

Manawatu Car Club Inc

MAGAZINE

October 2019



Something for Everyone

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First off this month, a heartfelt congratulations to all the trophy winners from the 2019 Feilding Auto Electrical Winter Series. It takes time, commitment, a passion for the sport, a fair degree of skill, and sometimes a little luck to achieve the results that let you stand on the top step at the end of a championship, so I rightly take my hat off to you. I hope you all enjoyed the prize giving evening and the accolades because they are very well deserved. Remember however, it also takes other competitors to push you to levels you may not have otherwise reached, so a big shout out to ALL those that enjoyed competing in what is probably the best race series in the country. Let's make sure we build the series, year on year, by continuing to spread the word about our sport and offering the same friendly, encouraging and inclusive atmosphere to anyone wishing to "have a go". A big thank you also to all the sponsors who make the whole thing viable for the club to run. Without their support it just wouldn't happen, so remember that next time you go shopping – support those that support us.



I read an interesting statistic recently. Apparently there are now more surgeon hours spent dealing with Lime scooter injuries than those resulting from motorcycle accidents in this country. As a bike rider I wonder where ACC sits on this given that I pay an absolute fortune in ACC levies as part of my registration costs because I am deemed to be, rightly or wrongly, at high risk. However, any drunken fool can hop on a scooter and proceed to write themselves off and is automatically covered at no cost to themselves. It doesn't seem quite right, does it??

Given the whole sustainability issue is getting huge chunks of media coverage, I pinched this from the internet as being appropriate. Talking about a cherished classic reaching 40 years of age, is the following "Something that lasts is by default sustainable, something that is designed to become obsolete in no time at all, with little or no chance of becoming a classic from the moment it rolls off the production line, is by default unsustainable, unloved, and will be ultimately unwanted without emotional connection between man/woman and machine we humans are apt to discard that which we lack the passion to maintain and nurture over time – far easier to ignore, use and abuse, discard and move on to another. There is something profound missing from the hybrid car movement, passion, and that alone ensures that these vehicles will forever more be disposable, simply a means to an end for the end user who no doubt looks upon classic car owners (custodians) as weirdos, while failing to grasp the reality. These owners and lovers are in fact in possession of a more sustainable mindset than those who buy into an unsustainable concept"

Interesting. While I can't say I agree completely, I do think there is a valid point made. There is much to be said for the fact that car enthusiasts, with obvious emotional attachment, tend to cherish their rides (whatever form they may take), and many retain vehicles for considerable lengths of time. To them, and us, their vehicles are not just a method of getting from A to B, unlike so many of the population.



Certainly the longer any object is used for its primary purpose, by definition the more sustainable it must become, especially when it continues well beyond its expected life span. I look at cherished veterans and marvel that at well over 100 years old they are still giving pleasure and doing what they were designed and engineered to do. Somehow I can't quite see a 2019 Corolla being seen in the same light in 2119, can you?? I guess it is all very subjective, however that final sentence has a certain resonance with me.

I'm not going to enter the climate change debate (because of course it is changing, and always will), however I will reiterate a thought that has been nagging at me for some time, and one I have mentioned before. In the face of current opinions on CO2 emissions and sustainability in general, we, as a Club and a sport, MUST ensure that we continue to be seen as relevant. The risk is that by failing to do so alienation by an ill-informed public is all too real. The media is currently bashing our farming community, how long before it finds a new focus??

My friends at Auckland Transport released a statement recently advising that it is weighing up scrapping its biggest road safety initiative, the proposed widespread lowering of speed limits across the region. The volume of public submissions and the complexity of re-jigging any speed limit reductions could apparently scuttle the controversial initiative. This was going to be the wonder cure to the road toll. The absolute dog's bollocks. What happened?? I wonder if they have finally realised that without public buy in there is no chance of the proposal being successful?? Interestingly AT's Chief Executive Shane Ellison is quoted as saying "there's always been a possibility it didn't go ahead". That's certainly not the impression given up to this point.....

Lastly, roll on 2020 for the WRC return to New Zealand's shores. Great news indeed.

Keep the rubber side up

TW





OCTOBER 2019

- Saturday 12th Drift Practice (Main Track)
- Friday 18th Manfeild Test Day
- Saturday 19th OctoberFAST Day 1
- Sunday 20th OctoberFAST Day 2



NOVEMBER 2019

- Saturday 2nd ShowVember Drift Comp, Hard Park, Charity Cruise
- Sunday 3rd Transpec / GT Oils Track Day Series Round 4 and 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 Day (Main Track)



FEBRUARY 2020

Saturday 29th February FlatFoot

MARCH 2020

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

APRIL 2020

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

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

Saturday 11th Mitre 10 Mega Summer Race Series Prize Giving



“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 8th October 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

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Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.



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Your 2019 Committee:



Jill Hogg



Noel Beale



Jaron Olivecrona



Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

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

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN



The last round of the Feilding Auto Electrical Winter Race Series was awesome!!! Not only because the weather was good and the fields were once again large, but I got out to race... whoop whoop!!! A couple of months off did me the world of good as I had heaps of built-up frustration of not being able to get out there so I remember thinking "this is awesome" on about the 4th lap of qualifying... That built-up frustration also helped me break out in Race One and Two, I did my best ever time in the car despite being on Semi-Slicks (the old best ever time was done on slicks), so I was amazed to see the times. In all honesty I just about didn't make it to go racing but a good mate popped around on Saturday morning and helped me out with the car and made sure that it was ready to go... thanks Nick!

After the racing was done and dusted quite a few people joined the volunteers at the Refueller Bar for a light refreshment and a bite to eat. It was great to see so many people mingling and taking about the series and having a good laugh.

Our Winter Series would not be what it is today without the generosity of our sponsors, - Feilding Auto Electrical – it is an absolute pleasure to have Huw & Kathy as our Series Naming Sponsor each year, they are both passionate supporters of the MCC and are a big part of our MCC Family. Matt from Danny's Autos, Ben & Tammie from BT Advisory, Anton from Geartech, Geoff from Coresteel Buildings Manawatu, Ernie from Ernies Engineering, Micheal from GDM Retail Systems, John from GT Radial, Johnathan from Max Tarr and Tony from Total Truck Spray and of course the company that I work for TR Group Ltd – thank you all for your ongoing generosity and for helping us to continue to make this the best club race series in the country... Please remember that nearly all of our Winter Series sponsors are also MCC Club Members, so I urge you to please support them whenever and wherever you can as you will be supporting one of your own.

There is no doubt that our Winter Series is indeed the best series in the country... Each year there is a huge amount of effort and hours put into planning our Winter Series, everything from the rules and regulations, to marketing, through to making sure we have enough people on the ground on any given day to run the race meeting are carefully looked at... and while there are some things outside of our control we hope that we have done enough to make our members and competitors want to come and race with us. I am proud to say that the 2019 Feilding Auto Electrical Winter Race Series has been the best on record, with more than 450 entries across the four round series (excluding the ever popular Supercarts), out of those over 450 entries there were 227 different vehicles / entrants, these are truly outstanding numbers in a climate where other car clubs around the country are struggling to get a quarter of those numbers!

To our awesome volunteers, without all of you we would simply not be able to race, it is as simple as that. Your dedication to, and support of, our Winter Series is truly awe-inspiring, we cannot thank you enough for what you do to allow us to go racing. The weather gods have not been overly kind to us this year but you guys and girls happily go out in the elements day after day to ensure the safety of the competitors, and you all return at the end of the day with a smile on your faces... we all appreciate what you do... thank you!

The following weekends Prize Giving was a fun affair, over 80 people attended the evening, most of the people receiving awards were able to be there which was great to see and be a part of. Russell Harris did his usual thing and had the crowd laughing from the first minute and the team behind the scenes did an awesome job both setting up for the event and for making sure everything ran smoothly on the night... thanks team! A huge congratulations to all of those that received an award on the night.

We have a really busy three months ahead of us now, we have the 3rd Round of the Transpec / GT Oils Track Day Series on the 15th September, our first Drift Practice event for a while on the 12th October. A huge OctoberFast Meeting with around 200 cars racing, including the ever popular Central Muscle Cars, on the 19th & 20th October. Our pinnacle Drift Event “ShowVember” on the 2nd November, closely followed the following day by the 4th and final round of the Transpec / GT Oils Track Day Series. The iconic MG Classic Meeting is on the 15th, 16th & 17th November and we are also very happy to be hosting the Supercarts Nationals on the 7th December. The following day on the 8th December is the first round of the Mitre 10 Mega Summer Race Series. So 8 different meetings between now and the 8th December... whew!

It is once again awesome to have Mitre 10 Mega back on board as the Summer Series Sponsor, Andrew Stewart is passionate about his racing and his support of the Manawatu Car Club, we are truly lucky to have him as a sponsor. Let's just hope that his car has been fixed and is ready for the series as it would be good to see it out there.

The coming Mitre 10 Mega Summer Race Series is going to be a four round series this time around, the first round is in December, the second in January, the third in March and the final round is in April so there will be plenty of racing for the MCC Family to do over summer, I know that I am looking forward to it.

As well as the pending arrival of our daughter around Xmas time, there was something else arrive at home recently... and a few things have left. I had been working on a project for the past couple of years and it hasn't been going along as well as I had hoped so I brought it home to finish it off. This put a little pressure on the space in the garage at home so a lot of stuff has been tidied up and put on Trade Me to make room, Lydia also advised me that with two children she would also like to get inside the garage with her car also, especially during the Winter months, so there has been another radical clean out going on over the past few weeks and I have been getting rid of stuff that I haven't used, driven or ridden for a couple of years now. Every man reading this will know how hard it is to get rid of things from the garage and although I had a tear in the eye when a couple of things departed it is definitely for the best. I really hope to have the project on the track around the middle of next year...

We also had another family member arrive on Saturday 28th September. My eldest daughter Alyssa gave birth to a beautiful baby boy. Isaac came into the world at 4.25pm weighing in at 7lbs 2 oz. Both Mum and Son are healthy and are doing really well. So another Grandson for me, another Nephew for Uncle Jack and our pending daughter will be born an immediate Auntie to two boys... I love explaining that one to people and watching their eyebrows raise as they try and work it all out... Xmas lunch is getting bigger and bigger by the year!



Did you know that you can't deposit cash into a business account without having I.D on you? We don't often have people pay us in cash at work, most of our clients have an account with us or pay using a Credit Card or Fuel Card, but one customer needed to pay us in cash as that is all they had. So off to the bank I go with the \$51.80 just to get there and see that they no longer have a deposit box to drop the plastic bag into, so I head to the counter and wait in line only to get to the front and get told I can't deposit that unless I see your I.D. My amazed look startled the woman and the associated phrase of “you are kidding” came as quite a surprise to her but as I explained this was the first time we had deposited cash into the business account for some months and I did not have I.D on me and it was “Cash” that I had to put into our own account, not thousands of dollars into a personal account, but \$51.80 into a business account, and did I look like I was trying to do something dodgy in my high-vis? Anyway after lots of words and reasons why she couldn't do it I finally got my own way... maybe me standing at the counter and saying that I wasn't going anywhere until she took the \$51.80 and put it in the account might have had something to do with it, as the line was getting longer by the second... what a crazy world it has become.

Richie

Summer Starts HERE!

OctoberFAST!

