

Manawatu Car Club Inc

MAGAZINE

December 2019



Something for Everyone

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I'm a few weeks into my new role now and I think I'm beginning to get my head back into the car industry after a 3-year break while I fulfilled the farmer / sheep milk entrepreneur / builder / plumber / electrician / handyman brief. I've enjoyed the flexibility of being on the farm (let) and getting out in the open air every day (yes even the wet days can be OK ... the wet AND cold less so), plus no motorised transport other than the tractor equals great fitness, and I will miss that. However, like most of you, cars are in my blood, and you never quite get rid of that, so the transition hasn't been too hard.

Like most moves it's the people that I will miss most - the peninsula is just isolated enough to attract the creative, independent, idiosyncratic types which make the community such an interesting and vibrant place to live. That and the sea views ... and the beach at the end of the farm ... sigh. That said I am looking forward to reconnecting with everyone we left behind when we moved up north and intend to be racing in the next FAE Winter Series, so look out for the loony with the "L" plates wobbling around at the back of the field. Anyway, here comes the blatant plug. Feel free to call in to Ian Humphrey Motors on Tremaine Ave and have a chat and a coffee anytime. And if you are looking for a car, well you can be assured of a great Manawatu Car Club member only deal!!

I recently went to watch the newly released Ford vs Ferrari movie. While not strictly accurate in many respects (for example the poor old Kiwi's, especially Denny Hulme, barely got a mention, the staged finish at Le Mans in 1966 wasn't quite right etc, etc...) it was a great take on the Carroll Shelby / Ford / Ken Miles dynamic and had some great footage, and a few light-hearted moments of relief. The fact that the non-car people that I spoke to thoroughly enjoyed it seems to indicate that the movies makers got the mix bang on. On balance a great way to spend 2 ½ hours and from my point of view highly recommended. Now if only we could get a movie on the Trio at the Top (McLaren, Hulme, Amon) perhaps from the Can Am perspective

There's not much let up on the racing front as we switch from winter to summer series racing, though the weather obviously still has to play catch-up and remember to stay sunny both days of every race weekend!! I didn't make it to the MG Classic meeting sadly, however by all accounts it was as impressive as always. I wish I had been there just to see (and hear) the F5000 field.



With the Christmas holidays almost upon us, it's timely to remind you all to take care on the roads and be safe, after all, purely selfishly, we really want to enjoy your company at the 2020 Club events and there are so many idiots out there. It's also a time for sharing with family, so put aside any differences, be inclusive and remember that people ARE what matters.

There is plenty of reading this month, but don't despair, there will be a January issue to keep you going over the holiday season too.

On that note, enjoy the festive season, eat, drink and be merry and remember, the rubber side should always stay down.

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ENGINE
ROOM

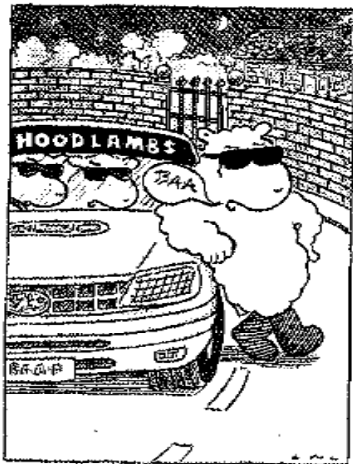
AUTOMOTIVE



2020 TERSS SERIES DATES

Round 1	22 February	Pahaheke Road
Round 2	14 March	Matarawa Valley Road (Fordell)
Round 3	5 April	Mangahao Dams Road
Round 4	tba June	Tararua Road
Round 5	18 July	Tokomaru East Road

Registration documents available here <https://www.facebook.com/groups/709848852487437/>



The Subaa-ru



Lamb Drover





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 – 3km Circuit



FEBRUARY 2020

Saturday 22nd TERSS Pahaheke Road Round 1

Saturday 29th February FlatFoot



MARCH 2020

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

Saturday 14th TERSS Matarawa Valley Road Fordell Round 2



APRIL 2020

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

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

Sunday 5th TERSS Mangahao Dams Road Round 3





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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



As you would have seen on the front cover of this magazine (and probably on your phones, calendars etc...) it is December, yep the last month of the year, the time when the big jolly guy in a red suit pops around and breaks into your house while you are asleep and leaves gifts under your tree, the time when you eat and drink far too much and wake up on Boxing Day going "I wish I hadn't eaten so much yesterday..." only to open the fridge 10mins later and have a slice of ham and left over pavlova for breakfast. The time when the whole family gets together, and then you remember why you don't see some of them for the rest of the year... ahhh great times indeed. I joke about the last bit about the family (just in case some of mine read this).

The best part of December however happens this weekend with the start of the Mitre 10 Mega Summer Race Series and what is even better this year is that it is only \$100 to enter! That's like 15 Flat Whites, or 10 Heinekens... not that I drink either so I don't really know if that is factual, but what I am saying is that it is cheap, super cheap, so why not shout yourself, or better yet get someone else to shout you, and enter!

**MITRE 10
MEGA**

**PALMERSTON NORTH
SUMMER RACE SERIES**

Round 1 – Manfeild – Sunday 8th December '19

Special Entry Fee: \$100

Come and join us for a day of great racing and join us for a free BBQ and drinks at the Refueller Bar at the end of the days racing.

As always there are lots of people to thank for making this year another great year for the MCC, none more so than our awesome Sponsors and Volunteers. From my point of view it is wonderful to have you all as part of the MCC Family, your contributions throughout the year make me so proud to be the President of this great club. A very special thank you to Trevor Weir and Russell Harris for their contributions to the monthly MCC Magazine, without you two there would be no magazine it is as simple as that. I know how

many hours I put in to the magazine each month and my contribution is a lot smaller than yours, so thank you for everything that you both do for the club. Also thank you to all of our competitors that have raced with us this season, it has been awesome to race alongside a few of you and to watch the rest of you have some really good close battles out there on the track, thank you for being a big part of this club. And lastly thank you to the MCC Committee, it has been an absolute pleasure once again to work alongside you this year, your collective efforts and ideas throughout the year keep this club fresh and alive and make it a joy, not a job or a chore, to be a part of.

If you are driving over the holiday period please do take it easy, make sure you have frequent stops and drink plenty of water while you are driving as even a hint of dehydration can have a huge influence on your concentration levels. Remember it is better to be ten mins late than to never arrive at all. There has been far too many fatal accidents on our roads this year and while I hate to see any person killed from a motor vehicle accident I really do not want to hear that we have lost one of our MCC Family over the coming silly season.

You will also see a Track & Yack invite in this magazine each month, if you have an hour or so to spare on Tuesday 10th December please do pop along and have a drink and a chat with us as it will be the last one for the year and we will be putting some \$\$\$ on the bar, so it would be good to finish the year off with a great night of conversation and laughter.

Lastly, I mentioned some time ago that Lydia and I were reevaluating our lives and to watch this space, well as of the 3rd Jan 2020 I will no longer be working for TR Group after 18years there. It was an incredibly hard decision to make as you would expect but one that I feel is right for me and for our ever-increasing family. I will be taking some time off with the family for a start as our baby Girl is due on the 2nd Jan, so Lydia will need a hand and it will give us both some good bonding time with our new arrival. What I am looking to do from there will still see me stay in the Transport Industry but on a completely different side to the last 30 or so years that I have been in the industry, so while it is a little scary I am super excited about the future and what I can do to help this industry and the people that work within it. Lydia says she is taking 6 months maternity leave, last time she lasted 3 weeks before she needed to go back to work, so if I was a betting man I would say that she will be back at work before that 6 months is up!

I look forward to seeing you all at the track this weekend for the first round of the Mitre 10 Summer Series, and if I don't see you this weekend please do have a safe and merry Xmas and a happy New Year. 2020 is going to be a great year!

Richie





CLUB MEMBER OF THE MONTH

NAME: Murray Crooks

BORN: 4th February 1952

OCCUPATION: Tanker Driver Fonterra.

RACE CAR: Honda Civic

EVERYDAY DRIVE CAR: Toyota Landcruiser

DREAM CAR: GTHO Falcon.

YOUR BEST MOMENT IN MOTORSPORT?

12hr race in Sepang with Petronas and Richard Lester Motorsport.

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

Accountant so I wouldn't spend so much on toys.

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

Mick Jagger, Al Capone, Johnny Depp.

WHO WOULD YOU PLAY IN A MOVIE?

Al Capone

THREE WORDS THAT BEST DESCRIBE YOU...

Don't know ask the Wife she will tell you.

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

GTHO Shaker The old school banger.

WHAT IS YOUR SECRET VICE?

Race horses, I have owned a few and nothing like seeing them win.

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

Represented New Zealand in Karate over the years and obtaining my 3rd Dan black belt in Japan, it was the hardest 3 weeks of my life.

FAVOURITE QUOTE...

"Fast or Last"



MITRE 10
MEGA

MITRE 10 MEGA Summer Series

FOUR-ROUND CLUB RACE SERIES AT MANFEILD

R1
Sunday 8th Dec 2019

R2 (Wellington Anniversary Weekend)
Sunday 19th Jan 2020

R3
Sunday 1st Mar 2020

R4
Sunday 5th Apr 2020

Prizegiving
Saturday 11th Apr 2020

FREE SPECTATOR ADMISSION



Photo: Aaron Mai Media

CLUBMANS CLASSES

RS Cup entry fee \$165 (MCC members \$125)

SF Cup entry fee \$215 (MCC members \$195)

NATIONAL RACE CLASSES

IB Cup entry fee \$240 (MCC members \$220)

GT Cup GT-A and GT-B entry fee \$240

(MCC members \$220)



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Supplementary Regs and Entry Forms available on website



GRID TORQUE



Targa Rallyists. Our region was well represented in the 2019 NZ Targa Rally that finished in Palmerston North on 02 November after 5 days on the road with 31 Special Stages. Richard Ransom/Adam Lyle 1996 Ford Mustang (Allcomers Extreme 2WD&4WD), Bruce/Margaret Goodwin 1989 Chevrolet Camaro (Classic 2WD) and Brian Green/Fleur Pedersen 2000 Mitsubishi Evo X (Allcomers Extreme 2WD&4WD) took part in the full Targa while Bruce Herbert/Bevan Parker Mitsubishi Lancer participated in the associated 2-day Regional Targa. There must be a story there wanting to be told...

For the cruisers. The Targa Tour is run in conjunction with the main event over the same route but under 'controlled' conditions. Led by a pace car the drivers were subjected to maximum speeds, 'limited' was 130 km/h, 'open' was 160 km/h. Nearly 30 cars took to the tarmac only roads, ranging from a 1961 Morris Minor to a 2016 Lamborghini Huracan. The Morrie never got close to challenging the speed limits...



