

Manawatu Car Club Inc

MAGAZINE

AUGUST 2018



Something for Everyone

The recent Club survey regarding the magazine, overseen by Jeff Braid, was a very interesting exercise. The response, while statistically small, was excellent in terms of this type of survey and highlighted several points. Taking out the odd random returns, the overwhelming consensus was that we are on the right track, and the majority were happy with the magazine. There were some points made however that have very much been taken on board, so you will notice a few changes over the coming months.

Producing the magazine is so much a balancing act, and I am well aware that we will not please all the people all the time. The current **voluntary** writing team (my emphasis), Russell Harris, Richie Arber, Jeff Braid, Julie Keane and I try very hard to provide something for everyone, and undoubtedly in doing so, some things won't appeal to some people. That's OK, none of us will be offended if you don't like one particular contribution and choose to just skip to the next bit – after all, we will never know!!

One consistent comment was the need for a wider contribution base, and I agree. Yes, we have been here before, and in a nutshell that comes back to YOU. I have pleaded before for additional content, especially the events as seen through your eyes as competitors, but my pleas seem to fall on deaf ears. So I will repeat, in bold CAPITAL LETTERS if you like, that I will publish anything you care to send in. If your spelling or grammar is not 100% don't worry, I can polish it up and no-one will ever know. Think of it as an opportunity to promote yourself and your sponsors (even if they are one and the same person) and contribute your thoughts to the Club membership – after all, I can't believe any of you are shrinking violets given the competitive nature shown at events.

Likewise, I am more than happy to receive feedback, positive, negative or indifferent. I don't bite and won't take it personally. Without it, it is like working in a vacuum, or one step removed and trying to second guess what will and won't work. So don't be scared to flick me an email ...

On the racing scene, I note in the latest Hampton Downs Track Torque that Hampton Downs & Highlands have become the first motorsport tracks in New Zealand to make Frontal Head Restraints (FHR) mandatory for both permitted and non-permitted events as of 13 August 2018. "We're at least two years behind the rest of the motorsport world when it comes to the compulsory use of FHR's," says Ben Blair, the new General Manager at Hampton Downs. "It's a no-brainer as far as we're concerned. Motorsport can be dangerous and it's our responsibility to do what we can to minimise the risks to our competitors. Yes, there is a cost involved but the safety of every individual who goes on the track at Hampton Downs is our number one priority." I know this is the dreaded Health & Safety in action, and I'm not sure how this will be implemented in permitted events unless it is specified in the Supplementary Regs of each event, however I believe it is a move that should be applauded. And before the naysayers get going, they are not suggesting a full HANS device, just foam collars are sufficient to meet their requirements, so the cost really is minimal.

It always amused me as a scrutineer how competitors would spend endless amounts of money on shiny new bits for the car to go faster and faster, then rock up with safety gear that was barely adequate, when a complete new kit is so relatively cheap. When it all does turn pear shaped the thousands spent on the car to gain half a second is nothing if your safety gear doesn't work as intended.

I would like to make a comment or two on the recent introduction of the Auckland area extra petrol tax (11 cents odd per litre), but less negativity this month, so one word will suffice – rushed with the usual consequences.

For a laugh I can recommend the following <https://www.youtube.com/watch?v=fpSWXNGF33A>

Remember to keep the rubber side down.

TW

EVENTS CALENDAR

AUGUST 2018

- Saturday 4th Feilding Auto Electrical Winter Series Test Day
- Sunday 5th Feilding Auto Electrical Winter Race Series Round 3
- Sunday 19th Transpec / GT Oil Back Track Autocross



SEPTEMBER 2018

- Saturday 1st Feilding Auto Electrical Winter Series Test Day
- Sunday 2nd Feilding Auto Electrical Winter Race Series Round 4 (final)
- Saturday 8th Feilding Auto Electrical Winter Race Series Prizegiving – MCC Clubrooms
- Sunday 16th Transpec / GT Oil Track Day Series Round 2

OCTOBER 2018

- Saturday 20th OctoberFast
- Sunday 21st OctoberFast

NOVEMBER 2018

- Saturday 3rd Transpec / GT Oil Track Day Series Round 3 / Multi Event Weekend Circuit Sprint
- Sunday 4th Transpec / GT Oil Multi Event Weekend – 4.5km Autocross & Motorkhana
- Friday 9th MG Classic Race Meeting
- Saturday 10th MG Classic Race Meeting
- Sunday 11th MG Classic Race Meeting
- Saturday 17th ShowVember Drift tutoring

DECEMBER 2018

- Saturday 8th Transpec / GT Oil Track Day Series Round 4 (Final)
- Sunday 9th Mitre 10 Mega Summer Race Series Round 1



COME RACING
WITH US!



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 14th August 2018.

Place: **Rose and Crown Olde English Pub** Terrace End Carpark, Palmerston North

Why not join us for a yak about what is happening on, and off of, the track!

MCC COMMITTEE



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



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



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

Your Committee:



Jill Hogg



Graeme Bretherton



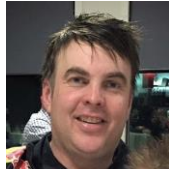
Jaron Olivecrona



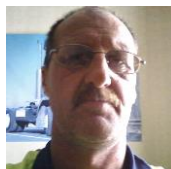
Greg Brown



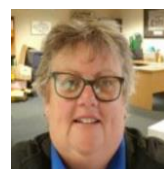
Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

Club Patrons: Robert Lester, Terry Rush, Russell Harris.

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...

Is Customer Service dead...???

I always deal with people I know whether they are part of the MCC or just a family friend, if I need something that these people have I will buy it from them as I know I am getting a good price and good service. During a bit of down time recently I have needed to get a couple of things done around the house and I needed to buy a couple of things and I didn't know anyone who had a business that sold them so I went shopping... as you do. One particular item I wanted was sold by a few different places around P.Nth so thought I would drop in to each of them. I already knew what I wanted so I went into each and said this is what I want, I need you to take care of everything (delivery and install), I gave them my business card and said could you please email me a quote. Out of the five places I went to only one replied, and that was five days later...

Thinking this might have been a one off I did the same exercise again with another item, this time I had been outside filling up the animal's water troughs so was dressed in old track pants and an old bush shirt and I couldn't be bothered changing so off I went. Again I knew what I wanted so in I went to three different places and started looking around, no one approached me in two of the shops, indeed in one of the shops I stood in front of the item I wanted for five mins and no one asked me if I wanted any help. The one shop that I brought the item from was the one where I was walking through the store and a person went out of their way to intercept me and ask if I wanted their help, I told him what I wanted, he said they had it and I said I would buy it right away and could they put it in my Ute for me, which they did.

I have started to ask around a few people and their experiences have been the same as mine, it seems that a lot of businesses just can't be bothered even getting back to people. So are they all just too busy and think that if they miss a couple of people there will always be another person coming through the door to replace them, or is it something else??? No wonder internet sales continue to boom if this lack of customer service is the norm?

I received the email (on the next page) the other day from the USMA – United States Motorsports Association, so popped on their website and had a look around, it made for interesting reading but nothing new. Unfortunately Motorsport is always under threat, ever increasing costs to hire circuits, changes in regulations and the good old personal attack from Joe public that just doesn't like Motorsport but thinks their chosen sport or leisure time activity is the best thing since sliced bread. Indeed a lot of my past month's spare time outside of work has been spent on these three things... which is part of the job I know but by f%*k I am looking forward to getting back in a race car soon to actually do what I enjoy most about Motorsport and that is actually driving a race car and spending time with my fellow MCC Family Members.

As for the family, Lydia and Jack are doing great, as I write this Jack is seven weeks old today, where has that time gone! He is healthy, putting on some good weight and is growing quick. He loved his first couple of visits to Manfeild in July so he will be back in August no doubt. I've taken him out to the garage a couple of times to explain what a car is and why he father, like many other MCC Members, can't just leave anything standard and why he has to make it go faster and handle and stop better.. there was a frowned expression on his face, much like his mother has had a few times over the years, but I sure he will get it one day. Hey there are a hell of a lot of worse addictions one could have other than Motorsport is what I told him...

We look forward to catching up with you all again at Manfeild on the 5th August for what will be another great round of Motorsport action at the 3rd Round of the Feilding Auto Electrical Winter Race Series.

Richie



Motorsports is Under Threat! 98% of Elected Officials don't realize the economic benefits Grassroots Racing provides. To outsiders, racing still has negative perceptions such as being loud, dirty, and economically poor. **Tracks are closing and racing businesses and competitors are more over-regulated than ever before.**

Unlike traditional sports, Motorsports supports an entire economy of parts, equipment and services that are consumed each year. Grassroots Racing Provides: Billions of dollars in economic impacts, Millions of jobs, Thousands of small businesses, and is good for communities.

It's time we tell our compelling story!

Our time to unify as ONE voice is now!

The US Motorsports Association (USMA) is a non-profit working across all 50-states to resolve and prevent issues facing grassroots racing. Most of our work is done at no-cost to the motorsports industry and you'd be surprised how much we can stretch a dollar.

Your support is an investment in the future of Grassroots Racing. It gets us one step closer to a more secure future for racing and all that it provides - **Together we can secure the future of Grassroots Racing.**

REGISTER YOUR PETITION

- 100% Free to Register. We keep you informed of issues facing your area or the nation.

REGISTER HERE

MCC CLUB MEMBER OF THE MONTH...

NAME: Kolin Yannakis

BORN: I think so

OCCUPATION: Communications Technician

RACE CAR: 1995 Volvo 850

EVERYDAY DRIVE CAR: 1996 Volvo 850r

DREAM CAR: Volvo s60R (a real one)

YOUR BEST MOMENT IN MOTORSPORT?

Every time I go out on track.

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

A Carpenter... long story...

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

John Key, Scott McLachlan, Donald Trump (not sure why!)

WHO WOULD YOU PLAY IN A MOVIE?

Arnie.

THREE WORDS THAT BEST DESCRIBE YOU...

Pedantic, persistent and polite (usually... but watch out for that dodgy Greek blood, if overheated, boils over rapidly... 😊)

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

An Aussie V8 supercar. Rare, exciting, unpredictable and competitive.

WHAT IS YOUR SECRET VICE?

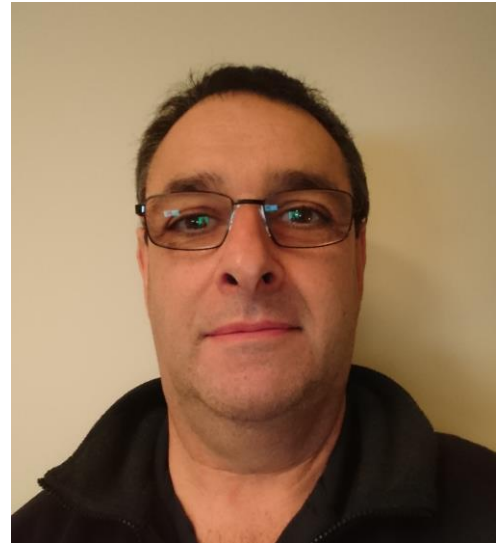
Not sure I have one.

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

The sound of a rumbling rotary really annoys me!

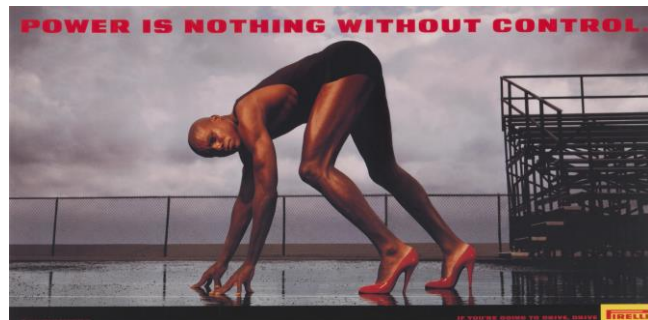
FAVOURITE QUOTE...

"hey Jonesie, leave it for tomorrow you've made enough f@#% ups today"



GRID TORQUE...

Getting the message. Tyre supplier Pirelli have a high profile at the F1 Grand Prix races, but have you noticed the wording on their signs? 'Pirelli. Power is nothing without control'. It's a message that could be spread well beyond Formula 1. They also have a very good by line for their motorcycle products which could likewise apply – "Follow your leanings"...



For the car spotters. Seen on the streets of Palmerston North and the roads of the Manawatu from time-to-time are Supercars that have local ownership. Think McLaren, Maserati, Ferrari, Lamborghini, Porsche, Aston Martin, Jaguar. If your preference is for late model American cars that are not quite so 'exotic' you'll spot countless Ford Mustangs, a handful of Chev Camaros and a couple of Dodge Challengers. There's enough exotic and erotic in that list to turn most people's cranks...

