic then progressing to race engineer, along the journey working with Steve Owen, Paul Dumbrell, Lee Holdsworth, Will Davison and finally rising star Todd Hazelwood at Matt Stone Racing. The 33 year old ended her career after the Watpac Townsville 400 with an impressive statistic - 'I am really proud of my reliability record on all the cars I've worked on over all those years. We've had little hiccups but I haven't had any mechanical failures on the work I've done and that's the one thing I can walk away from, knowing I've done the best job I possibly could'. Janelle Navarro, an inspiration for young women keen to follow her chosen career path...



A touch of class. Tucked away behind the Scrutineering Shed at Round 3 of the FAE Winter Series was a truly classic American car with extraordinary styling, and it is rare, in fact the only one of its kind in the country that's a 'runner'. The front-end styling is extraordinary as the guards, wheel openings and grille all appear to be moving forward, leading to the name of 'shark nose'. When the car was introduced to the world it carried the slogan 'Spirit of Motion' and its daring styling won four prestigious styling awards in France. The

'black beauty' at Manfeild was a 1938 Graham. The proud owner is well known MCC personality and good guy Danny McKenna. Seeing the car really was believing...

More grief. MCC member Chris Pither isn't enjoying the happiest of times in the Australian TCR Series. In Round 4 at the Queensland Raceway there were more problems with the #33 GRM Renault Megane RS and practice didn't bode particularly well with 10th fastest time in P1, dropping to 15th in P2 and qualifying 14th quickest. In qualifying the engine blew the head gasket after the water temperature got too high, so there was a DNS in Race 1. Day 2 started with finishing P16 in Race 2 but there was another DNS in Race 3. A frustrating weekend. The talk of the meeting was top European TCR racer Jean-Karl Vernay who had a one-off drive in an Audi RS3 as team mate to Russell Ingall. The Frenchman showed his class by claiming pole position and winning Race 1, but took 'ill' overnight and didn't race on Sunday before returning home! The TCR people talk about close racing and the qualifying session at QR definitely backed-up their claim, Vernay snatched pole by 0.0060 of a second with the first five cars covered by 1/10th of a second. Back to CP, our man deserves a break, sooner rather than later...

TCR gathers momentum. On this side of the Tasman the inaugural New Zealand TCR Series will be run on the 2020 TRS support programme which means five rounds in five weeks. Early last month current national Formula Ford champion Jordan Michels confirmed he would be driving a Honda Civic Type R, the 21 year old Southlander had a last minute one-off drive at Round 4 of the Australian TCR Series at Queensland Raceway at the wheel of a Type R and was most impressed despite not securing a top ten result. Just days later Highlands Motorsport Park based Track Tech confirmed plans to run three Audi RS3 cars. The excitement is beginning to build, but how sustainable will TCR be in this country. Are we getting too many categories chasing the same dollar...?



Supporting Aussie's glamour race. TCR has had a big impact across the Tasman after only four rounds of the inaugural series, now the fledgling category will be on the support programme for the 2020 Australian F1 Grand Prix alongside the Supercars and Porsche Carrera Cup in mid-March. It's a major coup for the class and could see a number of international drivers making the trip down-under to the Albert Park circuit. The GP weekend will have no shortage of variety...

New name, new neighbour. The 'Exclusive Order of Verdun' meet on the last Friday of each month at a venue away from prying eyes. It's a group of middle age men who appear to follow the same doctrine and beliefs as Lord Vern. The meeting place has been a corner of Soskys café on Napier Road, behind where MIKE 96 Racing had its Headquarters. As predicted a few months ago the building has been acquired by Brendan Tootall to house an expanded AFC Motorcycles and he is very keen to work with Robyn Eastment, the new owner of the café, to develop a win-win scenario. So Soskys will become Café 116 and plans are to have a



grand opening take place next month. One would assume that Lord V will be invited to cut the ribbon...

Top man gets top job at Puke V8s. For several years MCC member Craig Finlayson has been an Assistant Clerk of Course at the Aussie Supercar round at Pukekohe Park Raceway, a position where you gain invaluable experience in a 'full-on' environment where very big calls have to be made. Next month's ITM 400 SuperSprint Round will see Craig elevated to the top chair for the first time, the ultimate reward for his dedication. Over the years the club has produced a number of outstanding drivers, it has also produced a number of outstanding officials. Congratulations Craig, richly deserved...

Outstanding spin-off. The VA Supercar round at Hidden Valley Raceway will be remembered for many reasons. Scott McLaughlin scored his 14th win of the current series to wrap up the 2019 Manufacturers Championship for Shell V-Power Racing when he won the second race of the Ipswich SuperSprint weekend, so he appeared on the winner's rostrum carrying a 'FORD NEWS' poster proclaiming 'MUSTANG WINS TITLE'. That resulted in an AU\$10,000 fine for displaying 'unauthorised promotional material'. Not surprisingly interest in the posters was amazing, so showing that a negative can become a positive the team did a print run of replica podium posters to sell with the proceeds going to Camp Quality that's for kids with cancer. The AU\$30,000 donation cheque will pay for 14 youngsters to attend CQ and the Shell V-Power people became the good guys. Helping kids with cancer, is there anything that Mustang can't do...

Unrepentant. Scott McLaughlin and the Shell V-Power team were overwhelmed by the support they received on social media from that Sunday race and the aftermath. McLaughlin commented - 'Reflecting on the events I would do it all over again in a heartbeat. I always look to involve the crowd as much as I can, I was really pumped up. I did the big burnout down the front straight and took the poster up on the podium because I wanted to share that feeling with the crowd. We're nothing without our fans, and ultimately we are in the entertainment business, so I hope everyone enjoyed the show'. Every promoter in this country should take special note of the final sentence. There's a very strong message there...



Talking money. In 1975 Niki Lauda gave Ferrari its first F1 World Championship title in 11 years driving a Ferrari 312 T designed by the brilliant engineer Mauro Forghieri, it was the first car to feature a transverse gearbox. Lauda's race ready chassis 022 went under the hammer at the famous Pebble Beach auction in the middle of last month, it's a chassis with outstanding provenance. The Austrian drove this particular car in five grand prix races and started the race from pole position on each occasion, winning the French Grand Prix and scoring four other podium finishes. The historic car has won awards at prestigious Concours d'Elegance events at both Amelia Island and Pebble Beach and had a pre-auction

value of between US\$ 6 million and US\$8 million. When the Gooding & Co auctioneer's hammer fell bidding had reached six million greenbacks or NZ\$9.4 million. Appropriately, the historic Lauda car received a standing ovation...

Nowhere near the highest price. So what is the highest price paid for a grand prix car at auction? Wind the time machine back six years to the Bonham's Goodwood auction in July 2013. On the block was a 1954 Mercedes Benz W196 that had been driven by the great Argentinian Juan Manuel Fangio. At the time the highest price was the NZ\$25.7 million paid for a 1957 Ferrari Testa Rossa two years earlier. There was no shortage of potential buyers interested in the 5-time world champion's 'silver arrow' that won the German and Swiss Grand Prix races, the frenzied bidding ended at a staggering NZ\$46.4 million. That would have emptied most fat wallets...

Talking auctions. Seeing Paul Macey's stunning Dick Johnson tribute Ford XC coupe at the test day prior to Round 3 of the FAE Winter Series led to thinking, where is the original car now? The 1977 race car is in private hands after being sold at a Lloyd's Classic Auction two years ago. Bidding on Lot 72 ended at NZ\$360,250, included in the price were Dick's race suit and helmet from when he drove the car. That's a deal as good as they come...

The ultimate re-creation. Well for Ford fans anyway. Fifty years after its race debut at Sandown in 1969 Tickford has recreated one of Australia's most famous race cars, the iconic Coca-Cola TransAm Ford Mustang that was driven by Allan Moffatt to 101 victories from its 151 race starts. The Tickford TransAm is based on a customer supplied road Mustang GT with two performance options, externally there are fully replicated graphics and 20 inch eight-spoke Minilite wheels. Moffatt was impressed - 'I think Tickford has done a tremendous job in designing a new interpretation of the original with some of the Coca-Cola car features that I loved including those wheels'. The conversions range from NZ\$34,800 to \$NZ55,800, including GST and excluding the donor car. Obviously higher performance and race car looks don't come cheaply...



Big anniversary for a small car. The story of the Mini has been an extraordinary one from the moment it was first shown to a disbelieving world in 1959, no one had imagined a ground breaking car like it. Its competition record in racing and rallying is outstanding. In the final week of last month the mighty Mini celebrated its 60th Anniversary, a month earlier the ten millionth Mini had left the Plant Oxford line in England. Between 1959 and October 2000 5.3 million 'classic' Minis were built, the brand being relaunched in 2001 under BMW ownership. German by design, production of the 'Bini' is based in England with final assembly at Plant Oxford, in 2001 the daily output was 300 cars, today that number is 1,000 units, the 4,500 strong workforce producing a new car every 67 seconds. The Mini just keeps going and going and going...

Baiting with Beaver. A motoring journalist's job is usually a very happy one, driving vehicles of all types and sizes in all types of conditions and environments in different countries while enjoying the hospitality of the manufacturers. Last month Richard Bosselman was one of two media men invited to mooloo country to sample a special Holden Colorado Ute. The driving part was good, but the best was yet to come. Enter former All Black goal kicking hero Steven Donald (aka Beaver) who just happens to be a Holden Ambassador. A drive to the mighty Waikato River, into Beaver's boat and head towards the river mouth

delta for some white baiting. Apparently there are lots of little 'islands' at the delta, Beaver has a small batch on his with bunks and a pot belly stove, it sounds like the good life! An unknown quantity of the delicacy was caught in the nets and despite the heavy rain Mr B had another special day to remember. Someone has to do it...

MCC fleet grows. The past year has seen the MCC management taking the prudent step of upgrading the club's 'fleet' of vehicles that are used at events. The Nissan Terrano served well but the mileage was getting on the high side, it was replaced by a late model 4WD Toyota Land Cruiser Prado. The latest addition is a 2.5 litre Subaru Forester that replaces the decommissioned Volvo. Still on the shopping list is a V8 pace car. There'll be no shortage of drivers for that one...

New car tested. At the beginning of last month three lesser known Italian circuits were used to test Toyota Gazoo Racing New Zealand's new Toyota FT-60 that will be used in the 2020 TRS. The latest Tatuus chassis is used in a number of junior global formula, for this country the car is powered by a brand new 285 horsepower (212 kW) race prepared 2-litre engine that's based on the 8AR FTS motor used in both Toyota and Lexus models. Over 900 kilometres of testing was carried out in very hot conditions with very positive outcomes. Testing in this country was scheduled to begin at the end of last month in preparation for the 2020 TRS that begins at Highlands Motorsport Park over the weekend of 17-19 January. The NZGP meeting at Manfeild Circuit Chris Amon is on 14-16 February. No need to rush for tickets yet...