Uncle Samming. Motoring scribe and MX5 racer Richard Bosselman gets to drive an amazing variety of vehicles, some might be regarded as mundane but there are many at the other end of the scale. In recent weeks there's been the Toyota Supra and a car that's been eagerly awaited. Earlier in the year Richard tested the Bullitt Mustang GT, last month he was introduced to a Riverside Blue Metallic 2019 HSV Chevrolet Camaro ZL1 with a supercharged 6.1 litre V8 engine that pumps 485 kW of power. That's coupled to a 10-speed automatic transmission with paddle shifts for play time. The 'Boss' was treated well too as the provided ZL1 was the highest spec version with the highest price tag, \$175,990. That equates to \$400 per kilowatt! Lot of money, lot of car, lot of looks...

One of our greatest pulls the pin. Since its inception one of the most spectacular and dangerous forms of motorsport is Freestyle MX. Year after year FMX riders from around the globe have become more daring in their pursuit of being on the top step of the podium in front of massive enthusiastic crowds at exotic locations. Manawatu's Levi Sherwood became one of the super stars and greatest exponents of the Freestyle art

competing at Crusty Demons, X-Games, Nitro Circus and Red Bull X-Fighters in a career that started when he was 17-year-old. His biggest year was 2017 when he won two gold medals at the X Games in Minneapolis and was third in the Nitro World Games in Salt Lake City. Nicknamed the 'Rubber Kid' because of his ability to bounce back from injuries, Levi retired in front of a home crowd at the S-X Open in Auckland on 16 November. The now 28-year-old plans to keep riding in exhibitions and foster freestyle motocross while pursuing his passion for



engineering and design. Throughout his international career he has also been an outstanding ambassador for our region. Levi Sherwood, we salute you...

New octogenarian. Australian motor racing great Allan Moffatt celebrated his 80th birthday by attending the Supercar retro round at Sandown on the Sunday. As a special tribute Chaz Mostert's Supercheap Auto Ford Mustang paid homage to the famous # 9 Coca Cola TransAm Mustang that Moffatt raced with huge success from 1969 through the early seventies. That car was like no other, before or since...

Amazing graphics. The Sandown 500 is the official 'retro round' and a number of teams continues to support the concept with liveries that evoked memories of the past. For Kiwi fans the standout among the twelve 'retro' cars would have been the Erebus Motorsport Penrite Holden Commodores with their tribute to the famous Group A spec JPS BMW 635 CSi that won the 1985 Australian Touring Car Championship driven by Jim Richards. The black and gold livery was a stunning interpretation. 'Gentleman Jim' would have been very impressed...



Contrasting cultural experiences. Jonathan and Jill Hogg were two of more than 200,000 people that attended the Bathurst 1000 meeting at Mount Panorama. Two weeks later they were two of the thousands of people at the U2 concert at Mount Smart Stadium in Auckland. The sounds could hardly be further apart...

Aussie confidence. There's no doubt that the introduction of the TCR category has been a great success story across the Tasman in its first year and kiwi fans will have the opportunity to see the 2-litre turbocharged front-wheel-drive cars on our circuits in a few weeks' time. As the season progressed more cars and more teams emerged, and two of the top European drivers were flown in for just single rounds! Teams and officials are confident that grid numbers will exceed 30 cars in 2020. The good news for Kiwi fans is that our WRC star Hayden Paddock will be making his actual racing debut driving a Hyundai i30 N that the Paddock Rallysport Group (PRG) has sourced from Italy. The NZ TCR Championship Series will be over five rounds on successive weekends, the first at Highlands Motorsport Park on 17/18 January. For Paddock it will be a completely new experience sharing the 'track' with other cars in close proximity. At least he won't come across stray rocks or boulders in his path...

Life after. Kelly Racing deserve a medal for introducing the Nissan Altima to the Supercar scene, it was a massive gamble in so many respects. Every area of the car had to be developed and NISMO was thousands of kilometres away in Japan which made engine improvements more difficult. But Todd, Rick and their parents overcame all that to run a four-car team, recruiting drivers of the calibre of Michael Caruso, James Moffatt, Andre Heimgartner and Simona de Silvestro. Kelly Racing was rebranded Nissan Motorsport in 2013 after introducing the Altima to the grid but never got the success they deserved, it took three years before Caruso scored their first win at Hidden Valley, on four more occasions a KR driver stood on the top step of the podium and there was a solitary round win. With their commitment to the new TCR category the decision was made to scale back the Supercar operation to two cars in 2020 and switching to the Ford Mustang. But the KR Nissans will not be lost to the Supercar scene, two of their cars will contest next year's

Dunlop Super2 series which could bring the total of Altimas to five to spread more fear among the Holden and Ford teams. A Nissan Altima driven by teenager Bryce Fullwood won the 2019 Super2 title. It's not yet time to say sayonara...

Same weekend, 3000 kilometres apart. On 16/17 November Australasia's open wheel 'thunder' categories were racing, Formula 5000 at Manfeild Circuit Chris Amon and Super 5000 at The Bend Motorsport Park in South Australia. Manfeild's MG Classic meeting drew an entry of 11 cars, at 'The Bend' 10 of the new generation 5000s were on the grid. On this side of the Tasman the familiar face of veteran Kenny Smith was missing, but local history was made with two Feilding drivers going head-to-head on their home track, Tim Rush (1972 McLaren M22) and Kevin Ingram (1976 Lola T332). On the other side of the Tasman the identical cars are all 2019 models and the driver line-up was headed by Supercar pilots Anton de Pasquale and rising star Thomas Randle, the 23 year old who won the 2017 Toyota Racing Series, and eight extremely promising young guns. Irrespective of the car's ages, the sight and sound of a '5000' is as good as it gets...



Join the Five Thou club. There is a Formula 5000 for sale that could be the next step in your motorsport career. It's a MARCH 73A that was built in 1973 and shipped to the USA where it had a number of American drivers, the best-known being John Cannon. The car was in 'storage' for nearly twenty years before undergoing restoration to its original specification. The March came into the hands of New Zealander Roger Williams in 2010, the following year ownership changed to Clark Proctor who repowered the car to its current spec, its 5.0 litre Chevrolet engine featuring Lucas fuel injection. Proctor won both races at the opening round of the 2017 Trans-Tasman Series at Pukekohe before former Formula Ford racer Mike Cresswell became the current owner and had the DG300 Hewland gearbox rebuilt. You can own the March 73A for \$180,000 (ONO) and be a member of an exclusive club, contact Mike 07 5780 582 / 027 332 5736 / cresswells@kinect.co.nz to talk a deal. An F5000 should be on the track, not in a shed...

Serious history. The 20 + entry in the Historic Muscle & Saloon Car races at the MG Classic included several cars that have played a big role in the story of saloon car racing in this country. New Plymouth driver Nigel McDonald was behind the wheel of a 1968 'Shelby' Mustang, one of only 26 built. A clue to its past was the # 35,

it's the ex-Fleetwood Motors/Red Dawson car that helped Dawson win the 1970 NZ Saloon Championship, Red also drove a Chev Camaro Z28 in the same season. Car # 102 was a 1968 Ford Escort that started life with a 1.1 litre engine working for NZ Post. It was converted into a race car by the Halliday Brothers to become this country's most winning Ford Escort in the hands of Rob Halliday and Allan Woolf. Carrying the Brambles New Zealand Freighters colours the car is now locally owned and raced by Dennis McConnell from Feilding. Another Feilding driver Keith Tunncliffe drove the 1968 Mk1 Ford Escort Twin Cam campaigned by Jack Nazer, one of only four genuine Twin Cam Escorts imported by Ford to race in our country. Four famous cars with their own stories to tell...



Keeping the memories alive. Racer Dale Mathers (# 23 Boss 302 Mustang) was a founder of the NZ Historic Muscle & Saloon Cars group where one of the prime criteria is the cars being period correct. As a result, there are a number of cars with a 'tribute' livery honouring a well-known driver. One of the most easily recognised is Kevin Gimblett's black 1967 Chev Camaro, a stunning homage to the legendary Dale Earnhardt, Grant Sprague runs an Escort RS1600 in Mt Cook Airlines colours as a tribute to his brother Gary, Tony Roberts has an immaculate 1968 Chev Camaro representing the Penske/Sunoco car, the 1970 Ford Mustang of Tony Mexted with its # 104 and PDL logos recognises Kiwi great Paul Fahey while Phillip Macey has also gone offshore with a 1976 Ford Falcon XA coupe in the colours of Bryan Byrt Ford that was driven by Dick Johnson and Vern Schuppan, naturally it carries the # 17. You have to be of the older generation to remember the 'originals'...

Magnificent Seven. The line-up for the Sinotruk NZ Tranzam Challenge was impressive with three Chev Corvettes and single examples of Qvale Mangusta, Chev Camaro, Dodge Viper and Jaguar XKR. Three races over the weekend, the first was a high-speed convoy with the cars spread out over 45 seconds after 10 laps, the second was similar but the gap between the first two cars was reduced from 23 seconds to 1.4s at the line, the finishers covered by 34 seconds in the 8 lapper. The third race produced arguably the best finish of the two days with former speedway NZ Sprintcar champion Kerry Jones (C5 Corvette) and Roger Berggren (Dodge Viper) locked in fierce combat over the final lap, Jones led into Turn 7 with Berggren looking for a gap, it came when Jones left the door open at the 'kink' and the Viper's 800 horsepower Dodge NASCAR engine did the rest, Berggren winning by 0.29 of a second. Brilliant stuff. It's those sorts of finishes that get people talking and

brings the fans back...



New king of kiwi Formula 5000? With stories circulating that the La Valise Lola T332 driven with remarkable success by Kenny Smith has been sold, and in the absence of the popular veteran, it was young Christchurch driver Michael Collins who dominated the F5000 racing. Driving a 1972 McRae GM1, Collins topped the qualifying times by 9/10ths of a second from Grant Martin's Talon MR1A. The pair dominated the three races with the closest margin 2 seconds and the widest 11 seconds, in Race 2 Aaron Burson pushed them hardest in his McRae GM1 but was 7 seconds behind Martin at the flag. There's no doubt that Michael Collins is a big talent with a bright future, and full marks to Grant Martin in the ex-Chris Amon Talon, Grant's helmet featured the same red and blue markings that became an Amon trademark, much more tasteful than one of the brightly coloured helmets that drivers wear today. It was a touch of class, nice tribute too...



Ahoy there. International sailor Grant Dalton had a break from his Americas Cup duties and was on the grid for the NZ Sportscar races in his year old high-tech Radical SR8. Third quickest in qualifying, he won Race 1 by more than 10 seconds, but an unexpected wind shift in Race 2 caught him out in Turn 1 on lap 4 and the famous yachtie ran aground. Rescue Craft were soon on hand but racing was over for the day, back on the slipway revealed damage to the hull. It was a what-could-have-been sort of day...

Fang in a 'stang. The Sunday charity lunch-time rides have been a major feature of the MG Classic for many years with something like \$120,000 being raised for the Cancer Society and more recently also KaraHands, a home-based respite care provider. Each year an enthusiast's car club volunteers to assist, 2019 saw a stunning line-up of Ford Mustangs with many people paying \$5 to see Manfeild Circuit Chris Amon from a different perspective from the passenger's seat of one of the world's most iconic cars. Well done all round...