Journeying journalist. Richard Bosselman had a quick trip to the other side of the world to Luxembourg, a country that has land borders with Germany, Belgium and France. 'RB' wasn't there to see the famous Notre Dame Cathedral or other historic buildings, he was there to road test the latest upgraded Mercedes Benz C-class. That task completed it was off to Slovenia to sample the latest version of the German maker's first utility vehicle that's been available for the past three months. The Mercedes Benz X-Class is based on the Nissan Navara, but that wasn't what 'RB' drove, it was the range topping X350d that has a 3-litre turbocharged diesel engine mated to an all-new in-house transmission line. Our journo's story says that Slovenia's claim to fame is being the third most forested country in Europe, while the locals have a love for good food and wine, 'RB' would almost certainly have embraced that! The M-B double-cabber was tested on what he described as an 'unchallenging man-made course', but then most things are unchallenging if you race a Mazda MX5. Journos have a way with words and 'RB' is no exception, in his review for Kiwi readers he pointed out that the C-class is this country's third most popular medium saloon in sales-to-date this year behind the Ford Mondeo and Toyota Camry. Our racing scribe produced a great turn of phrase when mentioning price, writing '..... Benz swims at the posh end of the pool'. Ya gotta love it...

Mr Hoskins made 'The Dom'.
Soon after the Mercedes story the same Mr Bosselman starred in the media again with a feature involving a current MCC member/racer and his Dad, one of the club's greatest characters who passed away in late January. Readers of Wellington's 'Dominion Post' newspaper dated Saturday 14 July who turned to page F6 in the Motoring section would have read a banner 'Me and my car' with a bold main heading 'Valiant Ranger - the SUV of yesteryear'. There were three photographs accompanying the



Q&A style story, the biggest (26 x 14 cms) featured two instantly recognisables in the form of Jeremy Hoskins sitting on the front guard of a 1972 Valiant Ranger Safari station wagon with registration number 'JERRYH'. There's a photo of George's 1972 Rolls Royce that was fitted with a tow bar to launch the family boat, and a

photo of a 1957 Chevrolet. The latter relates to the answer to two questions. The first - **What's your next car likely to be?** Answer ends : '..... it'll be something boring for the family'. That leads to the next question - **Fantasy time: You've got unlimited funds, what are you swapping the (car) for?** Answer : 'I would say a modernised 57 Chev. Something real classic but with all the creature comforts'. And Jeremy's advice to one and all. 'Look after the car and it will look after you'. Hard to argue with that...

Spotted testing at Manfeild. Date Friday 29 June. A McLaren 650S that looked like it was a very serious race car, it was wearing Darrell Lea livery and looked slightly used. Word was the driver owned other high performance race cars and has raced at the circuit on numerous occasions. So what was it being tested for, and who was the driver? Most people's guess was the final round of the ENEOS North Island Endurance

Series at Manfeild Circuit Chris Amon on 21 July. That proved to be correct and the driver was revealed as Glenn Smith, the man who also has the fabulous Crawford Porsche and a Group 3 spec Chev Camaro in his shed...

Same car, different look. When the McLaren 650S reappeared at Manfeild the Darrel Lea decals were gone, replaced by Elf fuel logos. The 'Mac' started from the front row of the ENEOS Three Hour, driving duties being shared between Smith and John DeVeth, 180 minutes after the red lights turned green it took the chequer flag as the race winner. The perfect first-up result for the new owner...



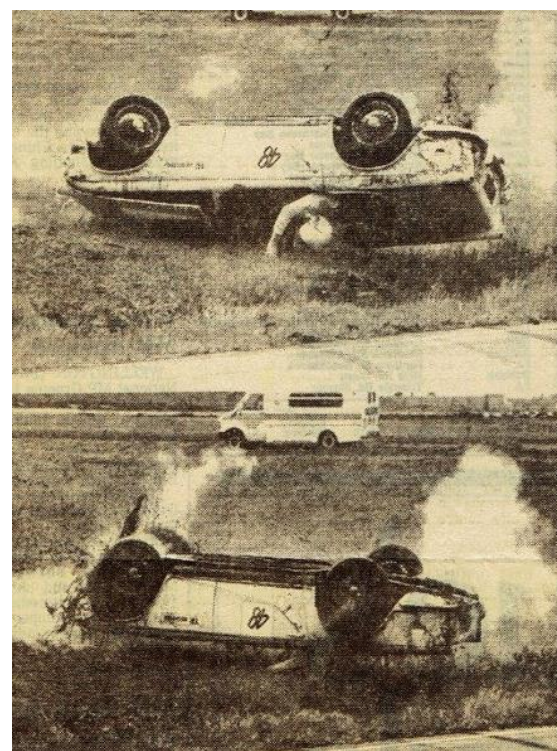
Busy day at the office. Cameron Jones ran in both races at the NIES meeting. In the morning One Hour he partnered with Rod Gimblett in a VE Commodore, the pair qualifying 4th fastest but being moved back 3 grid positions for causing a 'Red Flag Decision'. They finished 6th in the race itself, one lap down. Sixty minutes after that race ended it was time to go again, partnering Nick Chester in the Three Hour in the VZ Commodore that had claimed pole position. Because of a last minute electrical problem the Holden started three laps down but it was the fastest car on the track, after a remarkable drive the pair pulled back onto the lead lap to cross the line in 4th place. Another of those 'what could have been' days...



Q is for Quality. The final round of the ENEOS NIES races brought fresh-look fields to Manfeild with a wide range of makes and models. Examples of AMG Mercedes Benz SLS Group 3, Porsche 911 MR / 911 GT3 / 997 GT3 Cup, BMW M4 GT4 / E46 M3 GTR / M235, McLaren 570S GT4 / 650S, Hyundai i45 Super Tourer, SEAT Leon Supercopa and Honda Civic Type R were on the grid alongside the country's fastest Holden Commodore. No tortoises in

that lot. The One Hour race entry featured more mainstream models that included a pair of Ford Falcon FG Utes, boosted by a handful of Porsches and a Ferrari 458 Challenge. M is for mouth, W for watering...

Better memories. Chris Watson is the principal of Historic Racing Events and organiser of the ENEOS North Island Endurance Series. He left Feilding after the final round full of praise for the circuit and the outstanding work of the officials, most of whom were MCC members. Turn the clock back nearly 45 years and the same Chris Watson left Manfeild with very different memories. He can claim to have had the first major accident at the new track when his Triumph TR5 became the victim of Manfeild's infamous infield, his car hitting one of the ditches and performing an aerial spiral before landing upside down, Red Dawson later replicated the incident. Chris's incident was caught on camera with a sequence of amazing frames, one being accepted as a finalist for a media award. Miraculously Chris emerged uninjured, the TR5 did require more than a Bandaid, and eventually the ditches disappeared following an upgrade of the infield drainage. Manfeild has so many stories to tell...

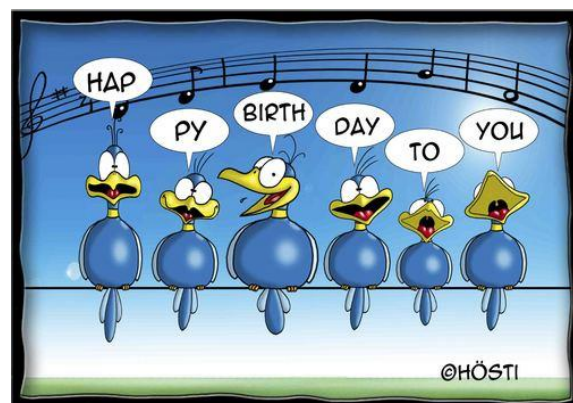


If you can't afford the real deal. Perfectly detailed Diecast model cars can be a much cheaper option, they cost nothing to run and take-up much less space than the 'real deal'. Manufacturing techniques have dramatically improved in the last decade and it's reflected in the quality of the final product. There are

many makers around the world but the majority of products do carry the familiar 'Made in China' sticker. On both sides of the Tasman V8 Supercars are big sellers in both 1:43 and 1:18 scale and represent excellent value for money, but until recently the offerings have only been cars that have raced in Australia. Earlier this year Classic Carlectables stunned the collector world when it released the first kiwi classic race car to be produced by one of Australia's major model makers. The choice was an interesting one, NZ's fastest production car, the Chrysler E49 Valiant Charger that was driven by Leo Leonard in the 1972/73 Castrol GTX Series. The replica is the car as it raced at Bay Park wearing stickers of the local Todd dealer, George Mason Motors. But why this version? Apparently it was in this guise that the most photographs were available to work from! The # 211 E49 Charger broke the Production Class lap record at every circuit during the series and won two from two against Allan Moffatt's works Ford Falcon GTHO. There's good news for Brock, Moffatt and Holden fans with Classic Carlectables just releasing another model with a very strong New Zealand link, the '05' Mobil HDT VK Holden Commodore that won the 1986 Nissan Mobil 500 race in Wellington driven by Peter Brock and Allan Moffatt. Another 'must have'...

Devoted to duty. Chief Grid Marshal James O'Regan showed true commitment to the cause at Round 2 of the FAE Winter Series. The Controller of the Dummy Grid and his assistants displayed their normal unobtrusive efficiency when there was every reason for the 'boss' to be else-where. Race day was his birthday...

Where are they now department. A familiar face appeared on a television news bulletin during the second week of July, none other than former Manfeild CEO Heather Verry. Heather headed the Manfeild office for 5 years overseeing a major expansion programme, leaving in 2014 to become the first female CEO of the New Zealand Police Association. Late



last year there was another move to the role of CEO of Diabetes New Zealand. Improving people's health is now her big focus...

Centurions. For many years a popular figure at classic race meetings has been Ross Francis, equally popular has been his GT Gold coloured Ford Falcon XT GT. The combination left Round 2 of the FAE Winter Series with a win in the final Classic Cup 6-lapper, well deserved and long overdue. 2018 marks 50 years since the XT GT was launched and raced at Bathurst to begin the 'Muscle Car' era that pitted Ford against Holden for supremacy on the Mountain with the General's weapon of choice being the Holden Monaro GTS 327. The 1968 Hardie-Ferodo 500 didn't bring a good outcome for the new Ford 'battle wagon' with the Monaros finishing 1-2-3 and the highest placed XT GT ninth. Two years later the fabled Falcon XW GTHO won in the hands of Allan Moffatt and the Ford fans were happy again because pride had been restored. So the Francis car has special historical significance, being the first of the exciting new breed. Collectively the combination of man and machine have been around for nearly 125 years. The Falcon is 50 years old, so you do the sums. Neither shows any signs of slowing down...



Newbies impressed. One of best things about the Winter Series each year is the number of new drivers and new cars that appear, and 2018 is proving to be no exception. Feilding's youngster Hailey Sinkinson showed that she's going to be a real force in the future if the debut outing in Round 2 was any indication. Not-quite-as-young Warren Cleland hasn't wasted any time before mixing it with the more established names in the MX5 Cup. Warren bought last year's winning car from one of his employees, Gareth Hogg, it would appear that some sort of 'information sharing' package was part of the deal. Whatever it was it's certainly working. Well known Levin contractor Graeme Bagrie fronted in the Classic Cup with his 1969 302 Ford Mustang, quite a contrast from trucks and excavators and a whole new learning curve. There was the odd 'hairy' moment during the day but he certainly earned a pass mark with placings of 8-8-5 in the 15 car field and best laps times of 1.25.208, 1.21.636 and 1.21.404. Fast, faster and fastest...

New members. The club continues to grow in membership which is a very healthy situation. Hailey Sinkinson and Graeme Bagrie joined in June, so did Todd Moffatt from Kapiti. Todd's name will be familiar to many if they have attended the MG Classic in recent years, for those have forgotten the name you will probably recall the car he raced, one of the wildest looking Allcomers to grace a race track. In simple terms it was a 1950's Jaguar XK120 powered by a modern turbocharged 5.3 litre V12 Jaguar engine. Created in 2012 it's a very sophisticated piece of kit under the bodywork and another wonderful example of clever and lateral thinking Kiwi engineering. These are our sort of people...



Bang for ya buck. One of the great things about the Winter Series and other club events is that you can compete at relatively little cost in terms of vehicle investment. You certainly can't put any value on the enjoyment factor. For Round 2 of the WS Gareith Stanley lined up on the RS Cup grid in his recently acquired V6 Honda Legend that in its day was top dog of the Honda range. When the meeting ended his score card read 9-7-3 and his best lap time had improved by a full second. The fun element was huge and the cost of the car didn't break the bank. How does 400 bucks sound...

GM man with different thinking. When you think of drivers whose preference is for General Motors products, you immediately think of cars like the Holden Torana, Holden Monaro, Chev Corvette and Chev Camaro. Michael Eden seems to have a preference for GM that originate in England and carry the Vauxhall

badge. His Vauxhall Viva GT has been a familiar sight at Manfeild for many years, and very competitive too. The 2018 FAE Winter Series has brought a change of mount, but still with the Vauxhall badge, a Firenza coupe that's certainly one of the better looking models to come out of the Luton factory. In the past Mark Allen has raced one, now the number has doubled, but neither are powered by their original four pot motors, the engine room has a Chevrolet V8. An interesting fact is that one hundred factory-built Firenza V8s were actually produced, not in England, and they carried the iconic 'bow-tie' badge, the Allen/Eden cars aren't two of those originals. A full story on the fire breathing Firenzas next month...