October 18 / 19 / 20th 2019

FREE SPECTATOR ADMISSION



Aaron Mai Photography

Round 1 of the IRC Summer Series

CLASSES

- Central Muscle Cars
- Formula Ford Championship
- Formula First Championship
- Mazda Racing Series
- Motul Honda Cup
- BMW E30
- BMW 2 Litre
- BMW Open
- NZ Six / HQ
- Super Mini Challenge
- Pre-65
- SS2000
- K-Sports Sedans
- NZ Sports Car Racing

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Manawatu Car Club





CLUB MEMBER OF THE MONTH

NAME: Paul Bass aka “Bassie”

BORN: 08.01.1962

OCCUPATION:

Investigator – motor vehicle accident reconstruction and criminal defence work

RACE CAR: Mazda RX7 batman

EVERYDAY DRIVE CAR: Ford Ranger Wildtrack

DREAM CAR: Mustang



YOUR BEST MOMENT IN MOTORSPORT?

Putting my car on pole in the GT's (GTRNZ GT grid) at Taupo after building my first race engine (rotary) some years back!

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

Something that involved driving I've always loved driving

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

MUHAMMAD Ali ...in his prime, wouldn't have to need any other guests

WHO WOULD YOU PLAY IN A MOVIE? A cowboy in a western

THREE WORDS THAT BEST DESCRIBE YOU... a petrol head

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? A Mustang convertible... freedom!!!

WHAT IS YOUR SECRET VICE? I love Speed

PEOPLE WOULD BE SURPRISED TO KNOW THAT... I've won a chocolate fish

FAVOURITE QUOTE... hmm something that you can publish? “oh well”



GRID TORQUE



OOPS...

I got a bit too smart for myself here. Got the specs via that wonderful medium called 'Google', but made the basic mistake of not correctly identifying the model Porsche raced by Struan Robertson! The following email from Struan put us right

"I've just read Russell's wee write up in the August magazine about my car, and after reading his description all I can say is, 'I WISH'.

Mine is a much older model, 2008 in fact. Officially a 911 GT3 Cup car. Commonly known as a 997. It has the 3.6 litre engine, not 4 litre, about 360 horsepower, not the 493 Russell quotes. It is on the older chassis and suspension, however it has lots of ali (aluminium) panels and carbon fibre doors and engine cover.

It does have a 6 speed sequential gearbox, which is taking a bit of getting used to. My plan is to use the Winter Series to learn and get comfortable in the car, for an onslaught in the Pirelli Porsche Series.

A bit of a step up from last season winning the class in a 944, but so far huge fun, especially in wet conditions. A factory built race car, and I still get a bit excited just looking at it.

Cheers, Struan"

Appreciative thanks Struan for sorting me out, and apologies to the readers. Also congratulations on winning the GT-A class and overall GT Cup in the Winter Series. I'm sure you're not the only one who gets a bit excited looking at the 997...

RH

Age shall not weary them. Those are words from the spoken tribute to fallen ANZAC soldiers from two World Wars, they are also words that could be used in a different context to a small number of drivers competing at a high level of motorsport. Our own Kenny Smith is the perfect example, still the undisputed 'King of Formula 5000' at 78 years of age. There is also an Australian by the name of Gerry Crown who has just won his second Peking to Paris Rally with co-driver Matt Bryson in a Leyland P78. The 13,687 kilometre long route took more than 100 classic and vintage cars through China, Mongolia,



Russia, Kazakhstan, Finland, Estonia, Latvia, Poland, Germany and Belgium to the finish in France after 36 days on the road. The 1974 P76 and its crew narrowly won the Classic Car category from a 1973 Porsche 911 and a 1972 Datsun 240Z. For Crown and Bryson it was their third triumph, they won the rally in 2013 driving the same P76, and in 2010 using an EH Holden. Gerry Crown is 87 year old. Age has certainly not wearied him...

Supporting our national game # 1. Two prominent MCC members, sponsors and racers have close links with sponsors of Mitre 10 Rugby Championship teams. Geoff Spencer is the local franchise holder for Coresteel Buildings who are based in Whangarei and operate in 25 regions around the country. The company produces commercial steel buildings and sheds in any size without compromising structural integrity, a key feature is that their system allows for uninterrupted interior space without poles or braces. The Coresteel name is proudly worn on the light blue jerseys of the Northland Taniwha.

Supporting our national game # 2. Greg Browne is the owner of GT Oil in Feilding (101 Denbigh Street) who offer an oil lubrication and filter service and is also a distributor of Total Lubricants who are the principal sponsor of the Hawkes Bay Magpies. Total SA is a French multi-national oil/gas company that was founded in 1924 and is now one of the world's seven 'Supermajor' oil companies, last year it generated revenue of US\$209,363 billion. In recent years Total has enjoyed a very high profile in motorsport as a partner of motorsport teams, most notably Citroen in the World Rally Championship, Dakar Rally and the World Touring Car Championship with star drivers Sebastian Loeb and Ari Vatanen. Monsieur Browne and GT Oil, a' votre service...

New Commodore. We're not talking about the head honcho at a yacht club. Graeme Bretherton has enjoyed his sabbatical but now it's time to return to the track. The familiar Commodore is gone, replaced by a later model that has two more cylinders than the faithful in-line six. They say more power equals more excitement. Let the fun begin again...

TV Mega Star. TV3 have been screening a New Zealand version of the reality show 'Married At First Sight'. Filmed at a secret location it involves two people who are complete strangers who meet for the first time when the bride is walked down the aisle, there's an exchange of vows, the couple are the stars of the after wedding banquet, like a fairy tale they take off to live happily ever after. The episode that screened on Monday 09 September featured 26 year old Auckland pool technician Stefaan Nes and 27 year old South African born Victoria Fuller who is a school teacher. Stefaan is an outdoors man with his pride and joy a \$25,000 jet ski. A prominent member of the MCC was an invited guest as Stefaan is the son of one of his mates and has helped work on his car at Manfeild. The eagle-eyed would have spotted our man in his brief appearance on the lounge screen, he looked very dapper and seemed to be enjoying the occasion. The guest was Craig McIntosh who is now enjoying something approaching celebrity status as a result. Zippo's comment - 'It was an interesting event'...



All roads and air routes led to Pukekohe. A good number of MCC members made the pilgrimage north for the ITM Auckland Super Sprint on 13/14/15 of last month. They saw fellow MCC members doing very well out on the track, they saw some very exciting machinery out on the track, they saw some seriously exciting and close racing out on the track, and they saw something in Race HQ go terribly wrong in Sunday's Supercar race. There was the opportunity to see and enjoy Scott McLaughlin break Craig Lowndes' long standing record of sixteen wins in a season in his 101st Supercar race. The previous day they saw Shane van Gisbergen take the checker



flag then follow Scott home to win the very special JR Trophy (Jason Richards Trophy) as the weekend's top points scorer, some maybe surprised that SVG is the first NZ driver to hold the trophy aloft. Best of all they saw the pair giving 'em a taste of kiwi. The MCCers would have got their money's worth...

How quickly times passes. At a glance it seems hard to believe that the AMOR ALL cheque for the Supercar pole position winner has been presented for the past 15 years. It's equally hard to believe that Craig Lowndes' record of 16 wins in a season stood for 23 years before being broken by Scott McLaughlin. Rarely do records last forever...

Proved its worth. When you looked at the results of the opening round of the 2019/2020 TM Formula Ford Championship at Pukekohe, drivers who had contested the FAE Winter Series were well and truly to the fore. Winter Series winner Billy Frazer ended the Auckland weekend with two wins and a second, Callum Crawley's card read 3, 6, 3, Zac Stichbury recorded placings of 2nd, 3rd and 5th, Kaleb Ngatua had a 10th and a pair of 5ths while Ronan Murphy ended the weekend with a 8, 4, DNF score line, the latter the result of being hit from behind on Lap 1, the impact damaging the right rear suspension. Fifteen cars on the grid was a very healthy start for the revamped title race. Very good racing too...



Serious muscle on show. Robert Berggren's Dodge Viper is the meanest looking machine in the country right now and it's seriously quick with the V10 motor having been replaced by a fully developed NASCAR Dodge V8. The Viper will certainly liven up the ETL Trans-Am racing. Not quite so mean looking but still wild is the Mitchel Race Xtreme built Ford Mustang GT-X that's being driven by two-time World Touring Car Champion Paul Radasich in the BNT V8 category, the car has a Roush Yates Ford V8 NASCAR engine that spins out to an impressive 11,000 rpm. Both 800 horsepower beasts are scheduled to appear at Manfeild Circuit Chris Amon in the coming months. Can't wait...

Eye catcher. One of the most talked about and colourful cars at Pukekohe was the 1969 NASCAR Mercury Cyclone Spoiler II that lined up with the ENZED Central Muscle Cars. The car is the end result of a four year project by Cam Crawford who first raced a Ford Falcon in 2009. Crawford purchased the donor car in 2014 and built it as a replica of the # 98 car that was raced by Lonnie 'LeeRoy' Yarbrough who won seven races with 21 top ten finishes in the 1969 NASCAR Series. In that year Yarbrough won the Daytona 500, Southern 500, World 600 and became to first driver to win NASCAR's 'Triple Crown'. Cam Crawford's Cyclone is powered by a 6.7 litre engine coupled to 4-speed Jerico gearbox and has serious upgrades in the braking and suspension departments for circuit racing. Its debut outing was marred by a collision and contact with a tyre barrier. The colourful Cam Crawford and his colourful Mercury Cyclone Spoiler II will be major attractions at circuits throughout the coming season. Maybe a NASCAR showdown against Paul Dewar's ex-Penske Dodge Challenger? At Manfeild of course...



Something old, something new. The XD was the fourth generation Ford Falcon and was produced between 1979 and 1982. The best known XD Falcon in this country is owned by Dean Perkins who races one of Australia's finest in the Enzed Central Muscle Cars, it's the red one with # 75 on the front doors. This particular XD started its life as a traffic officers work car and Dean has owned it for more than 30 years, during which time there have been countless upgrades to keep the 'big red' at the front of the pack where it remains the car to beat. One reason for its winning ways is the 358 cubic inch Roush Yates Ford NASAR engine that pumps 850 horsepower, another is the development that Dean has put into the other critical areas. Combine all the factors and the #75 XD Falcon flexes its muscles better than most. That Mr Perkins isn't a bad driver either..

Rally star in town. One evening early last month there was an unusually large crowd of people in McVerry Crawford's Palmerston North showroom. The latest offering from Hyundai being unveiled? No, the reason was a visit from Hyundai Ambassador and top kiwi rally driver Hayden Paddon. He would have had lots to talk about with his brief return to the WRC and the special projects he's involved with, including an e-powered rally car. All interesting stuff...

The Mountain calls. Team Hogg are heading off-shore for their first pilgrimage to the Holy Grail of Supercar racing, Mount Panorama. The occasion is the 2019 Supercheap Autos Bathurst 1000 where they will be supporting a large number of kiwi drivers. There's McLaughlin, Coulthard, Van Gisbergen, Heimgartner, Stanaway and our man Chris Pither, the latter being the only Kiwi pairing in the 61st running of 'The Great Race'. But wait, there's more! There are sixteen Central Muscle Car drivers crossing the Tasman to compete against the best of the Australian Touring Car Masters, the preliminary entry list shows 52 cars! Among the familiar NZ drivers are Michael Eden (1971 XY Ford Falcon), Greg Cuttance (1983 XE Ford Falcon), Grant Dalton (1970 Chev Camaro), Bruce Anderson (1969 Ford Mustang Fastback), Andrew Anderson (1982 XE Ford Falcon) Angus Fogg (1970 Ford Mustang Fastback) and Nick Ross (1971 Dodge Challenger). Also on the list is former Manfeild medical man Dr John Elliott, his familiar Holden Torana XU-1 now resides in the South Island so he will be behind the wheel of his Holden Torana SL/R 5000. Can the Kiwis topple the likes of Steven Johnson, John Bowe and Ryal Harris? It's a mouth-watering prospect...