New tyre supplier. Michelin has been the preferred tyre supplier to the TRS since its inception in 2005, but from 2020 the cars will be wearing the F200 tyre produced by Korean manufacturer Hankook Tire. The new contract provides for more than 1,600 each season, each driver will receive 17 sets as per their contract with a further two sets of wet weather tyres if needed. The F200 tyre is produced at the Hankook facility that's entirely devoted to motorsport tyre development and is the same specification as used in Formula Renault Europe and the all-women W-Series that utilise the same Tatuus chassis. A well proven product...

The W factor. The 2020 Toyota Racing Series could see a female driver on the grid. 19 year old Marta Garcia finished fourth overall in the inaugural W Series for women drivers and won at the Norisring street circuit in

Nuremberg, Germany. For her efforts the Spanish teenager won US\$100,000 and plans to use the money to secure a drive in the TRS to improve her ability on circuits with fast corners. The cars used in the all-female open wheel series are built by Tatuus and are very similar to the TRS cars. One interesting feature of the W Series is that for each round drivers change cars and engineers and the body panels and seats are switched, it would certainly eliminate the 'your car is better than mine' factor. No bitching...

Richie's back. Kiwi Supercar driver Richie Stanaway was side lined in May with a prolapsed disc in his neck and missed three rounds of the Virgin Australia Championship as a result. Following an intensive rehabilitation n programme last month he tested himself at the Winton circuit driving a GRM built Super5000 open wheeler and pronounced himself good to go. Stanaway returned to the GRM Boost Mobil Commodore for the OTR SuperSprint at 'The Bend' on 24-26 August. The first practice session and qualifying saw the # 33 car towards the bottom of the times, in Race 21 of the championship Stanaway crossed the lined 15th, that's an impressive seven place gain. Unfortunately Race 22 saw him finish outside the top 20. Hopefully fans will see the 'old' Richie much nearer the front of the field at Pukekohe this month. You can't keep a good man down for very long...

Silent drifter. Lord March's Festival of Speed caters for all tastes and all ages. The classic and competition cars have their run up the hill but that doesn't excite everyone, for that younger generation there's the 'FOS Arena'. That's the place for drifting exponents to show their driving skills on a 'course' in a small controlled area for the benefit of power slide lovers. It's not hard to imagine how the crowd would react to the sound of Jaron Olivecrona's Hartley V12 on full song while producing great volumes of smoke from the rear wheels. Many drift cars have major engine transplants, in the FOS Arena there was a Nissan Skyline GTR that sounded very different because there was no sound at all! The transplanted power unit came from a Tesla. At least it enabled the spectators to hear the pure sound of tyres being tortured, google 'Terry Grant debuts all-electric drift car at FOS'. What's next for e-power...



Uncle Sammers to climb The Mountain. Two of America's best racing drivers will be on the grid for next month's 2019 Supercheap Auto Bathurst 1000 thanks to a wildcard entry from Walkinshaw Andretti United Autosports. At the wheel of the # 27 WAU ZB Holden Commodore will be full-time Indycar racers Alexander Rossi and James Hinchcliffe, both drivers and Andretti Autosports have strong links to that particular race car number. Rossi has an impressive CV that includes successful campaigns in GP2, GP3 and Formula BMW that led to five F1 starts for the Russian Marussia team before he returned to America and sensationally won the 2016 Indy 500, six more Indycar wins are on his resumé. Canadian born Hinchcliffe is also a Formula BMW graduate and represented Canada in the 2006 and 2007 A1 Grand Prix Series, he's had nine seasons experience in Indycars that have yielded six wins. For Rossi it will his Supercar debut but the Californian has considerable experience in sports car endurance racing, Hinchcliffe drove for Garry Rogers Motorsport at the 2012 Gold Coast 600 where an

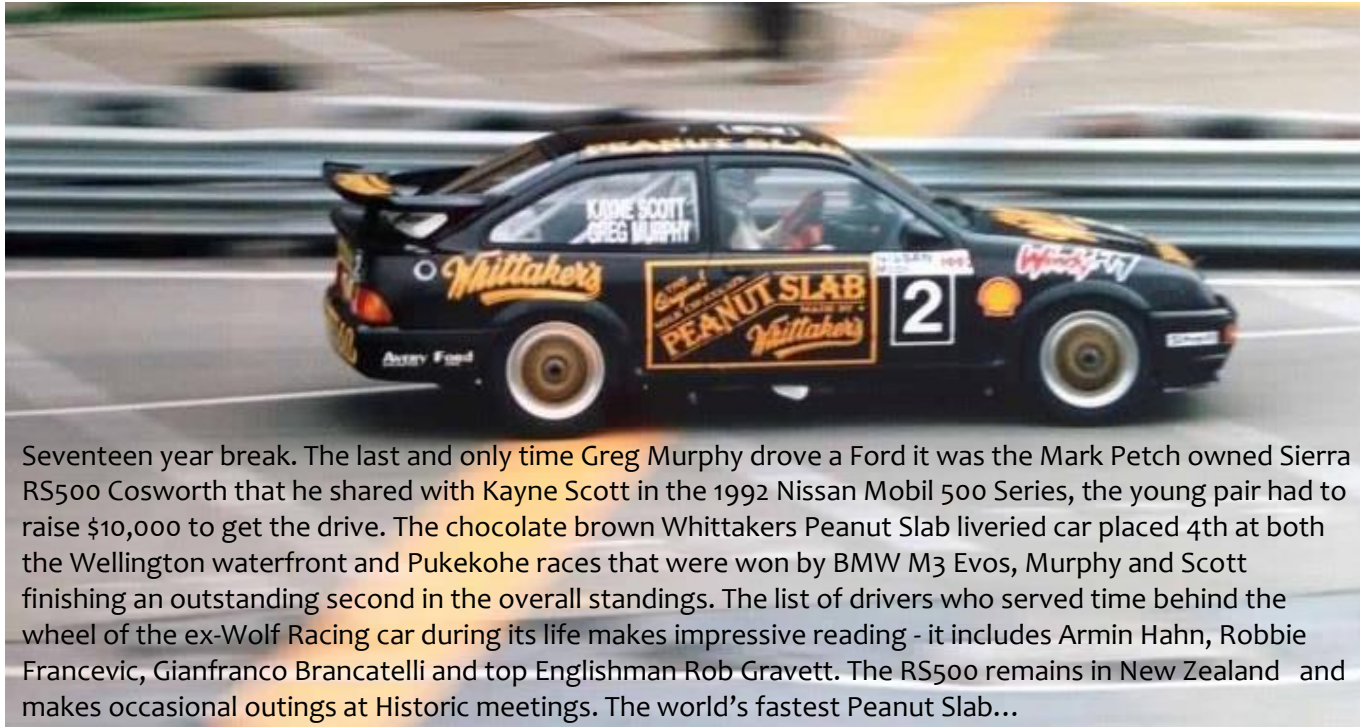


international guest driver partnered a Supercar regular, the Canadian was teamed with Michael Caruso but both races brought DNFs. The Stars and Stripers will certainly add colour to the Great Race...

Another top visiting driver. The Australian promoters certainly have their act together to increase the profile of events while adding interest for spectators. The opening round of the new S5000 series will be held at Sandown on 20-22 of this month and the big banger single seaters will have former F1 driver Rubens Barrichello on the starting grid. Racing in Formula 1 from 1993 to 2011 the Brazilian holds the record for the most grand prix starts (322), scoring 11 wins and 68 podium finishes, most with Ferrari where he was team mate to Michael Schumacher for five seasons. In 2012 Barrichello contested the Indycar Championship, finishing 11th in the Indy 500 and being named 'Rookie of the Year', in recent years he's raced in the Stock Car Brazil Series where he was champion in 2014. These are stock cars South American style, in some respects not dissimilar to the Australian Supercars with their space frame chassis powered by a Dodge-based 350 cid V8 producing 480 horsepower, there are two body styles offered, Chevrolet and Peugeot who are the two manufacturers who support the category. The big question is - who else will be on the Sandown grid? Rubens is a great start...



Blue oval badger again. At 'The Bend' the Shell V-Power team had a problem, because of conflicting commitments both of their regular co-drivers for the Pirtek Enduro Series, Alexander Premat and Tony D'Alberto, were unavailable for the allocated practice sessions. They would have had a lot of drivers putting a hand-up but their decision who to put in the seats of the '17' and '12' cars would have raised plenty of eye brows. To stop any arguments they had one driver run both cars, in a surprise move they chose Greg Murphy and for the onlookers wearing Fabian's helmet added to the confusion. So how did the four-time Bathurst 1000 winner go, remembering that his last Aussie Supercar race was a few years ago and it was his first time on the intimidating 17-turn circuit. Quite well it seems. In the Additional (Co-Drivers) Drivers Practice Murph began the 30 minute session in Coulthard's car and recorded a best lap 2.97 seconds slower than the pace setting Thomas Randle and 23rd out of 24 cars. Halfway through the session he switched to the McLaughlin car, ending up 15th quickest in the field and 1.92 seconds behind Randle, a full second improvement. Chris Pither was 0.46 faster than Murph in the GRM Boost Mobile Commodore to be P14. For Murph it wasn't the 'Lap of the Gods' material, but...



Seventeen year break. The last and only time Greg Murphy drove a Ford it was the Mark Petch owned Sierra RS500 Cosworth that he shared with Kayne Scott in the 1992 Nissan Mobil 500 Series, the young pair had to raise \$10,000 to get the drive. The chocolate brown Whittakers Peanut Slab liveried car placed 4th at both the Wellington waterfront and Pukekohe races that were won by BMW M3 Evos, Murphy and Scott finishing an outstanding second in the overall standings. The list of drivers who served time behind the wheel of the ex-Wolf Racing car during its life makes impressive reading - it includes Armin Hahn, Robbie Francevic, Gianfranco Brancatelli and top Englishman Rob Gravett. The RS500 remains in New Zealand and makes occasional outings at Historic meetings. The world's fastest Peanut Slab...

A true Holden man. Greg Murphy was always on the red side of the manufacturer's divide during his Supercar career where he drove Holden Commodores for seven teams. He started at HRT (Holden Racing Team) before spending periods with Gibson Motorsport, Kmart Racing, PWR Racing, Tasman Motorsport, Paul Morris Motorsport and finally Kelly Racing. That's a colourful collection of race suits...