Didn't last long. Regular Safety Car driver Russell Byne returned to racing in Round 1 of the FAE Winter Series and had not too bad a day at the office, highlighted by second place in the final IB Cup Handicap race. Four weeks later at Round 2 he was back behind the wheel of the Safety Car, but why? Remembering that it's a Winter Series could it be that the Holden Monaro has an air conditioning system that produces warmth? Ironically, on race day the Monaro got too warm and overheated, necessitating a quick switch of amber lights and magnetic signs onto Ray Hartley's Holden Commodore Wagon and normal transmission resumed...

Classic classics. There was no shortage of true classics on the Round 2 grid and there's word that the number is expected to grow. There were examples of Alfa Romeo Giulia, Lancia Beta Volumex, Vauxhall Firenza, Ford Escort Mk1 / Mk 2, Ford Sierra XR4i, Ford Boss Mustang, Ford Falcon XT GT, Mazda RX2, Chev Camaro together with BMW E30 / E36 M3 / 320i / 325i. May these cars live forever...

Heading overseas. Well, across Cook Strait. The GDM Classic category is going from strength to strength under the guiding hands of Layton Hammond and his wife Vena. When Gordon Smith 'retired' as the Classic's Organiser the Hammonds were the ones who put their hands up to maintain the momentum. Following Round 2 the Hammonds produced an excellent GDM Classic Newsletter as a way of communicating with the group, the six-page publication including thirty colour photographs taken by enthusiastic cameraman Jarod Carruthers. The newsletter reveals that a South Island trip is proposed with seven places available on the transporter, the initial response was very positive with two spaces quickly snapped up. The GDM supported racers are seriously embracing the spirit of classic motor racing and the new leadership team has been quick to make an impact. The group has only one song sheet, and everyone seems to be singing from it...

The fear factor. Scotty Topham and the # 51 car are one of the biggest improvers in this year's MX5 Cup, but is it the driver or the car's graphics that are responsible. Scotty can be found right in the middle of the 'dog fights' and his car is easily recognisable thanks to the front guards painted with shark jaws like a WW2 P40 Kittyhawk fighter. The 1.6 litre Mazda four pot pumps around 86 kW (115 bhp) so doesn't have quite the power or sound as the P-40's 28 litre Allison V12 (780 kW / 1,040 bhp). Piloting the MX5 in close combat would surely be similar to piloting a P40 in a dog fight, all about out-thinking the opponent to deliver the final blow, though the P40 pilot had the benefit of six 0.50 inch calibre machine guns to ram the message home! Scotty is definitely a man on a mission, the MX5 front runners should be aware of a likely shark attack coming their way...



The seven year itch. On the SF Cup grid for Round 2 of the FAE Winter Series was a car that was familiar, but behind the wheel was a driver usually found on Level 2 of the Control Centre. Regular Clerk of Course Malcolm Glen was back racing for the first time in seven years and enjoyed every lap, including the one that included a rather wild rally-cross moment exiting the hairpin! He certainly gave Ray Hartley's 'loaned' MG F a very solid workout and at the end of the day his report card read 14-10-DNS. The grin said it all, so the helmet could be far from being hung up...



Retro is growing. Seeing 'yesterday' liveries on the track is certainly the best way to bring memories back to motor racing enthusiasts. In recent years the concept has been massively successful at the Sandown 500 event in the Land of Oz where retro is embraced by every team, their drivers and garage personnel, the idea seems to be slowly gathering momentum on our side of the Tasman. The South Island's Historic Touring have been leading the way, cars in our region that have been given the 'treatment' include the trio of outstanding BMWs driven by Warren Dunn, Geoff Boyden and Ben Boyden, down the road in Levin there's Kevin Gimblett's 1967 Chev Camaro that's a stunning tribute to the great Dale Earnhardt. Word is that

replicas of two famous cars that raced half a world away and 12 years apart are currently under construction in Palmy sheds. The good times just get better and better...

The hills were alive to the sound of music. Not the Von Trapp Family Singers but high horsepower turbocharged race engines at the Austrian Grand Prix weekend. Austria is famous for many reasons and is the homeland of a number of Formula 1 drivers, the better known being Niki Lauda, Gerhard Berger and Jochen Rindt. You can add to that trio the names of Alexander Wurz, Karl Wendlinger, Harald Ertl, Roland Ratzenberger and Christian Klien, not forgetting the legendary touring car driver Dieter Quester who competed in more than fifty 24 Hour races and a single F1 race, and Dr Helmut Marko who contested nine grand prix races, is the advisor for Red Bull's motorsport programme and is Brendon Hartley's big boss. Austria has done well...

Local yokels. Austria is also the homeland of the famous Tyrolean farmers and pre-race STR team mates Pierre Gasly and Brendon Hartley endeared themselves to the locals by appearing in Tyrolean shorts and long socks. Mr Hartley looked the more local of the pair with his blonde hair. No word of the pair learning to yodel...

A truly classical event. Austria is also the country that was the home of two of the world's most famous and influential composers, Wolfgang Amadeus Mozart and Johann Strauss II. It seemed highly appropriate that the pre-race National Anthem was played by an orchestra standing on the track as a military helicopter with a giant Austrian flag suspended below it flew around the circuit at low level at low speed. Stirring stuff...



Salzberg in Austria is the home of Red Bull's famous Hangar-7, an extraordinary museum for both its design and what's inside it. Hangar-7 houses the 'Flying Bulls' aircraft collection together with Formula 1 and other significant racing cars. In line with the edict of F1 owners Liberty Media about putting on a show at each race, two of the 'Flying Bulls' most precious and rare WW2 aircraft took the skies, aircraft with extremely strong links to the Pacific Theatre. One was a B-25 Mitchell bomber, the type that featured in the famous 'Doolittle Raids' on Japan that led to the end of the conflict, the other a twin-boom Lockheed P38 Lightning fighter that gained legendary status following an amazing long range mission that ended in the shooting down of the aircraft carrying Japan's military tactical genius Admiral Yamamoto. Bryan Hartley was there

and reported that the pilot of the P-38 put on a show that had to be seen to be believed, including a near max speed pass flanked by jet fighters. 'BH' loves his planes, he definitely loved that...

A sea of orange. Orange is the national colour of the Netherlands and there were several packed grandstands at the Red Bull Ring that stood out above all others because of the 'O' factor. The Dutch fans were in Austria to support their favourite F1 son, Max Verstappen. They were 'overgelukkig' (very happy) when the checker flag fell with their young charger scoring the fourth win of his F1 career. It was serious party time for both Aston Martin Red Bull Racing and the 'O' brigade...

Nobody does it better. Lord March and his organising team really do understand what the word 'show' means. The theme of the 2018 Goodwood Festival of Speed that took place between the British and German Grand Prix races was 'Addicted to Winning - The Unbeatable Champions of Motorsport' that paid tribute to 70 years of Porsche. On arrival period dressed spectators were greeted by a sensational 52 metre high sculpture that featured a mix of six historic and modern cars from the Zuffenhausen factory - instant WOW! That was only the beginning...



Return to Porsching. As always the FoS vehicle/driver list made great reading, the latter included past F1 world champions Emerson Fittipaldi, Mika Hakkinen and Jenson Button while the cars included the legendary movie Bullit Mustang and a mouth-watering line-up of Porsche road cars ranging from the 1948 model 356 chassis # 1 to the latest 911 GT2 RS. Also acknowledging the 2018 theme were a large number of significant Porsche competition cars from private collections and the magnificent Porsche Museum in Stuttgart. Because of their value the museum cars are offered to drivers who in most instances have or had a strong link with the marque. Neel Jani was allocated the 919 Hybrid LMP1 car while the pre-event releases listed Brendon Hartley as the driver of the 911 GT1-98 that won the 1998 Le Mans 24 Hour classic. That wasn't the case and our man drove the new 911 GT2 RS that's possibly the last of its breed. With 700 horsepower on tap it was still not a bad weapon to fire up the 1.6 mile hill...

Mini Kiwi invasion. There was a New Zealand presence in the Goodwood FoS Paddock during the four day event that attracted more than 180,000 visitors, a restriction on ticket sales keeps the numbers down to a manageable level! Brendon Hartley was the star Kiwi driver but he had an impressive supporting cast. Mad Mike Whiddet was back for the fifth time, on this occasion in the latest version of his Mazda FD RX7 MADBUL that's undergone a retro-style facelift. The flame throwing, snap, crackle and popping rotary is a firm favourite with the FoS fans, it's not hard to understand why! Then there was the father and son duo of Paul and Andy Higgins who are best known as Formula 5000 drivers, at Goodwood they appeared with their Brun Motorsport Porsche 962C to participate in honouring the car's maker. It would be nice to see that car demonstrated at Manfeild one day...



Movin' on. For the past 12 years Geoff and Glenys Boyden have been co-driving the extremely successful Classic Car Breakfast Club that's one of the major supporters of Arohanui Hospice. Each month they have planned routes around the Manawatu and neighbouring regions, finding attractions to visit along the way, and organising the most critical factor of all, breakfast! From humble beginnings the community minded group has grown to around 100 members and the variety of cars they own couldn't be more diverse, a CCBC convoy makes a most impressive sight. But now it's time for a change at the helm following the Boyden's decision to enjoy life in another lane. The hard work has been done, it's about maintaining the momentum so the club continues to prosper. The role of CCBC Co-Ordinator is pivotal, if you have organising skills, people skills and the want to support our community with like-minded people contact the Boyden's, 027 230 4413. Oh yes, best of all you get to choose the breakfast venue and menu...



Making a return visit. One of the most glamorous categories in our motor racing history will be back at Manfeild at the MG Classic meeting on 10/11 November. Former racer Bob Cullinane is the man driving the revival of the TraNZam class and the summer season will bring a 5-round E.T.L. HIRE TRANZAM CHALLENGE series run in conjunction with meetings at Manfeild, Pukekohe, Hampton Downs and Taupo. Competitor interest is high with names like Mustang, Camaro, Corvette, Viper and Jaguar already confirmed and cars coming out of their sheds for the first time in many years. Two new cars are in transit from the USA and a 15 car field is expected. TraNZam is the saloon equivalent of Formula 5000 and just as exciting. Just call them 'Thunderships'...

Also making a return visit. More good news for local motorsport enthusiasts, and bike racing fans in particular.



It's been confirmed that Manfeild Circuit Chris Amon will host the 4th and penultimate round of the 2019 New Zealand Superbike Championship on March 29-31 next year. It will be the first time the SBK's have raced at the Feilding track for several years, and it's likely the new generation wouldn't be aware of the fact that Manfeild hosted the final round of the inaugural Superbike World Championship in 1988 and on three further occasions - 1989, 1990 and 1992. For the weekend maybe the track could be renamed Circuit Aaron Slight to honour the Masterton rider who carried New Zealand's hopes against the world's best riders and machines. 'Slighty' started in 229 SBK races, winning 13 with 87 podium placings, add to that 8 pole positions and 26 fastest laps, and finishing runner-up for the prestigious title on two occasions. Manfeild was his 'home' track and it would be an appropriate recognition of his achievements. Only a thought...

Former CEO of Fiat Chrysler and Ferrari Chairman Sergio Marchionne has died. From a non motor industry accounting background, he became CEO of FIAT in 2004 and is credited with the amazing turn around of the company that was, at the time, losing billions of dollars each year. In 2009 FIAT took on the ailing

Chrysler Group and Marchionne repeated his magic, the group turning a profit in 2011, the first for 5 years. In 2014 he became Chairman of Ferrari and oversaw its break to independence from the FIAT group. Heavily involved with the F1 team he was instrumental in its signing of Sebastian Vettel and implemented many of the behind the scenes moves that has seen its recent return to form.



We all take it for granted every time we get into a vehicle, but have you ever thought about the origins of the humble rear view mirror? American Elmer Berger is often credited with inventing it, however, although he patented his Cop Spotter in 1921, the idea goes way further back. A 1906 patent issued to Frenchman Henri Cain for a “warning mirror for automobiles” coincides with trade magazine comments indicating that “mirrors for showing what is coming up behind the now popular closed bodied automobiles are likely to be widely adopted in a short time”. Well the short time was actually a bit longer it took until the early 1930’s before they became standard manufacturers equipment on most cars. American Ray Harroun was first to use one in racing at the inaugural Indianapolis 500 race in 1911, when his winning Marmon sported a large mirror above the scuttle, thus largely doing

away with the need for a riding mechanic. He also claimed that the constant vibration caused by the bricks that made up the track rendered it just about useless !!

In overseas auction news, the 1961 Aston Martin DB4GT Zagato “2VEV”, mentioned in an earlier issue, stunned the Goodwood FoS crowd by selling for NZ\$19.5 million, joining a very elite club of very expensive automobiles. For slightly less money the Alfa Romeo Tipo B (ex Scuderia Ferrari and Richard Shuttleworth, and winner of the 1935 Donington GP) could have been had for \$8.9 million, but at that price would you risk racing it ??