Manfeild log jam. They came in all shapes and sizes, we're talking about the drivers, not the cars! The cars came in all colours but they had one thing in common - they were all Mazda MX5s. The date was Sunday 22 September, the occasion was a driver training day for members of the National Mazda MX5 Club that was formed in 1990. There was classroom instruction before track time that included four disciplines - braking, cornering, slalom and gymkhana, all aimed at making the MX5 owners better drivers to get the maximum enjoyment from their cars. It was a little surprising that Bryce Hogg wasn't invited to instruct in the art of driving in heavy traffic! Maybe MX5ers don't need that sort of help...



Not another one! Word from the other side of the globe confirms there will be another one make series next year competing for the Aston Martin Vantage Cup. The car used will be a race tuned version of the road going Vantage that's powered by a 4.0 litre twin turbocharged 500 horsepower V8 engine. Not quite as cheap as the Toyota 86 though - 250,000 Euros or 280,000 American dollars or nearly 450,000 in our currency. In 2020 there will be a European Championship with plans to extend the series into Asia the



following year. Sounds like it's racing for English gentlemen in Savile Row suits. Rule Britannia...

Let's go shopping. Not to Mitre 10 Mega or Kmart, word is that Paul Dewar and Ian Easton have been to the USA armed with a big bag of greenbacks and an interesting shopping list. It's believed that the ENZEDer picked up a late model Dodge NASCAR motor for his # 22 Dodge Challenger. No word though if 'Jack Jack' was seen at Roush Yates looking for something to fit into his Mustang's engine room. The two long-time mates are so competitive...

Disappointing news. It's been revealed that the ETL Trans-Ams will not be at the MCC's OctoberFAST meeting. The number of cars at Pukekohe was down on expectations and there's always a question mark over reliability. Hopefully they will have the numbers for the 34th MG Classic meeting in November. Please tell us that 'Thunderships are go'...

Exciting programme. The 2019 edition of the MG Classic meeting has no shortage of categories to get excited about. The Transam Challenge (?), Historic Sports Sedans, Allcomers/Group A, Historic Muscle/Saloon Cars are a great start, then there's the Formula 5000 open wheelers to up the game. Now add Historic Racing Cars/Single Seaters/Formula Juniors, NZ Sports Cars/Formula Libre/Formula Atlantic, Pre-65 Saloons and Classics. That's not a bad line-up in anyone's language....



Throwing down the challenge. Justin Allen is looking for much better things in his second season of the Toyota 86 Championship. In a 'VELOCITY' News interview the 24 years old said that he's targeting a top-five finish in the 2019/20 TOYOTA GAZOO Racing 86 Championship that begins at Pukekohe next month. 'The biggest single area of development for us is getting to know the intricacies of the set-up and being



prepared as best as we can with a known base set-up for each circuit on the calendar'. Justin is also looking for pace from within himself. 'We did have pretty good race pace last season overall, but it would have been a big help to start further up the grid'. It is going to be challenging...

Moving on, moving up. Word is that 2019 FAEWS RS Cup winner Jack Cleland is switching to MX5 racing, taking over the wheel of dad Warren's bright green machine. That would suggest that Warren has a special project underway? The next question that arises is who will take over the wheel of the Club's Toyota Starlet? The car was a great success story for young Jack, it could do the same for the next person behind the wheel. The 'Manawatu Car Club's Young Driver Quest' will be auditioning soon. Do you have the necessary talent...

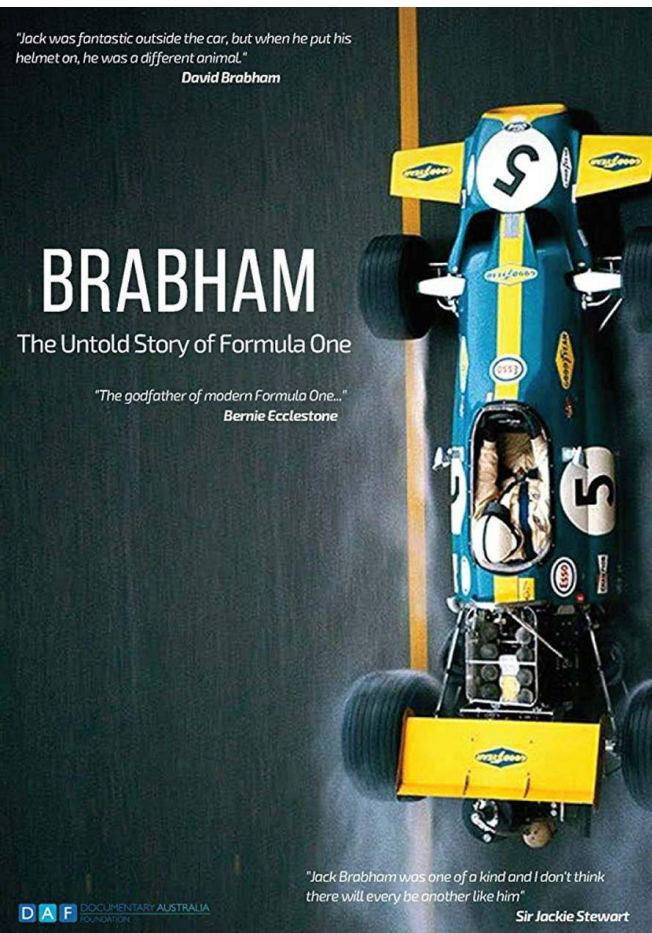
Let down by the sim. Brendon Hartley's work on the Ferrari simulator would have played a key role in the Scuderia's renaissance last month, Red Bull boss Dr Helmut Marko has blamed his team's disappointing performance in the Singapore Grand Prix on a simulator error. 'The simulator is the basis of our setup for the race weekend, so if it's not right you are in trouble. We setup our chassis much too stiffly, which meant we lacked stability. We also had too little downforce'. RB are now going to have their drivers undergo simulator training in the lead-up to each race in an effort to overcome the problem, but it does seem remarkable that one of the top three teams could make such an error. Max Verstappen finished third and Alexander Albon sixth in the race, so on the surface it really doesn't look all that bad. The search for perfection is never ending...



Fleet expands again. The days of the faithful Holden Monaro race/safety car are nearly over. Club Secretary Jeff Braid has been shopping again and this time returned home with a 2011 gunmetal grey FG model Ford Falcon XR6 with its 24-valve 4.0 litre inline six cylinder motor coupled to a six-speed ZF automatic transmission. No turbo. The blue oval badgers will like that choice...

Uncle Sam still loves gasoline. Ford US recently commissioned a study of public perception about electric vehicles in the build-up to a 2022 launch of an EV F150, just to see what they might potentially be up against. The results probably caused a few nightmares for the Dearborn suits and certainly a major headache for their marketing gurus. According to the stats, 42% of Americans believe EVs still need gasoline to run!! 67% believe they can't tow (this despite a Ford publicity stunt where an EV F150 prototype pulls 10 railroad cars loaded with 42 F150 trucks, an all up weight of 625 tons, over a quarter mile). 80% don't think they work in extremes of hot or cold (despite Norway having EVs making up over 50% of new vehicle sales). And an astounding 90% think they are slow. The survey sample was suitably large and covered most demographics. Let's hope they have an interesting advertising campaign up their sleeves, 2 years isn't long to turn those opinions around.....

"Fastest trucks in the world". Bentley has announced that it will be building a limited run of 12 brand new 4 ½ litre "Blower" cars as part of a recreation series. Each will be sold for an undisclosed price – read very, very expensive!! First built and raced in the late 1920's the supercharged cars were aimed at Le Mans victory, something they actually never achieved, though they remain one of the ultimate collectable vintage cars. The new cars will be built by Bentley owned Mulliner Coachbuilders from a combination of the original moulds, jigs and hand tools, and modern techniques including pulling apart a genuine Team car which will be fully 3D scanned. It's safe to say they will continue to live up to Ettore Bugatti's tongue in cheek label.



BRABHAM. That's the simple title of a documentary feature movie about the 3-time F1 world champion that will have its premier at the Brisbane International Film Festival on 06 October. Co-written by Akos Armont and Tony Davis, the documentary is the untold story of the other side of grand prix racing while exploring Brabham's rise to legendary status and becoming the first and only man to win the coveted world title in a car bearing his name. It also looks at the impact his lifestyle had on his son David who won the 2009 Le Mans 24 Hour race and became the driving force behind the creation of the extraordinary Brabham BT62 road/track car, much of the story is told through David's eyes.

Directed by Akos Armont, the documentary features archival footage of the career of 'Black Jack' who was a regular competitor on New Zealand circuits during the 1950s/1960s, it will certainly revive many memories for those of a certain age group. There are interviews with the likes of Jackie Stewart, Stirling Moss, Bernie Ecclestone and the late John Surtees about the great Australian.

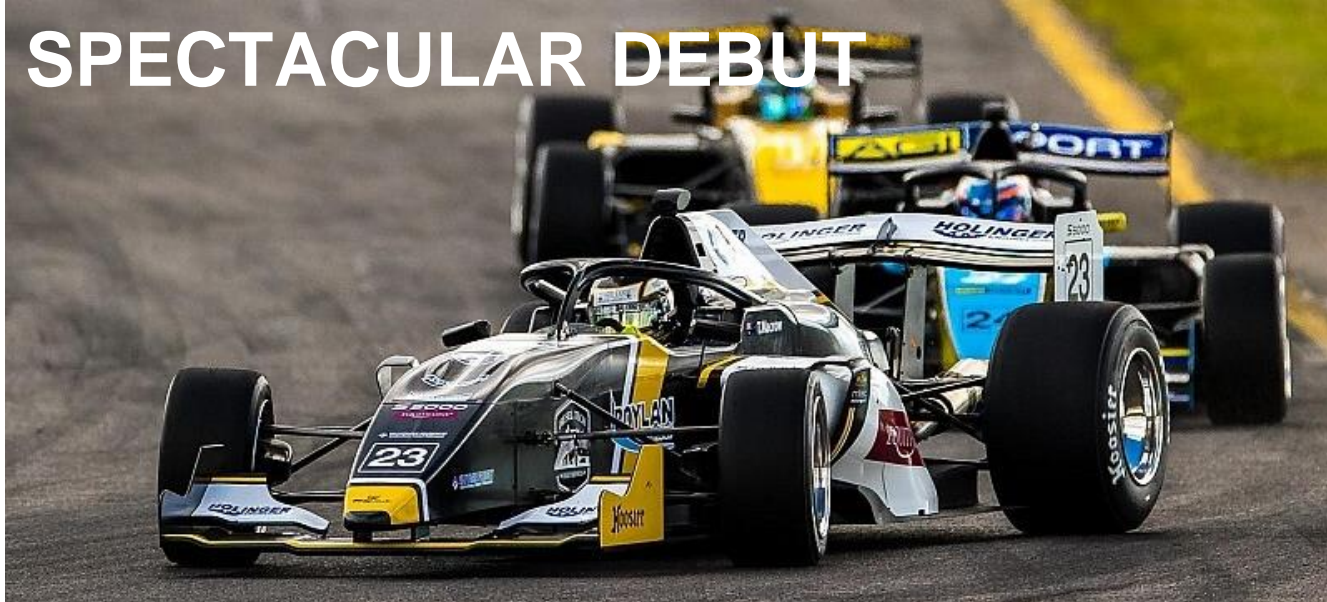
BRABHAM will be a must-see, even for the younger generation. They will see and understand what our sport was like at the highest level more than 50 years ago, an era like no other.