History making at Pukekohe? Craig Lowndes long standing record of 16 wins in an Australian Supercar season could/should be beaten at this month's ITM Auckland SuperSprint at Pukekohe Park Raceway. Scott McLaughlin equalled the mark when he won Race 2 of the weekend at 'The Bend' last month, his 16th win coming from 22 starts, extraordinary. The first race at Pukekohe will be Scott's 100th Supercar start, so he could set a new record on home soil and in front of the home crowd with Lowndes as part of the Fox Sport commentary team. It doesn't get much better than that...

The Verstappen factor. The Dutch have become fanatical followers of Formula 1 since the arrival of Max Verstappen, a huge 'orange army' follows him to all the European races and certainly add colour as they fill multiple grandstands. The Dutch Grand Prix is scheduled to return to the F1 calendar at a rebuilt Zandvoort circuit and the interest has been overwhelming, one million people made requests for tickets for a track with a spectator capacity of 105,000, the actual race day could have been sold six times over. The race is still a year away...

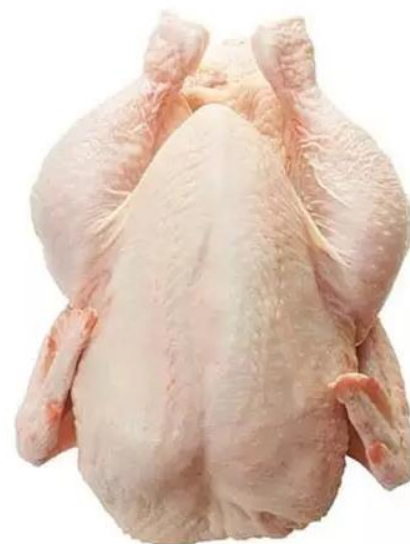
Super Tom. We're not talking about the Super Tom variety of tomato but Supercar racer Thomas Randle. He was the young Australian driver who won the 2017 Toyota Racing Series at the third attempt. Randle was a national sprint kart champion and gained his single-seat experience in Formula Ford, Formula 4, British Formula 3 and Formula Renault 2.0 Eurocup before winning the TRS, but unlike most young drivers who are entirely focused on Formula 1 Randle opted for a saloon car future on home soil. He had raced a Saab-Chevrolet Sports Sedan and a Ford Mustang in the Touring Car Masters before moving into the Dunlop Super2 Series where he was named 2018 Rookie of the Year, but things can happen very fast in motor sport, Tickford Racing secured a wild card entry for Randle to race in the OTR SuperSprint at 'The Bend' with the Super2 TR Falcon exchanged for a TR Mustang. He set the fastest time in the special Additional Drivers Practice before the main game took to the stage. In Race 21 of the championship there was Q14 and P17, in R22 it was Q22 and P17, a four position gain. Tickford Racing were impressed enough to immediately name Randle as co-driver to Lee Holdsworth in the Bottle-O Racing Mustang for the coming Pirtek Enduro Cup Series. For Super Tom any thoughts of F1 appear to be long gone...



He set the fastest time in the special Additional Drivers Practice before the main game took to the stage. In Race 21 of the championship there was Q14 and P17, in R22 it was Q22 and P17, a four position gain. Tickford Racing were impressed enough to immediately name Randle as co-driver to Lee Holdsworth in the Bottle-O Racing Mustang for the coming Pirtek Enduro Cup Series. For Super Tom any thoughts of F1 appear to be long gone...

Grounded. It's been announced that the Red Bull Air Race Championship will end this month at the conclusion of the 2019 season. The inaugural event took place at Zeltweg in Austria 16 years ago and was originally described by Red Bull as 'for pilots, in their single-engine, piston race planes to navigate an aerial race track featuring air-filled pylons in the fastest possible time incurring as few penalties as possible'. The races have been held at some extraordinary venues around the world and drawn crowds counted in hundreds of thousands at most venues, the nearest the event got to New Zealand was Perth in Western Australia where the racing was held over the Swan River close to the central city. The world's best pilots put on a show like no other...

Talking flying. Tom Enright is a former RNZAF pilot who graduated from Cranwell in England then returned home to Ohakea where he flew Vampires before being transferred to Auckland's Hobsonville Base that was the home of the large Sunderland flying boats. After retiring from the Air Force he became a commercial pilot for Air New Zealand and later Singapore Air Lines. His recently released book has the title 'Many A Close Run Thing', it's an easy read and the chapters on flying the unwieldy Sunderlands in the Pacific are simply scary. There's a wonderful little story where the author talks about bird strikes, to quote from the book. "There is another amusing tale connected with birdstrikes. Aircraft windscreens, which are a complex, multi-layered structure built to resist the shock of birdstrikes, are required to be designed to withstand a certain number of simultaneous hits. This ability is tested in a wind tunnel where a special cannon fires chicken carcasses onto the windscreen. The cannons are manufactured, by, I think, the famous English firm Rolls-Royce. An American rail company, concerned about the safety glass in front of the drivers of their fast trains, heard about these cannons and ordered one from Rolls-Royce. They were thunderstruck when on their first test, the chicken went right through the glass and dented the driver's (empty) seat as well. Assembling all the details and data of their test procedures, they sent the lot to Roll-Royce and asked for advice. Back came the reply: 'Thaw the chicken first'... "



An industry in mourning. With the recent death of Ferdinand Piech the car industry lost not only the man that saved VW from an almost certain death, but the father of the Porsche 917 and the innovative engineer that released 4WD into mainstream motorsport via the fabulous Audi products. A grandson of Ferdinand Porsche, the genes must have been very strong....



DID YOU KNOW?

Not only can you renew your membership, or pay for MCC events via our website but you can also

- select something for yourself or a loved one from our high quality clothing range
- show your support with decals and number plate surrounds
- purchase a gift card for that "hard to please" person in your life
- grab a fire extinguisher for your pit area or refueling spot at a huge discount
- purchase a new transponder bracket for the one broken in that huge off
- and even get EBC brake parts at a great price (to help stop those offs !!)

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

**PLEASE SUPPORT OUR 2019 WINTER RACE SERIES
SPONSORS...**



**Feilding
Auto
Electrical Ltd**

**Starter motors • Alternators • Batteries
Engine diagnostics • ABS • Airbags**
Tel 323 8427 • Fax 323 8466
71 Stafford St, Feilding • Email: fae@inspire.net.nz



**TRUCKS & TRAILERS
RENTAL & LEASE**

TR GROUP LTD

**Making heavy vehicle fleet
management easy for you**



**ERNIES
ENGINEERING
LTD**

**New Plymouth
06 755 2017**



**Coresteel
BUILDINGS**

Email: geoff.spencer@coresteel.co.nz
Ph: 06 356 7189



GEARTECH
AUTOMOTIVE LTD

maxtarr

ELECTRICAL • INDUSTRIAL • COMMERCIAL



BT ADVISORY LTD

GDM
Retail Systems



TOTAL TRUCK SPRAY
PANELBEATING & SPRAYPAINTING
Ph 06 355 4100

Manawatu Car Club Memberships expired 30th September '19

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

It's easy to renew, just go here:

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



COME RACING WITH US!

THE USS LEGEND(ARY)...

It was one of those cold dark nights and Trade Me browsing seemed like a good thing to do to pass the time. But then I start searching cars for sale and happen upon a vehicle that is so cheap it's worth a click. A 99 Honda Legend – what's broke on that one? A buggered front crank pulley and the lottery that goes with it given the car 'was running fine prior to the pulley falling off'. I like a challenge and it sounded entertaining, plus the car was in Levin. Sweet, weekend inspection coming up!

Off I head with the trailer in tow to view this marvellous machine. It's sitting in a back yard with grass around it long enough for me to tell it's been sitting there a few months at least. The seller was a friendly chap who just wanted rid of it given he'd bought another cheap car rather than pay someone to fix the Legend. Looking around it had some battle scars, a 'park by braille' dent on all four corners painted over with house paint, and a dead flat battery, so I couldn't check much mechanically, and auto transmission with no oil, so no driving it out of the hole it was in!

Given the asking price I figured the worst outcome would be some annoying parting-out of a 2 tonne pile of scrap metal. A bit of haggling follows because I couldn't actually test anything and was taking his word for it. He gets some burly neighbours to help and the Legend is pushed onto the trailer after swapping four red notes for the car.

Back in the city and pushing it off the trailer was a hell of a lot easier than getting it on. I get to work finding a replacement pulley from Strong Honda - some new keyway steel and the pulley is back on and tight. It's a common problem with a previous cam belt change the crank pulley not being torqued up properly tight, but it's not coming loose again that's for sure. Fluid in the transmission, final check everything back in place and fire her up.



Wow, she runs.
Wow, nothing is leaking!
Wow, heated seats, air con, cruise control, sun roof, memory seats/steering wheel all working!
What a laugh.

Some more checks for charging, tyre pressures etc. and we're ready for a road test. Even at 20 years old I can see why these vehicles were \$100k new, what a nice vehicle to drive. Smooth, quiet, full leather interior, 6 speaker 6 CD premium sounds, a bit of power and almost as many mod cons as what's available today. Everything still operating after 20 years? Japanese engineering quality never ceases to amaze me.

Off for a WOF and we've got a blown fog light bulb and two borderline tyres, that's about it.

The Legend officially gets the seal of approval and avoids a final trip to the auto dismantlers.

So now she's been saved and seems to run well, what to do with her? Oh, I know, Winter Series has just started, I wonder how fast a 1999 Honda Legend, 3.5L V6 VTEC Auto can go around our favourite circuit? Let's find out!!

Some race car prep begins with new EBC Yellow pads for the front. I got these from the Manawatu Car Club (check out the web shop). New rear pads as well, complete brake fluid change, and bin the backing plates off the front brakes. Full oil changes for the transmission and engine, flush the coolant, renew air

filter and create additional airbox ventilation, check plugs etc. Borrow some 18 inch wheels from a Subaru and buy some 'pre run in' 18 inch Yokohama semis from Geoff Spencer, and we're good to go!

We've missed the first meeting already but make the second round of the Winter Series 2018 and all my pre-conceived expectations of this vehicle are turned completely upside down.

She's 1750kg all in (not including me!) so a hefty one to get around the circuit with any pace. I was assuming reasonable power to weight ratio and a bit of a barge in the corners. From that my strategy was get clear of the pack on the straights then hold my line in the corners as the smaller, nimbler cars will probably take me down. I was totally proven wrong! Firstly, the power to weight ratio turned out to be a bust. I couldn't get a lead up on anyone in the straights, other than maybe the very end of the back straight given the Legend's long legs once up to speed. I was sitting at the extremely well-appointed command post of USS Legend egging her on but to no avail, we had no significant advantage on the straights.