Nice recognition. The programme for the 2019 Supercheap Auto Bathurst 1000 is an impressive document, 66 pages in full colour on glossy paper, lots of information and good reading for ten bucks. A surprise inclusion was a 3 page feature story with the heading 'Back In The Mix', the driver is Chris Pither. The sub-heading makes reference to the fact that Chris is the only driver to have his



name on both the Dunlop Super2 Series and the Australian V8 Ute Racing Series trophies. He remains a very good co-driver for the Pirtek Cup Endurance races but racing in Supercars will have a question mark with the withdrawal of Garry Rogers Motorsport from the main game. In the meantime Chris will continue to drive a Renault Megane RS for GRM in the TCR Series. You can't keep a good man down...

It's a whole new world. There's a greater interest in the 2019/20 FIA Formula E Championship with Brendon Hartley joining the ranks, watching on television is a whole new experience for a number of reasons. Each Round is completed in a single day! Practice consists of a 45 minute and 30-minute session in the morning. In the afternoon the drivers are divided into four groups for Qualifying, each group has six minutes to set their fastest lap and have full power (250 kW) available. The six fastest cars go out individually in the Super Pole Shootout to determine their grid positions. Following a break the drivers have a 45 minute plus one



lap race where additional boost comes in play. Attack mode allows drivers to receive an additional 25 kW of boost by driving through a designated area off the racing line. The duration of the boost mode and the number of boosts available are advised to teams shortly before the start. Then there's Fan Boost where fans vote for their favourite driver via social media to give them an extra 5 second power boost, voting starts six days before the event and closes 15 minutes after the race start. The five highest polling drivers are the beneficiaries. Formula E has a very refreshing look about it...

Watch the racing live. Almost unbelievably the first race in Saudi Arabia was screened live on TVOne, albeit at 12.30am. Race 2 was shown live on the DUKE Channel at the same hour with the Qualifying at 3.45pm. Naturally screening times will vary from round to round, check your TV Guide but it's definitely worth a look at Formula E to form your own opinion. The Pace Car is a unique BMW i8 Roadster, the world's first open top safety car, while a grid of more than twenty Jaguar I-Paces' are chasing the eTrophy in the support races, all electric powered of course.



The people behind Formula E are innovative, helmet cam gives a very interesting view as the driver's head moves around. Rookie teams Porsche and Mercedes-Benz were on the podium in the first race of the championship and the Diriyah podium for the first three cars was quite extraordinary. As for the noise...

Moving on. The 2019 Virgin Australia Supercar Championship will be remembered for many reasons. One is for the high number of drivers who have 'retired' or switched teams for next year, the major move being Chaz Mostert leaving the blue oval badge to drive for the Walkinshaw Andretti United Holden outfit, and

the 2020 Championship could see a number of young faces on the grid. Perhaps the biggest surprise came after the final race at Newcastle when 28-year-old Kiwi driver Richie Stanaway dropped a bombshell by announcing he was walking away from all motorsport. 'After 23 years strapping the helmet on I feel like it's time to finally call it a day'. Could there be more to come on this story...



The year of The 2020 Virgin Australia Super Championship belonged to one man and one team. Scott McLaughlin was the individual star and his success was acknowledged at the awards dinner following the final round. McLaughlin rewrote the record books in winning back-to-back titles highlighted by a maiden victory in the Supercheap Auto Bathurst 1000 partnered by Alexandre Prémat. He dominated both the top step of the podium and the Armor All Pole Position, and his stellar season didn't end there, he received the driver-voted 'Driver Driver's Award' and took out the fan-voted category for 'Most Popular Driver'. With Shell V-Power winning the 'Team's Championship' it was a very good night for

the DJR/Team Penske family. To rub more salt into the Aussie wound Shane Van Gisbergen received the night's biggest off-track honour that's voted for by the media, 'Supercar's Best & Fairest Driver'. SVG was the 2019 recipient of the Barry Sheene Medal. Kiwi success didn't end there as Tom Alexander won the ECB SuperUtes Championship. In the other two fan-voted categories Penrite Racing was named 'Best Presented Team' and the Vodafone Gold Coast 600 'Best Event'. Hard to disagree with the fans...

Be there in a second. That's a well-used kiwi saying and it was almost literally true at the Newcastle Supercar round. One of the highlights for fans at most meetings is the flying display by the RAAF F/A-18 Hornet, for Newcastle the super-sonic jet fighter was based at RAAF Base Williamstown. By road the distance is 27 kilometres, the flight path is 16 kilometres. The F/A-18 has a maximum speed of Mach 1.8 which is 1,915 kilometres an hour (1,190 mph). Maybe two seconds then...

MCC garage full. The final parking space has been taken by a vehicle affectionately known as 'Kong', a side-by-side Kawasaki mule, a machine that's highly regarded because of their versatility. 'Kong' would never win a beauty contest, but looks aren't everything in life...

Changed hands. The name of Roger Penske is synonymous with the Indy 500, that's not surprising when you think his cars have driven into victory lane 18 times since he first entered the race in 1969. On November 4 came the announcement that shocked the motorsport world, the 170-year-old Hulman & Company family business had sold the IMS (Indianapolis Motor Speedway), the Indycar Series and IMS Productions to Roger Penske and his Penske Entertainment Corporation for an undisclosed sum with

agreement reached in less than six weeks. The Captain - 'We have ended up with a super-package from our company's perspective, and what we want to do is to take care of the fans who support this track and Indycar around the world.' Don't expect major changes, as Henry Ford famously said, 'If it 'aint broke, don't fix it'. It will be interesting what the



power of Penske will bring to the famous Brickyard...

Did you know? The 2019 Supercheap Auto Bathurst 1000 marked 40 years since the first in-car camera was used at The Mountain. It was a Channel Seven invention called 'Racecam' that would revolutionise sports broadcasting around the world. Driving a Toyota Celica with the large fixed camera looking over his left shoulder Peter Williamson finished ninth outright in the 1979 Hardie-Ferodo 1000 and gave viewers a completely new dimension of motor racing from their lounge chairs. The 'live' pictures were described as 'sensational' and were enhanced with sound from within the car's cabin. TV producers around the globe were impressed and two years later More in January...

Taking it seriously. Our man Justin Allen had an interesting introduction to Toyota 86 racing, it's hard and close, if there isn't a gap it appears that you make one! Taking the driver out of the equation, there are so many aspects to making a car go faster, it's all about experience and technical know-how. So Justin has taken the big step to have the successful International Motorsport outfit prepare and maintain his yellow 86 race car. That's taking it very seriously...

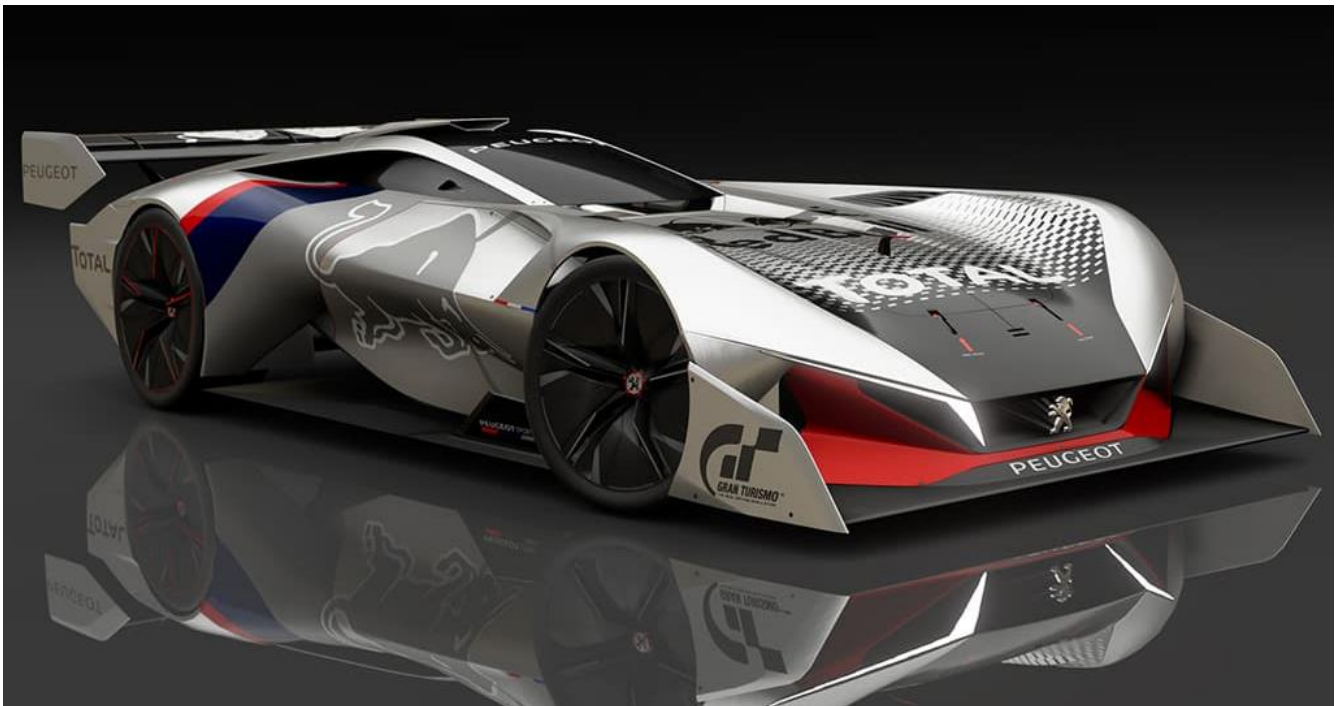


Weissach wonder wagon. At the MG Classic meeting there were many cars that attracted more than their share of attention both on and off the track. One was entered in the 'Allcomers' races and shown in the programme as a 2019 Porsche GT2 RS CS with the driver listed as Andrew Whittaker. Andrew has enjoyed a very long association with the event as both a competitor and sponsor, he raced a potent TVR Tuscan before moving to the Porsche marque and over the years there has been a succession of 911 model variants, his latest is very special because only 200 have been built with 'CS' being the important initials, they are the abbreviation for 'Club Sport'. The car is a track-only version of the most extreme 991-generation model and without the need to meet on-road homologation many new components are carbon fibre to reduce weight and there's a big emphasis on downforce with a larger rear wing, larger front intakes and integrated chin spoiler. The 'CS' uses the same engine as the road-going GT2 RS, a water-cooled 3.8 litre flat-six with twin turbochargers and variable camshaft adjustment producing 690 bhp. Massive (410mm/390mm) ventilated carbon ceramic disc brakes take

care of the stopping department, top speed is 340 km/h (211 mph) with acceleration to 100 in 2.7 seconds, 160 in 5.8 and 200 in 8.3. The price you ask? It's quoted as 400,000 Euros which is NZ\$690,000 at today's exchange rate. There's also a reminder of the car's pedigree, a sticker on the windscreen says THIS CAR CANNOT BE REGISTERED FOR ROAD USE. Bugger...