Check out the trailer <https://vimeo.com/322928328> because it will convince you to go when BRABHAM comes to our cinemas...

Is the classic car market cooling?? Or is the market just fickle?? The auction of the American Taj Ma Garaj collection of Porsches and Volkswagens was the latest where some lots struggled to reach pre-sale estimates. The star lot was a beautiful Porsche 356A Carrera GT Speedster, surely one of the more collectable cars about, which was reckoned to make between NZ\$2.4 and 3.2 million. It eventually sold in the no reserve auction for \$2.2 million. Maybe someone got a bargain

McLaren will use Mercedes engines from the 2021 Formula 1 season, after announcing a three-year deal. The team described dropping its current engine supplier, Renault, as a "core element" of a "long-term recovery plan". "This agreement is an important step in our long-term plan to return to success in Formula 1," said Zak Brown, McLaren Racing's chief executive. "Mercedes is the benchmark, both as a team and a power unit, so it is natural we would seek to secure a relationship with the company for the next phase of our journey. The engine deal rekindles a McLaren-Mercedes partnership that powered Mika Hakkinen to two world championships in 1998 and 1999 (when the engines were built by Ilmor), and Lewis Hamilton to his first title in 2008.

SPECTACULAR DEBUT



Round 6 of the Shannons Nationals at Sandown Park saw the eagerly awaited race debut of the new S5000 open wheelers, it seems that they didn't disappoint and ticked all the boxes.

Thirteen cars were entered, the driver list being headed by former Ferrari F1 star Rubens Barrichello, the rising talent of Australian racing were in seats along with former Indycar racer Matthew Brabham and WEC driver Alex Davison. Also on the grid were Kiwis Tim Alexander and Taylor Cockerton. Former Aussie Formula Ford champion Tim Macrow and John Martin did much of the car's testing so had a big advantage, the others had test sessions at the Phillip Island circuit in the week prior, so getting the right chassis set-up was difficult, but as the weekend progressed lap times came down as adjustments were made.

There were interesting features of the category. They used a 'speedway style' format, following qualifying picking their own choice of starting position for the first heat with the order being reversed for heat two. The combined results set the grid for the Feature race and unlike Formula 5000 these cars have a clutch start.

In the 25 lap main event a series of incidents that required Safety Car interventions interrupted the race before a high speed crash on the back straight on lap 9 caused very significant damage to the armco barriers. After one lap behind the Safety Car officials called the race with James Golding declared the winner with Barrichello second - a disappointing end to a race that promised so much.

So what was learned?

For ten of the drivers it was a journey into the unknown. The other three (Tim Macrow, John Martin, James Golding) were involved in the test programme.



The high impact crash proved the strength and integrity of the French Onroak-Ligier chassis as driver Alex Davison climbed from the car unaided without injury. The chassis is repairable

Unlike Formula 1 they can race very close together because of their less aero.

The S5000 are visually exciting, the sound of the 5.2 litre quad cam Ford Coyote V8 is right, they

are challenging to drive and they slide around.

They are very fast. The outright lap record was held by Tom Tweedie in a Formula 5000 with 1.05.766. Three S5000 drivers broke that mark before John Martin clocked a best 1.05.553 lap to establish the new outright record by more than 0.2 seconds.

An interested spectator was our F5000 king Kenny Smith. He was most impressed and in typical Kenny style brought his helmet along 'just in case there was a spare 14th car'. Unfortunately there wasn't, his feedback would have been invaluable.

Rubens Barrichello was a big hit with everyone and the Brazilian is very keen to return, possibly with some of his old F1 mates.

There was a Pirtek Poll in the week following the meeting. 72.6% of the more than 6,500 responses ticked 'yes' to the question - Did the S5000s met their expectations??

According to CAMS, who control motor racing in Australia, a record live stream audience watched the weekend's racing at Sandown. The Shannons Nationals attracted 164,275 online viewers across the two days, more than doubling the previous record set in May at the Sydney Motorsport Park. Rubens Barrichello was excited that more than 2,000 fans followed him racing from Brazil, his homeland.

Will they come to New Zealand??????????????

Their next outing will be at the final round of the Shannons Nationals at 'The Bend Motorsport Park' in South Australia on 15-17 November. The entire meeting will be live streamed and its free, so you can't ask for your money back...

RH



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/>



SUPERCARS, WHAT SUPERCARS?

On the weekend of the 14th and 15th of September, the newly named ITM New Zealand Formula Ford Championship kicked off at the Supercars round at Pukekohe. We were extremely grateful for the assistance of ITM, who came on-board in the week leading up to the opening round to become the naming rights sponsor for this awesome class.

Our weekend here at Callum Crawley Racing started on Friday, with a practice session and then qualifying later in the day. It would be fair to say that my weekend began in a less than ideal fashion. After another competitor unintentionally turned into me going around turn 4 I ended up with a bent steering arm. This was not immediately obvious, so I continued to push on and a couple of laps later I had a rather exciting 360 degree spin half way around turn 1! Fortunately, I managed to keep it on the black stuff and off that pesky grass. With a tad more caution now, I still managed to have another oversteer moment at the same spot and decided to bring the car back in to the pits just before the end of the practice session.

Despite my cars unusual handling characteristics, I recorded the 4th fastest time in the practice session, something that I was both surprised and pleased with!

After lunch it was time for qualifying, and with a newly straight steering arm and a fresh wheel alignment I was ready and eager to get out there and into the groove. Sadly, my poor luck with engines reared its head once more! A newly installed rev limiter, a brand-new part we had only fitted the day prior, decided that on my first flying lap it would be the perfect time to short out and completely cut my ignition! Dad and the rest of the crew recalled afterwards that they were most impressed that I appeared to have created the first electric Formula Ford as I silently coasted past the pit wall to set a lap time, albeit not a very quick one! At least where I stopped I was able to see one of the TV screens though! (And yes, it didn't escape me that I

had essentially just bought the most expensive trackside ticket to qualifying)

Some troubleshooting and many scratched heads later we diagnosed the problem, promptly ripping the offending part off with more than a little frustration!

So, after Friday being somewhat of a washout, I had higher hopes for Saturday.

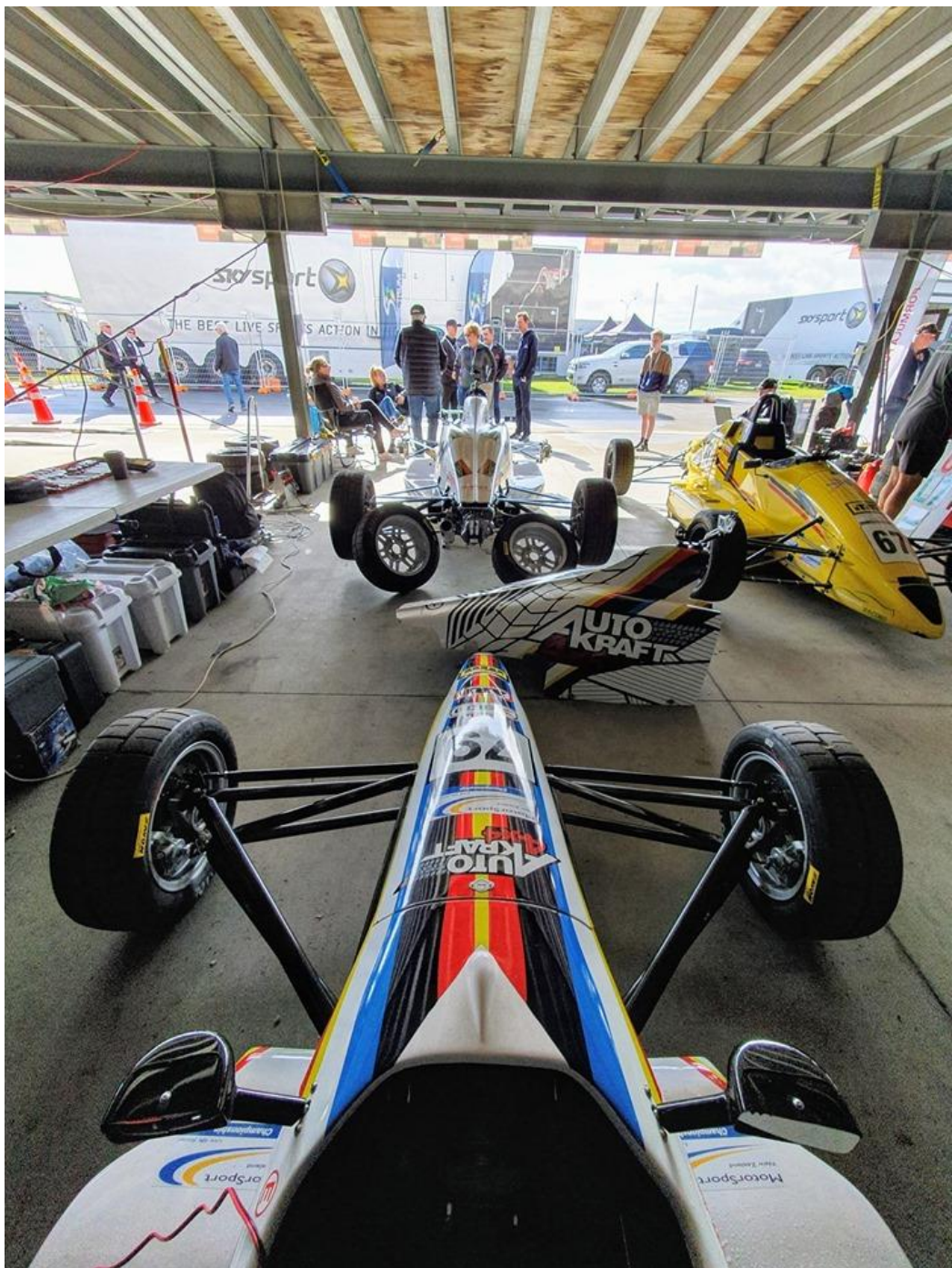


Race 1 I had to start from more or less the back of the grid, due to my somewhat handicapped qualifying session. I made up 4 places on the opening lap, but sadly the safety car came out at the end of the lap, halting my progress. On the restart the track's light system froze, leading to some confusion as we were being waved green flags whilst the safety car lights were still on. We all set off at race pace, and I made up another position before the Safety car was brought out again. Unfortunately, due to the malfunction the race had to finish under safety car, though not before a couple of people spun off trying to avoid the train of cars that had backed up over the hill as we all stopped behind the redeployed safety car.

In the end I crossed the line 6th, but was promoted to 3rd post-race as some of the drivers had been out of their grid boxes on the start line, and thusly were issued a small time penalty.