Enter the curvy mid-section first time and what a shock. You see the Legend suspension is effectively an up-size version of the tried and trusted Civic fully independent setup. Even at standard ride height and no suspension geometry changes available the handling in the twisty stuff was surprising. I was finding I could match the pace with some smaller, lighter cars. So not all was lost it seemed with mid 1:30s.

And the transmission, an auto on a race track, no flappy paddle, what to do? I also thought changing gear was going to be a problem, but no, not at all. Very soon I learnt it was going to be a mostly 2nd/3rd gear sort of affair. The fuzzy logic of the 20-year-old gearbox was awesome. Into a corner I could simply down shift whenever, and the computer would hold gear for me until it was safe to change down.



Then put the boot in it, change up, but again the computer would hold gear until redline then pick the next. What a doddle! Bit too easy really, but I still had to concentrate on keeping all the mass of the USS Legend on the track, so I could live with an easy gear change routine.

The Legend was a blast to drive! But an aftermarket seat cover would be required before next round, because staying upright in the leather seat was too much of a core muscle workout.

A bit more pace required now, but how? The challenge was to make the Legend as quick as possible without spending moon beams. Time to reflect on the critical three for race car performance handling and then consider my options – Weight, Centre of Gravity, Contact Patch.

Weight: Whilst options such as ditching interior were available, I didn't want to do that, but instead see how quick we could go with a 'stock' vehicle, with bolt-ons rather than jettison of normal parts. We didn't do a 'race car diet', instead using the half a tank of gas and no spare tyre routine.

Centre of Gravity: This one had some potential. Lowering a Legend seemed like a bit of a problem, until I stumbled across a Danish company that sold a million different lowering springs for all manner of cars, delivered all over the world. And to my surprise, Honda Legend sets, German made, for \$400 landed in NZ! Almost doubled the amount spent on the car, but provided a performance boost, plus made our street cruising presence a little more gansta! My wife often commented she was concerned the Legend would be pulled over and checked for substances given it looked like a discount drug dealer car.

Contact Patch: I already had maximum 245mm tyre width courtesy of Geoff and his Holden Super Ute re-homed Yokohamas. But ensuring correct pressures would help work the contact patches to their

maximum. It's sometimes said that all race tyres use the same pressure and that's that. However, pressure varies depending on many factors, the key one being the static weight that is being applied to the tyre. On a non-aero 1000kg vehicle with semi slicks, 30-32 PSI working is a good target. Then a sub 1 tonne car might not even be as high as 30 PSI working. But with an 1800kg plus Legend that pressure was too low for the loading of the tyre.

Aerodynamic aids impact on tyre performance markedly because downforce enables the rubber molecules to do more work (grip better). This is not to be confused with static weight which does not provide a useful increase in grip. This is why you never see a race car put on weight to try and get additional grip, but rather removing weight is the primary focus, followed by downforce generation.

In the end 36-38 working PSI was where we landed, any less and she was squirmy, any more and laps 5 and 6 got loose and a bit dicey. Inside/middle/outside tyre temps measured on straight runs confirmed this was a good end pressure. Also, the optimum pressure is a target for all race conditions. What this means is that if the day is cold, starting temps are increased so that the tyre is at the correct pressure irrespective of the track/ambient temperature. The tyre doesn't get as hot and sticky on a colder day, but it still needs to hit target pressure to be maximum effective.



Round Three and we've got the lowered springs installed, wheel alignment altered to suit, and the tyres dialled in. The result was a very welcome consistent couple of seconds less in lap times, proving that in ideal conditions knocking on the break out time of RS Cup in a lowered, stock Legend with sticky tyres was indeed possible.

And as per usual, give a Honda a little love, save it from the scrap heap, and she rewards you with one of the most fun series to date. That Legend took a beating for three full rounds of the Winter Series. She didn't miss a race and didn't break a single thing. Testament to the quality of the product, and further cementing my dangerous obsession with the Honda Motor Company.

Gareith



2019 FAE WINTER SERIES – ROUND 3



The weather on the first Sunday of August was very much like the weather on the first Sunday of July, which meant drivers had to cope with varying conditions through the day, damp to start followed by a dry track with the sun shining and ending with light rain under darkening skies!

Competitor numbers were down by more than thirty over the previous two rounds, damage from R2 accounted for some cars and the weather forecast might have deterred a number from attending. A few familiar faces returned and the overall number of competitors was bolstered with the return of the New Zealand Superkarts with nearly 30 drivers entered over five classes.

The NZ Superkarts had their first two rolling start 7 lap races during Saturdays 'test' day and they were run in perfect conditions with a dry track and bright sunshine, though it was a hard to avoid the chilly wind. Ryan Urban switched back to the glamour Karts International category but was not the dominator as in the past. In Race 1 Andrew Hall had a 7.2 second win over Teddy Bassick with more than 15 seconds back to Martin Weiss. Urban didn't face the starter, he did in Race 2 and was first to take the checker by a 5.2 second margin over Bassick with Hall in third place to show the Superkart 'king' was back.

Sunday morning's damp track saw Urban drop back to third on the Race 3 result sheet nearly 20 seconds behind Hall who claimed his second win over Bassick. Race 4 and Urban was back on this throne with a 7½ second victory over Hall with Steve Sharp claiming third on this occasion. In the other classes Nick Isaac was unbeaten in Karts KZ2 while Braedan Snowdon had 4/4 in Rotax Max Light and Craig Rowe also had a perfect record in Rotax DD2, in Rotax Max heavy Mark Ongley and Mark Barnhill shared the spoils with two wins each. Urban set the outright fastest lap of the weekend in Race 2 when he clocked 1.08.274, an average speed of 159.768 kilometres an hour and so close to the magic 'ton'.

For the FAE Winter Series competitors Sunday began with the regulation qualifying sessions with the remaining two Superkart races included in the pre-lunch programme, overnight rain meant qualifying would be held on a damp track and it took several hours for a wide dry line to appear, so front row grid positions

took on a new importance for the first round of races.



There were thirteen entries in the Danny's Auto Services/BT Advisory RS Cup, two less than Round 2 and seven less than Round 1. Liam How topped the qualifying time sheet by 1.7 seconds over Jack Cleland with a similar gap to Josh Graham, completing the first 3 rows of the grid for the Scratch race were Dave Jenkins, Trent Smith and Michael James who made a return to racing after an extended sabbatical. The class 1.30 breakout time came into play and had a major impact on the final results of all three races.

Josh Graham led the field home in the Scratch race but picked up 130 seconds in breakout penalties, his fastest lap was 1.26.604, well under the 1.30 and earned him promotion to the IB Cup! How was second across the line and inherited the win, 2 seconds ahead of Jack Cleland and Ernie Greenwell - Trent Smith, Darryl Hunter and James all had 20 second penalties added to their race time which dropped them to 5th, 6th and 7th.

The Reverse Grid 6-lapper had the coveted Trudi-Anne Memorial Trophy at stake, it's the piece of silverware that every RS Cup driver wants to win and it goes to the first car to cross the finish line, in the true spirit of Trudi-Anne breakouts don't apply. Taking full advantage of his grid position Sean Browne made the running from the moment the red lights went out, he was a man on a mission and eventually took the flag by 7 seconds over Smith, six seconds back was an inspired Joanne Dunn who held out Hunter's Ford Falcon by 7/10ths of a second and Greenwell. Browne won the trophy but his 45 seconds of penalties dropped him to 8th, Smith, Hunter, Greenwell, Cleland and How also erred so the official winner and maximum points scorer was Joanne Dunn by 2½ seconds over James with a similar gap to Max Bevin - Hunter, Greenwell and Cleland rounded out the top six on corrected times.



The Handicap race didn't start well for Browne who took his place in the wrong grid position, instant time penalty! Knowing that series points were irrelevant after missing the previous round Browne was again unstoppable to score his second chocolate fish, thanks to excellent handicapping he headed Oliver Fisher's Alfa Romeo Giulia by just 4/10ths of a second with Tammie Boyden 11 seconds back in third. Browne's 35 seconds of penalties pushed him back to 10th, so Fisher scored his first win of the series from Boyden, Greenwell and James, followed by the tight trio of Smith, Bevin and Dunn who were covered by just 8/10ths of a second. Darryl Hunter set the fastest lap at 1.29.394 but his enthusiasm resulted in 40 seconds of penalties and last place.

Like the RS Cup the Geartech Automotive SF Cup had a significant drop in entry numbers, down to 14. Matt Smith was quickest in Qualifying but less than a second ahead of Greg Browne, next came Blair Carswell, Hailey Sinkinson, Gareth Stanley and Tessa Field, the six covered by 2.3 seconds. No one broke the 1.25 breakout time during the session, however it was a different story when the racing began.

Five drivers broke the time barrier in the Scratch race with Carswell claiming the win over David Coe who was the slowest qualifier with a best 1.33.32 lap time, the Lower Hutt driver cranked up his Toyota Starlet to set the race's fastest lap at 1.23.67, a near 10 second improvement! Sinkinson crossed the line third ahead of Browne, Stanley and Alistair Chalmers, then the penalties hit. The finish order became Browne by 1.4 seconds over Chalmers, 5/10ths to Smith followed by Sinkinson, Field and Graeme Wall, Carswell and Coe were 12/13.

Carswell, Coe and Nathan Spencer didn't learn anything from the first race and re-offended in the Reverse Grid, Coe winning on the track by two seconds over Samantha Stanley who did well to hold out Smith and Carswell on the final lap. Coe had 30 seconds added to his race time so first became last to give Stanley a popular and deserved 2½ second win over Browne, Wall, Sinkinson, Josh Graham and Kolin Yannakis, all covered by six seconds.



The Handicap was run on a wet track so breakouts were highly unlikely. Changing conditions make life difficult for the handicappers. Feilding's Tessa Field made it back-to-back wins for the ladies and was close to 10 seconds ahead of Smith when the flag fell, Yannakis was another second back to claim third with Sinkinson missing a podium finish by 2/100ths with Browne and Graham best of the rest. David Coe didn't beat the 1.25 and his handicap proved too much in the conditions, the # 35 Starlet crossed the line 11th position and 20 seconds behind the winner, a consolation was setting the class fastest lap at 1.23.614.

For the second time the GT Radials Taxi Cup drivers were AWOL, which left a field of thirteen on the grid for the Corsteel Buildings IB Cup races. Kieran Moorman topped the qualifying times by 7/100ths over Oliver Gordon with a two second gap back to Stephen Samuelu, Ross Gordon, Logan Moorman and Nick Stewart who were covered by less than 3/10ths. Kieran's 1.23.242 pole time was comfortably outside the 1.20 breakout, but the track began to dry for the racing.