Boy's shopping. The Porsche 991 GT2 RS was officially launched at the 2017 Goodwood Festival of Speed, shortly after the three 'down-under' works drivers placed their orders with the factory as production was being limited to only 1,000 units. That run was due to end in February this year but four cars destined for Brazil were lost in transit when the ship Grande America sank in the Atlantic Ocean! Production was restarted to reproduce the lost cars. Brendon Hartley, Mark Webber and Earl Bamber are three lucky owners of one of the world's most desirable road cars that are the last of the 991 generation, capable of lapping the famous Nurburgring Nordschleife at an average speed of 184 km/h. When Brendon first tested the car at the Nardo facility he twittered 'This got me a little excited today'. His 991 GT2 RS is Schwarz (black) with Grun (green) graphics, brake calipers and interior highlights. That's what you call classy...

Habitual motorsport winners Peugeot are set to return to the WEC fray after the company confirmed that it is building a hypercar to compete in the Championship from 2022. The new hybrid challenger will see the company's first Le Mans start since 2012 when it cut its LMP1 programme. With Toyota, Aston Martin and Glickenhaus already confirmed as hypercar entries for the 2020/21 season, and several other manufacturers known to be working towards this goal, the WEC competition could be revitalized. Watch this space



A prancing horse for Christmas?? The only remaining car from Ferrari's tragic 1982 F1 season will go under the hammer at the Abu Dhabi GP. The Ferrari 126 C2 was an evolution of the previous years 126CK which Gilles Villeneuve manhandled with such verve and fearlessness, and the car in which he lost his life. Chassis number 061, the only remaining car of the 7 built, which won the German GP in the hands of Patrick Tambay and was driven by Mario Andretti in his last ever Grand Prix is estimated to make NZ\$3 – 3.8 million.

Also up for auction in the new year is the replica GT40 used as the main car in the Ford vs Ferrari film and as driven by Christian Bale in his role as Ken Miles. Built by Superperformance and powered by a specially prepared Roush 427 V8 it is so accurate that most of the close up work in the movie was done with it. No mention of an estimate yet

Interestingly Ford are apparently maintaining a silence and distancing themselves from the film. "The Ford GT team's triumph at Le Mans in '66 was a proud moment in our history and we appreciate the interest in

Ford's racing heritage. It's great that the movie is an entertaining throwback, sparking renewed interest in the history of Ford's success at Le Mans, but of course we hope audiences realize that movies—even movies that are based on real events—often employ a bit of dramatic license."

On the nose. The Bloodhound Land Speed Record car has passed its 600mph testing target, reaching 628 mph (1010 kph) last month as the team prepares for an outright record attempt in 12 – 18 months' time. The speed tests are taking place on the dry lake bed of Hakskeenpan in the Kalahari desert where it is hoped they will beat the Thrust SSC speed of 763 mph set in 1997. Impact damage is one headache to overcome as the speeds rise and high-speed air and desert grit take their toll.



Formula 1 has announced plans to become carbon neutral by 2030. The series, which requires seven jumbo jets to transport its equipment around the world, has pledged to reduce the net carbon emissions of racing, transportation and travel to zero. On track, car engines will become "net-zero carbon hybrid power units" by 2030, using plant-based biofuels or synthetic fuels, which are in development. Team factories will have to use renewable energy, while "ultra-efficient" logistics and travel plans will be adopted to reduce carbon emissions. By 2025, the sport plans to have replaced single-use plastics and fans will be incentivised to choose greener ways of travelling to circuits. Does that mean that Kiwi fans will have to row the Tasman to get to Melbourne?!

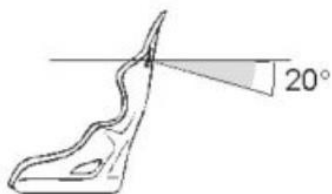
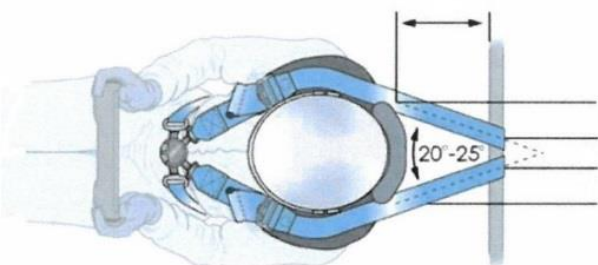


Diagram 4.2 - FHR Safety Harness Mounting Angles

You have been warned, several times, but here it is again, so no excuses. From the 1st of October 2020 FHRs will be mandatory for all MNZ Accredited classes and National Race events. See Schedule A 4.2 Frontal Head Restraints. We strongly recommend you purchase the best safety apparel. Make sure you buy a helmet with FHR mountings so you are ready, most suppliers are offering great package deals.

FHRs are flagged for future introduction into Clubmans, National Rally and Rallysprint events so keep this in mind when you are sorting your safety systems.





DID YOU KNOW ?

No more Possum for us!! All Manawatu Car Club event entries and payments can now be made via the Club website. Simple. Easy. Quick. Click and Go. Check it out

<https://manawatucarclub.org.nz/product-category/payments/>

Remember too the options available in our online store



- Clothing
- Parts
- DVDs
- Decals

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

The Mitre10 MEGA Summer Series is now a hybrid of a National Race Meeting and a Clubmans Race Meeting. RS Cup and SF Cup have been approved by Motorsport NZ to be Clubmans Race classes under rules submitted to the Rules Committee. These rules define car types, target lap times, break-out penalties, graduation to the next fastest class, or demotion to the next slowest and policing prohibited in-car timing devices. Find these rules on our website www.manawatucarclub.org.nz

Clubmans Race allows the driver to wear the same safety apparel as Clubsport Advanced. See Appendix Two Schedule A 4.3 Protective Clothing Requirements.

IB Cup and GT Cup are National Race classes that require competitors to meet the higher safety standards of National Race rules.



BATHURST 2019 – THE HOGG DIARIES

Wednesday 09 October

Dear Diary

Chauffeur Bryce has Suburban all cleaned up, on board snacks installed, only one drink for driver. Depart for Harbour Capital. Incident # 1. Poor brown bird smeared itself over windscreen going up Potts Hill. Score Suburban 1 Bird 0. Suburban chewed through three dinosaur fossils getting to Wellington. Think chauffeur could be heavy footed. Eventually found enough room in covered car park for Suburban, checked into hotel. Time for dinner.

Thursday 10 October

Dear Diary

Early start out of New Zealand, up at 4.15am. Meet Stanleys in Departure Lounge, also Troy Howard and Geoff Spencer. Stanleys being loyal to Sam's heritage, travelling on QANTAS. Rest on Air New Zealand. Every second person seemed dressed in race attire of some description. Plane takes-off, pilot pointed nose in westerly direction over Tasman Sea. Good start. Bryce assisted Shania (Gareth's partner) and ordered her a Kiddies meal and activity pad. Very strange look on hostess's face when she saw who meal was for. Forever the gentleman, Bryce confesses to prank and accepts meal. Pretty hearty meal for a kid with baked beans, sausages, egg, juice and fruit. Good flight, good landing at Sydney Airport. We're in Oz.



Cleared Customs. Sorted out Rental Car. KIA Carnival MPV. Lots of people and luggage to move. Head to Blue Mountains for lunch. Lovely day, great view of Three Sisters, Cable Car etc. Place very busy, elected to keep going and review on return trip. 1.30pm. Introduction to local constabulary at Lithgow. Road Check Point. Breezed through. Hoggs on Tour 1 NSW Police 0. Brief stop at Bathurst for ice cream. Arrive Orange around 4pm. Check into accommodation. Younger generation in pool, driver on bed resting eye lids. Early start tomorrow.



Friday 11 October

Dear Diary

5.45am. Alarm goes off. Thought we were on holiday! Bus leaves hotel 7.00am, 50 minutes to Bathurst. Rather brisk morning. Not looking promising for a sun tan. Bus loaded. All people have matching back packs. Some already loaded to maximum with clothing etc. Seemed to be lots of ex-Scouts on board (prepared for any situation). Others wearing layers of clothes to allow shopping to fit into back packs. Smooth journey to track, nice friendly bus driver enjoys a laugh.

Christchurch plumbers in charge of back of bus. Arrived on-board with bags of ice. Hmm! On road ten minutes, hear clinking of green bottles from back of bus. Going to be a long day for them. Travelling on bus great. Park close to entry gate, no worries. Some people in grandstands, some General Admission, rest in Corporate Box. Hoggs

in last option. Have roof top tent location above pit garages. Right next to winner's podium. Great view out front, great view out back, see cars coming past Rydges Hotel into final corner onto front straight. Perfect. One minor problem. Very, very, cold.

Decided was right day to look at merchandise. Sells out very quickly. Weather not improving, jackets and beanies first priority. Lunch provided and enjoyed. Decision made to retreat to tent to watch racing. Big screen in tent as option for viewing. Enjoyed hospitality and roar of engines behind us. Ventured to balcony for full adrenalin rush of Muscle Cars and V8 Supercars. Adrenalin really pumped. Practice and racing over. Saw Stanleys as we left. Return to bus. Plumbers still sorting bottles in back seats.

Tea and early night. Too much fresh air for everyone.

Saturday 12 October

Dear Diary

Same routine as yesterday, seemed to work well, no point in changing. Small delay leaving, buckets emptied of water, fresh ice brought onboard.

Looked like all the Emperors had new clothes. Definite divide on board. Rich colours of red with yellow and white alongside navy with red, white and yellow, a splash of green and black. Could easily pick out who was barracking for which team. Lot more people at track today. Straight up to tent to secure our position. 100 people in tent, enough seating for everyone. Wanted to sit together, best to secure Hogg space. Other plan was continue shopping and visit top of the Mountain. Bus to top, whole different world up there. Tent City. Seemed to be unwritten rule how things are organised after official set-up has



happened. It works, they look out for each other, don't take anyone's position, they get along really well. Great lifestyle.

Jonathan, boys and partners feeling energetic. Walk dirt track along fence line to Forest Elbow Corner. Some showed true athleticism, 1.5 kilometres in record time. Returned on sealed track, uphill, much more challenging. One ran, surprised everyone, others at leisurely pace. Discussion on return that having short legs meant you walked furthest. Hmm! Not sure if any scientific theories were applied.

Great day of track activity. 5.00pm. Top 10 Shootout. Unbelievable atmosphere. Racing ends, rush to bus. All Williment Travel patrons being entertained at Penrith League Club by Mr Greg Murphy. Busy man had to wait while he finished TV work. In meantime entertained by Murray from Williment and Kevin Murphy, Greg's dad. Nibbles provided. Around 300 people in room. Listened to Greg talk about host of things, from the racing to safety on roads in New Zealand. Everyone came away with plenty to think about.