After the morning's slightly messy race, we were all looking forward to getting back on the track and getting into some great racing in front of the amazing crowd. I started, once again, from near the back of the grid. Due to our disrupted first race, I was unable to set a faster time, leaving me at the back of the field and with more work to do! Thankfully this time everyone managed to mostly keep things under control, and we got our full 8 laps in. I made good headway through the mid pack but unfortunately by the time I got out, the front pack had cleared off, and I was unable to chase them down in the remaining laps. I ended this race in 6th place, happy to have been able to set a reasonable lap time, ensuring that I would start 6th on the grid for the last race!

With a new perspective being so far up the grid this time, I was eager to get right into the thick of it. Lap one I made a pass around the first corner, after which I latched onto the back of the front pack. Coming into the chicane, the driver in front of me backed out early in the braking zone, causing me to hit the brakes just as I was changing gear, not ideal! I locked up and stalled, then had to dump the clutch to get the car running again, losing a bunch of time in the process. Fortunately, after a couple of laps, I was able to catch back up to the front group, where I made the pass for 4th place along the back straight. Another few laps and I was onto



the next couple of cars. I managed to get a good run out of the chicane, and heading down towards the hairpin I slotted up the inside of Kaleb Ngatoa. We ran two wide all the way from the hairpin up to the hill, where my inside line gave me the advantage coming over the top. James Penrose, up ahead in 2nd, had used myself and Kaleb fighting as an opportunity to pull a gap on us both. After another couple of good laps, I was close enough to make a move for 2nd at the first corner on the last lap. I faked to the left along the front straight and then moved to the right to make my pass. I ended up getting squeezed up against the curb, sending me sideways next to Penrose. Going around turn one sideways and with wheels interlocked is



an exciting experience, let me tell you! I didn't manage to make that move stick, so I had another go at the chicane, going around the outside of the first part to have the inside line for the switch back. I was on the outside for the Hairpin, where I managed to get a good run out. I had to back off a little coming over the hill as I pulled back a little to try and get a run in the draft down to the line. In the end I was unsuccessful, and finished mere milliseconds behind Penrose! Another 3rd place to round out the weekend.

Overall, I was pretty happy with how the first round went, all things considered, and it was awesome to be able to get out amongst the spectators and fans. Especially cool was when the huge hordes of school children descended upon the pits on Friday and Saturday. It was awesome to be able to share some of the magic with them. Signing posters, sitting them in the car and getting photos with them was one of the highlights of my weekend.

I look forward to the next round of the Championship in October at Manfeild! I can't wait to get out there and start battling it out for some race wins! Make sure you come down on the 19th and 20th to catch some of the closest and most exciting racing New Zealand has to offer.

Cheers

Callum





2019 FAE WINTER SERIES ROUND 4



September 1st and the weather gods delivered a perfect spring day for motor racing, no lambs or daffodils but blue skies and a dry track with temperatures in the mid-teens.

There was a total entry of 110 competitors, as with previous rounds there were new faces and new cars which is always encouraging for the organisers. For the first time in the Series the Qualifying sessions weren't held on a damp track which levelled the playing field, and there were surprisingly few breakouts given the conditions.

Three ladies were in the 13 strong Danny's Auto Services /BT Advisory RS Cup field that had 8 different winners in the previous nine races, Liam How taking the flag twice. Qualifying saw Tony Johnston setting the quickest time half a second ahead of Spencer Morris, a second away were Darryl Hunter and Jack Cleland with Brett Paton and Ernie Greenwell rounding out the top six, Hilary Ashworth and Tammie Boyden would share Row 4 of the grid for the first race, the big surprise was that Liam How was the slowest qualifier, more than 14 seconds behind the pole sitter!

Johnston was too keen when the lights went out for the Scratch race and immediately copped a 5 second penalty for a jump start, while five drivers forgot about the 1.30 breakout time. Hunter took the flag 9/10ths ahead of Morris, How was up to sixth at the end of the first lap and passed 10 cars on his way to 3rd place ahead of Cleland, Greenwell and Johnston. Morris had 30 seconds added to his race time, Hunter and How 20 seconds and Cleland 10 seconds. The official result showed Ashworth in P1 followed by Paton and Joanne Dunne who had started from grid 10. Oliver Fisher had an 'off' at Turn 7 on lap 3 which brought out the Safety Car while his Alfa Romeo was retrieved.



The Reverse Grid saw four drivers post sub 1.30 laps. Starting from P12 Hunter took the flag from Morris (P13) and Greenwell (P11) followed by Paton, Cleland and Ashworth, after penalties were imposed it was Paton who took the maximum points by 3 seconds over Cleland followed by Ashworth and How, the quartet covered by 8 seconds. Greenwell and Hunter were 5th and 6th.

Prior to the Handicap race Cam James' score card showed 12- 11 but the Hasting's driver ended his day of a high by winning the 6 lapper by 5.6 seconds from Joanne Dunn who started 20 seconds behind James. Terry May started alongside James and crossed the line in third place close behind Dunn with Tammie Boyden just holding out Ashworth and Fisher. Morris and Hunter were last away 50 seconds behind the eventual winner but breakout penalties saw them classified 11th and 13th respectively. The final three races decided the trophy winner with Jack Cleland finishing 11 points ahead of Joanne Dunn.

Competitor numbers in the Geartech Automotive SF Cup were five cars up on Round 3 with the drivers so keen to get on with the job that seven were below the 1.25 breakout time in Qualifying! New face Jeremiah Raine from Hutt Valley showed the way with a best 1.22.298, a time that earned him immediate promotion to the IB Cup. Raine was very closely followed by Andrew Thomas, Todd Carswell, Richie Arber, Matt Smith, Hailey Sinkinson and Greg Browne, the seven cars covered by 2.1 seconds. Best of the 1.25 plus lap times were Graeme Wall and Alistair Chalmers.

Not a lot was learned from qualifying because 8 drivers lapped too quickly in the Scratch Race that saw Nathan Spencer claim a half second win over Wall with 7 seconds back to Browne in third place. Next were Josh Graham, Chalmers and Tessa Field who won a race-long battle with Samantha Stanley, 7/10ths ahead at the flag.

Field and Stanley shared Row 3 in the Reverse Grid and were shown in that order on the official result sheet, split by 2.4 seconds, with six back to Gareith Stanley who started from P10. Browne, Smith and Sinkinson rounded out the first six. The 'star' of the 6 lapper was Richie Arber who was firing on all cylinders, he started in grid 18, was 10th at the end of lap 1 and 6th at the end of lap 2 before going on to cross the line in 4th place, time penalties dropped him to 13th!



In the Handicap Andrew Thomas threw caution to the wind to record a 1.22.266, the fastest class lap of the day, five others went sub 1.25, some on more than one occasion to incur penalties. When the indiscretions were taken into account the result sheet revealed that Josh Graham had beaten Graeme Wall by 8/10ths with four seconds back to Chalmers, then came Browne, Chester Rowles and Nathan Spencer. In the ladies battle Field headed Stanley by 1.1 seconds, they placed 7th and 8th, followed by Arber and Gareith Stanley. There were lots of time penalties over the 12 races, but Greg Browne overcame his occasional indiscretion to win the class with Tessa Field runner-up, 57 points in arrears.

The Coresteel Buildings IB Cup drew a healthy field of seventeen runners with the addition of the 'promoted' Jeremiah Raine. Nick Stewart clocked the fastest lap in Qualifying with a best 1.19.916, fractionally under the 1.20 breakout time. Ross Gordon was 4/10ths slower with 7/100ths to Peter Edmond with tight gaps to Taupo twins Kieran and Logan Moorman, Alex Corpe, Andrew Wasley and Troy Howard, all eight covered by less than second!

Would those qualifying times result in ultra-close racing? Generally it did. The Scratch race saw the Edmond Volvo cross the line at the head of the pack closely followed by Stewart, Gordon, Kieran Moorman, Corpe and Logan Moorman. Unfortunately Simon Hetterschied 'lost' his Datsun on entry to Turn 7 and backed the car into the tyre barrier at high speed, causing very significant damage. Re lots of time penaltis Four drivers' broke-out, hardest hit were Edmond who went back to 13th in the results and Gordon to 14th. Corpe was the official winner over Logan Moorman and Stewart, with Wasley, Kieran Moorman and Stephen Samuelu who started P11 completing the top six.

The Reverse Grid saw Stewart, Gordon and Edmond clocking laps in the 1.19's which would see the trio classified 9th, 11th and 13th respectively. Corpe missed out on back-to-back wins by just 1.1 seconds, being headed by David Coe. Samuelu, Wasley and Andrew Manderson were covered by 3/10ths of a second in the race for third with Logan Moorman a second away in sixth.



The Handicap race had Edmond, Stewart and Gordon giving a 60 second start to the first cars away, everything went out the window with Wasley, Corpe, Stewart, Gordon and Edmond officially finishing in positions 7 to 11 thanks to time penalties. The promoted Jeremiah Raine had a pair of 12th places from the earlier races before winning the Handicap by 1/10th of a second from Samuelu with Howard a very close third, next was Simon Manthel and the Moormans, Logan 1/10th ahead of Kieran on the results sheet. For Peter Edmond there was some consolation by setting the class fastest lap at 1.18.81. Consistency won the series for Stephen Samuelu, the Hutt driver accumulating 673 points to finish well clear of Alex Corpe and Andrew Wasley.

The GDM Retail Systems Classic Cup has two divisions that ran together in the three Handicap races, six cars competing for the Retro Saloon Trophy and eleven for the Classic Cup. Qualifying saw Dean Curtis topping the sheet by 9/10ths over Ian Williamson with 1.3 seconds back to Michael Eden who would share the second row of the grid with Layton Hammond, Jonathan Hogg and Bruce Goodwin who were split by 2/10ths and just 5 seconds behind the pole man.

Last away, Curtis overtook 15 cars on his way to a 1.6 second victory over Hammond with Eden and Williamson in close attendance, next across the line were Ben Boyden, Tom Lancaster and Hogg who were covered by 6/10ths of a second and less than 5 seconds behind the winner - full marks to the handicappers. Bruce Goodwin made a welcome return to the track in his familiar Chev Camaro but there was a DNF after two laps and his day was over.

Life got a little harder for Curtis in Race 2, despite setting lap times nearly two seconds faster than anyone else he had to settle for third place, 1.79 seconds behind Stephen Marks and 4/10ths behind Williamson, the race was a couple of hundred metres too short for the Escort driver! Lancaster, Hammond and Ross Francis completed the top six finishers, all less than six seconds behind Mark's BMW.



Race 3 was a ripper. Curtis left the start line 60 seconds after John Blaikie and gave Williamson, Hammond and Eden a 5 second start, the four cars powering through the field to the front of the pack in the closest of finishes, Williamson's Mustang taking the flag 1/10th ahead of Curtis with 4/10ths back to Eden. Hammond, John Blaikie and Hogg rounded out the six with Francis best of the rest. The day ended in disappointment for Lancaster, his Capri V8 shedding its right front wheel going through the esses and coming to halt on the infield. Dean Curtis claimed most points for the day and the Retro Saloon Trophy, Ian Williamson topped the Classic Cup round points but it was Ross Francis who took the overall class honours.

An impressive 15 cars faced the starter in the Ernie's Engineering GT Cup, the second highest number in the series. Tauranga's Tony Satherley was quickest in Qualifying, heading Struan Robertson by 1.6 seconds, just 3/100ths behind the Porsche was Anton Cheetham's Mitsubishi Evo, next were Richard Clulee, David Thomsen, Geoff Spencer and Mitch Kerr who were covered by a single second. David Scott was strangely off the pace, 17 seconds behind Satherley in 14th place!