Six cars caught the attention of the time keepers in the Scratch 6 lapper to collect penalties ranging from 10 to 90 seconds for their indiscretions. Peter Edmond was only 10th quickest in qualifying but found his mojo to be first home by a healthy 10 second margin over Brendon Murphy who started in P12 with another 4 seconds to Oliver Gordon, Samuelu, Ross Gordon and Alex Corpe. On 'corrected' times the win went to Samuelu by 3 seconds over Stewart with Edmonds overcoming his 20 second penalty to claim third, second place eluded the Volvo driver by 0.055! In qualifying Murphy clocked a best 1.33.89 at the wheel of his very rapid SEAT Cupra, he set the fastest race lap of 1.27.26 which earned promotion to the GT Cup for the remainder of the day.

The Reverse Grid was run in the best conditions of the day but didn't begin well for Logan Moorman and Phil Dravitski, both drivers copped 5 second penalties for jumping the start! Edmond ruled after an outstanding drive to take the flag by nearly 2½ seconds over the duelling Stewart and Oliver Gordon who had Andrew Wasley in close attendance with Ross Gordon heading the pack. When the results were posted they confirmed Wasley as the winner from Samuelu and Alex Corpe, followed by Peter Beauchamp, Troy



Howard and Stewart. Where was the #384 Volvo? The incurred 30 seconds of penalties took the driver from hero to zero and last place.

The Handicap races are never less than interesting and R3 saw Phil Dravitski repeat his R2 victory and by another very narrow margin - in R2 it was 0.61, in R3 it was 0.06! Oliver Gordon was so close to a chocolate fish with Stewart claiming third and an extremely rare dead heat for 4th with Samuelu and Corpe given identical race times down to thousands of a second. Behind the pair were Edmond, Ross Gordon and Wasley. The applied penalties dropped Oliver Gordon to 7th and Edmond to the back of the field again.

The GDM Retail Systems Classic Cup saw the driver list increase again to 13, the Edens were back, so was Grant Rivers in his Viva GT with the notable addition being Jonathan Hogg in the magnificent BMW CSL 'Batmobile'.

Michael Eden topped the Qualifying session a full second ahead of Dean Curtis with nearly three second back to Tom Lancaster. Chris Wall, Layton Hammond and Ross Francis completed the first three rows of the grid for the first of the three Handicap races.

The Level 2 handicappers were right on their game with the biggest margin between two cars being the four seconds that separated 4th and 5th places. After qualifying 8th fastest Geoff Boyden took the checker 3/10ths ahead of Hamond with a similar margin to the fast finishing Curtis in third place. Hogg claimed 4th followed by Michael Eden, Lancaster and Sandra Eden - all covered by 10 seconds.



Rivers placed 12th in the opener and obviously enjoyed the better track conditions offered for Race 2, taking a 1.3 second victory over Curtis who overtook Hogg on the run to the flag, the next placings were very close after 18 kilometres of racing. Ben Boyden was 7/10ths behind Hogg in fourth, Bill Richie 9/10ths back then 1/10th to Hammond in sixth place.

Following a ninth and eleventh earlier in the day Ross Francis drove superbly in the conditions to blitz the Race 3 field by a massive 12 seconds to end his day of a high. Curtis led the chasers home with the now familiar Alfa Romeo Giulia of Bill Ritchie taking third spot ahead of Geoff Boyden, Ben Boyden and Hammond. Michael Eden really struggled in this one, had a 'tank slapper' in the esses and finished a lap down. Dean Curtis didn't have a win on the day but his 3,2,2 score card gained him a big bundle of series points.

There were many faces missing for the Ernie's Engineering GT Cup with just 11 cars taking part in the 10 minute Qualifying session that saw Struan Robertson posting a best 1.15.31 lap, 1.4 seconds ahead of Anton Cheetham with double that gap to Matt Podjursky who was trailed by Geoff Spencer, Richard Clulee and Justin Allen, the six quickest cars covered by 4.2 seconds. The grid was boosted to 12 when Brendan Murphy was 'upgraded' after the first GT Cup race.



As most predicted the Scratch race was taken out by Robertson but by a much closer margin than expected, 1.4 seconds ahead of Cheetham, their fastest laps were split by 4/10ths, much closer than in the Q session. Podjursky couldn't match the pace of the two front runners and was nearly 9 seconds back at the flag ahead of David Scott, 20 seconds behind the winner was the trio of Clulee, Spencer and Murphy who were covered by 7/10ths - the duels between BMW drivers Clulee and Spencer were features of all three GT Cup races. Scott picked up a 10 second penalty for a GT-B time breakout which dropped him three positions in the official results.

The Reverse six lapper will be remembered for all the wrong reasons with two cars badly damaged and one a possible write-off within seconds of the start, Reverse grid races are rarely won in the sprint to the first corner. The field bunched very quickly, one of the back markers went for a gap down the middle that suddenly closed, there was hard contact that resulted in two cars spearing off to the left and one onto the grass infield - Simon Baker's car made heavy contact with the concrete barrier, Justin Allen's Toyota 86 took another massive hit and Gary McKelvie's Holden Monaro suffered major damage to both rear corners, three cars out, all innocent victims.

Obviously the race was red flagged and there was a very depleted field on the grid for the full restart. There was a more cautious start second time round with the race having the same finishing order as Race 1 for the first three home with similar margins between them. Scott kept within the breakout time to claim 4th with Clulee edging Spencer by 0.148, in the Scratch race the gap was 0.779. Murphy and Simon Hetterscheid completed the finishers, Richard Ransom retiring his Mustang on the final lap.

Podjursky and Murphy were non-starters for the Handicap that saw Hetterscheid's rotary powered Datsun 1200 first across the line by a 1.8 second margin over Cheetham with Ransom 2.6 back in third. The real action was between the next three runners who continually swapped positions, exiting the final corner Spencer got better drive than Scott in his V8 Mazda MX5 to win the battle by 0.055 with Clulee 2/10ths behind Scott. Well fought. The heavily handicapped Robertson wasn't enjoying the wet conditions and was last home, 12 seconds behind the winner.

As a result of car damage sustained in Round 2 the Max Tarr Electrical MX5 Cup was reduced to ten runners but there was definitely no drop in the quality of the racing. Qualifying served to confirm that Bryce Hogg would again be the man to beat with a 1.30.84 lap, closest were Tim Wilde with a best 1.32.09 and Matt Dilly with 1.32.67, Jeremy Hoskins trailed the Texan by 4/100ths, it was definitely game on up front!

In the Scratch race Hogg continued his winning run but not before feeling some serious heat from Wilde and Hoskins, it was great racing with the margins 1.4 1-2 and 0.015 2-3 after the six laps. After starting P7 Scotty Topham climbed up to 4th at the flag followed by Mark Smith and Michael O'Brien with Warren Cleland right on O'Brien's rear bumper. Unfortunately Dilly had a troubled race and was a lap down, but a much better result was to come, aided by starting P1.



The Reverse Grid saw the first seven finishers covered by less than six seconds, but Hogg again proved he was the 'Master of MX5', making a superb start from the back of the five row grid and overtaking Dilly on the final lap to make in back-to-back wins with a 1/10th margin, Hoskins was a couple of car lengths back in third with Wilde and Smith in very close attendance, Cleland held off Topham in the race for sixth. The single race highlight was Wilde executing an inside pass on Hogg at the hairpin on L2 with perfect judgement, however the lead was short lived.

The MX5 Handicap was a triumph for the handicappers, particularly after the seriously close finishes in the earlier races. The officials involved got it absolutely right with the last men away (Bryce Hogg, Tim Wilde and Jeremy Hoskins) coming through the pack to claim the first three places, and it was close when they crossed the line. Hogg was ahead of Wilde and Hoskins, the trio covered by 1.8 seconds, Michael O'Brien was a second back and 2/10ths ahead of Scotty Topham, that's racing as it should be. So Hogg had his hat trick for the day with his 8th win from 9 starts.

The two open-wheel categories continued to impress with their double digit fields and springing a few surprise results.

In the TR Group Formula Ford class the Spectrum of Ronan Murphy was missing from the grid while Qualifying suggested the racing could be much more than interesting. A new addition to the class was Thomas Boniface who had previously raced in Formula First, he discovered how far you could push a new car with a visit to the gravel at Higgins!

The session ended with Brody McConkey claiming P1 for Race 1 with Billy Frazer sharing the front row, the pair split by 2/10ths, series points leader Callum Crawley would be in P3 with a time 3/10ths slower than McConkey with Zac Stichbury alongside, the quartet covered by 0.882 seconds, Kaleb Ngatoa was P5 after clocking a time 1.5 slower than the polesitter.

The opening lap of Race 1 brought a rare error from Crawley, exiting Higgins corner he went off the seal, the left front wheel hit a rut and snapped the car sideways into the tyre barrier, his race over in less than 50 seconds! Crawley's demise really opened up the possibilities and it was Frazer and Stichbury who took full advantage, Frazer drawing away to win by 8 seconds with Ngatoa 2/10ths behind Stichbury as they crossed the line. Blake Evans claimed fourth after holding off the challenge of Boniface. It was bitterly disappointing race for McConkey who suffered engine problems but soldiered on to finish last, a lap down.



Frazer was just as hot in Race 2 and drove a flawless race to beat Crawley home by 6.3 seconds, such was Frazer's form that his fastest lap was half a second quicker than Crawley's best. In reality Crawley produced the drive-of-the-race because he was forced to start from the back of the grid and overtook all but one car on his way to second place, heading Stichbury and McConkey who both finished within 6/10ths of the #79 Spectrum with Ngatoa fifth.

With Frazer chasing a hat trick the question was could Crawley get the better of the Pukekohe driver. The



answer was 'yes' and victory by little more than second with McConkey double that back in in third and a couple of tenths ahead of Stichbury, Ngatoa claiming fifth and fastest lap.

Chris Symon was missing from the Total Truck Spray Formula First grid, Qualifying ended with Kyan Davie topping the times with a best 1.34.004, 4/10ths faster than 2019 SpeedSport Scholarship winner Matthew McCutcheon with Asten Addy recording 1.34.595, it was very tight at the top. Zac Christensen, Craig Greenwood and Flynn Mullany would complete the first three rows of the grid.

The fastest three qualifiers went on to dominate the result sheets. Race 1 ended with Addy taking the flag half a second ahead of Davie, with a 0.142 gap to McCutcheon - it was typically close Formula First racing at the pointy end of the field with Mullany, Greenwood and Leo Scott completing the top six placings.

Race 2 saw the first two positions reversed with a 3/10ths gap between Davie and Addy with McCutcheon another 2/10ths away, again it was Formula First at its best. Seven seconds back down the track Christensen held off Mullany and Liam Nicholson in the race for fourth. One win each for Addy and Davie so who would prevail in the final 7 lapper.