No team dinner tonight. Too tired after strenuous exercise on Mountain. Everyone to their rooms. Lights out early.

Sunday 13 October

Dear Diary

Breakfast dining buzzing with chatter over yesterday's racing and who will win today. Finally mastered how to use automatic waffle maker. Final product left us confused. Some size of pikelet, others size of bread plate. Today all same size.

Seemed quicker run to Bathurst, maybe driver inspired by racing. Saw sun rising. Everyone in new attire. Most of Team Hogg wore layers, hoping to peel off a few as weather warmed up. Secured seating. Checked programme. Off for last minute shopping. Check for cheapest, some team's merchandise reduced in price. Hogg plan to shop, get back upstairs. Want to be at front of balcony. Need to secure position at least hour before race start. Careful planning. Wait for people to leave. One by one install stools in Hogg space. Everything goes to plan.

Best view in house. Enjoyed parade of Kenworth trucks, tribute to local gentleman who had recently passed away. Was involved with Kenworth trucks and had association with the track. Driver parade behind trucks. Sun streaming onto circuit, getting warmer.



11.30am. Scene set for Great Race. Time for revving engines, seem to be on rev limiters waiting for lights out. Lights out, they're off. Huge buzz. Sound is deafening but need to experience it. True petrol head moment. Only one thing to do. Sit back and enjoy.

Still had Museum to visit and checkout. After first hour Hogg team talk, outcome, off to Museum. Walk along pit lane behind garages, they make setups at home look small but without the big budget. Good time checking them out. Museum simply amazing. So much history with famous vehicles. Race becoming follow-the-leader until drama of final Safety Car. Sprint race to flag. Kiwi drivers in first two cars. Proud to be Kiwis. Adrenalin still pumping, big buzz as everyone left track. Going to be a slow exit. Fans celebrating, interesting how some people celebrate. If wearing red you're everyone's friend. Bus next to us looked full of red, couldn't see any blue.

Back to hotel. Time to reflect. It's true what they say about the Bathurst experience. It creates a buzz, it gets the heart racing. If you're not a real petrol head it's still worth the experience.

What a weekend. Team Hogg makes unanimous resolution. Save pennies to return to Mountain.

Monday 15 October

Dear Diary

Drive back to Sydney. Return Kia Carnival. Team impressed by it. Young ones fly back home to Wellington and the Suburban. Two oldest ones fly to Adelaide. Plan to see South Australian Capital, see Barossa Valley, see 'The Bend.' Hmm!

Jill H



OctoberFAST 2019 REPORT...



The weekend of 19/20 October produced very good racing across 14 categories, with two national championship rounds an integral part of the 37 race programme. In simple terms, it was a full-on two days of highly competitive racing and run to time thanks to the event management team and the extraordinary volunteer V-Force.

Following overnight rain, competitors were greeted by dark clouds on Saturday, the sun appeared at 8.45 with blue sky to the west, but when the qualifying sessions began the drivers were greeted with the **RAIN LIGHT ON** sign as they turned down pit lane because of the spray. Just when the odd dry line started to appear there was very heavy rain, 40 minutes later it was back to blue sky and sun shine – but the rain returned early in the afternoon, extremely heavy this time, it cleared but the track remained very wet. Sunday was a much better day, cloudy but fine with a predicted high of 17 degrees.

Qualifying for the Super Mini Challenge/Khumo Pre65 saw Tony Elmiger topping the sheet by 4.2 seconds over Stuart Crosby and Shane Hobman with Kevin Townsend fourth in the quickest Mini, albeit 8 seconds slower than the pole sitter.

Elmiger was first home in Race 1 but the Mustang driver was disqualified for ignoring the black flag which



handed victory to Crosby's Ford Thunderbird, 8 seconds ahead of Hobman, Nathan Murray (EH Holden) and James Cobham (Mk1 Ford Cortina). Bill Robson was the first Mini home in 5th place after Townsend failed to make the start. Race 2 was a 6-lap Handicap that proved to be a benefit for Bill McKinnon in the Coby Chev Nova, the Goliath leading home the Minis of Greg Gordon and Kevin Townsend with Jack Packer best of the rest in his Mk1 Jaguar and only a second in time behind Townsend. The handicap was too big for the big boys with Hobman's Chev Bel Air Sprint placed 8th, Crosby 9th and Elmiger 11th.

Race 3 was another Handicap that was a much closer affair. Colin Middlemiss beat Hobman by 2 seconds with Townsend's Mini half a second back while Elmiger and Crosby climbed through the field to finish 4th and 5th split by 8/10ths, there was less than a second back to the Packer Jaguar. McKinnon's race was over after 4 laps.

Twenty-five cars were an impressive entry for the SS200/K-Sports Sedans, five being the diminutive STAR cars. Qualifying coincided with the arrival of the rain, two drivers completed 4 laps with most only 3 before returning to the pits. Martin Irvine was fastest, 2 seconds ahead of John Thomson with Ryan Jury on the second row of the grid for Race 1 and joined by Oliver Gordon, Warren Glassford and Tony Annabell shared Row 3.

The opening Scratch Race saw Irvine continue where he left off in qualifying, scoring a comfortable 6.6 second win over Jury, the pair a massive 22 seconds ahead of the pack that was led by Gordon, Glassford, Garry Cammock and Jeff Sharp who was first of the STAR cars. In 15th position was Louis Kuriger who was the last driver on the lead lap, six cars were a lap down, there were four DNFs and one DNS.

Race 2 was a 9 lap Handicap that saw the last seven cars starting from pit lane giving between 1.34 and 1.52 to the first group of four cars that included Jason Feck. Taking full advantage of his generous handicap Feck was the only driver credited with the full 9 laps, James Annabell was a distant second, 7 seconds ahead of Brent Thompson, then came Sharp, Anton Bryant and Michael Jane. Of the 'back markers' Jury climbed to 13th, one spot ahead of Irvine.



Race 3 was another Handicap that saw Karl Rastrick and Jury conceding a 65 second start to Wayne Bryant, James Annabell and Feck who were first to be flagged away. Bryant hung onto a rapidly diminishing lead to cross the line 6/10ths ahead of Jeff Sharp for a STAR car 1-2 result, the pair 6 seconds ahead of Geoff Boyden with Rastrick just 8 seconds behind the winner in 4th place after a superb drive from the back. The traffic proved too much for Jury who finished P11.

For the Dunlop BMW E30 races 18 of the Bavarian cars were on the grid with Qualifying indicating that the racing should be very close, all 18 cars being covered by 10.041 seconds! Shane Geddes was quickest half a second ahead of Matt Griffin with tenths separating the times set by Dion Pitt, Arran Crighton, Sebastian Noble and a further group of five, in total ten cars covered by 2.5 seconds.

Unfortunately that closeness didn't translate to the opening Scratch race that Griffin won by 4 seconds over Geddes with a 9 second gap back to Pitt who was comfortably ahead of the duelling trio of Noble, Ian Power

and Josh Donohue. Sunday's improved weather saw Griffin make it two from two but by a much closer margin, heading Geddes by 1½ seconds with Pitt more than 4 seconds away in third, Donohue, Crighton and Casey Sturrock rounded out the top six over a 12 second spread.

Race 3 was another 8 lap Scratch affair that was the best of the day for the E30s. Griffin beat Geddes for the third time but the margin was just 2/10ths with two seconds back to Pitt who was chased home by Crighton, Sturrock and Donahue, the first six cars covered by less than 10 seconds - much better racing.

The Nexen Mazda Racing Series races featured 19 rotaries and 3 MX5s in the hands of Jeremy Hoskins, Matt Smith and Ricky West. Qualifying saw Leo Bult edging Roger Beuvink out of the top spot by 3/10ths with 1.3 seconds back to Simon Baker who had close company in the form of Brett Killip, Alex Corpe, Lance Sutherland and David Atkins, the seven cars covered by less than four seconds. Hoskins easily topped the MX5 times from Smith, a best 1.33.893 compared to 1.37.350.

Race 1 was a Delayed Start 8 lapper with an incident coming on lap 2 when Beauvink attacked the gravel trap in the esses. The Safety Car was called before the race was red flagged so the # 97 RX8 could be extracted and the tyre barrier reinstated. Fifteen minutes later the race restarted with Baker claiming a 1.7 second win over Killip and Bult, 4th was Corpe in the only Pro7+ class car that headed the RX8s of Nigel Eger and David Atkins. Hoskins won the MX5 class

Race 2 had the same format and the drama came on the grid start when A J Redding stalled his RX8 and had to be towed to the safety of the infield. The incident didn't disrupt the racing that saw Bult beating Baker across the line by half a second with Beauvink a further second back in third, the next three finishers being Killip, Corpe and Edger with less than five seconds covering the six cars. Smith got the better of Hoskins in the MX5 by a six second margin.

The Delayed Start format remained for Race 3 that saw Baker take a 'Drive Through' penalty on lap 4 that ended his hopes of a second win for the meeting. It was Bult who scored the double with a comfortable 5.8 second victory over Beauvink who had Killip on his bumper as they crossed the line, Corpe was 4th home holding out Edger and Atkins. Baker recovered from his penalty to finish 11th, half a minute behind the winner. In the MX5s Hoskins beat Smith home by 2.3 seconds to make it two wins to one, with Beauvink setting the fastest category lap of the weekend with a best 1.18.382.

There were eight entries in the NZ Sports Car Racing category, Qualifying suggested that Dean McCarroll and



Mark Galvin would be the two fighting out each of the rolling start races, though they were separated by 2.2 seconds with a similar gap back to Nicholas Barker. The first 10 lapper confirmed everything with McCarroll's Juno crossing the line 6.8 seconds ahead of radical Terra FX driven by Galvin, both were very quick - Galvin broke the lap record, McCarroll beat that on the next lap then beat it again to set a new mark of 1.04.443, an average speed of 169.226 km/h.

Race 2 saw McCarroll outbrake himself at Higgins on lap 8 as he duelled with Galvin who won by 44 seconds from Richard Kelly and Anthony Barker who were split by half a second. In the improved Sunday conditions Galvin lowered the track record for IRC Sportscars to 1.03.754. McCarroll took no prisoners in Race 3 and took the checker by a convincing 31 seconds over a struggling Galvin who was 22 seconds clear of Nicholas Barker. To show his superiority Mt Maunganui's Dean McCarroll had the final say by again breaking the lap record with a brilliant 1.03.191 (172.620 km/h).

Bearing in mind that sixteen Central Muscle Cars were at the Bathurst 1000 meeting a week earlier it was an outstanding effort to have 18 cars on the Manfeild grid. The Qualifying times were headed by Andy Knight from Christchurch who enjoyed a 1.17 second advantage over Dean Perkins, 7/10ths away were Steve Ross and Dean Hansen in a tight field that had the top ten cars covered by 4.2 seconds. Angus Fogg slotted in at P7 in a 'new' Mustang, the 'Black Beauty' car was in transit from Australia.