The opening Scratch 6 lapper had a great 'race within the race'. Satherley carried on from where he left off in Qualifying to win by a 3½ second margin over Robertson with a similar margin back to Cheetham,

Thomsen was a victim of the GT-B class 1.15 breakout but still came home fourth followed by a rejuvenated Scott and Clulee. The 'other' race involved Spencer, Paul Bass, Michael Jury, Jamie Potts and Daniel Gordon, it finished in that order with the five cars covered by little more than a second. A great race as Scott started from P14 and Bass P15.



The podium result in the Reverse Grid was the same as Race 1, Satherley was quicker making his way through the pack to score an easy 13 second victory, but Robertson and Cheetham were split by only 3/10ths. Thomsen was 4th again but a long way back (13 secs), with another long gap to Spencer who held out Potts by 3/10ths. Sadly the Scott V8 Mazda retired on the final lap and was a non-starter in Race 3. Satherley's domination is shown by his fastest lap of 1.10.050 compared to Robertson's 1.13.082, however it should be pointed out that the Porsche was running on 'old' tyres at this meeting.

So could Satherley beat the handicapper for a clean sweep? He had to give the first cars a 35 second start, Robertson and Cheetham 10 seconds, the trio were quickly into their work but Cheetham couldn't keep in touch. The final lap was a cliff-hanger as the black car chased down the white car but Robertson held on to take the flag by 7/10ths with Spencer 1½ seconds away in third and 2/100ths ahead of Gordon with Bass and Jury completing the top six home, Cheetham was 7th, more than 8 seconds behind the winner. Outstanding race, one of the best of the day. Top marks to the handicappers and top marks to Struan Robertson and Geoff Spencer who won their respective categories.

Ten cars lined up for the Max Tarr Electrical MX5 Cup, a welcome addition was Markku Braid who was making his first 2019 appearance, so too was class rookie John Ward. With Bryce Hogg very much the man to beat there was a surprise outcome in qualifying with Hogg only third quickest, 2/10ths slower than Braid who was 9/10ths slower than Matt Dilly, 'The Texan' topping the sheet for the second time in the series. Tim Wilde, Scotty Topham and Warren Cleland completed the first three rows of the grid, the trio covered by

half a second. Jeremy Hoskins posted the seventh fastest time but wasn't racing for points (see story in FAEWS R4 Notes).

As expected, the addition of Braid to the grid made life a lot more interesting for the front running 'regulars' and the Scratch 6-lapper was a cracker as it ended with a race for first and second and another race for third and fourth. Lots of bumper-to-bumper and side-by-side, passes and re-passes, with both outcomes decided on the run to the flag. Hogg and Braid drew away from the pack as the race progressed and finished in that order, split by 2/100ths. Five seconds back Wilde beat Topham by 3/100ths, the duelling duo followed home by Hoskins, Cleland and pole-sitter Dilly who lost touch with the leaders after a spin at Turn 1 on Lap 4. Conrad Healey's day ended with a broken differential after three laps.



The Reverse Gridder was more of the same for Hogg and Braid, the pair were superb in the traffic and the defending champion's victory margin was greater, this time by 4/10ths. Wilde was a comfortable third by 1.2 seconds over Hoskins who had Topham and Cleland for close company 4/10ths covering the trio. Again there was no joy for Dilly, he was right in the thick of the action but went off the track exiting Turn 7 on the final lap in a big cloud of dust. The # 41 MX5 went backwards into the tyre barrier, miraculously there was no damage to the car!

The Handicap race saw the backmarkers giving 45 seconds to Ward and Danny Rattray who were the first to be flagged away and 10 seconds to the main bunch. Hoskins had switched back to 'normal' tyres and there was drama before the race even started, Braid suffering a differential failure on the formation lap. He would have a degree of satisfaction from setting the class fastest lap of the day in Race 2. Rattray was playing 'catch me if you can', they couldn't, though his lead diminished very quickly on the final lap. Topham was 0.186 away from victory with Hogg half a second away in third, close behind the # 22 car were Wilde and Hoskins, split by 1/10th. Matt Dilly's fortunes didn't change in this race either, again right in the mix before his third spin of the day came at Higgins on Lap 5, he recovered to place 7th, 6½ seconds behind the winner. More top marks to the Handicappers. Winning ten of the 12 races ensured Bryce Hogg would have his name engraved on the trophy, a massive 257 points ahead of Scotty Topham who enjoyed his best series.

Racing in the Total Truck Spray Formula First class was dominated by Asten Addy who had won the final two races in Round 3. The Hamilton teenager began his day with a best 1.24.00 in Qualifying, 4/10ths ahead of Matthew McCutcheon with 6/10ths back to Kyan Davie and Leo Scott who shared Row 2 of the grid with 2/10ths back to Row 3 where Zac Christensen was alongside newcomer Bree Morris.

Twelve cars was a very healthy field for the opening Scratch race, of particular interest was the entry of Braedan Snowden who had competed in the NZ Superkart Championship Series. The race had special significance because it saw 16 year old midget dirt track racer and 2019 SpeedSport Scholarship winner Matthew McCutcheon score his maiden victory on a racing circuit. The win came after a titanic battle with Addy, 0.111 was the official margin. Scott was 4 seconds behind the pair and 3/10ths ahead of Christensen with a big gap back to the scrapping Davie and Craig Greenwood who finished 5th and 6th.

Race 2 was notable for four DNFs. Good racing again, in particular between the first two place-getters in Race 1 who dived for the lead for the entire six laps. At the flag Addy held a 0.185 advantage over McCutcheon to even the score with less than two seconds to Christensen and Bree Morris who had retired in the first race. Mauro Iglesias and Greenwood completed the top six placings, the pair being 14 seconds behind the winner.



The final race of the series was run in true Formula First style with the art of slipstreaming the name of the game. Addy elected to start from the back of the field to avoid any trouble and finish to claim the series. Snowden was penalised for a jumped start while Addy's plan was quickly abandoned, he was 6th at the end of lap 1, 4th at the end of lap 3, 3rd at the end of lap 4. He led into the last lap which made him vulnerable, McCutcheon got alongside on the back straight but was unable to complete the move that would put him in front, Addy crossing the line 0.117 ahead of 'Mighty Mac' with just 2/10ths back to Scott, a couple of seconds away were the tight trio of Liam Nicholson, Flynn Mullany and Iglesias, all six cars covered by 3.6 seconds. Addy claimed the fastest lap in all three races with a best of 1.24.117. The strong finish to the series

saw Asten Addy win the Formula First Cup by 76 points with Matthew McCutcheon runner-up and making a big impression.

Going into the final round of the TR Group Formula Ford Cup Callum Crawley had 5 wins, Billy Frazer 2 with Kaleb Ngatoa and Ronan Murphy 1 each, Crawley was in the box seat. Ngatoa didn't arrive and during Saturday's test sessions Crawley 'lost' his engine, the point's leader would have three DNS against his name and be forced to watch the series outcome as a spectator. Front runners Zac Stichbury and Brody McConkey also missed the round.

Frazer set the Qualifying pace with a 1.12.778, Murphy ran a 1.13.594 with Thomas Boniface clocking 1.13.682, best of the rest was Christchurch driver Thomas Henry-Kircher on 1.14.761 with the seven-car FF field covered by six seconds, an 8th runner was the 2-litre US Spec FF of Josh Donohue who wasn't eligible for points.



Race 1 saw the field reduced by one after Thomas-Kircher's car suffered a major oil leak before the start. There was a dramatic first lap with Murphy and Boniface making perfect starts and Frazer dropping back to fourth, he was wheel-to-wheel with Cameron Tanner through the esses who ran wide at the hairpin then slid into the tyre barrier. Frazer was a man on a mission, passing Boniface on lap 2 for second place and taking the lead from Murphy exiting the sweeping final turn on lap 3. Tanner was able to restart but promptly out-braked himself entering Turn 1 on lap 4 and became stranded in the gravel trap, on the same lap Boniface had an 'off' in Turn 7 but resumed without losing his place. The Safety Car was called so Tanner's car could be removed and the 7 laps almost ended with the field behind the SC - when the SC swung into pit lane there was very short sprint to the flag, Frazer was slow to react but got home by 6/100ths from Murphy with a small gap to Boniface, Jordan Mountford and Keith Miller.

Race 2 was initially a repeat of Race 1 with Frazer making a slow start to be fourth into Turn 1, then taking Tanner and Boniface before putting the same move on Murphy for the lead at the end of lap 2. Game over. Frazer went on to win by three seconds with a similar margin back to Boniface and a whopping 12 second gap to Tanner in fourth place.

There were only six cars on the grid for Race 3 that saw Murphy make the best getaway for the third time, Tanner jumped Boniface, Frazer jumped both of them and using his superior straight line speed reeled in Murphy, making his move for the lead at Higgins with five laps remaining. Murphy's lap times were a couple of tenths slower but he didn't stop fighting and crossed the line 2.6 seconds behind Frazer with Boniface claiming third place 8 seconds back, there was a shorter gap to Tanner while Mountford and Miller were half a minute away. Billy Frazer's remarkable run of five wins in the last six races saw him clinch the TR Group Formula Ford Cup by 4 points over a disappointed Callum Crawley who finished just a single point ahead of Ronan Murphy. Close, just one cigar.

Another highly successful FAE Winter Series was over. Thank you ladies and gentlemen - it just gets better and better...

RH

EDITORS NOTE

My grateful thanks to Shots by TayB and Jarrod Carruthers Photography for the magnificent photos that I constantly pinch to illustrate the words by Russell. Make sure you follow these two on Facebook to see their latest stunning shots...



RUSSELL'S ROUND 4 FAE WINTER SERIES NOTEBOOK ...



Missing # 1. The notable absentee in the Classic Retro Trophy class was the # 66 Castrol BMW of Geoff Boyden. The car was in its shed in Palmy, its driver and his wife Glenys were overseas on a camper van tour in the northern regions of Oztralia where you find heat, big mossies and big crocodiles. Was Geoff's mission to create a Kiwi Crocodile Dundee? Come to think of it Geoff does have a strong visual resemblance to Paul Hogan who played the starring role of Mick Dundee in the 1986 movie. Geoff needs to work on his accent though...

Missing # 2. In recent years much of the 'entertainment' at Award Dinners has been provided by the Taxi Cup group from Magpie country. This series they only contested one round when they were integrated with the IB Cup because of their low numbers. The night wasn't quite the same without the shorts and jandal wearers, however as a mark of respect to missing friends there was a blue chilly bin in their normal 'parking' spot. The lads were in our thoughts...

Expert comments men. Sabre Motorsport spannerman Sheridan Bonner has been the co-commentator of the Formula First races for the past two years. At Round 4 Richard Bosselman did the same role for the MX5 Cup and did it very well. Getting the 'inside information' makes the commentary more informative. There was no favouritism either...

Strange coincidence. Each season that he races Markku Braid allows for one differential unit to fail. On Sunday 01 September he missed the start of the final MX5 Cup race. Both his differential and Racing Licence expired on the same day! That means two renewals...