Race 3 was sensational with five drivers racing wheel to wheel and side by side for the entire 22 kilometre distance. Slipstreaming is the name of the game and leading into the last lap with cars in close formations usually means not leading at the finish line. It was Davie who led the train home very closely followed by Addy, Christensen, McCutcheon and Mullany in a blanket finish - the gaps were 0.34, 0.32, 0.25 and 0.20 with Mullany claiming the fastest lap.

Round 3 of the 2019 FAE Winter Series has set the scene for a great finale on 01 September. Bring it on...

RH

RUSSELL'S ROUND 3 FAE WINTER SERIES NOTEBOOK ...



Head turner # 1. Many of those who were at Saturday's test sessions saw Paul Dewar's NASCAR Dodge Challenger for the first time and had to be impressed. The Penske Racing #22 is very much the real deal, being driven by Sam Hornish Junior and used by Joey Lagano in 2012 before Penske returned to Ford. Paul and his team fitted the 'road' racing suspension components for obvious reasons and had to fit mufflers (no straight pipes in this country) there is some 'tweaking' to be done following the initial outing, including softer brake pads. The car will created great interest wherever it appears. It's a big beast that tips the scales at 1587 kilos, the 5.9 litre Dodge V8 pumps around 850 horsepower (NASCAR engines only have a four-barrel carburettor) and can safely spin to 9,500 rpm, the exhaust noise is pure V8. The Dodge Challenger is definitely a real 'man' car...



Head turner # 2. Following a 12 year project a stunning blue XC Falcon coupe wearing Dick Johnson's # 17 and Bryan Byrt Ford graphics appeared at the Feilding track. The 'tribute' car honours both famous Queenslanders and represents the XC that Johnson raced in the 1978 Australian Touring Car Championship. Bryan Byrt had seven Ford Dealerships in and around Brisbane and is the man who wooed Johnson to Ford from Holden. The car's owner is Paul Macey, also in the New Plymouth man's stable is an immaculate tribute XE Falcon in the blue Palmer Tube Mills colours. Two cars that that redefine the word perfection...

Head turner # 3. Back on the track following an extensive rebuild was the magnificent BMW 3.0 CSL of Jonathan Hogg. Countless hours of work by the legendary Tim Lloyd and Jono himself have seen the 'Batmobile' returned to originality, the standard of workmanship has to be seen to be believed! The engine produced the right numbers on the dyno and the car was a most welcome addition to the FAE Winter Series on the Sunday. The first two GDM Retail Systems GT Cup races produced a 4th and a 3rd, but Jonathan put the car on the trailer before Race 3. He had no suitable tyres for the wet track...



Ejector test. In accordance with the MSNZ Rule Book Paul Dewar was 'tested' on evacuation time from the NASCAR Dodge Challenger that has no doors! Fortunately Paul isn't a big burly man but he did display remarkable agility to comfortably beat the set target time. It was another tick to allow him to race the mighty machine...

Injector test. Tammie Boyden's switch from her faithful Toyota Starlet to a BMW was always going to be a big challenge but the Munich machine didn't seem to have what was needed in the grunt department, something definitely wasn't quite right in the engine room. During preparation for Round 3 the fuel system was thoroughly checked and the problem traced to the injectors. The four offending items were changed and 'bingo', there was an immediate four second improvement in lap times! Oh the frustration...

Happy wanderer. When Sunday's qualifying sessions got to the Formula First category people began asking the question, where's Chris Symon? Eventually word filtered through that he was seen strolling around the pit in a casual manner in casual clothes with his hands in his pockets. Definitely not in racing mode...

Mr and Mrs duel. In the SF Cup Handicap six lapper there was a great family battle going on in the mid-field, not duelling banjos but duelling Hondas. The Stanleys gave no quarter and asked no quarter and the outcome was only decided on the drag to the flag, Samantha crossed the line ahead by 0.453 seconds. Gareth set the faster lap of the two, 1.26.720 v 1.26.835. Honours even then...



Rebuilt has begun. Round 2 finished early for Richard Bosselman when his MX5 suffered extensive rear damage in a Turn 1 incident in Race 2, to make matters worse he was the innocent victim! Close inspection revealed that the car was a write-off but not all was lost. The forward thinking Richard had a spare body shell in his shed, but his 2019 FAE Winter Series was well and truly over. Not being a man to waste time, a month later construction of a new roll cage had started on his Mk2 racer. Barry Crump wasn't the only 'good keen man'...

Talking rebuilds. Justin Allen entered the 2018/19 Toyota 86 Championship for the first time and it became a very expensive exercise, so often when there was contact between cars the Battery Town entry was involved, it was as though a large target had been painted on the rear of the car! One of the objectives of the FAE Winter Series is for drivers to enjoy racing in a competitive environment but with an element of enjoyment, you aren't competing to win a bag of gold. Race 2 in the GT Cup ended in disaster for the Feilding Auto Electrical team within seconds of the start as their '86' was one of the three 'innocent' cars badly damaged with some initial thoughts suggesting that the Toyota could be written-off. That's not what the spirit of the racing is about. 2019 just hasn't been Justin's year...



No sitting around. Team Allen could have said 'enough is enough', but Huw, Kathy and Justin aren't people who think like that. Just a couple of days after their '86' was mauled plans were put in place to rebuild the bent racer for Round 4 of the Series that they enthusiastically sponsor! Working closely with their panel beater, the team assessed the situation, there was a trip to Toyota HQ in Roberts Line to secure the necessary parts and the rebuild was underway. Hopefully they will get the reward they deserve on 01 September. Maybe a BIG box of those highly prized fish...

Timed to perfection. The meeting started with Clerk of Course Brian Davie delivering probably the shortest driver briefing in Manfeild's history and it set the tone for the day. It allowed the first qualifying session to commence 7 minutes early, the lunch break began 12 minutes ahead of time. The afternoon session resumed at 1.06pm, 4 minutes ahead of schedule, there was a long disruption following the red flagging of Race 18 and the recovery of the three damaged cars, yet the final checker flag fell at 4.50pm to end a programme with 8 Qualifying sessions and 23 races just five minutes behind time. That was impressive and all down to 100% efficiency in every area. A quite outstanding all-round team effort...

Spanish flyer. Another car creating more than its share of interest over the weekend was the SEAT Cupra TSi driven by Brendan Murphy, it has an interesting background story. Based on the VW Golf GTi platform and powered by the VW Group's 2.0 litre 220 kW (295 bhp) turbocharged engine, the Leon Cupra proved to be a very popular and competitive car in a one-make series that led to the establishment of the TCR class in 2015, TCR has since become the world's fastest growing racing category with thirteen manufacturers currently competing. The Cupra race cars are factory built so are very serious pocket rockets. You've gotta like the cool looking aero package too. Olé...



Outstanding captains. The Manawatu Car Club has extremely capable people on Manfeild's Level 2 'bridge' to run the ship on race days. The Clerk of Course plays the pivotal role and continually monitors what's happening both on and off the tracks with the support of assistants. Big calls have to be made, decisions made instantaneously, there can be judiciary matters to deal with, and at the end of the day the required MSNZ reports written. The MCC is fortunate and proud to have people of the calibre of Malcolm Glenn, Jamie Glenn and Brian Davie in the hot seat. It's a trio at the top of their game...

Birthday boy. It was a big day for Callum Crawley, it was also an interesting day of the track for the Feilding star. There was a very rare mistake on the opening lap at Race 1 that resulted in an equally rare DNF. Obviously out to make amends, Race 2 saw Callum at his brilliant best, forced to start from the back of the grid he weaved his magic to cross the line in second place, close but no chocolate fish. It was a case of third time lucky in Race 3, victory and a tasty fish. No cake, no candles...



Familiar face. The legendary Jacque Mannes came out of retirement to take command of the timing, a vital component in the successful running of a meeting. It's high pressure work that most people simply don't understand, starting with inputting the data relating to all the entries before cars even take to the track, a major and time consuming task. People look at a result sheet without realising what it takes to produce. There are so many facets of the V-Force...

The MX5 that's different. It doesn't run in the MX5 Cup because it isn't eligible, at a quick glance it looks like a normal MX5 but you compare lap times and there's a very significant difference. Bryce Hogg set the fastest MX5 Cup lap with a best 1.25.087, David Scott's #12 MX5 runs in the GT Cup and clocked a best 1.14.646, that's a gap of close to 10½ seconds! Get up closer to the Scott car and you notice the flared guards and bigger wheels, then a look under the bonnet that reveals the real answer to the time difference, shoe horned into the engine room is a 302 cubic inch Ford Mustang V8, a popular American conversion. The 10½ second gap suddenly makes much more sense...



And the winner was. To many the most important event of the FAE Winter Series is the second race for the RS Cup competitors at Round 3, at stake is the Trudi-Ann Memorial Trophy that's awarded to the first finisher in the race. Breakouts are completely ignored in the spirit of how Trudi-Ann raced and the Reverse Grid livens up proceedings even more, particularly with 19 cars facing the starter. Ray Hartley was the intrepid pit lane reporter and had the pleasure of presenting the coveted trophy to Sean Browne, Sean also got a choc fish and a winner's decal. No hugs, no kisses...

So who was the first winner? The Crooks Family donated the trophy as a memorial to their daughter and the spirit in which she raced. The T-AMT was first competed for in 2011 with Simon Wellum the inaugural recipient, he triumphed again two years later and is the only dual winner. The other names engraved on the trophy are Mike Dunn (2012), Ryan Cooksley (2014), Nick Beauchamp (2015), Bron Bell (2016), Chris Anderson (2017), Greg Browne (2018) and Sean Browne (2019). We salute their racing spirit...

Bring on the bling. During the Saturday lunch-break there was the circuit hot rod 'invasion' of cars that had been involved in the swap meet held in the Stadium car park. Hot rods aren't for everyone but you have to admire the design creativity, the craftsmanship and the pride of ownership. Each to their own...

Where's Wally. For the second successive round the GT Radial Taxi Cuppers were conspicuous by their absence. At Round 2 only two of the drivers could make the meeting and they made the decision not to race because it

would give them a virtually uncatchable advantage on the points table. Very gentlemanly. But, the group were also missing at Round 3, very odd for men who appear to really enjoy the sport. Recognising that it is the winter season maybe they have gone to ground and are hibernating in their burrow at the local Bay View Hotel. Hopefully some bait has been laid to lure them back for the final round...