The first of the group's four scheduled races (2 x Saturday 2 x Sunday) was a 10 lap Scratch. Knight looked the man to beat and Perkins seeming to have no answer to the pace of the Oldsmobile Starfire Firenza, but on the penultimate lap the Cantabrian was off the track at Turn 1 with the rear of his car suffering extensive damage after making heavy contact with the tyre barrier. That incident allowed Perkins to score an easy 7.4 second win over Hansen with Fogg 9 seconds back in third, Ross was close behind while Tony Boyden got the better of Tristan Teki, Andrew Sinclair and Shane Holland in the battle for 5th, the quartet covered by 1½ seconds. Hansen set the fastest lap at 1.18.934

Race 2 was a Reverse Grid Scratch and another Perkins benefit with Knight out for the weekend, this time he scored a comprehensive 11.4 second win over Teki's batman Camaro. Crossing the line in close formation behind Teki were Brendon Neiman, Ross, Hansen and Steve Hildred, the five cars covered by two seconds. Perkins fastest lap of 1.10.305 was a good indication of how much the conditions improved during the afternoon.

Sunday's Race 3 was a Handicap that was the best 'tin top' 8 laps of the weekend. Perkins and Hansen gave a



45 second start to Cam Crawford and Hildred, 30 seconds to Fogg and Neimen. The spectators saw Perkins at his brilliant best as he weaved the # 75 Falcon through field, it was motorsport magic. He took the checker flag but first became ninth when he was pinged 10 seconds for a jump start! That handed the win to Fogg and the outstanding handicapping resulted in the first eight being covered by an remarkable 2.7 seconds - the smallest separation was 0.046, the biggest 1.1 seconds. The official finishing order was Fogg, Holland, Hildred, Ross, Paul Boden, Sinclair, Bruce Kett and Teki. Handicap racing doesn't get much better than that.

Race 4 reverted to a Scratch format. Perkins capped off an outstanding weekend with three wins from four starts, the time penalty in the previous race prevented a perfect record. Hansen was second home but 8 seconds down the road with Ross claiming third a further 5 seconds back. Next was Fogg who crossed the line 20 seconds behind Perkins with Boyden and Holland completing the top six finishers. Not a good ending to the day for Teki and Boden, both had DNFs.

The BMW 2.0 litre class attracted 15 cars and they were relatively evenly matched, qualifying showing a three second spread over the six quickest cars. Top of the sheet was Graham Ball by 9/10ths over Matt Griffin followed by Ant Belsham, Martyn Seddon, Chris Sparg .and Ross Wilson who were within the same second. Ten seconds covered the top 12 cars.



First up was an 8 lap Scratch race that generally followed qualifying form. Belsham retired on the final lap, for Ball there were no problems on his way to a six second win over Griffin, the pair finishing a surprising 11 seconds ahead of Seddon with Wilson, Sparg and Mike Ashton split by healthy gaps to complete the first six home.

Race 2 was a Handicap and the people who did the grid were right on the mark again. Griffin's reward came with a 7/10ths win over Belsham who was 1.9 clear of Mike Dunstall with tenths splitting Wilson and Rick Donaldson who were pushing Dunstall. Ball was unable to overcome his handicap and crossed the line in ninth place, 14 seconds behind Griffin, some consolation was setting the class fastest lap of the weekend.

It was another handicap for Race 3 that saw Ball a non-starter and Griffin 11th and last finisher! Belsham became a DNF with three laps to run, the win going to Seddon after a great battle with Dunstall, the margin was just 0.187 at the flag. Three seconds back was Sparg who had Wilson on his back bumper, Donaldson and David Whitburn completing the first six home. Two places back was Joanne Johnson who scored her best result in her distinctive BMW Touring (station wagon).

The Motul Honda Cup was another strong field, 22 entries with the Civic very much the dominant model, for variety there were four Integras. Qualifying revealed that Shane Haitana's Civic was the quickest car on the circuit when he clocked a best 1.14.764, 1½ seconds faster than David Miller with 6/10ths back to Scott Silver and a gap of 4/10ths to Bayley Walker. The best time posted by an Integra was Greg Sparks' 1.17.989, P9 on the grid for Race 1. Twenty-two cars with the fastest 18 covered by less than 10 seconds!

A rolling start was employed for Saturday's Race 1 that saw Haitana claim victory by 4.7 seconds over Andrew Johnston with 3 seconds back to Paul Muldoon, the pair had qualified 5th and 6th respectively. Walker, Steve Hughes and Chris Hughes completed the top six. Spark was the best placed Integra in 10th.



JAROD CARRUTHERS PHOTOGRAPHY

Race 2 featured a Reverse Top Ten with the normal grid start. Starting P17 didn't prevent Haitana from scoring back-to-back wins, but it was much closer this time, 1.4 seconds over Silver with Muldoon three seconds away and holding off Miller who had a DNF in Race 1. Spark's Integra was fifth across the line with Johnston 3/10ths behind to complete the first six finishers.

There was a Handicap start for Race 3, Haitana gave the leading trio of Simon Manthel, Mike Hoeft and Shane Hine a 76 second start but it was too much to overcome. At the end of the 10 laps he was up to 10th place and only five seconds behind the winner - one more lap could have been very interesting! The checker fell on Chris Hughes by 1.4 seconds over Jason Gibbs with 0.126 to third placed Martin Dunn, Walker wasn't far away and led home a tight group that included Manthel, Thompson, Jason Weel, Johnston, Silver, Haitana, Muldoon, Miller, Glen Archer and Hoeft - all within ten seconds of the winner with the smallest gap 7/100ths. Outstanding work by the Handicappers.

The third class representing the Bavarian Motor Werke was the BMW Open with 17 cars covering 12 different models. The combination of Andrew Nugent and his E92 M3 was quickest in the Qualifying session by more than five seconds over Martin Irvine's M2, there was a gap of 2½ seconds to third fastest Graham Ball (E36 320i), another 1/100th to Michael Delmont (2002 Turbo) and a tenth to Warren Glassford (E30) - the quickest 15 cars were covered by 15 seconds which suggested there could be some interesting mid-field battles.

Race 1 was a 8 lap Scratch that was controlled by Nugent from lights to flag, winning by 5 seconds from Peter Beguely (E92 M3) who was the slowest qualifier with a best 1.29.3 lap and ran only 3 laps, the car's problem was solved and his fastest race lap was 1.10.9. The pair completely outclassed the field, Glassford took third place but was a massive 44 seconds back with Ball the only other driver to finish less than 60 seconds behind the winner! Irvine crossed the line 6th and Delmont 8th in the difficult conditions, the latter 73 seconds in arrears. The second and third races were Handicaps.

Race 2 had a dramatic start when Glassford's car failed on the grid and had to be towed to the safety of the infield by the quick reacting recovery quad rider. Nugent couldn't overcome his handicap and finished fifth,



Beguely was an impressive third. First man away Stephen Marks (E30 325i) just held out Scott McCaskey (E46) by 6/10ths with Beguely less than two seconds away with a similar margin to Mike Dunstall and a further 3.7 seconds to Nugent with Nikolas Haden (E46 M3) rounding out the top six place-getters.

For Race 3 Nugent gave Beguely a 5 second start and 70 seconds to Marks and Dunstall. The handicappers got it absolutely right with the two fastest cars negotiating their way through the field to finish 1-2 by the narrowest of margins. Buguely took the checker 0.17 ahead of Nugent with Delmont 1.2 seconds away in third after being given a 45 second start by the back marker. Irvine, Ball and Glassford were next across the line, the first six cars covered by 10 seconds. To confirm how hard Nugent was pushing he set a category fastest lap of 1.08.866 on lap 3 of the race.

A mixed bag of ten Commodores and Falcons plus a solitary HQ Holden formed the field for the MWN Civil Claudelands Automotive NZ Six/HQ races. Qualifying was close with Josh Coates clocking the fastest lap 8/10ths in front of Todd Prujean with less than a second back to Janine Douglas who had participated in the Trans-Tasman Challenge at Bathurst a week earlier. Tenths of a second split Justin King, Brent Cooper, Lincoln Prouting Dawson Chung, Anthony Allen and Darrel Harris, the nine cars being covered by 3 seconds. The solitary HQ driven by Tessa Mead had a best 1.42.9, 20 seconds behind Coates, but improvement would come as the weekend progressed.

Each race used the Scratch Split Grid format, Race 1 being won by Matt Griffin who hadn't taken part in the Qualifying session, the margin over Cooper being 2.3 seconds after the 8 laps. Chung was five seconds away in third, with slightly smaller gaps separating Prouting, King and Coates. The battle for 7th saw Harris edge out Allen and Douglas with that trio covered by less than a second. Todd Prujean was a non-starter after not feeling well, his car being driven by Matt Henney. King posted the fastest lap, a full second faster than the time he set in qualifying.

Griffin made it two from two in Race 2 but it was close. Prujean was back in his car and was half a second away at the line, Chung was third again but nearly 10 seconds back, Prouting was right on his bumper with Allen and King completing the top six. Coates was a non-starter. Griffin claimed the fastest lap, 1.22.308 compared to King's 1.22.622 in Race 1.

Their final race was the final race of the weekend, and what a way to end the two days. Once again Chung was third with King 2/10ths away and 4/10ths to Janine Douglas, good close racing, but the REAL action was happening about 20 seconds in front of them. Griffin met his match with Prujean fully fit and the pair went into the last lap with Prujean holding the narrowest of advantages, into the final corner Griffin was forced to take the high line and stay wide on the drag to the flag. Prujean looked the likely winner but somehow Griffin found more momentum, got alongside and got his nose in front right on the line, an incredible finish with the margin a quite remarkable 7/1000ths of a second - to the naked eye it was a dead heat! How intense was the battle for first? Griffin set a new fastest lap of 1.21.924.

Open wheel racing appears to be entering a new era with a new generation of drivers coming through the ranks. The quality of the racing is quite outstanding and exciting to watch.

There was a high-quality line-up of 17 cars for the HI-Q Components Formula First NZ Championship round, included were two lady drivers, regular Amy Smith and Bree Morris, a karter from Auckland.

Defending champion Reece Hendl-Cox headed a close Qualifying session that was decided in tenths of a second. Chris Symon was next (+0.2) followed by Liam Foster (+0.5), Louis Redshaw (+0.2), SpeedSport Scholarship winner Matthew McCutcheon (+1.6) and Ron Carter (+0.3), the fastest six cars were covered by less than two seconds, the fastest twelve by four seconds. The only drama was the car of Hendl-Cox suffering a broken throttle linkage to one carburettor during the session.