Test driver. Jeremy Hoskins wasn't competing for points in the final round because his MX5 was outside the class rules. He was trialling a NEXAN tyre that's being considered for next year's series. Currently the cars run a TOYO 888R spec tyre with a dimension of 205/50, the NEXAN tyre is 225/45. Looking at Jeremy's fastest lap times on the test tyre, in Qualifying - 1.26.317, Race 1 - 1.26.012 and Race 2 - 1.25.327. He switched back to the current tyre for Race 3 and clocked a best 1.25.442. Markku Braid set the fastest MX5 Cup lap time at 1.24.613. Draw your own conclusions...

Happy chappies. Dennis Martin looks to have found yet another 'Star of the Future' if the results and progress of the 2019 SpeedSport Scholarship winner are any indication. Sixteen year old Matthew McCutcheon had already earned his stripes in the hustle and bustle of midget car racing on dirt ovals with their left hand only corners, adjusting to the characteristics of a sealed race circuit and a new type of race car is huge, particularly within a very short time span and more particularly with the focus on your every move. The youngster's scorecard for the twelve Formula First races read 4, 4, 4, 5, 3, 7, 3, 3, 4, 1, 2, 2. Most experienced drivers would be more than happy with that. For a rookie it's outstanding...

Formula Ford stats. The most successful chassis was the Spectrum 015 that claimed 11 wins in the hands of Callum Crawley, Billy Frazer, Kaleb Ngatoa and Ronan Murphy. The other victory was recorded by the Mygale driven by Zac Stichbury. Each of the first three place getters in the 2019 series missed one round, but no two at the same time. The race numbers doubled from five in Round 1 to ten in Round 2, there were ten starters in Round 3 but that dropped to seven in Round 4 following the late withdrawals of Callum Crawley and Henry Thomas-Kircher. Formula Ford is definitely heading in the right direction...

The happiest driver of the day. Without doubt it was young Formula First racer Flynn Mullany from Waimaku. There was a lucky draw involving the drivers who competed in all four rounds of the series and Flynn was instantly \$500 richer when his name came out, the luck of the Irish! Jeff Braid had to transfer the money to Flynn's dad's bank account as the teenager didn't have one. He does now...

The 'wow' factor. During the Saturday test day Dean Curtis fronted with his 'other' Ford Escort that was being run for the first time. It certainly turned a lot of heads. The car is a stunning replica of the Mk 1 Escort Zakspeed car complete with the correct flared guards and factory Castrol livery. The runs were purely an initial shakedown and left the Curtis team with some fine tuning to get the car to 100% in all departments, the biggest problem being a water pressure issue. Zakspeed was founded in 1968 by Erich Zakowski and the factory is close to the Nurburgring in Germany. Their Mk1 and Mk2 Escorts enjoyed great success, but the masterpiece was the company's wildest, the outrageous Group 5 Ford Capri, there is an example in a private collection New Zealand (Eds note – this car is currently for sale). Zakspeed designed and built a



Formula 1 car powered by a Yamaha V8 engine for the 1989 season but the '891' wasn't competitive. So now 'Dean the Machine' has two superb Escorts to play with and it leaves him with a problem. Which one will I race today...

Not ready for retirement. Ross Francis was one of the trophy recipients who couldn't attend, but he did send a message to be read after the Classic Cup winner's trophy was accepted on his behalf. 'I'm sorry I will not be able to attend FAE Winter series prize giving. Thanks to everyone that work to make this series as good as it is. I have thought about retiring the Falcon, but having such a good series and have my best consistent laps ever there may be a couple more years to go. On behalf of our Wanganui group thanks to you all, we are lucky to have such a great facility run by great people just up the road from home'. Amen to that...

More pace to race. Tammy Boyden's 'new' BMW was faster in Round 3 after the team solved problems with the fuel injection system. At Round 4 the lap times improved again, this time thanks to fitting a differential that had more appropriate gearing to get the best out of the car. So what's next on the improving performance agenda...



Not as simple as it looked. When Tom Lancaster's V8 Capri lost a front wheel its retrieval appeared to straightforward, back in the recovery truck, lower the deck, hitch the cable to the rear of the car, winch the Capri on board, flatten the deck, tie-down the car, drive back to the pits. Everything went to plan except for the last part, the infield ground was soft and the grass offered little grip. Nothing was going to move. The call went out for 'trackside assist', quickly on the scene was Mark Whale with 'Mean Green', his turbocharged diesel powered Toyota Land Cruiser. The two vehicles were hitched together, then the combination of engine grunt and four-wheel-drive saw the recovery mission completed without fuss. It was another illustration of why the MCC V-Force is rated so highly. It also gave Mark significant bragging rights...

Got there. Richie Arber has been an extremely busy man in recent months, both days and weeks are far too short! He was resigned to missing the final round because there was simply no time available to prepare the # 46 Corolla GT. Mates heard of his plight and rallied to the cause, they ensured the MCC President was on the SF Cup grid. Richie qualified 4th quickest but couldn't maintain the hot pace in the racing with placings of 13, 13, 9. It was being out there that was most important...

Lunchtime cameo. One of the eagle-eyed volunteers spotted unusual activity in the trees at the western end of the circuit. Police cars and fire engines were quickly on the scene and a person was apprehended in the act of lighting a fire. Was it the same person who torched the infield shelters a few weeks earlier and got away? No damage, so well done to all concerned, especially the super observant V-Forcer. No need for Spec Savers then...

RH

2019 FAE WINTER SERIES AWARDS



Another memorable night at the MCC clubrooms a week after the final round was run, nearly eighty people enjoying the occasion. A small number attended from out of town, including Formula First winner Asten Addy and his father who travelled down from Hamilton.

The Awards were split into three segments that were separated by dinner and dessert.

DANNY'S AUTO SERVICES / BT ADVISORY RS CUP

Tessa Field made the presentations of behalf of the sponsors.

- 1 Jack Cleland 597 points
- 2 Joanne Dunn 586
- 3 Liam How 574

GEARTECH AUTOMOTIVE SF CUP

Class sponsor Anton Cheetham presented the trophies

- 1 Greg Browne 660 pts
- 2 Tessa Field 603
- 3 Kolin Yannakis 559

CORESTEEL BUILDINGS IB CUP

Class sponsor Geoff Spencer presented the trophies

- 1 Stephen Samuelu 673 pts
- 2 Alex Corpe 598
- 3 Andrew Wasley 570

ERNIE'S ENGINEERING GT CUP

Ernie Stevens was racing at the 24 Hour of Lemons at Hampton Downs, Richie Arber presented on Ernie's behalf.

GT-B Cup

- 1 Geoff Spencer 743 pts
- 2 David Scott 606
- 3 Richard Clulee 530

GT-A Cup

- 1 Struan Robertson 817 pts
- 2 Anton Cheetham 747
- 3 Tony Satherley 217



OVERALL GT CUP CHAMPION

Struan Robertson

GDM RETAIL SYSTEMS CLASSIC CUP

Michael Eden was unable to attend, Richie Arber presented the trophies on behalf of GDM Retail Systems

- 1 Ross Francis 714 pts
- 2 Tom Lancaster 635 (on countback of wins)
- 3 Bill Richie 635

GDM RETAIL SYSTEMS RETRO SALOON TROPHY

- 1 Dean Curtis 834 pts
- 2 Ben Boyden 697
- 3 Geoff Boyden 558

MAX TARR ELECTRICAL MX5 CUP

Jonathan Hogg from Max Tarr Electrical presented the trophies

- 1 Bryce Hogg 877 pts
- 2 Scotty Topham 620
- 3 Tim Wilde 602

TOTAL TRUCK SPRAY FORMULA FIRST CUP

Tony Poynter was unable to attend, Richie Arber presented.

- 1 Asten Addy 772 pts
- 2 Matthew McCutcheon 696
- 3 Craig Greenwood 597

TR GROUP FORMULA FORD CUP

Palmerston North Branch Manager Richie Arber was the presenter.

- 1 Billy Frazer 601
- 2 Callum Crawley 569
- 3 Ronan Murphy 568

SPECIAL AWARDS

TRUDI-ANN MEMORIAL TROPHY - The first car to cross the line in the RS Cup Race 2 in Round 3. The trophy was presented by Trudi's sister Amy to Sean Brown

OTAGO CAR CLUB CUP / SYBIL LUPP TROPHY - Recognising the most outstanding performance by a female driver in Round 1. Ray Hartley, a close friend of the late Sybil Lupp, made the presentation to Joanne Dunn

ARCHER MEMORIAL / SYBIL LUPP TROPHY - Recognising the Highest Points Scoring Female Driver. Tessa Field received the trophy from Richie Arber.

WINTER SERIES SPIRIT AWARD - To the person who best exemplifies the true spirit of the Manawatu Car Club and the Series. Richie Arber accepted the Award on behalf of Kolin Yannakis

2019 FAE WINTER SERIES CHAMPION OF CHAMPIONS CHRIS AMON CUP - To the highest point's scorer over all classes.

Huw and Kathy Allen from Feilding Auto Electrical presented the Chris Amon Cup to Bryce Hogg.





A nice touch was six top-three finishing drivers who couldn't attend sending messages to be read in their absence - Liam How, Kolin Yannakis, Ross Francis, Scotty Topham, Ronan Murphy and Billy Frazer.

The success of the evening was the result of another outstanding team effort by members of the Manawatu Car Club Committee - function organisers Jill Hogg and Kaye Flanagan who were also responsible for the food preparation with the assistance of Aaron Walker, 'Mr Fixit' Phillip Keith and his sidekick 'Higgy', Jeff Braid was responsible for the informative podium interviews with Richie Arber overseeing the operation. Also a special 'thank you' to Teresa Browne who took photographs throughout the night. Another big tick for a job well done.

There were some interesting facts that emerged during the night.

- In both the RS Cup and SF there were 10 different winners in the 12 races.
- In the MX5 Cup Bryce Hogg won 10 of the 12 races.
- Greg Browne won the SF Cup, last year son Sean took the class win.
- Sean Browne won the Trudi-Ann Memorial, the 2018 winner was Greg Browne.
- Joanne Dunn won the Otago Car Club Sybil Lupp Trophy for the second successive year.
- Bryce Hogg won the MX5 Cup for the 4th time in 5 years, he took a sabbatical last year and the trophy was won by brother Gareth.
- 2109 was the second time Bryce Hogg has won the Champion-Of-Champions Trophy, the first occasion was in 2015.

The moment of the night came during the presentation of the GT-B Cup to winner Geoff Spencer. Interviewer Jeff Braid asked Geoff 'What does it feel like to be on the top step of the podium?' There was a one word response. 'Normal'...

RH.





NDA 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.

CCR

CALLUM CRAWLEY RACING

Media Release – 2nd October 2019

Formula Ford's most prestigious international event is to be contested by a leading New Zealander category contender – and supporters here will be able to tune into his progress.

Callum Crawley, 19, from the Manawatu town of Feilding, is off to England to contest the Formula Ford Festival, competing in a Spectrum – the make he represents in the New Zealand championship.

This October 26-27 meeting at Brands Hatch is one of the largest Formula Ford events on the calendar. Drivers from all over the world are drawn to etch their name onto the Neil Shanahan Trophy and into the pages of Festival history.



Home track Manfeild Circuit Chris Amon has been a good trialling centre for Callum Crawley's Spectrum 015. He will also represent the Australian marque at the Formula Ford Festival in the United Kingdom soon.

Thought to be the only Kiwi competing this year, Crawley is running for Kevin Mills Racing, a multi-championship winning UK team.