For us mere mortals, perhaps even more common models are getting out of reach try a 1975 Range Rover, admittedly with Royal Household connections and fully restored, which went for \$195,000, or a BMW E30 M3 Sport Evo road car at \$260,000. It makes the works built Porsche 944 Turbo Cup car, one of 150 made and fully restored, ready to race, seem a bargain at \$65,000

Another link in the chain gone the recent death of Morris “Mo” Nunn severs another link with our own Chris Amon. Mo began as a very handy driver himself, before starting his own team in 1970, Ensign. By 1973 he was in F1 as a constructor, and the team, though severely underfunded, pulled out some real underdog performances. Amon was drafted in in 1975 and ended up staying on for 1976. Mo on Chris: “Chris was a fantastic driver. He always reckoned he was past his best when he drove for us, but we made tremendous progress with him. We had no sponsorship and couldn’t afford to go testing, but he was incredibly quick and always qualified near the front. I think he’d lost some determination by then, though; I wish we’d run a few years earlier.” Nunn sold the team at the end of the 1983 season and went on to make his mark in the Indycar/ Cart scene in America.



TOP GUN...

The Manawatu Car Club is very proud of the latest achievement of Callum Crawley. The 17 year old won the 2017/18 National Formula First Championship and last month topped the class at the Elite Motorsports Academy's camp in Dunedin.

Established in 2004, it's run by the MotorSport New Zealand Scholarship Trust in association with the Otago Academy of Sport and the Human Performance Centre that's an integral part of the University of Otago's School of Physical Education

Eight young drivers took part in the intensive training camp where they learn the necessary skills and techniques to assist their physical and mental fitness together with working in the important areas of nutrition, sponsorship/marketing and media. Dunedin was the beginning of the 12-month course, at stake is the Ian Snellgrove Memorial Trophy with the winner being named at next year's MotorSport New Zealand's Annual Awards Dinner.

A winner on the track, now a winner off the track, Callum found the experience productive. *'There will be changes in me going into the new season as a result of the Academy - I'm going to be stronger, faster, fitter and better prepared'*.

Since its inception 14 years ago a number of MCC members have been selected to participate in the Academy. Chris Pither and Nelson Hartley were in the first class, a year later Brendon Hartley got the call and was followed by Sam MacNeill. Last year Kaleb Ngatoa was chosen and now Callum Crawley who has made the best possible start towards having his name engraved on the trophy. Young people doing the MCC proud...

RH



THE MAGIC OF ROMANCE...

'Love is in the air, everywhere I look around. Love is in the air, every sight and every sound'. These are words from the 1977 hit song recorded by John Paul Young.

Love was in the air at Round 2 of the Feilding Auto Electrical Winter Series.

During Saturday's practice sessions Bryce Hogg sought permission from the officials to take his partner Alice Staddon for a few laps in the # 22 Mazda MX5, the perfect way to put some excitement into a young lady's life!

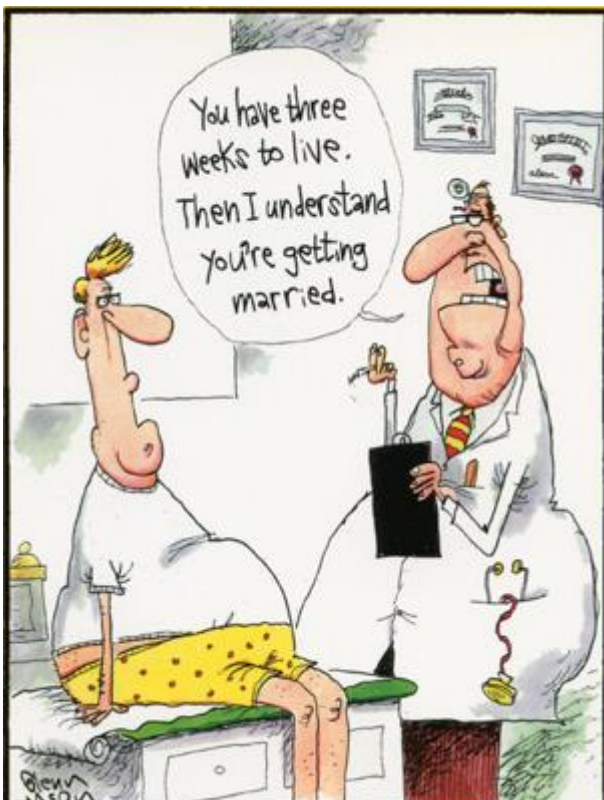
Second time through Turn 1 the green machine appeared to have a brake problem, the driver pulling off the circuit into the safety of the Lime Road. They both got out of the car, there was obvious disappointment for Alice but that quickly turned to delight. At 3.47pm Bryce went down on one knee and proposed marriage! Not surprisingly there was a 'yes' response in this most romantic of settings.

Bryce had planned it meticulously. In accordance with tradition he had sought permission from Alice's father, the brake problem was feigned and the magic of the moment was captured on the re-positioned in-car camera. Brilliant in concept and perfect in execution.

In the words of the A-Team's legendary Hannibal Smith - *'I love it when a plan comes together'...*



RH



www.juicylucydesigns.nl

2018 FEILDING AUTO ELECTRICAL SERIES - ROUND 2...

Another cool winter's day, a damp track that never fully dried out, very little sun but no rain. Competitor numbers were down from Round 1, more positive was the number of new drivers and new cars. The NZ Six Super Six / HQs were gone, replaced by the Super Karts who returned for the first of their two rounds. Nineteen Super Karts ran in 5 classes with four races on their schedule, the first being run during the Saturday practice sessions. Over the past two years Ryan Urban had proved to be unbeatable in the premier Kart International category, on this occasion he drove in Rotax Max Light, winning all three Sunday races following a Saturday DNF after a single lap. Winning was the name of the game for Mathew Barton who topped the KZ2 class in all four races, there were three wins for Mark Ongley (Rotax Max Heavy) with Brent Murgatroyd and Matt Flaherty sharing the Rotax DD2 spoils with two wins each.

There were only two runners in the Karts International category and the opening race was a stunner with Steve Sharp beating Rhys McKay by 5/100ths of a second, unfortunately that was as close as it got with McKay winning the Sunday races by margins varying between 5 and 16 seconds! Sharp also recorded the fastest lap of 1.11.239, an average speed of 153.118 km/h.



The Danny's Auto Services / BT Advisory RS Cup field grew by one to 11 and the Round 1 form book was turned upside down with three winners in the three races. Young Feilding hot shot Hailey Sinkinson made a most impressive debut in her very potent Honda Civic, in winning the Scratch race she picked up a 10 second breakout penalty and still headed the field by nearly 5 seconds at the flag! From that point it was all downhill with 50 second penalties in the following two events. James Penrose and Tammie Boyden scored wins and picked up good Series points with other podium places while Round 1 front runners Sean Rowles, Joanne Dunn and Eddie Arnold were out of the major placings which has had a big effect on the point's table.



In the Geartech Automotive SF Cup Sean Browne couldn't match his June form when he won two races, this time his best result was a 5th. Tony Birchall missed the opening round but stamped his mark on the series with two wins with Karl Beglin picking up the winner's 'chocolate fish decal' in the Handicap 6-lapper. It was a lottery for top 6 places all day but in the end consistency paid off for Gerald Watson whose score card read 4-4-5, he also clocked the fastest lap at 1.23.548. Matt Smith (2), Kolin Yannakis, Tessa Field, Matt Tasker and Samantha Stanley recorded podium placings so points were well and truly shared.

Simon Hetterschied came away with a big point's haul in the Coresteel Buildings IB Cup thanks to a win and a pair of seconds, but it wasn't such good news for the big names. Both Richard Clulee and Geoff Spencer picked up time penalties in all three races to drop valuable points, while arch rival Aaron Walker went home with 2-3-7 against his name. Sam Bleakley is becoming a crowd favourite with his press-on driving style at the wheel of a Nissan Skyline but it cost him 60 seconds in break-out penalties in Race 1. In the Reverse Grid he displayed remarkable restraint to beat Hetterschied and Walker to claim maximum points, then made the decision to 'upgrade' to the GT Cup for his final race! The day ended on a high for former Jets NBL basketballer Andrew Manderson when he picked up his first Winter Series win by 'slam dunking' the field in the Handicap race by three and a half seconds.



Eight cars fronted for the *Ernie's Engineering* GT Cup but that quickly became seven when Ross Thurston was forced to trailer the R&C Mitsy Evo after only two laps in the first race, put down to problems in the electronics department. With no Cameron Jones or Alan Pearce on the grid the day became a Justin Allen benefit and it must be said that he really has got to grips with driving the Holden Commodore, two wins and a third made it a profitable day in terms of points. Anton Cheetham is proving to be a very fast learner and was well rewarded for his efforts in the Geartech Mitsubishi Evo with a pair of seconds to his credit while Bayley Walker added to his points total with placings of 3-3-4 at the end of the day. The final GT Cup

Handicap race produced one of the day's best finishes, Dave Wilson hanging on to hold out the rapidly closing Sam Bleakley by 4/10ths of a second. Without the threat of time penalties Bleakley improved his day's best lap time by half a second, no doubt there's more to come.

The GDM Retail Systems Classic Cup / Retro Saloon Trophy categories saw a healthy boost in numbers from eight cars in Round 1 to fifteen in Round 2, the increased number including the impressive 'muscle' cars driven by Kevin Gimblett (Chev Camaro) and newcomer Graeme Bagrie (Ford Mustang). All three races were Handicaps, all three bringing a different winner by close margins. Geoff Boyden made his first appearance of the series and promptly won the opener, benefitting from a Safety Car Intervention to head Philip McQuoid and Ben Boyden in a Classics trifecta, Michael Eden placing 4th and first Retro Trophy car. Race 2 was a Retro Trophy benefit with Gimblett, Eden and Layton Hammond finishing 1-2-3 in an extremely tight finish, 0.181 and



0.633 were the margins. One-all in the bragging rights and one race to go. In Race 3 back markers Eden, Gimblett and Hammond led the Retro charge into the final lap but when the checker fell Ross Francis was 3 seconds ahead of the trio in his familiar Ford Falcon XT GT, wins don't come more popular than that one. Final score - Classics 2 Retro 1.

As usual close racing was expected from the nine *Total Truck Spray* Formula First single-seaters and they didn't disappoint. With Round 1 dominator Callum Crawley watching from the side-line the big questions was who would share the spoils. There was no sharing as far as Blake Evans was concerned as he won all three Scratch races, two by margins of less than 3/10ths of a second. Behind the # 16 car Thomas Boniface was a close second in the first two races but slumped to a lowly seventh in race 3 which indicated how competitive the class is. Louis Redshaw and Taylor Hurst had podium results while Ronan Murphy showed that he was a fast learner following his 'off-roading' in Round 1. He was fast, there were no errors and his score card read 3-4-3, Sabre Motorsport boss and mentor Dennis Martin would have been well pleased with that.



Spectators can't help but enjoy the racing provided by the *Max Tarr Electrical* Mazda MX5 drivers, his year the field is closer than ever in terms of competitiveness with half a dozen cars running in the front group. The day began with Bryce Hogg edging out Markku Braid on the run to the flag with Tim Wilde and Jeremy Hoskins hot on their heels. The Reverse Grid saw the same quartet battling wheel-to-wheel again, but this time Braid was in the right place at the right time and snatched the win by a couple of tenths over Hoskins, Hogg was more than four seconds back after recovering from a half spin entering Turn 1 that dropped him the back of the field while Wilde's race ended with a DNF after only two laps. The fast

improving Warren Cleland headed the main pack that had five cars crossing the line covered by two seconds. The final Handicap race produced another stunner with regular mid-fielders Scotty Topham, Warren Cleland and Richard Bosselman scrapping for the big points and finishing in that order, behind them Hogg, Braid, Wilde and Hoskins were in a tight bunch but their chase proved to be in vain.

In the *GT Radials* Taxi Cup field there's only one Holden Commodore, but it's the cab doing the winning in the hands of Craig Schofield. Round 2 brought another two wins which makes it five from six starts, it looks very ominous for the blue oval badge group who are more than a second a lap slower. Behind Schofield it's a game of 'Chase the Commodore' with the Falcons having no effective response, Tong's certainly the quickest with Barry Maunder and Leo Van Berkel best of the rest in Round 2. The best chance of beating the Commodore is in the Handicap 6-lapper, even then, and despite giving away a healthy start, Schofield got

up to third place behind Bill Roughan and Adam Groome at the flag, less than two seconds away from snatching another win.

At the half-way mark in the 2018 FAE Winter Series the pressure is beginning to mount on the big names across all the classes, and there's still a lot of racing to go...

RH





FOR SALE...

The Manawatu Car Club have come across some near new 9kg Fire Extinguishers at a great price. All of these Fire Extinguishers have been fully tested and refilled by Firewatch so they are good to go at a fraction of the price you would normally pay for one of these.

If you would like to purchase one to have in the pits when you go racing, or at home in your garage to protect those precious investments then please visit the MCC Website Shop here:

<http://manawatucarclub.org.nz/get-involved/shop/extinguisher-9kg-dry-powder/>

Just \$180 incl GST, which is a great deal for a near new 9kg Fire Extinguisher!



TARARUA ROAD FINAL ROUND...