Saturday's Race 1 was run in appalling conditions with heavy driving rain and the drivers having to cope with spray and spectacular rooster tails. Experience, coupled with bravery, came to the fore in an incident free race that saw all but two drivers finish on the lead lap. Starting from the front row was a huge advantage and

allowed Hendl-Cox to score an easy 16.2 second win, but that gap was a false picture because second placed Symon had to struggle for much of the race with a three-cylinder engine after a plug lead came off. At the line he was only 2/10ths ahead of an impressive McCutcheon, Leo



Scott was 4th with Carter and Foster following in his wake. McCutcheon set the fastest lap at 1.33.704, two second slower than his best in qualifying on a damp track.

Sunday's conditions were vastly improved, so were the lap times with Symon fastest at 1.23.486, 10 seconds quicker than the best lap in Race 1. Hendl-Cox, Symon and Foster were the three drivers who fought out this Scratch 8 lapper, it was close, very close as they flashed under the flag with identical splits of 0.23 seconds. Amy Smith drove a superb last lap, picking up 2 places to be next with Asten Addy 9/1000ths behind Smith and then five seconds to Kyan Davie who held out McCutcheon, 'Mighty Mac' was 8 seconds behind the winner.

Onto Race 3 and how close is close? The first five cars crossed the line covered by 0.754 of a second after 25 kilometres of wheel-to-wheel racing with slipstreaming and positional changes in the mix. The quintet of Hendl-Cox, Foster, Symon, Addy and Smith showed great mutual respect and trust as they endeavoured to out manoeuvre each other, absolutely brilliant racing where there could be only one winner. Five tightly bunched cars three wide around the final corner, the same on the run to the flag with Hendl-Cox winning by inches from Foster, followed by Symon, Addy and Smith - the respective margins were 0.098, 0.381, 0.638 and 0.754 behind the winner. Phew! Redshaw was best of rest nearly 10 seconds behind the group with McCutcheon right on his gearbox. Simply sensational.

Great to see the revamped ITM NZ Formula Ford Championship receiving so much support, twelve drivers faced the starter including James Penrose from Christchurch. Home town hero Callum Crawley laid down the challenge by claiming the Evolution Motorsport Pole Award with a 1.12.893 lap, 0.141 faster than Bill Frazer, next came Thomas Boniface and Penrose. Ronan Murphy and Kaleb Ngatoa rounded out the top six cars, all covered by less than a second.

The opening Scratch race had a dramatic start with two cars going off the circuit at Turn 1. Blake Evans' car was launched into the air after contact and Ngatoa ended up in the gravel trap in the confusion. Evans was out, Ngatoa would take part in the restart following a Safety Car period. A fierce battle at the front of the field involved Crawley, Boniface and Frazer with continual position changes before the Feilding driver opened up a critical gap. Boniface made a last lap charge and crossed the line a tenth behind with Frazer 2/10ths back in third. Murphy, Penrose and Zac Stichbury were in close attendance - six cars covered by 3½ seconds. Ngatoa was at the back of the pack at the restart and climbed to seventh.



The weather was threatening for Sunday morning's 10 lapper but the rain held off. Again there was drama, this time before the start with Evans losing drive on the formation lap. Ngatoa's race was over on the opening lap with terminal engine damage that put him out for the day. Next to retire was Frazer with brake problems forcing an off-track excursion at Higgins on Lap 2. Meanwhile it was game on between Crawley and Boniface as they punched and counter punched in a real fight for the lead. Boniface hit the front on lap 6 and held out Crawley by 0.285 when the flag fell, Penrose was 2½ seconds back to claim third followed by Murphy, Stichbury and a distant Alex Hawley who came home 26 seconds behind Boniface.

Race 3 was a 12 lapper that delivered big time. A clean start with Frazer taking the initial lead from Crawley with Penrose, Boniface and Murphy creating a close formation five car train. After the settling down period Crawley and Boniface were fighting for the lead, often side-by-side, at mid-distance Boniface hit the front and wouldn't be headed. Behind the Taranaki teenager the battle for second reached a new level with Crawley fighting off Penrose and Murphy. On lap 7 Murphy made a sensational outside pass on Penrose in Turn 1 but ran off the track exiting the Hairpin, he was quickly back in the battle for the podium. By the final lap Crawley was pushing Boniface hard, Frazer had miraculously worked his way into the battle for second but undid everything by going wide in Turn 1, leaving the fight to Murphy and Penrose. At the front Boniface and Crawley were side-by-side approaching Higgins, the two cars touched with Crawley the loser, going off the outside of the track and rejoining the race with several places lost.. It was deemed a 'racing incident' by the Stewards. So Boniface won his second race of the weekend by a margin of 2.8 seconds over Penrose who out manoeuvred Murphy to claim second by 1/10th and that was the podium at the end of a brilliant race, less than a second away was the charging Frazer who clocked the fastest lap, while Crawley recovered to cross the line a disappointed fifth ahead of Stichbury.



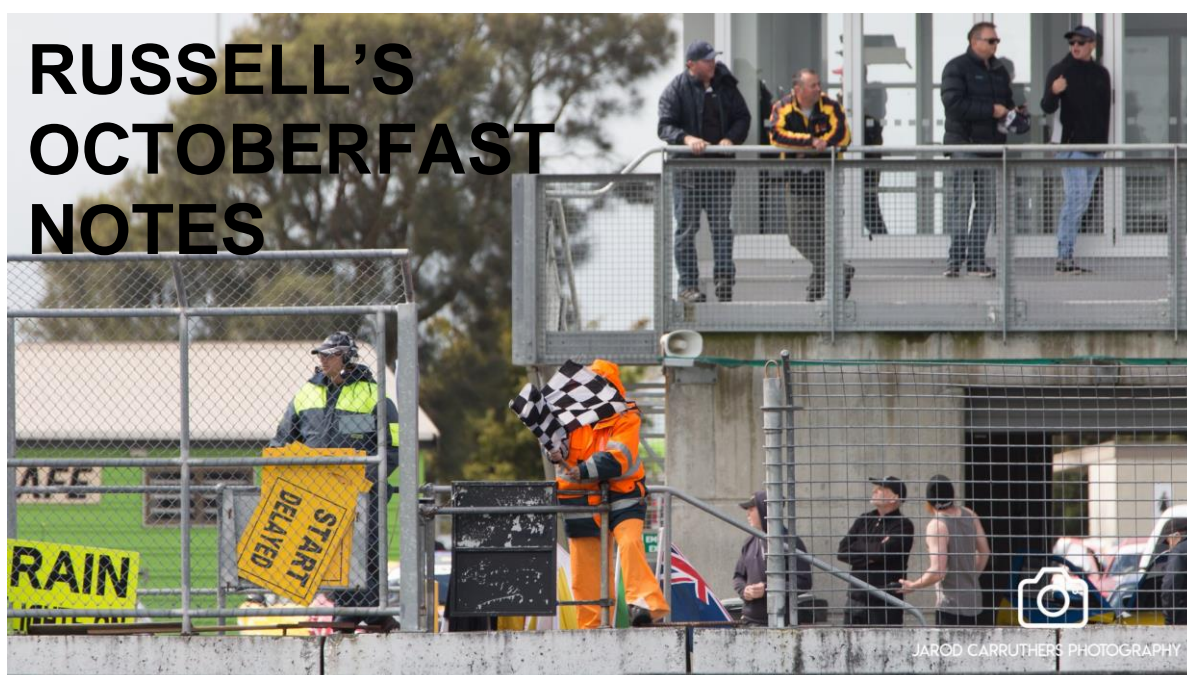
JAROD CARRUTHERS PHOTOGRAPHY

The drivers left Manfeild with Penrose leading the Championship by 34 points over Crawley, with another 40 points to third place Frazer with Stichbury, Boniface and Murphy completing the top six on the ladder. There's a long break before the next round at Invercargill's Teretonga Raceway on 24-26 January.

In summary, OctoberFAST was further proof that the Manawatu Car Club leads the way when it comes to organising and running a meeting, irrespective of size. The logistics of OctoberFAST were daunting, but after Club Secretary Jeff Braid laid set the foundation everyone involved in the running responded with their usual dedication while ensuring the critical fun element remained.

In the title words of the Carly Symon song from the James Bond movie 'The Spy Who Loved Me' - NOBODY DOES IT BETTER, or Tina Turner's smash hit SIMPLY THE BEST. You choose...

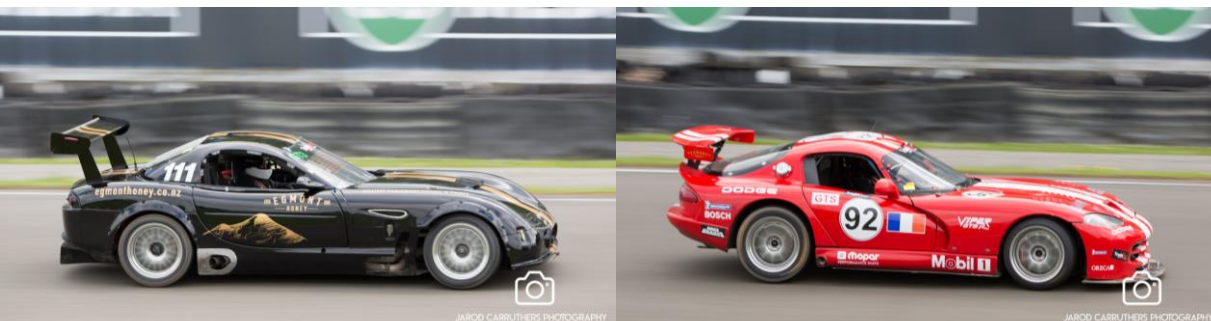
RH



Debut. The Manawatu Car Club's 'new' Ford Falcon XR6 was seen for the first time in its Safety Car role. The XR6 has striking graphics produced by Speedy Signs that have been specially designed to meet the vehicle's function. The club is most appreciative of the XR6's sponsorship from Rose City Cars...

Tribute. The pole grid position was vacant for the first Super Mini Challenge / Khumo Pre-65 race. The gesture was to honour the late Ian Bowater who enjoyed a very close relationship with the Pre-65 group over many years...

Rare pair. Included in the entry list for the IRC K-Sports Sedans were the names of James and Toby Annabell, nothing unusual about there. What was unusual were the cars they were driving, James a Dodge Viper GTS and Toby a Panoz GT. Dodge produced the Viper to out-muscle all existing muscle cars by fitting an 8-litre V10 motor in the engine room. Also from America, the uncommon Panoz GT is a mainly hand-made sports car produced in limited numbers by a company founded 30 years ago by Dan Panoz, power is provided by a 305 horsepower 4.6 litre V8 engine. Great to see rare cars like this on the Manfeild circuit...



No fishing. Ray Hartley had put away his fishing gear for the weekend in favour of spannering for Central Muscle Car racer Brendon Niemen. Apparently Ray was been brought into the team to assist with 'sorting' the # 12 Hankook Camaro in the search for improved lap times. Could be an interesting exercise...