Where's Ronan. Missing from the Sunday Truck Rentals Formula Ford grid was Ronan Murphy. It's reported that during a session on the Saturday test day a miss timed gear shift resulted in a zapped engine that immediately became unsuitable for the purpose of racing, with no replacement propulsion unit the # 91 Spectrum remained on its trailer. Despite missing the three races Ronan only dropped from second to third on the point's table, 3 points behind Billy Frazer. It will be 'game on' in Round 4...

Sprint karters sample the big league. Seven of the country's top sprint drivers lined up to have their first taste of racing on a full-size motor racing circuit. They were spread across the classes with New Zealand V8 Ute champion Richard Moore tackling the big boys in the premier Karts International category, for all of them it would have been very different racing on a 3 kilometre circuit after their regular 800 metre tracks. There were big names too, including Rianna O'Meara-Hunt who is one of the top female racers in Australasia, she was the best of the 'visitors' with highest placings of 4th and 5th in the ultra-competitive Rotax Max Light class. Studying the result sheets shows a high number of DNFs and DNSs. Maybe it was harder on both man and machine than some thought...



A real mouthful. The machines may be small but the name of the series they race in is anything but. Its most commonly referred to as the NZ Superkart Series, the full title is the KartSport New Zealand Superkart Driver's Club's 2019 Hansen Products Tri 500 Series. Try saying that without taking a breath...





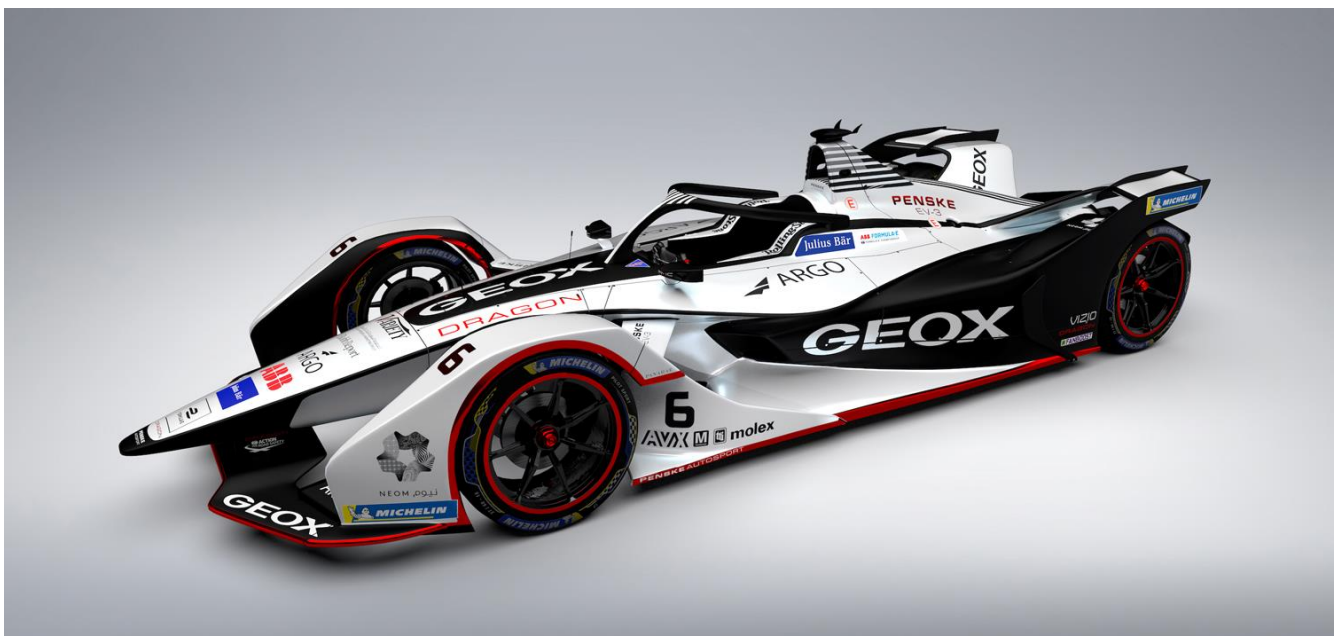
With Formula One taking its traditional summer break in August it looked as though Brendon Hartley would be putting his feet up away from the Maranello simulator, then out of nowhere comes the news that he has secured a drive in the 2019/20 ABB FIA Formula E Championship with an American team - that means Brendon now has contracts with four teams covering three major motor racing categories!

In this latest move Brendon has joined GEOX Dragon Racing that's owned by Jay Penske (son of the legendary Roger Penske) who is not involved in the auto industry, the New Yorker is a highly successful entrepreneur, media owner/publisher and philanthropist.

Jay is very excited about his new signing. *'Brendon is a real racer. He has a unique combination of experience, intellect, and race craft that will allow him to maximise the potential of the new Penske EV-4 powertrain. Most importantly he shares our hunger, and our determination to take the fight to the incredible field of manufacturers this season'*.

Following on from his time and experience developing the Porsche e-racer, Brendon is equally enthused about the future. *'Formula E is totally different from any other race series I've been in, but I'm hoping my experience in many categories with energy management will pay dividends and give me a head start as a rookie. I have always been a fan of street tracks and FE has some of the wildest I've seen'*.

The new season will see two kiwi drivers on the FE grid, Brendon joins Mitch Evans who is a 'veteran' of the class, having started his all-electric career in 2015. Driving for Panasonic Jaguar Racing, Evans record currently stands at 37 starts with one win and four podium finishes, but Brendon's race schedule will potentially see two date clashes between Formula E and WEC, most would suggest that the latter would have priority.



This latest move by 'our man' asks the question - Who are GEOX Penske?

Let's go back 10 years. Before Formula E Jay Penske was the co-owner of an Indycar Series team (Luczo Dragon Racing) that was formed in 2007 with the support of Penske Racing and had a one-off start in the Indy 500 with Ryan Briscoe, the Australian qualifying on the inside of Row 3 and finishing fifth. The following year they raced six rounds with Thomas Scheckter without the support of PR, 2009 saw LDR become a full-time team and their driver, Raphael Matos, was named 2009 Rookie of the Year following multiple top-10 finishes. Penske became the sole owner of the rebranded Dragon Racing and his driver was Canadian star Paul Tracey, in 2012 the team ran two cars with one driven by Sébastien Bourdais, both men being top Indycar exponents. Penske's last year in Indycars saw him reduce the operation to run one car, uniquely with two drivers - Bourdais drove the street circuits and Englishwoman Katherine Legge the ovals!

In October 2013 Dragon Racing became the fourth franchise team to enter the new FIA Formula E Championship. Running a three-car team Dragon finished runners-up in the 2014/15 Championship with a solitary win at Berlin, the following season Dragon were third in the championship with a single win in Mexico. In both the 2017/18 and 2018/19 Series the results were disappointing with just one podium finish, but with the third upgrade of the in-house Penske power unit coupled with Brendon's undoubted driving skill and technical ability supported by a new sponsor let's hope that the good times return.

And who are GEOX? GEOX is the leading Italian brand in the International lifestyle footwear market and the company that invented the 'shoe that breathes'. They also make high quality clothing manufactured from waterproof/breathable fabrics using cutting edge technology. GEOX Dragon Racing, the e-team to follow in the coming season.

Also news in the past month was an interesting post on Brendon's Facebook page from Altherm Window Systems.

Welcome to Team Altherm Brendon Hartley! We are very excited about our partnership for the next two years as he takes on the next stages of his motorsport career.

So what's this all about...

RH



Brendon Hartley 
@BrendonHartley

Very happy to be joining @GEOXDRAGON racing for @FIAFormulaE season 6! I met the team last week and have started testing this week. Good feelings 👍



THE RISING SUN MEETS F1 ...

For F1 fans in this country interest in the Honda name in grand prix racing was rekindled towards the end of the 2017 season when Brendon Hartley was signed to drive for Scuderia Toro Rosso. It soon became apparent that the team was the 'guinea pig' for Red Bull and the development of the Honda hybrid engine in preparation for Red Bull's possible switch from Renault power in 2019.

For numerous reasons Brendon didn't achieve the results he deserved and his contract was terminated half way through its two year term, however, there was no doubt about his exceptional ability as a test/development driver. Because of his input and contribution he was extremely popular with the entire Japanese engineering team and this was publicly acknowledged by Honda's F1 Technical Director Toyohura Tanabe when it came time to say 'sayonara'.

Brendon's close link and the interest it created leads to the obvious question - When did the world's largest motor cycle manufacturer actually become involved in motor racing?

The answer is 55 years ago.

Quite remarkably, the Japanese company entered grand prix racing only four years after producing their first road car in 1960. Following the same path as Ferrari and BRM, Honda designed and built the engine, transmission and chassis of the car in-house and following two years of development the RA271 appeared at the 1964 Belgian Grand Prix. It was a proud day for the factory team that was all-Japanese with the exception of its driver, rookie American Ronnie Bucknum.

At the time it was a car like no other, many considered it be an engineering masterpiece with the centre of attention the naturally aspirated 1.5 litre V-12 engine that was transversely mounted and coupled to a unique six-speed gearbox with sequential shift. Initially the motor was fitted with a carburettor for each cylinder (soon replaced by low-pressure fuel injection) and produced 230 bhp at 13,000 rpm and was safe to 14,000!