A big day lay ahead for organisers of the final round of the Engine Room Sprint Series at Tararua Road. A near maximum capacity field of 43 competitors packed the pit paddock and unlike the wet days leading up to the day it was a fine sunny day. Much like previous years the rain in the week leading up is always great for this road as it gives it lots of traction.

Being a well-known and popular road it always draws in a wide variety of drivers and cars from the usual series competitors to the likes of Grant Blackberry in the Evo 10, Keith Stewart in his Legacy, Daniel Haines in his DX Corolla and Sponsor Richard Dann dual driving the Weir BMW.

The day started with a recce followed by the practice run, Adam Bligh setting the pace with his re-tuned Evo 8 enjoying more power, followed by Grant Blackberry, with Daniel Fecks FTO and Michael McLean, driving father Donald's Subaru, tied for third.

Run one and into the timed runs that would decide the outcome of not only the day but the series with Daniel Feck, Kerry Bell and Robin Feck all with only a small points margin between them. Straight away Adam backs up his practice run with another fastest time and breaking the road record by one second. Grant is following a few seconds back and Daniel hot on his heels only point one of second back. The two wheel drive field was headed by Peter Weir in the BMW from Robin Feck in the MR2 and Bruce Herbert in his EX Lancer.



The pressure was on now in the second run as Series competitors had done their calculations and knew where they needed to finish in order to secure a position in the Series. Tony Willemsen broke a driveshaft in the first run leaving the door open for Thomas Good and Joshua Smith to gain some valuable points. Kerry Bell also had issues with a rose joint in the rear suspension failing making for some frantic repairs in the pits. Grant MacGregor had a small off leaving him to lose time to series sponsor Richard Dann. Back near the front it was flat out for Adam dropping the road record again with Grant and Daniel battling

for second. Michael McLean, sitting in fourth, suffered a puncture which led to a DNF in the run.

After the drama filled second run it was down to the final shot at a final position, many opted to bolt up new tyres and throw everything at the last run. Adam came out flying but could not match his previous run, 0.3 slower. Grant and Daniel, both with new rubber, pushed hard taking a further 2 seconds off their previous times but Grant gaining the edge by just 0.3s over Daniel to round out the top 3.

Kerry Bell, back after repairs, and pushing his little Starlet to its limits took out class A honours ahead of series rookie Cody Willemssen and Rhys Knauf making a welcome return to gravel in his Corolla. Thomas Good spent the day pushing his little Escort hard to take the win in Class B from Joshua Smith and Levin's Adam Fischer third.

Bruce Herbert displayed why he has been multiple NZRC champion and came back to take the Class C win and the top 2wd spot from Peter Weir in the Engine Room sponsored BMW and Hawkes Bay's Nathan Tough. Class D was the top 3 of Adam, Grant and Daniel. Series Rookie Mark France had a fantastic day to bring home the Class E win from Gareth McLachlan in the Group A V4 and fellow Series Rookie William Menzies in his WRX.

The day wrapped up with everyone helping to clean up then heading to the local Ballance community hall for the days and Series prizegiving. This year there was some extra prizes to hand out in the form of the Rookie class. Brent Miller of John Street Motors has done an amazing job coming on board and sponsoring the rookies, making sure they get to the events, are equipped with the correct gear and giving them advice along the way. The most improved co-driver award went to Katrina Renshaw who co-drove for Mark France for the majority of the series. Most improved driver went to Ryan Westwood who showed good pace getting quicker as the series went. Third in the Rookie points went to Cody Willemssen with Mark France second and William Menzies taking the win.

The top three Overall series winners were separated by only a few points with third overall going to Robin Feck, second to Kerry Bell, and making it three in a row, Daniel Feck was crowned the winner with free entry to all 2019 rounds and an awesome trophy.

The local Ballance School came on board again this year to use the event as a fundraiser by putting on a BBQ during the day and then went on to put on a fantastic spread for everyone to enjoy at the prizegiving. It's fantastic having the locals involved and being able to support them in return makes for a great day. Part of the local support included a visit to the school on the Friday by Peter and Amy Weir and the Engine Room BMW rally car where a colouring in competition (put together by series regular Rex Vizible from The Old Foundry) was judged and the winner 12 year old Sam Mabey rewarded with a ride in the rally car on the Saturday. Sam loved the ride so hopefully we will see him out in a rally car in the future.



Series Sponsor Richard Dann, The Engine Room Automotive: “This Series has grown a lot since it began 3 years ago, and we are proud to be supporting it. There are a lot of talented drivers competing and some young guys to watch in the future. The Engine Room is on board to see this series grow further, and support competitors at all levels. After guest driving at a few events I might even convert my old BMW circuit car to join in the series next year. See you there!”

Series Co-ordinator Peter Weir: “This year has been a fantastic progression from previous years with us returning to some very good roads and well run events that will hopefully help the clubs involved get a bit of a financial boost to help make future events easier to run. There have been a lot of very good people put their time into this series, from volunteers at the events to the competitors and the local people that let us use their roads. We have a really neat group where everyone is willing to help each other. I hope to see us move more in line with Northern Rally sprint series in the future and hold the unofficial NZ Rally Sprint champion event with our top guys facing off against the top guys from ABC Pipefitters series. Looking forward to exciting times ahead”



Series Champion Daniel Feck: “For the last three years I’ve counted myself pretty lucky to get the overall wins of The Engine Room Sprint Series. Coming in to this year Dad warned of how strong the competition would be in 2018 so a few tweaks were made to try and get a bit more grunt out of the car. Dad’s prediction came true right from the first round at Whariti with Bligh and Blackberry battling for the win and setting a pretty high benchmark. Luckily the competition throughout the classes in 2018 definitely picked up which resulted in no one dominating their class at every round. By getting a few solid finishes through the middle of the series, the points I had were enough to be in the chase at the Tararua Road final. This road seems to shake up the usual battles a bit and I had no idea until the end of the day if losing the battle for second with Grant would be enough. Thankfully it was, and now I’ll have to start thinking of how to get a bit more pace out of the old tub for next year. Who knows who or what might bring the challenge. The series is a great way for us to get our competition fix and enjoy some affordable and social days of skidding. Thanks heaps to Richard and Peter at The Engine Room for the energy, support and awesome prizes that they put in to the series, all the organisers and volunteers who make the events happen, and the competitors and crews who make it such good fun. See you in 2019

GDM CLASSICS NEWSLETTER FAEWS ROUND 2

GDM
Retail Systems

Hello Everyone.

Great to have 15 cars on the grid on Sunday.

Welcome back to the drivers who have raced with us before but this round being the first time for the season: Geoff Boyden, Bill Ritchie and Ian Williamson. Also a big welcome to the new guys: Kevin Gimblett in the black Camaro, Darren Utting in the red Lancia, Graeme Bagrie in the blue Mustang, and Richard Ramson in the red Sierra.

Qualifying was on a damp slippery track and Yours Truly had a big spin coming out of Higgins (went Gardening) and left a lot of dirt on the track. Two other cars had offs later in the day, the drivers will remain nameless, but the Camaro left a lot more shit on the track (requiring a safety car). The Falcon was a lot tidier on its excursion. Luckily, there was no damage to any of the cars. Well done everybody but please be mindful to give racing room to others if you are being passed or doing the passing and to make sure NO overtaking is done with any tyres off the hard stuff.

GDM
Retail Systems

I gave a quick briefing of the proposed trip to the South Island earlier next year and I will keep you informed as I know more. Thanks to all who have shown interest, there is room for seven cars on the transporter, two people have already confirmed a spot. For those of you who weren't at the meeting, the car transporter will be \$2,500 (incl GST) and will depart/return from Palmerston North. Please note that a very valid point was raised, if you are interested in doing the South Island trip make sure you look into/reserve accommodation soon as it is VERY limited.

GDM
Retail Systems

Thanks to Chris and Louise from Prestige Tuning & Motorsport for the fantastic lunch and all the many helpers with the BBQ. Also, a big thank you to John and Pauline for once again supplying the organic eggs (we hope you have a lot more time for racing your new car John now you have sold your egg business). Also another big thank you to Tiki for the lovely muffins.

Jarod Carruthers took a few photos from the meeting, these can be viewed on his Facebook page. If anyone would like to purchase a high resolution copy without the watermark these are available for \$5 each. Please contact Jarod directly if you would like to purchase any: jarod.carruthers@gmail.com

Overall placings for the day were as follows ('Classics' and 'Retro' class points will be separated at the end of the season):

Race 1 Diff (Seconds) 1 Geoff Boyden 2 Philip McQuoid 0.7 3 Ben Boyden 5.9

Race 2 Diff (Seconds) 1 Kevin Gimblett 2 Michael Eden 0.18 3 Layton Hammond 0.81

Race 3 Diff (Seconds) 1 Ross Francis 2 Michael Eden 2.9 3 Kevin Gimblett 6.9

Look forward to seeing you all again at the 3rd round on the 5th August. All the dates for the Winter Series can be found on the MCC website.

GDM
Retail Systems

Cheers, Layton Hammond - My contact details are: vena.layton@xtra.co.nz 027 442 1629 (Anytime) 06 327 6628 (Evenings)

DRIFT TUTORING...

Hello all and welcome to the first Manawatu Car Club drift tutoring feature in the Manawatu Car Club magazine.

Drift Tutoring is proving very popular, as it is the only way for some of our young members (of the car club and society in general) to get into their cars and have some safe, sideways fun. It is a great entry into motorsport in a non-stressful, safe, and legal environment.

We all hear about 'boy racers', and the noise about them moving around the streets, often late at night, to avoid police attention. This isn't good for anybody, as the neighbours don't like the noise, and the police are better suited to fighting real crime. Keeping drifting off the streets, and making use of our local venue at Manfeild is important to our drift committee. Bringing young people into motorsport (and the car club) is a fantastic byproduct of this.

Here is where Manawatu Car Club comes into the equation. We provide a fully tutored drift practice day, suited for the beginner to intermediate level of car control. The Back Track at Manfeild is the ideal location for this, as it is mostly unbanked, and provides us with great access between sections of the track via the Field Days lime roads on the circuit's infield. The track is broken up into 4 sections, each with a figure 8, a corner, return cones and chicanes. There is an experienced drift tutor stationed at each section. New drivers start with learning to oversteer the car and control the throttle, by doing "donuts" around a cone. They then progress onto sliding in a figure of 8 around two cones. This is a great way to learn, as it teaches you to focus on the apex of the turn, and control the throttle and steering inputs to navigate the cones. Once this is achieved the driver progresses by drifting through the corner, before turning around another cone and returning to the start of the section.

Being mainly low speed and cone-work, the options for a vehicle of choice are pretty wide. The tests are suitable for low power Japanese cars with non-turbo motors, and nearly anything else that is rear wheel drive. We have seen BMW, Volvo, Toyota, Subaru, Nissan, Mazda, and various other creations pass the morning scrutineering, and successfully enjoy a day of drifting. We assist drivers with set-up advice and provide contacts for vehicle preparation and tyre supply.

Popular is an understatement. We have been selling out 30-40 competitors within 1 week of releasing the event via Facebook. The keenest drivers arrive as early as 7am and stay as long as they can for as much track time as possible. We have many, many happy people tutored so far. It's been great for communication between young and old. By bringing younger members to the track, and talking with the spectators and supporters of all ages it has been great for the sport locally. We are seeing more and more drivers joining the car club and we are offering discounts to club members who participate.

We have also been attracting drivers from, Auckland, Hamilton, Tauranga, Hawkes bay and Wellington, so needless to say we have what it takes to cater for the beginner-intermediate level of drifting in New Zealand, something to be proud of.

The next level of drifting at Manfeild is drift practice at on the drift section of the 3km circuit, which starts at the exit of Toyota and ends at the exit of the hairpin. This is a very different experience with much higher speeds and banked turns to master. Tutors will recommend a few students from each Back Track event who they think have made sufficient progress to take part in drift practice on the main circuit. Here they rub shoulders with advanced drivers who are very happy to offer their advice.