"Kevin Mills Racing supports Spectrum in the UK and I will be one of four drivers.

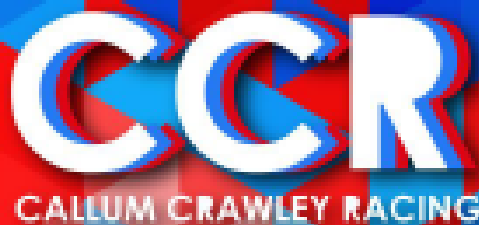
"My team-mates all race in the UK so I will be looking to learn from them."

Contesting a truly historic event which has had a variety of motorsport legends appear on its grid presents an exciting adjunct to a national activity that is going well.

Crawley's class involvement only began last summer as a new challenge, subsequent to winning the previous year's national Formula First championship.

He has earned respect – and plenty of attention - for his pace, versatility and tenacity at the wheel of a car designed and built by Borland Racing Developments in Melbourne, Australia.

The opportunity to contest the Festival came about from BRD principal Michael Borland being impressed by Crawley's 2018-2019 national campaign outcome.



He finished third in championship and was named Rookie of the Year, having accrued three wins and five podiums over the five-round series.

"Michael came across to help us with setting up the car and then returned for three of the race weekends. He's a great guy and I really appreciate the support he has given me."

The Festival's status as a pinnacle international trial for this extremely popular international single seater racing class cannot be ignored.

"Going to a new track and an entirely different atmosphere on the other side of the world is not going to be easy."

Racing is on the Kent venue's famed 'Indy' layout delivers a variety of corners and characteristic elevation changes. The event's reputation for uncompromised action with cars often jostling on the limit just millimetres apart is also on his mind. A stern challenge, yet one he's eager to take on.

"I'm truly looking forward to taking it to the best the Festival has to offer. It's an amazing opportunity. I cannot wait to have a go."

What makes it all the more exciting is that 2019 is the first year the show will be live streamed.

"So my family, friends and fans back home can check out my progress – though, of course, with the time difference it'll be late-night weekend viewing at home."

The Festival has been held annually since 1972 and has been hosted at its spiritual home of Brands Hatch since 1976.

Previous winners include Jenson Button, Mark Webber and Eddie Irvine. Michael Schumacher, Mika Hakkinen and IndyCar champion Josef Newgarden have also appeared on the grid.

It remorselessly sifts out the best of a 70-plus field chasing the chance to reach the winner-takes-all showdown.

"The format gives us plenty of track time and is a strategic challenge to make it through the heats, semis and into the final," Crawley notes.

A new addition is a 'last chance' heat wrapping up the first day in which the quickest 30 drivers who failed to get through heats are given extra opportunity to make the semis. That leads to another 'last chance' race, in which six grid places are up for grabs in the grand final contested by 30.

Crawley's road to Formula Ford, the second-highest national single seater category below Toyota Racing Series, began with competitive karting when he was 10.

CCR

CALLUM CRAWLEY RACING

After a few seasons in the cadet class, he then put racing aside to concentrate on school until, at age 14, he was tempted by a competition staged on his home track, Manfeild Circuit Chris Amon.

His bid to win the Speedsport Scholarship for Formula First was unsuccessful, yet he was so inspired he leased a car from contest organiser Sabre Motorsport to contest the 2016-2017 championship, impressively finishing sixth.

For the next season his family purchased their own car, which he, his father, Tim, and some friends then ran – the end result being a national title. No mean feat for a competitive class renowned for extremely close racing.

Success has also come since he joined Formula Ford in 2018. He is fourth in the current championship, with the next round at Manfeild Circuit Chris Amon on October 19-20. It's a busy weekend; as soon the racing ends he's out to the airport and en route to England.

Details about the streaming will be posted on the British Racing and Sports Car Club (BRSCC.co.uk) and Formula Ford (ff1600website.com) websites.

Festival qualifying starts at 10:20pm New Zealand time on October 26 with the 'last chance' heat at 3:15am next morning. The semis start at 11:30pm on October 27; the grand final is at 4:05am on Monday, October 28.

Callum Crawley Racing is supported by Autokraft 4x4, Redarc, Rhino Rack and the Elite Motorsport Academy.

For further information please contact:

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Follow Callum on Facebook:

www.facebook.com/CallumCrawleyRacing/

Or Instagram:

www.instagram.com/callum_crawley



Callum Crawley with the Morrie Smith Memorial trophy, for winning the Formula Ford feature on Manfeild Circuit Chris Amon in February.

Manawatu Car Club
Memberships expired
30th September '19

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It's easy to renew, just go here:

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THE HARTLEY FILES

The farewell tour for the Toyota Gazoo Racing LMP1 car began with opening round of the 2019/20 FIA WEC on the first Sunday of last month, the 4 Hours of Silverstone. For Brendon it was a return to the category where he has enjoyed great success with two world championships and victory in the Le Mans 24 Hour race. On paper the title fight will be an eight round heavyweight contest between the two TS050 Hybrids carrying race numbers 7 and 8 - in the 7 corner are Mike Conway, Kamui Kobayashi and José Maria Lopez, in the 8 corner defending champions Sébastien Buemi and Kazuki Nakajima and Brendon Hartley who has replaced Fernando Alonso. There are two other LMP1 title contenders, Rebellion and Ginetta. Both are non-hybrid, the Rebellion has a naturally aspirated Nissan based Gibson V8 engine and enjoys a 94kg weight advantage over the Toyotas, the Ginetta's engine is turbocharged with a 85kg advantage under the new rules, the former is allowed 61% more fuel in each stint, the latter 50% more fuel.

'It's exciting to have my name on the side of the TS050 Hybrid for its final season, it's been an incredible car. I haven't done a lot of racing since the end of the 2018 Formula 1 season, but I have been very busy with testing and simulator work so I feel very sharp. I need to get back into the groove of traffic management in WEC, but I'm ready to go'.

There were two 90 minute practice sessions on the opening day that saw the Rebellion-Gibson driven by Norman Nato topping the time sheets in the first session with a best 1.38.860, more than 4/10ths of a second quicker than Buemi with Kobayashi 2/10ths further back. The second session saw the Toyotas block out the top two positions with Kobayashi posting a 1.36.84, two seconds faster than the quickest lap in P1, Buemi was 8/10ths slower with the Rebellion-Gibson a further 2/10ths away and third fastest.

At stake was the Royal Automobile Club International Tourist Trophy, the most famous piece of silverware in British motor racing that was first competed for in 1905.

The Toyotas were running in high downforce specification with a new aerodynamic configuration making its race debut. The team was also mindful that Silverstone was the only race they didn't win last year, they had a one-two victory but both cars were excluded after failing post-race technical checks due to floor



damage after hitting the kerbs.

Toyota claimed another 1-2 result but had to fight hard against the lead Rebellion car, added into the mix were Safety Car and Full Course Yellow periods and a mid-race rain shower.

Brendon - *'It was a fantastic race for TOYOTA GAZOO Racing, the pit stops were good, the cars were well-prepared and there were no mistakes from any of the drivers. There's a little disappointment not being first, but as we know only one car can win so I'm happy with my first weekend with Toyota and how I integrated with Kazuki, Sébastien and the team. I had an interesting first stint driving with slicks in the wet without a windscreen wiper but I am happy with my performance'*.

Facebook - one, two... and thanks to all at @toyotamotorsportgmbh. It was close race between us and the #7 at Silverstone. My short stint on slicks in the rain kept the adrenaline high, when the checkered dropped they were a couple of seconds ahead.



Our man was back where he belongs - behind the wheel racing and on the WEC podium. Round 2 is the 6 Hours of Fuji on 06 of this month.

September also saw Brendon behind the wheel of a car that was completely different from the Toyota, more low tech than high tech, a 1964 AC Cobra. The meeting was the 2019 edition of the famous Goodwood Revival and his Cobra was in a 28-car field that contested Race 12 - the Royal Automobile Club TT Celebration for closed cockpit GT cars in the spirit of the RAC TT races 1960-1964.

Brendon and co-driver Joe Twyman were running against some very interesting opposition that included the names of Jaguar, Aston Martin, Tojeiro, Porsche, Chevrolet, Sunbeam, Lister, TVR, Bizzarinni and AC Cobra. There were some very interesting names on the race's driver list too including Stig Blomquist, Emanuele Pirro, Henry Pescarola, Jochen Mass, Derek Bell, Dario Franchitti, David Brabham and WEC mates Neel Jani, Romain Dumas and Andre Lotterer

Twitter – Such an incredible event no matter what you are into. Bikes, planes, cars, motorsport or just a bit of fancy dress.

Twitter - Had a really fun weekend with my buddy Joe. We didn't win but we still had big slides and big smiles.

That was followed by the announcement that Audi DTM start Nico Muller will be Brendon's team mate at Dragon Racing for the 2019/20 Formula E season, and like Brendon he will also be a first-timer in the category. The 27 year old Swiss driver, who currently holds second place in the DTM Championship, is impressed with the Penske Autosport set-up - *'We have a big challenge ahead of us. We are an independent manufacturer, and the level of competition in Formula E is the highest in motorsport, but I have a lot of confidence in the team'*

This month the first official pre-season test takes place at the Valencia circuit in Spain where it will be interesting comparing the lap times of the new teams to the well-established outfits.

And what a month to be a member of Scuderia Ferrari that's celebrating its 90th year. Back from the mid-season break and the team has its first win of the season at Spa-Francorchamps, then backs that up with victory at Monza, both achieved by the exciting young Charles Leclerc who lives not far from Brendon in Monaco. Monza was unbelievable, the adoring 'tifosi' saw a red car win at the 'Temple of Speed' for the first time since 2010 when Fernando Alonso took the checker flag - the podium scenes at the oldest and most famous circuit were simply incredible as the 'tifosi' saluted the winner. Charles Leclerc, il nuovo eroe nazionale Italiano (Italy's new national hero).

Two weeks later the Scuderia headed 6,300 kilometres east for the Singapore Grand Prix, the famous night race. The Marina Bay street circuit was not expected to suit the Ferraris because of the number of slow corners, but a surprise new high down force aero package solved the problem. The red cars prove the pundits wrong with Leclerc claiming his third successive Pirelli Pole Position Award - *'The lap itself was not perfect, I made some mistakes and there were some close calls'*. Team mate Sebastian Vettel claimed P3 on the grid.

With a clever but controversial strategy the outcome was a one-two finish with Vettel crossing the line 2.6 seconds ahead of Leclerc to stand on the top step of the podium, ending a 392 day losing streak. The three back-to-back wins have spectacularly broken the team's 2019 drought and it must be extremely rewarding for Brendon with his all-important and critical work as the simulator driver. So can Ferrari maintain the momentum into the final third of the season?

Right now, life in red is pretty exciting for Brendon Hartley...

RH





WE WANT YOU



DRIFT PRACTICE – MAIN TRACK

SATURDAY OCTOBER 12TH

MANFEILD TEST DAY

FRIDAY OCTOBER 18TH

OctoberFAST DAY ONE

SATURDAY OCTOBER 19TH

OctoberFAST DAY TWO

SUNDAY OCTOBER 20TH

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

PARTING SHOT



BMW dominated the NZ Touring Car Championship during 1994 with Brett Riley (31) and Craig Baird (32), then again in 1995. The Lyall Williamson run team seen here lined up against Paul Radisich in the Ford NZ Telstar and yes, they are racing "the wrong way round" !!



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