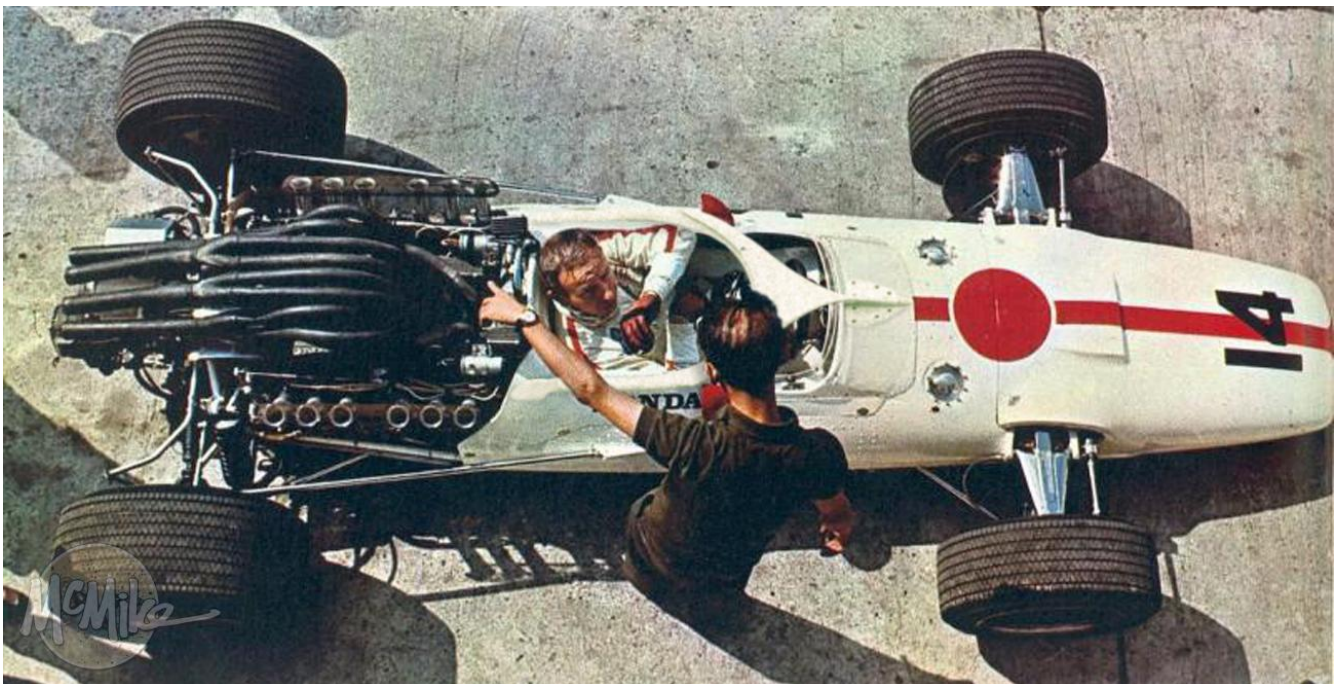
The decision to place the engine across the chassis behind the driver wasn't new, Bugatti used the layout with their equally radical T251 that appeared at the 1956 French Grand Prix. The Bugatti failed to finish in what would be its only public appearance before it and the only other example 'disappeared', to be discovered years later in the most extraordinary collection of cars the world has known. See last month's story 'An Obsession Like No Other'.

The RA271 contested only three races, finishing 13th on debut at Spa Francorchamps followed by retirements at the Italian and American Grand Prix, but the designers and engineers from the Land of the Rising Sun learned a great deal in a short time and the evolution RA272 gave Honda their first victory the following year. In a masterstroke they signed the highly respected American Richie Ginther who was known for his test and development skills to support Bucknum, the team's moment of glory coming in the final race of the season that was also the final race of the 1.5 litre era.

In the Mexican Grand Prix Ginther qualified 3rd fastest and used the car's unmatched acceleration to quickly reach the front and lead all 65 laps, Ginther beat Dan Gurney's Brabham Climax across the line by 2.8 seconds while Bucknum finished in 5th position an lap down.

For the new 3-litre formula introduced the RA273 with a new 360 horsepower 48 valve V12, the car was strong in the engine department but weak in the chassis design, it was also relatively heavy compared to the opposition. It was a poor season compared to the previous year but better times were on the horizon.

Recognising their lack of experience the Japanese turned to English company Lola to assist with the chassis design that was based on the T90 Indianapolis car, next they signed 1964 world champion John Surtees. Nicknamed the 'Hondola', the new RA300 made a sensational debut in the 1967 Italian Grand Prix at the Autodromo Nazionale Monza, a race still regarded by many as the greatest grand prix of all time in terms of action and excitement.



Jim Clark punctured a tyre early in the race and lost a full lap, with 20 of the 68 laps to run he had regained the lead but on the final lap a faulty fuel pump allowed Jack Brabham and Surtees to overtake the Lotus-Ford, the Honda crossing the finish line less than a car's length ahead after Brabham went wide at the final corner, Clark claimed third. The race was the second victory for Honda, the sixth and final win for Surtees in his F1 career, Italy was also the first grand prix where starting lights were used.

The Honda RA300 was on the grid in three more races that produced a DNF, 4th and 8th in Surtees hands, it remains the only car in F1 history to score its first victory in its first race on the only lap it led! It would also be the last win for the factory team until 2009.

The following RA301 suffered from reliability problems and there were only two podium results, its successor, the RA302, was a radical and completely new design that was influenced by Soichiro Honda himself because he wanted an air-cooled Formula One engine.

Designed and built in Japan, the chassis was of monocoque construction but skinned in lightweight magnesium alloy, the engine a 2.9 litre naturally aspirated 120 degree V8 that was suspended from a light-alloy beam that formed the backbone of the car. A long duct on each side of the cockpit directed cooling air to the motor.

The car appeared at the 1968 French Grand Prix at the Rouen-les-essarts circuit, Surtees referred to the car as a 'potential death trap' and refused to drive it as he believed it was unsafe - his words proved to be prophetic. Jo Schleser drove the car that proved to be uncompetitive, the Frenchman qualified on the back row, 7 seconds off the pole time. Both his race and his life ended on Lap 3 when he lost control in the heavy rain and crashed, the Honda catching fire on impact with a bank, the combination of magnesium and the 58 laps of fuel in the tanks creating an inferno that completely destroyed the car. In the race Surtees drove the older V12 RA301 car and finished second behind Jackie Ickx' Ferrari that became the first car to win a grand prix fitted with an aerofoil.

A second modified RA302 was built for Surtees to drive in the Italian Grand Prix, again he refused to drive the car and Honda made the decision to withdraw from grand prix competition, the unraced RA302 later became an exhibit in the Honda Collection Hall.

It would be nearly 40 years before Honda returned as a constructor.



In 1998 they did seriously consider re-entry to F1, actually producing a new engine and hiring the highly respected Harvey Postlethwaite as their designer and technical director. A test car, designated RA009, was built by Dallara to Postlethwaite's design and extensively tested by Jos Verstappen the following year, posting competitive times. At one of the tests at Barcelona in Spain Postlethwaite suffered a fatal heart attack, as a result the project was shelved and Honda made the decision to be a full-time engine supplier to the BAR team in 2000.

(During his career Harvey Postlethwaite had designed F1 cars for Ferrari, Tyrrell, Hesketh, Fittipaldi, Wolf and Sauber, most were successful. The Englishman also designed the first 'high nose' car, the Tyrrell '019' that featured an unusual anhedral front wing)

In 2005 Honda became the sole owner of BAR (British American Racing) and the decision was made to race under the name of 'Honda Racing F1 Team', retaining BAR sponsorship through their 'Lucky Strike' brand.

The following year saw the Rising Sun back in grand prix racing and back winning with the proven RA106.

The Hungarian GP was Round 13 of the World Championship, however the number '13' wasn't unlucky on this occasion. The 70 lap race on the Hungaroring was Button's 113th GP start and took place in unusually wet conditions with the track surface drying in the latter stages. It was a far from easy weekend for the Briton, in the final practice session his 2.4 litre V8 engine expired, fitting a new unit brought a ten place grid penalty which took him from P4 to P14. Revelling in the wet 'JB' had



moved up to 4th place after only 10 laps, took the lead at the half way mark and crossed the line more than half a minute ahead of Pedro de la Rosa's McLaren-Mercedes in what was a dominant performance.

The victory marked the first GP win of Button's career and first win for the Lucky Strike Honda Racing F1 Team. It was the first win for a Honda engine since Heinz-Harald Frentzen won the 1999 Italian Grand Prix driving a Jordan-Honda, and the first win for Honda as a Constructor since John Surtees won the 1967 Italian Grand Prix, an astonishing gap of 32 years!

Hungary was the only win in 18 races for the RA106 that became the basis of the Super Aguri F1 car that competed in 2007 alongside an all-new Honda that was designed in-house. The RA107 had aerodynamic and performance deficiencies and didn't have the hoped for success with just six top 10 finishes and a best placing of 5th in China, but it was a history maker.

At that time tobacco sponsorship was rapidly coming to an end, for Honda Lucky Strike was gone and the team chose a livery more in-line with the company's corporate image, they created the 'Earth Car'. With only minimum decals, the RA107 had a striking livery that depicted the planet Earth against the black background of space, not surprisingly reactions were mixed. When the RA107 appeared at the season opening Australian Grand Prix it was the first time in 30 years that a car had raced without a sponsored permanent livery.



At the end of the year Honda announced that former Ferrari technical director Ross Brawn would become team principal, the man behind the extraordinary success of the Scuderia during the Michael Schumacher era. The RA108 'Earth Car' did little better than its predecessor in terms of results, four top 10 finishes highlighted by Ruben Barrichello's brilliant drive in a wet British Grand Prix to finish third - for some fans the best thing about the car was the exhaust noise as the V8 motor ran up to its 19,000 rpm limit.

Following two seasons of poor results Honda left the sport at the end of the 2008 season during the global economic crisis. However they continued to work on a new RA109 while Honda endeavoured to sell the team that was eventually saved by a management buy-out led by Brawn. The former Honda outfit would enter the new season as Brawn GP, retaining Button and Barrichello as drivers and using engines supplied



by Mercedes-Benz, Honda provided financial support during the first year. Following 15 months of intensive development the results were astonishing - Button won six of the first seven races, Barrichello another two in the second half of the season and there were only two retirements from races. What the team achieved resulted in being named 'Laureus Team of the Year', the world's most prestigious award.

Motor racing history books show that Jenson Button won the 2009 World Drivers Championship with Barrichello third, and Brawn GP won the Constructors Championship in the team's only season in F1. On 16 November 2009 it was officially announced that the team had been sold and would re-appear the following season rebranded at Mercedes GP.

A new era in grand prix racing was about to begin. Mercedes-Benz recruited a new driver pairing, returning seven-time world champion Michael Schumacher with a young Nico Rosberg as his team mate, and Brendon Hartley would soon become involved.

Honda and its people brought something special to Formula 1 from the moment they arrived at Spa in 1964 for the Belgian Grand Prix, their innovation and the quality of their engineering set them apart. In F1 Honda never achieved the success they probably deserved, yet the Honda F1 engines achieved remarkable success, particularly with the McLaren and Williams teams. But that's another story...

RH

PS

Honda's first road vehicle was produced in 1962, the 360cc T360 mini pick-up truck, two months later followed the remarkable S600 sports car. Advance five years and the N600 mini car was on the production line, then the micro Honda Z appeared in 1970. The first Honda Civic was introduced to the world on 11 July 1972 and is now in its 10th generation.





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.



**WE
WANT YOU**



TO EXPERIENCE MOTORSPORT FROM THE INSIDE

FEILDING AUTO ELECTRICAL WINTER SERIES PRIZE GIVING
SATURDAY SEPTEMBER 7TH

TRANSPEC / GT OILS SPRINT SERIES ROUND 2
SUNDAY SEPTEMBER 15TH

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

PARTING SHOT...



As we celebrate 55 years of the iconic Mustang, reflect on these two examples, the famous PDL car driven by Leo Leonard and the equally famous Jim Richards Sidchrome car. A very wet Manfeild!!