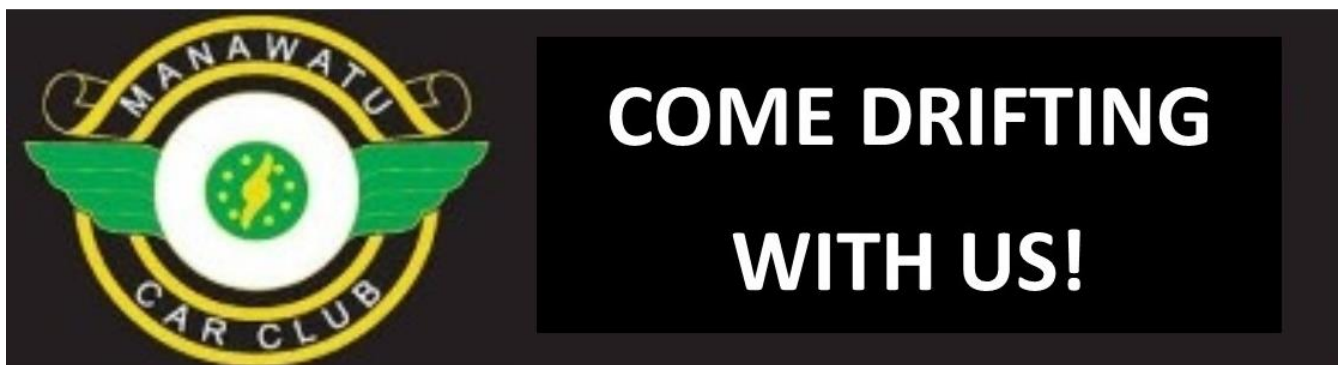
Manawatu Car Club Drift Dates

- Saturday September 1st Back Track drift tutoring
- Saturday September 29th Drift Practice Circuit Chris Amon
- Saturday November 17th ShowVember Drift Competition, Back Track drift tutoring, car show, charity cruise, at Circuit Chris Amon
- Sunday January 7th 2019 Drift Practice Circuit Chris Amon
- Sunday March 3rd 2019 Manji March Drift Competition, Back Track drift tutoring, car show, charity cruise, at Circuit Chris Amon

Troy 'RB' Brown



The MCC's favourite Drift Son – Jaron Olivecrona



PRIDE OF PLAMY...

The MIKE Racing emporium on Napier Road has caused a huge amount of passer-by interest since the Malaysian based outfit relocated to the Manawatu. It was also the venue for an outstanding MCC Track & Yak night back in April.

It's an impressive set-up in every respect and its two cars and four drivers have delivered the goods in the 3-Round ENEOS North Island Endurance Series. ITM MIKE Racing ran their pair of AMG Mercedes Benz SLS Group 3 cars with driver combinations of young Toyota 86 Series graduates Reid Harker and Jack Mulligan with Brendon Leitch and Christina Orr-West teamed together.

The opening round at Hampton Downs ended in confusion after the race was red-flagged because of the weather conditions and the results were finally confirmed on the eve of Round 2 at Pukekohe four weeks later, a 1-2 reversal of race day!

In qualifying Leitch posted the second fastest time 3/10ths of a second behind the Holden Commodore of Simon Evans/Chris Hanley but the # 16 car couldn't match the leaders pace in the shortened wet race and had to settle for 4th place, two laps down. The race ended in confusion with the Evans/Hanley car declared the winner ahead of the Porsche 911 GT3 shared by John McIntyre and Simon Gilbertson, this was subsequently reversed. Third place was claimed by Nick Chester and Cameron Jones sharing a Holden Commodore. The second ITM backed MIKE Racing car was classified the 20th and last finisher after a troubled run.

A month later at Pukekohe Park the Evans/Hanley Commodore was a non-starter following pre-race engine problems. Reid Harker claimed pole position but the # 96 ITM car didn't hit the front until the half-way mark of the race. The Chester/Jones VZ Commodore made the early running until it crashed following a suspension failure, handing the lead to the GT3 Chev Camaro driven by Glenn Smith and John DeVeth with the two AMG Mercedes running second and third ahead of the McIntyre/Gilbertson Porsche.

The need for a second pit stop saw the Camaro drop behind the pair of SLS's and that's the way the race ran out despite a late Safety Car Intervention. Harker and Leitch involved themselves in a scrap for the lead

but that was settled when the # 16 car encountered fuel problems, the gap at the finish extending out to nine seconds.

So Round 2 brought an outstanding result for ITM MIKE Racing with Harker/Mulligan winning and Leitch/Orr-West second, the points chart showing that just 5 points separated the latter from the table-topping McIntyre/Gilbertson combo.

Saturday 21 July saw Round 3 take place on the 'home' track of the ITM Mike Racing team, Manfeild Circuit Chris Amon.



2018 Simon Chapman / nzmotorracing.co.nz Copyright Protected ©

Qualifying ended with the top three cars within 2/10ths of a second of each other, the Chester/Jones Commodore being 2/100ths ahead of the Harker/Milligan Mercedes who had pipped their Leitch/Orr-West team mates. The Smith/DeVeth McLaren was half a second away in fourth, edging out the McIntyre/Gilbertson Porsche.

Like the previous two rounds there was no shortage of drama but at Manfeild it came at both ends of the race. When the grid formed up the Chester/Jones car was missing, the race was three laps old when the Commodore finally took to the track. The issue was difficulty starting the car following a pre-race warmup in the pits! In the esses on the opening lap the fast starting Rowan Shepherd/Elliott Andrews MIKE Racing

Porsche 997 GT3 hit the back of a car which damaged one of the front-mounted water radiators, as a result the coolant drained out and the car was retired to the team garage on lap 3.

Positions continually changed with the scheduled pit stops and with an hour to run there were suggestions that the Chester/Jones Holden could possibly win the race because of the car's pace. A late race Safety Car Intervention closed the field up with the Smith/DeVeth McLaren leading into what would be a sprint finish. The minutes counted down but there was one last act to be played. Four laps from what would be the finish and with its tyres losing grip the # 96

Reid/Harker Mercedes spun in the esses and was caught in the gravel trap, race over. In a very good call the officials decided against another Safety Car Intervention, opting for double yellow flags through the section, the McLaren steadily increased its lead and took the checker 20 seconds ahead of the McIntyre/Gilbertson Porsche 911 MR with a further 2.3 seconds back to the Leitch/Orr-West ITM Mercedes to complete the podium. The Chester/Jones pairing finished a hard fought fourth with little consolation from the fact that they set the race's fastest lap of 1.05.235, an average speed of 167.37 km/h. Of the 23 starters 17 were listed as finishers, the last a Toyota 86 credited with 124 laps.

Overall it was John McIntyre and Simon Gilbertson who took out the 2018 ENEOS North Island Endurance Series ahead of Brendon Leitch and Christina Orr-West, for MIKE Racing it was not the finish they had hoped for, close but no cigar.

What they have shown to New Zealand motorsport is a very high level of professionalism in every respect. The pair of superbly presented AMG Mercedes Benz SLS race cars, two well-matched driver pairings capable of delivering, and a pit set-up that most other teams envied.

The debut of MIKE Racing in this country was eagerly awaited, they didn't disappoint... RH



A CHANGE IN DIRECTION...

I have been involved with motor sport for the past 30 years as one of the Manual Lap Scorers at the Palmerston North Speedway. The job requires a very strong focus and the major downside is that you don't see any of the actual racing, however I am out of the weather. Despite only hearing and not seeing, speedway is a one of the sports that I really love.

I have been to a few MG Classics as a spectator and enjoyed every minute of them. Then recently I made a decision to become a Flag Marshal at Manfeild Circuit Chris Amon. Best thing I have done for many years.

I responded to a Face Book plea from the Victoria M/Cycle Club for volunteer helpers so my first weekend was motor bikes, so cool. To experience the racing so close-up, the cold, wind and rain. And not forgetting the sound. What beats that?



It was also the first time that that I experienced what seemed like a 'swamp'. I had never walked across ground like that before, and found that it's not easy going from the end of the pit lane to Point 2, making the return trip during the break and doing it again before the day ended. It certainly gave a new meaning to 'getting stuck in'. I soon decided the need to get a pair of gumboots!

Then one week later I got to work with the Manawatu Car Club at my first Winter Series meeting. Again the trudge through the 'swamp' (had my new gumboots on this time), the excitement and thrill of motor racing with it smells and sounds. A nice lunch too.

Next came the Endurance races and my first time going 'solo'. Point 5 was a great place to see what was happening with the cars coming down the straight from the hairpin to Higgins which was the corner I had to monitor. Again it was the speed and sound and seeing cars like the Mercedes and McLarens flash past from a few metres away. Friday was busy with practice sessions, Saturday was much busier with qualifying, then the One Hour and Three Hour races, a very long day but worth every minute. Best of all it wasn't windy and it wasn't raining, and we really did earn our lunch. For me it was like speedway in some respects because you have to be so focussed on everything.

I now have to admit that being a petrol head has its benefits, it feels special being part of Manfeild in a way that I never thought could happen. So for the love of the racing I have signed up to do it permanently for both bikes and cars. How cool is that? Well it is for me, and I'm looking forward to keeping working with a great team.

Deascie McHugh

Welcome to the famous Manfeild V-Force Deascie - the eyes, ears, brains and brawn that actually make the events happen. Looking forward to more articles no pressure then !!
TW



Image courtesy of Simone Viljoen Photography

REMEMBER TO SUPPORT OUR WINTER SERIES SPONSORS...

**Feilding
Auto
Electrical Ltd**

**Starter motors • Alternators • Batteries
Engine diagnostics • ABS • Airbags**

Tel 323 8427 • Fax 323 8466

71 Stafford St, Feilding • Email: fae@inspire.net.nz



TR GROUP LTD

**TRUCKS & TRAILERS
RENTAL & LEASE**

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

**E
E
L** **ERNIES
ENGINEERING
LTD**

**New Plymouth
06 755 2017**



**Coresteel
BUILDINGS**

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



BT ADVISORY LTD

GDM
Retail Systems

GEARTECH
A U T O M O T I V E L T D



maxtarr

ELECTRICAL • INDUSTRIAL • COMMERCIAL



We have an awesome family of MCC Sponsors, many of them are MCC Members and will be racing alongside you during this year's Winter Series. So I ask that you please support these sponsors wherever and whenever you are able to, as without their generous support our race entry fees would be a lot higher.

Please also remember to display the correct sponsor's logos on your cars, this will be the overall series sponsor – Feilding Auto Electrical, and your specific Class Sponsor. The logo stickers will be readily available from the documentation office from Saturday afternoon for you to collect.

Photos are being taken throughout the four rounds of the Winter Series, we will be displaying these photos at the Prize Giving on the 8th September so we would truly appreciate that you have the correct sponsor's logos on your cars for this purpose.

If you have any doubt as to what logo sticker you require please just ask the office staff, they will be more than willing to advise you.

Richie

THE HARTLEY FILE...

From Paul Ricard in Southern France the next leg of the 2018 F1 World Championship took teams on the 1,100 kilometre drive across Northern Italy to Spielberg for the Austrian Grand Prix the following weekend.

What a contrast. From the clinical modern concrete jungle with its multi-colour run-off areas to a circuit of natural beauty in rolling countryside, where most run-off areas are natural grass and you can almost hear the cow bells ringing!



The first world championship Austrian Grand Prix was held on a track at the Zeltweg Airfield in 1964 and won by Lorenzo Bandini, but although the race was a success, the narrow and bumpy track was considered too dangerous and the event was removed from the FIA calendar until a more suitable venue was available. After a lapse of six years the race returned at a fast and flowing circuit built in the scenic Styrian Mountains in close proximity to Zeltweg, it was called the Osterreichring. After the 1987 GP the FIA deemed this track too dangerous as well because of the high speed corners, the lack of protection from tree and embankments, the narrow pit straight and the increasing speeds - Nelson Piquet qualified his eleven hundred

horsepower Honda powered Williams on pole position with an average speed of 255.756 k/h (159.457 mph)!

During the mid-1990's the Osterreichring was modernised under the guidance of Hermann Tilke and lost all the long sweeping corners, others were modified in the interests of safety and some sections removed altogether. In 1997 F1 returned to the circuit that had been renamed the A1-Ring to acknowledge a sponsor. But once again the next chapter in the history of the Austrian GP was relatively brief, off the calendar again after seven years. And again it rose from the ashes. The circuit was acquired by Red Bull GmbH in 2013, renamed the Red Bull Ring and hosted the 2014 race that was won by Nico Rosberg, in fact Mercedes Benz had won all four GPs at the RBR!

History lesson over.



The first day of practice for the 2018 Austrian Grand Prix brought no surprises as teams worked through various scenarios with regard to set-ups and tyre choice, while aero updates appeared on a number of cars, including the # 28 STR of Brendon Hartley. P1 ended with Hamilton quickest with a 1.04.839 lap, Pierre Gasly was 10th on the sheets at 1.06.394 and Brendon 19th after a best 1.06.871 - cars from seventh to nineteenth were separated by less than a second!

As expected times dropped in P2, Brendon to 1.06.332 which was a half second improvement over P1 and two places further up the time sheets. The 60 minute P3 session was marred by damaging another latest spec front wing after going too wide exiting a corner, but

Brendon wasn't the only driver to suffer the fate. The high number of breakages led to F1 Race Director Charlie Whiting telling the teams to make stronger wings if they want to ride the high kerbs!

Again the times dropped with Vettel edging Hamilton by 2/100ths of a second and a full half second faster than the previous day's best. Gasly improved by a similar margin to be 12th on the sheet, Brendon went from 1.06.332 to 1.05.705 which saw him heading in the right direction but still only good enough to be 17th fastest ahead of Vandoorne (McLaren) and the two Williams as they headed to Qualifying.

With cars grouped so tightly gaining a tenth of a second could be critical. Most teams were running upgraded cars and up front the times of the top seven dipped below 1.04, Bottas claiming pole with 1.03.130. Gasly made into Q2 and was also quicker than in practice but his 1.04.874 was only good enough for P12 on the grid. Brendon upped his pace and found another 4/10ths but it wasn't enough and when the times were printed he was in P19 on the grid and sharing the back row with Marcus Ericsson.