It's all about the badge. In the Central Muscle Cars Christchurch driver Andy Knight appeared with his visually stunning Oldsmobile Starfire Firenza and quickly showed that the car was as fast as it looked by setting the fastest qualifying time, more than 1½ seconds quicker than Dean Perkins' NASCAR engined Ford Falcon. In Race 1 Knight quickly built up a comfortably led but fell foul of Turn 1 on the penultimate lap and backed into the tyre barrier, the heavy damage brought his weekend to a premature end. The body lines of the Oldsmobile looked familiar to many, it was a simple case of General Motors badge engineering. The car is much better known as the Chevrolet Monza...



Unusual reason. The first scratch BMW Open wasn't a good race for Palmerston North's Scott McCaskey. His 3.0 litre E46 stopped on the short straight in a cloud of steam, apparently the radiator coolant bottle became dislodged and was worn away by an engine pulley! So it was off to Repco to find a replacement that could be adapted, the search was successful and Scott was back in business. Word is that Nelson Hartley is fabricating a new trick fuel injection system to boost performance...

Young guns. Looking at the driver line-up in the ITM Formula Ford Championship round revealed that six were teenagers, the youngest 15 years old. Christchurch's James Penrose was the 'veteran' at 23 years of age. All displayed serious talent and showed that the future of open wheel racing in this country looks very promising. The new generation of whizz kids...

RH



CCR RACE REPORTING ...



Young Feilding Racer Callum Crawley has returned home from his successful outing at this year's instalment of the BRSCC Aimshop.com Formula Ford Festival, where he made a strong showing against a large number of competitive and very experienced drivers from England, Ireland, Scotland, America, Canada, Australia and beyond.

The Indy layout of the Iconic Brands Hatch circuit in Kent, England, provides a number of challenges and always ensures close and action-packed racing. ***"What an amazing track, very unlike anything we've got in New Zealand! The elevation changes are just something else entirely"*** Callum said of the circuit.

The first day's practice was in dry conditions. After being fitted for a seat the night before, Callum was quick to get to grips with the undulating course. ***"I'm a few tenths off the fastest pace at the moment after 4 sessions, and hopefully with a few more laps I'll be right on it."***



Callum Crawley leads a battle pack at the 2nd Turn of the Brands Hatch Indy Circuit

After the final two sessions of the rain sodden day, he was duelling with some of the quickest drivers out there, including team mate and recent race winner, Michael Eastwell.

As the only Kiwi that competed this year, Crawley ran for Kevin Mills Racing, a multi-championship winning UK team. KMR run the Spectrum Formula Ford Chassis, the same chassis Crawley runs at home in New Zealand.

With a much more dismal weather outlook than Wednesday, practice day number 2 was to be one of learning and exploration. The rain quickly ensued from the beginning of the day, putting everyone back to square one again. After the first couple of sessions, Crawley was very close behind the leading cars on pace.

The third day of practice was once again met with wet conditions. ***“Myself and the team have been able to get the setup where we want it and I am feeling good in the car in these tricky conditions.”***

“Incredibly, for the last session, the clouds cleared and we had some wicked sun glare off the still very wet track in the afternoon English light.”

Saturdays qualifying was held in dry conditions, where Crawley bettered his previous personal best to qualify 7th in his Heat, to be held later that day.

Race 1 turned out to be a wet affair, and Crawley made a good showing, gaining a couple of spots to finish 5th at a track that, as he describes it, ***“is extremely difficult to pass on, even when you have the pace on the guy in front.”*** Crawley’s strong finish in his first race guaranteed him a spot in the Semi Finals race on Sunday.

In the Semi Final, Callum initially struggled with an engine malfunction, but managed to press on and gain a few positions to move up from his starting position of 8th to 6th. ***“I struggled in the opening laps with an intermittent engine fault, but thankfully it went away mid-way through the race. After that I found some good pace and closed in on the next battle pack. I made some good passes and managed to pick off a few opponents, making my way back up the field and making the pass for 6th at the first corner on the last lap.”***



Crawley leading a train of cars, looking back down Cooper Straight

Once again, his strong performance put him straight through to the Grand Final, where he would start the race off of grid number 11.

“I started from 11th, made some places up and was looking quite strong in the early stages of the race, where at one point I had made it up to 8th. The car had good pace and I was starting to pick people off, but unfortunately the throttle stop vibrated loose and unwound so I kept getting less and less throttle as the race continued.”

“I decided to come into the pits as the leaders were coming around behind me so I made the decision to not impede their race.”

Looking back to Paddock Bend from the run up to Druids, highlighting the elevation changes



“It was an unfortunate end to a great weekend, and not the result I would have liked, but nothing we could have done about it! Much was learned and the experience was absolutely incredible! Thank you very much to all those who have helped make this trip happen, and I hope to pursue more opportunities abroad in the future.”

Although Crawley was unable to finish the final race, his strong performance over the weekend showcased his ability to quickly learn a new circuit, along with his pace and race craft, which have been developed very well in New Zealand.

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

For further information please contact:

Callum Crawley,

Follow Callum on Facebook: www.facebook.com/CallumCrawleyRacing/

Or Instagram: www.instagram.com/callum_crawley



“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 10th December 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!

This is the last Track & Yack for 2019, so why not join us!



November was a memorable month for Brendon, it finished with leading the 2019/20 FIA WEC and making his debut in the FIA ABB Formula E Championship, in between there was the simulator work at Ferrari and time at home in Monaco, there's definitely no shortage of variety in his life!

Round 3 of the World Endurance Championship was the 4 Hours of Shanghai where the Gazoo Racing Toyotas were beaten by the new Success Handicap System and the # 1 Rebellion. Following Porsche's departure from LMP1 racing it was also Toyota's first defeat since the Austin (COTA) race two year ago.

The Hartley # 8 car was third quickest in qualifying, ahead of the sister # 7 car but behind the Rebellion and Ginetta that shared the front row. When the lights went out for the rolling start the Rebellion was slow away and dropped back to fifth and last of the LMP1 runners. The Rebellion eventually climbed back up to second, helped by the two Ginettas and # 7 Toyota receiving drive-through penalties for passing the # 1 car before the start line! Brendon took over the # 8 car in the second hour after Sebastien Buemi had been overtaken by the Rebellion that was able to build up a 30 second lead.

With little more than an hour to run a full-course yellow worked in favour of the Rebellion as both Toyotas were forced to stop for fuel to get them to the finish. That extended the # 1 car's lead to nearly two minutes, with 20 minutes remaining it pitted for a splash and dash, comfortably retaining its lead over the # 8 car that



now had Kazuki Nakajimi behind the wheel. The margin at the flag drop was 1.06.984 with the # 7 TS050 a distant third after dropping off the lead lap with six minutes remaining.

A good new bad news result with the Rebellion confirming it's a major threat with the Success Handicap imposed. The good news was that the # 8 TS050 shared by Brendon, Buemi and Nakajima leads the WEC standings by 3 points over the # 7 Toyota with a further 16 point gap to the third placed Rebellion. Leading the WEC was the perfect birthday present for Brendon who turned 30 on the actual race day!

From China it was back home to Europe and the excitement of the launch of the GEOX Dragon Penske EV-4 Formula E challenger. The chosen venue was in Venice, a city that Brendon or Sarah hadn't visited before. The city famous for its canals and gondolas wasn't its usual self as in the days prior it was subject to the biggest flood in 50 years with water levels up by two metres in some areas! Prior to its unveiling the car was under a cover that carried a large cross - 'It represents the team's title Partner, and the immeasurable factors that differentiate our team from the others on the grid'.



Less than a week later it was off to Saudi Arabia and the opening races of year six of the FIA Formula E Championship, the SAUDIA Diryah E-Prix that proved to be a baptism by fire. The 2.4 kilometre street circuit had 21 turns with the concrete barriers making the circuit very narrow in places, real 'elbows out' racing.

Day 1 didn't start well with a crash that damaged the front suspension in FP1 which also meant only two untimed laps in FP2. Life wasn't made easier with a surface that that was very dusty with only one racing line, qualifying ending with the GEOX # 6 in P20, team mate Nico Mueller would be a DNS in Race 1.

Formula E is a very steep learning curve for rookies, there was a 'drive through penalty' for a throttle map infringement and a 10 second penalty was added to Brendon 's race time for not using the full 4 minutes of his second attack mode activation, though it didn't cost him any race positions. It was P19 in the official results but a finish is a finish.

Facebook - *Difficult first race day in @fiaformulae. Started on the back foot after a crash in Practice 1 which led to missing free Practice 2. My fist lap at full power was in qualifying. We didn't have the pace in the race, some*

of which is understood and the rest we are working on. Big thanks to all @geoxdragon for the hard work. Nico and I kept them busy. Tomorrow is another day and another race.

The tomorrow was a much better day, the track was cleaner and faster and much had been learned about the 'rules' and understanding what the words 'ENERGY MANAGEMENT' mean in the racing environment. Brendon qualified ahead of both two-time defending champion Jean-Eric Vergne and his GEOX Dragon team mate, his race was interesting with gaining, losing and regaining positions as drivers used their 'attack modes'. With two minutes remaining he was finally overtaken by Vergne but when the checker flag fell after 45 minutes plus one lap car Vergne was still only one place ahead. There were cars under investigation. Then delight in the GEOX Dragon garage when the official results were posted, Brendon was classified 9th for a Top 10 finish in only his second race.

Facebook - *The race was messy but I'm happy to get some points on the board. It was a jungle out there.*

Fellow kiwi Mitch Evans finished 10th in Race 1 and 16th in Race 2 where he was 4th quickest in Qualifying but a technical infringement dropped him to sixth of the grid. He incurred a 10 second drive-through penalty for causing a collision. In the final analysis both New Zealanders left Diryah with two championship points each.



There's now a long break with Round 3 taking place on 18 January in Santiago, the Capital of Chile.

So what does December bring for Brendon?

01 it's back in red for the final race of the F1 season, the Abu Dhabi Grand Prix at the Yas Marina circuit.

14 Gazoo Racing Toyota beckons for Round 4 of the World Endurance Championship, the 8 Hours of Bahrain.

Then its home for the Hartleys and a well-deserved holiday break enjoying their new home at Taupo, catching-up with family and friends

December ends on a sad note, but with amazing memories. Auf Wiedersehen to Porsche after five wonderful and fruitful years that brought twelve LMP1 wins, two World Endurance Championships, victory in the 24 Hour Le Mans, an outright win in the 2017 Dubai 24 Hour driving a 911 GT3 R and the opportunity to be involved in the development and testing of their Formula E race car.

Another year to remember for Brendon and Sarah Hartley in their motor racing journey together that began 12 years ago...

RH

Manawatu Car Club
Memberships expired
30th September '19

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

It's easy to renew, just go here:

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



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

PARTING SHOT



The mighty Manfeild V-Force 2019 team posed with the Rush Collection McLaren M22 at the MG Classic Meeting last month. These are the guys and girls that stand in the rain and cold, or suffer the heat and sunburn to make the events happen and manage any mishaps with minimal disruption to the racing.

We salute you all.



COME RACING
WITH US!