Race day brought immediate problems with the track temperature being up 20 degrees from the previous two days, tyre management was going to be critical. He was also forced to run with the 'old' front wing as supplies of the 'new' upgraded version had been exhausted during practice! For Brendon qualifying had brought a disappointing result and the team took the opportunity to fit a new power unit for the race as the grid penalty wouldn't change his position. The good news was that everyone except Vandoorne survived the frantic opening lap without incident, the McLaren driver had clipped the back of Gasly's car and damaged his front wing.

By lap 10 Brendon was in 17th place ahead of Alonso, and only two positions behind his team mate, four laps later the race was neutralised with a Virtual Safety Car after pole-sitter Bottas had a loss of hydraulic pressure and his AMG Mercedes had to be recovered. There was a flurry of activity as most teams took the opportunity to pit early for tyres but STR opted to leave Brendon out to improve his track position and go further into the race on Pirelli's Super Soft tyre.

With his times improving every lap it became clear that Brendon was using his WEC skills to good advantage to extract the most from his car - P13 on lap 17, P12 on lap 35, P11 on lap 47 behind team mate Gasly and heading a group that included Leclerc, Alonso, Stroll and Sainz. At the 50 lap mark he was still on the same set of tyres and looking at a possible points finish with several of the front runners suffering unexpected tyre degradation. Ricciardo retired, P10 and in the points, but the joy was short lived with a hydraulic issue on lap 56 that resulted in another DNF, one of six that also included Hamilton and birthday boy Ricciardo.

Max Verstappen, Kimi Raikkonen and Sebastian Vettel shared the podium, the only drivers to complete the full race distance, for STR there was no reward as Gasly finished 11th and out of the points.

For Brendon, another race that could have been.

For the teams there was another quick turnaround, a quick dash across Europe and the English Channel for the Rolex British Grand Prix at the historic Silverstone



Circuit that hosted the first World Championship race in 1950.

The first day's practice sessions were taken up with chassis/suspension set-ups for the ultra-fast track so for some not a great deal could be read into the times posted. Toro Rosso introduced a unique new front wing but they suffered damage on the high 'sausage' kerbs and Brendon ended up running a combination of old and new aero specification. At the end of the day Pierre Gasly was listed 13th on the sheets while Brendon was the slowest of the cars that posted a time.



Tweet - 'Lots of data gathering yesterday and lots of options tested. Let's see if we can put it all together today'. The answer to that was an emphatic 'NO'. P3 saw Brendon walk away from a frightening high speed crash on only his 4th lap following a major front suspension failure (maybe 'explosion' is a better word) at around 300 kilometres an hour approaching Brooklands corner. The car flew through the gravel trap into the barriers - the driver was taken to the Medical Centre and declared 'fit for racing', the car to the STR garage and declared 'unfit for racing'!

From a safety perspective the crash did highlight the effectiveness of the current safety devices, including the controversial Halo. It also demonstrated the benefits of tarmac run-off areas over gravel traps as the car dug in and could have rolled. In a major overnight operation the chassis and Power Unit were replaced, technical issues saw Brendon miss the start and join the race after 3 laps, but the pit wall monitors spotted a problem and called Brendon to box the car without completing a single lap - the problem was later traced to a loose connector on the PU side!

'I'm not a believer in luck or superstition, but I think it's definitely fair to say that the last few weeks have been unlucky for me. It was all out of my control this weekend - the suspension failure yesterday in FP3, and another technical issue today before we could even start the race, so there's not too much to comment on the past two days. It's disappointing, but I'll hit the reset button now, take a couple of days to relax and prepare for the next race. I've got full trust that all the people at Toro Rosso will be working hard over the next two weeks, as I will, to improve and show our maximum in Hockenheim'.



Gasly finished 14th, meaning there was no points reward for the team.

The three back-to-back races were over, two weeks later the F1 show was back in Europe for the German Grand Prix at the Hockenheim Circuit.

The big talk in pit lane was about power upgrades and even more outrageous front wings that have become masterpieces of very expensive carbon fibre art. With the Hockenheim track surrounded by dense forest there was also talk about the weather and the high possibility of rain over the weekend.

The first day of practice brought no surprises, at the end of the first two session Brendon was 15th fastest with Pierre Gasly 18th, the pair split by 2/10ths of a second. Later in the afternoon Gasly leapfrogged his team mate by 4/100ths, the STR pair in 15th and 16th places on the official time sheet and more than a second quicker than in the opening session. P3 the following day saw the sun and heat replaced by cooler temperatures and rain, only nine drivers took to the track during the 60 minute session, taking the opportunity to test the 'wet' tyres and the changes in chassis set-up that came with them. In the closing minutes the fastest times were set with Charles Leclerc topping the list, the Toro Rosso cars were 5th (PG) and 6th (BH), behind Vettel and ahead of Raikkonen! Conditions improved dramatically for the critical



Qualifying session and the times dropped significantly but the Honda powered TR's didn't make it out of Q1, Gasly and Brendon were 17th and 18th, only a couple of tenths from making Q2.

'I'm a bit disappointed that we didn't make it to Q2 today. It was a relatively smooth session, my first lap looked OK so I opted for one lap at the end of the session. In hindsight, maybe doing two laps would have been better with the track improving the way it did. In addition, we really lacked some pace on the Ultrasoft tyre. Thinking of the positives, our long run pace looks quite competitive - we were one of the quickest cars in the midfield during the race simulations'.

Race day saw STR making the decision to replace the power unit on Gasly's car which meant grid penalties and the Frenchman starting from the back row, two other drivers also incurred penalties which elevated Brendon to 16th position before the race had started! There was an initial setback when he dropped two places in the early stages and pitted for tyres on lap 28, on the fresh rubber he was quickly back in 16th place and involved in the fierce mid-field scrap before a sudden downpour on lap 44 soaked the track, now the full focus switched to tyre strategy.

Brendon made a critical decision when called to pit, opting to stay out on 'slick' tyres as he evaluated the situation, quickly moving up two places. Condition continued to change and when he did pit he chose to remain on 'slicks'. The gamble paid off as other cars struggled on their wet or intermediate tyres as the track quickly dried, Gasly was one who switched to wets but he pitted again after three laps for slicks.

On lap 52 race-leader Vettel slid off into the barriers, the Safety Car was called which immediately led to another scramble for tyres, during the frantic activity Brendon moved up to 9th place with 8 laps to go and became locked in an intense battle



with Grosjean, Sainz and Magnussen, both Grosjean and Sainz overtook him but Sainz had collected a 10 second time penalty so it was a matter of keeping the Renault driver in sight while keeping ahead of Magnussen - the Haas-Ferrari crossed the line 8/10ths behind the Toro Rosso while Sainz placed 12th.

For Brendon it was his best race of the season, his judgement was perfect in conditions that were extremely difficult, he made the right calls to finish 34 seconds behind the winner and had the better of his team mate who finished 14th and a lap down. It was all good news and a timely confidence boost. Was the tide turning?



'I'm happy with how today went. I lost some time behind the Williams at the beginning but had some fun battles out there. We definitely had some good pace on the hard compound tyre, but I struggled at the end when I moved onto the Ultrasoft. I was disappointed to lose a place to Grosjean but he had a lot more pace than me. I kept it clean and we made the right call to brave it and stay out when the rain came. The team and myself had great communication during the changing conditions and in the end it paid off. I also used some of my experience from endurance racing to help make the call, so I'm really happy with the race I did and to bring home one point'.

A week later all roads led to Hungary for that country's Grand Prix at the picturesque Hungaroring, the fifth race in six weeks.

In the STR garage Gasly had more aero upgrades and P1 ended with the #10 car half a second quicker in 13th position, two places ahead of Brendon with Alonso splitting the pair. The practice wasn't incident free though, Brendon had a spin on the final turn towards the end of the session. Looking at the sheets at the end of P2 showed the times were around one second faster across the board, the mid-field group nine cars were covered by less than a second, Gasly was 9th quickest, 4/10ths ahead of Brendon in 15th who was just 8/1000ths away from 14th, it was that tight!

Day 2 was a day of two halves, the morning was hot but it was a very different story in the afternoon with thunderstorms, lightning and a track surface temperature that was 23 degrees cooler! P3 was all positive for the Toro Rosso duo who were right in the mix and always within the top fifteen before making the big push in the final minutes of the session. Vettel was quickest with a 1.16.170 lap time, Gasly was 10th fastest with a best lap that was 1.969 behind the Ferrari with Brendon 1/10th slower in 12th position. It all looked very promising going into Qualifying.

The predicted rain began and Q1 began with most on 'intermediate' tyres. With a dry line appearing and 12 minutes remaining in the session Brendon made the switch to Pirelli's 'Ultrasoft' and ran as high as second, but as others made the same change the time sheet had a major reshuffle and Q1 ended with both TR cars on the right side of the drop zone, Brendon 11th and 1.374 seconds behind the pace setting Vettel with Gasly 14 th.

The 15 minute Q2 session was rain affected to the extent that at one stage the FIA Stewards issued a 'low grip conditions' warning! Both TR drivers maintained their momentum, Gasly posted the 5th fastest time with Brendon two places back and making Q1 for the first time in his F1 career. Confidence was



high and Brendon was first out onto the track for Q1 with all cars running full 'wets'. Half-way through the session he was still second quickest but by the checker had dropped to 8th place with Gasly 6th, for the first time both Toro Rosso cars were near the front on the grid.

Race day was very hot with a track surface temperature of 59 degrees and it was a completely new ball game for the team strategists, tyre blistering entered the equation, a one or two stop race?

Like Monaco, the 4.38 kilometre Hungaroring is a track where it's not easy to overtake. On a 'clean' opening lap Brendon dropped a place at turn one but was back up to 8th when Verstappen retired on Lap 6. The big mover was Ricciardo who started from 12th position, on lap 14 he overtook the #28 that was involved in a battle with Hulkenberg and Grosjean. The pit stops began on lap 15 and saw Gasly run as high as third but the mid fielders stayed out longer, still in 8th place Brendon was first of the group to pit on lap 25, rejoining in 13th on 'medium' tyres. Two laps later Ricciardo took 5th position off Gasly as his charge continued.

At the half-way mark the STR cars were showing very good race pace as they held station against the more powerful cars. Gasly was 6th and on his own, Brendon had Grosjean 1½ seconds ahead of him with Hulkenberg a similar distance behind and the trio moved up one position when Orcon pitted on lap 41. Ten laps later Vandorne retired which promoted Brendon to 11th and brought the Virtual Safety Car into play for the second time, Gasly made his stop without losing track position and it became a race to the flag. Another victory for Hamilton, Gasly claimed sixth place 73 seconds behind the winner with Brendon crossing the line a lap down, 3 seconds behind Grosjean to claim 11th and so close to back-to-back world championship points.



'I'm disappointed not to score points after a strong qualifying. I had a great start but decided not to dive up the inside of Gasly which ultimately lost me a place to Magnussen. My race was then destroyed as I was stuck behind Sainz during the first half of the race when he was on a harder tyre. We then reacted too early to Hulkenberg pitting behind us and putting on the Medium tyre, which didn't give me the best performance. I fully understand why the team split the strategies but today it didn't work out for me. I made no mistakes, I

had a good start but unfortunately no points to show for it. I'm happy for the team to score more points which is a nice reward for all the hard work over the last three months'.



So the first half of the 2018 season ended with two flawless drives and positive signs for when racing resumes on 26 August with the Belgian Grand Prix at the Spa-Francorchamps circuit. For the teams it's time for a well-deserved break with the FIA monitored factory shutdowns...

RH

RECOGNISING HEROES...

Around the world there are only a small number of motor racing circuits named in recognition of drivers who have played a significant part in the history of the track or brought special recognition for their country.

Surprisingly only seven Formula 1/Grand Prix drivers have been acknowledged in this way, our own Chris Amon being one of them.

Let's start with Brazil, a country that has produced great drivers like world champions Emerson Fittipaldi, Nelson Piquet and Ayrton Senna, but when the Interlagos Circuit was renamed Autodromo José Carlos Pace in 1985 it was in recognition of a driver who only stood on the top step of the podium on one occasion when he won his home grand prix in 1975. A native of Sao Paulo where the track is situated, the highly talented Carlos Pace drove for March, Surtees and Brabham during his career and was lost to the sport in a plane crash in 1977, at just 32 years of age.

There were safety concerns in the wake of the 1980 race and the Brazilian Grand Prix was moved from Interlagos to the Jacarapagua circuit in Rio de Janeiro where Nelson Piquet would excel. When he won his third world championship title in 1987 the track was renamed Autodromo Internacional Nelson Piquet in recognition of the feat, and history shows that Piquet is the only driver to race in a grand prix on a track carrying his name.

But three years later the race was back to a shorter circuit at Interlagos and the Autodromo Internacional Nelson Piquet was eventually demolished to make way for new facilities being built for the 2016 Olympic Games. However, the name of the Brazilian star wasn't completely lost, a circuit in the country's capital city Brasilia honours his achievements.

Staying in South America, the name of Argentina's 5-time world champion Juan Manuel Fangio is only linked to a small circuit near his home town of Balcarce.



The track that hosts the country's F1 Grand Prix carries the name Autodromo de Buenos Aires Juan y Oscar Galvez. Oscar Alfredo Galvez raced at the same time as Fangio and against the great man, beating him on numerous occasions. Galvez was hugely talented but only raced in his home country, in 1949 the biggest names in the sport (Fangio, Alberto Ascari, Giuseppe Farina and Luigi Villorosi) competed in Argentina but were beaten by the local hero. The circuit was named in his honour in 1989 shortly before his death, but talent ran in the Galvez family and Oscar's brother Juan was also a highly successful racer in his homeland, in 2008 the decision was made to rename the track in honour of both drivers.

Heading north into Mexico and you find the Autodromo Hermanos Rodriguez that's named after two extraordinary young drivers who both died at a young age.

Ricardo Rodriguez was the younger brother, in 1960 he became the youngest driver to stand on the podium at Le Mans, finishing in second place when 18 years and 133 days old. A year later he made his Grand Prix debut at Monza driving for Ferrari, qualifying on the front row, the youngest driver to achieve the feat until Max Verstappen erased his name from the record books 55 years later! In the same year (1962) he shared the winning Ferrari in the Targa Florio sports car race.

An outstanding wet weather driver, Pedro Rodriguez won grand prix races in the 1969 and 1970 seasons and triumphed in the 1968 Le Mans 24 Hour sharing a Ford GT40 with Lucien Bianchi. He was the master of



the fearsome Porsche 917 sports car that gained him legendary status at the time.

The Rodriguez brothers were motorcycle champions before switching to cars and both died doing what they loved in the fastest lane. In late 1962 20 year old Ricardo crashed and died during practice for a non-championship Grand Prix, ironically at the circuit that would later bear his name. 31 year old Pedro was killed when his car collided with a back marker in a sports car race at Germany's Norisring in 1971.

It was shortly after the accident that the track known as the Magdalena Mixhuaca circuit was renamed in the brother's honour.

There is local interest in the name because Pedro Rodriguez came to New Zealand to contest the 1968 Tasman Series with Bruce McLaren, the pair driving for BRM. The cars proved to be unreliable and there were only two podium results in the eight rounds - McLaren won at Teretonga while Rodriguez finished second in the final race at Longford road circuit in Tasmania.

Ferrari enjoyed a great deal of success at the Imola Circuit in Italy that's located 80 kilometres from the famous Maranello factory. Inaugurated as a 'semi-permanent' venue in 1953 the track was renamed *Autodromo Dino Ferrari* in 1970 in memory of Ferrari's 24 year old son who died in 1956 from Muscular Dystrophy.

The track hosted its first Formula 1 race in 1980, the 50th Anniversary Italian Grand Prix that had traditionally been held at the high speed Monza track. It was so successful that a new event was created for the following year's calendar, the San Marino Grand Prix.

Following the death of Enzo Ferrari in 1988 the track was again renamed to honour both father and son, becoming the *Autodromo Internazionale Enzo e Dino Ferrari*. The GP race continued there until 2006, 12 months later a comprehensive reconstruction programme began that was overseen by F1 track architect Hermann Tilke, however that work appears to have been in vain because the circuit's owners have been unable to secure a round of the F1 world championship.



It's also the track that's remembered for where Gilles Villeneuve had his final race in 1982 and for the deaths of Roland Ratzenberger and Ayrton Senna in 1994.

Across the Atlantic Ocean the Mosport Park Circuit near the city of Toronto hosted the Canadian Grand Prix until it was deemed to be unsafe for F1 racing. As a result a new track was built in Montreal, called Ile Notre-Dame Circuit it staged its first F1 race in 1978.

Pre-race the great Mario Andretti suggested that the track had been designed to favour the driving style of Canada's new sporting hero Gilles Villeneuve, he may have been right because Villeneuve won his home grand prix to record the first victory of what would be his short F1 career!

In the following years Villeneuve's remarkable natural ability and attacking style made him a huge favourite with fans around the world, sadly he was killed in a horrific crash during qualifying for the 1982 Belgian Grand Prix at Zolder. Shortly after his death his home track was named *Circuit Gilles Villeneuve* in his honour and has 'Salut Gilles' written at the start/finish line, but the diminutive Canadian driver has also been recognised like no other in motor racing history.

At the Autodromo Internazionale Enzo e Dino Ferrari (Imola) circuit where he started his last race a Canadian flag is painted on the Grid 3 position and a corner carries his name. At Zolder the corner where he died has been transformed into a chicane and named after him, there are numerous memorials, the road that leads to Ferrari's Fiorano facility is named 'VIA GILLES VILLENEUVE', there's a Museum in his home town of Berthierville near Quebec, a lifelike statue in a nearby park that bears his name and in 1997 Canada issued a postage stamp in his honour. GV was one of a kind.



Rather surprisingly the Silverstone Circuit which hosts the British Grand Prix has no driver recognition on the circuit map, however it's a very different case at Brand Hatch that hosted the race from 1964 to 1986.

The Brands facility incorporates two tracks, a 1.198 mile 'Indy Circuit' and the 2.433 mile 'Grand Prix Layout', the latter pays homage to nine great names of the past. The start/finish is on Brabham Straight, and in no particular order there's Hailwood Hill, Graham Hill Bend, Cooper Straight, Surtees, Sheene Curve, Stirlings Bend and Clark Curve, while 1959 World Champion Mike Hawthorn has two sections named in his honour, Hawthorn Hill and Hawthorn Bend.

Australia has a number of circuits with bends/corners that recognise the country's 'greats', while New Zealand has two tracks that are named in honour of drivers but few track sections bearing driver's names.



In November 2015 the Taupo Motorsport Park was renamed Bruce McLaren Motorsport Park as a tribute to the outstanding engineer/team owner/driver, though he had no actual link with the facility.

Manfeild was renamed Circuit Chris Amon on 25 November 2016, paying homage to the Formula 1 driver who was raised in the region and played a major part in the final design of the original 3.03 kilometre track. At the present time there is only one section that recognises a driver, the intermediate 'Denny Hulme



Straight', though the main entry road to the complex became 'Brendon Hartley Drive' on 28 December 2017.

In the South Island the Ruapuna circuit near Christchurch is owned by the Canterbury Car Club and was opened in 1964. In subsequent years it underwent further development, including extending the length from 1.6 to 3.3 kilometres. From 2004 to 2013 it was known as 'Powerbuilt Raceway' and became the Mike Pero Motorsport Park when the tool company didn't renew the naming rights contract.

Though the name Mike Pero isn't known as a racing driver, he has sponsored a Super Touring team and was a six-time National Motorcycle Road Racing Champion. The high profile businessman still holds this country's Land Speed Record for a 350cc motorcycle, 238 kilometres an hour (147mph) that he set in 1979.

Observations suggest that in New Zealand naming turns at our circuits is driven by commercial interests, perhaps understandable given the cost of maintaining facilities to the required level.

Shame that...

RH

OSCA TURNS 50....

That's right the Open Saloon Car Association is coming up 50 years so we want to celebrate the history of OSCA and in general Sport Sedan racing in NZ. There have been some absolutely amazing cars and drivers race OSCA/Sport Sedans during the past 50 years and some almighty on track battles that have shaped many a young persons view and opinion on who was the better driver or better car etc and now its time to celebrate them all with a 3 round festival in February 2020 starting at Ruapuna at the Skope classic, followed by Levels the week later and Teretonga another week later.

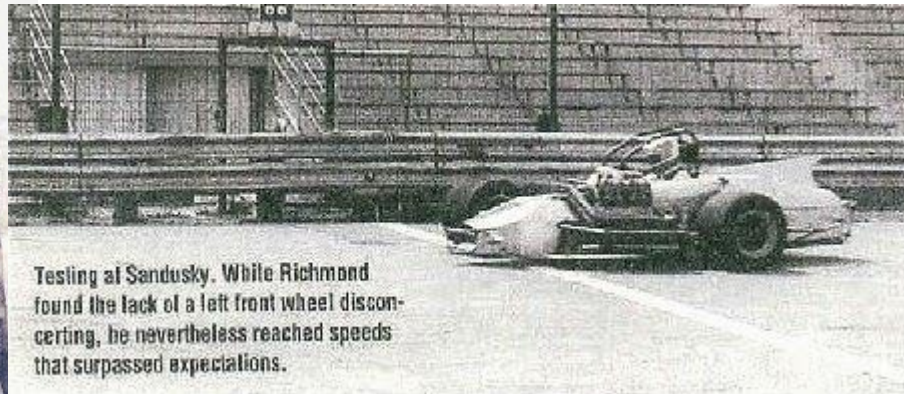
At the Ruapuna round there will be a ticketed function/dinner with guest speaker etc and plenty of memorabilia to kick start the celebrations with smaller functions in Timaru and Invercargill the following weekends.

All races are demonstration only races and we are looking for any OSCA cars that competed at any round up until 1995 (spaceframe by application only) and all similar North Island Sport Sedans of the era too. If you are interested but not sure if you fit in please contact us as we want to be as inclusive as possible but do need to make sure we know what is entering. There will also be a display of any cars that are not able to make it on track. Initial response is looking very impressive with possibly over 30 cars which will be a fantastic sight!

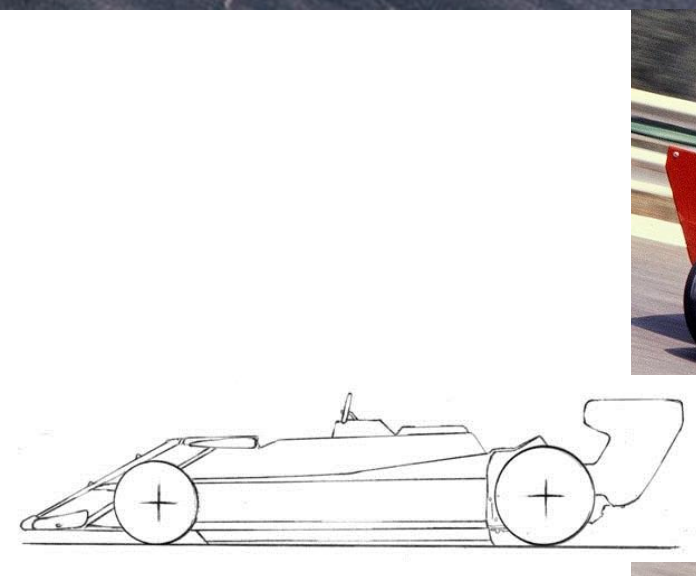
More info will come so please keep an eye on our Facebook page - OSCA Open Saloon Car Association - and if want to keep up with how things are progressing or would like to register your interest with either a car or just to be involved please email either Evan Munt evanmunt@hotmail.com or Richard Quin from Historic Sport Sedans cmquin@gmail.com

MORE WACKY RACERS...

There's a fine line between a genius and an idiot. Clearly Kenny Reece was one of the former, even if his concept looked like a creation from the latter. A talented Super Modified short track racer his fertile mind came up with an answer to being able to run anywhere on the track rather than play follow the leader. It was simple, put 3 wheels on the right hand side of the car, and thus the 3 to 1 was born. The car featured an offset 427 alloy CanAm engine and effectively no front left wheel. The RF and RR wheels were mounted on A arms, and the RCentre and LH wheels were on a conventional open tube solid axle with a quick change diff, thus being the driving wheels. The RF and RR wheels steered, the front turning in the conventional manner, the rear turning through a much smaller angle in the opposite direction. All four wheels were 20" wide monsters, and 75% of the static weight was on the left hand side. "It sure feels funny without a left front wheel" driver Tim Richmond reported "it feels like I'm on a huge motorcycle". The car was sensational in testing, lapping a long oval at over 200mph with complete stability. Sadly rule changes outlawed the car before it ever got to race and Reece chopped it up.



By 1979 the benefits of ground effects, pioneered by Lotus, were widely accepted and everyone in F1 was trying to catch up. Mo Nunn's Ensign team were no different and drafted in Dave Baldwin to design a brand new car, the N179. Working on the theory that relocating the radiators would liberate all the side pods to create downforce, the radiators were stacked in the nose. The theory was great, however in practice the car suffered overheating issues (amongst others) as the location was not terribly efficient. Scoops were added, then the radiators moved back to a conventional position but the car only managed to qualify a handful of times and only ever finished one race. I bet Chris Amon was glad not to be involved with what is rightly describe as one of the ugliest race cars of all time, Mo, what were you thinking??



WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 3
TEST DAY SATURDAY AUGUST 4TH

FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 3
RACE DAY SUNDAY AUGUST 5TH

TRANSPEC GT OILS TRACK DAY SERIES ROUND 3
SUNDAY AUGUST 19TH

Entry details on www.manawatucarclub.org.nz or follow us on Facebook

PARTING SHOT...



Long time Club stalwart and fierce competitor in numerous cars, including the Sunbeam Stiletto Imp, and later AE86 Toyota Corolla, this image of Brian Bate is of the iconic Torana many will remember him racing through the late 1970's and early 1980's.



COME RACING WITH US!