

Manawatu Car Club Inc

MAGAZINE

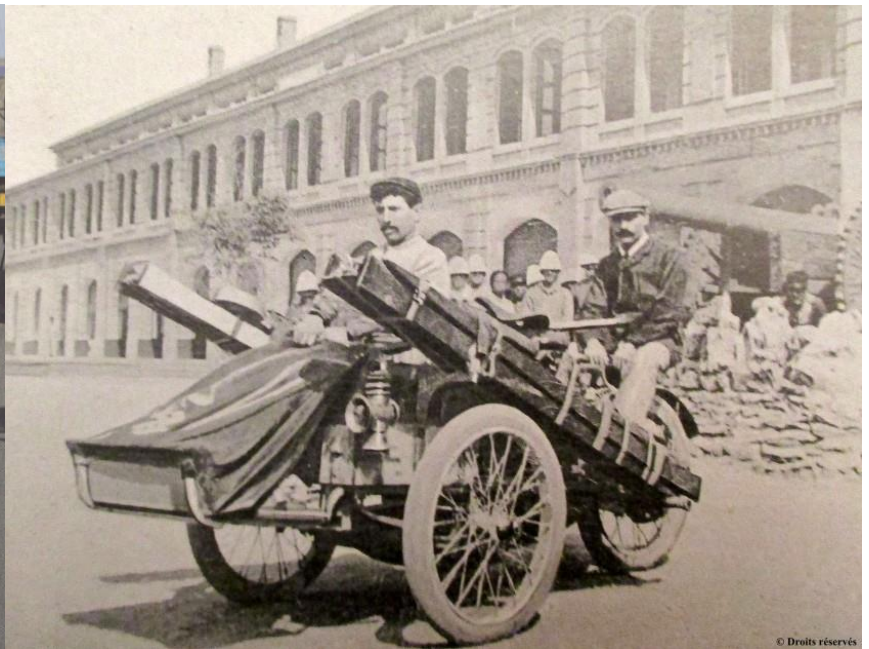
FEBRUARY 2019



Something for Everyone

In my haste to get the January magazine out, what with Xmas, New Year and visiting family all intervening, I plain forgot the most important thing I had marked on my to do list, that is to thank all those who make this magazine possible. So, somewhat belatedly, my sincere personal thanks to all those who have contributed to making the 2018 magazines a, hopefully, interesting and eclectic read for you. From young Jack Cleland, through Jeff B, the Manfeild team, Deascie, Richard B and Murray S to our inspirational leader (have I forgotten anyone??), I thank you all. I am however going to single out one person for special mention, and that's the oldest member of the scribbling team, Russell Harris. Mate, without your input every month, this would be a very quick read indeed. How you manage to do it I don't know, but you are a marvel, consistently contributing over 10,000 words each and every month. I'm sure that I speak for every single reader when I say we are hugely indebted to you. Your breadth of knowledge and intimate writing style do so much to make the magazine what it is.

Trade Me is a wonderful thing it is, isn't it?? It's got so much interesting "stuff" for sale, and when your passion is books it's very hard to resist the odd bargain or two (or 3 or 4 or but sshhhh, don't tell Colleen) that pops up. I've just purchased the Brown / Matheson / Kidby account of "The Great Peking to Paris Expedition" in which the original 1907 adventure was re-enacted a few years back by a bunch of blokes in 100 year old cars the same as those originally used. Of course, in case you didn't know, there is an MCC tie-in. Ex Manfeild Board member and then Manfeild CEO Chris Boyle was one of the intrepid adventurers involved. Chris and Mick Matheson were on the most absurdly unlikely entry, a replica of the tandem seat Contal 3 wheeler. Even with a more modern powerplant than the original, he is a considerably braver man than me!! (PS that's Chris cleverly disguised as a fly that's driving in the LH picture).



So, I read that the latest madcap NZTA scheme is to saddle the Saddle Road with a blanket 60kph speed limit. It's to make it safer they say, citing an 88% increase in accidents as the reason. Does no-one in that entire department have the wherewithal to look at the slightly bigger picture and realise that the accident increase is possibly just a natural reflection of the 3400% increase in traffic volume (their figures)?? Whatever happened to using a little common sense??

And I see they have done it!! Apparently it will add mere seconds to the average journey over the hill. In that case and given the huge increase in traffic volumes on a road not designed to cater for it, and the

very small relative increase in the accident rate, I would have thought that it showed that people were being commendably careful, sensible, and driving very much to the conditions, so why make any changes?? But then what would I know??

And while I'm taking a pot at my favourite government department, I see they are still issuing statements saying that if the big slip in the Gorge stabilises then they will look at spending a fortune to fix it. WHY?? There will be (should be / may be) a new highway by then, and the choice of two alternative routes, the Pahiatua Track and the current Saddle Road. Although these alternatives are council owned, NZTA are currently paying for their maintenance while they remain the only East West links. Surely a similar case could be argued if ever the new road was closed?? It just defies all logic that I can see.

I gave Auckland Transport a bouquet last month, I will give them half of one this month. Our local roads have just been the recipient of some of the extra fuel tax money that we pay, by way of a whole bunch of new road signs and chevrons. We have been 'safetyised' apparently. Awesome, hopefully the signage will keep the errant tourists from denting our picturesque countryside and hurting themselves in the process. But. And it's a bit of a big but. I'm still trying to find out the criteria used for the placement of said chevrons, because it has all the hallmarks of being done totally by remote control. Many ARE placed on the more difficult corners, many are not. Some of the corners that locals know as dodgy still have no signage at all. Take a look at the photos and judge for yourself if these corners are worth spending so much money on.



My point is that much of this "safety" work appears to be a dumbing down exercise and I'm just a little concerned that if you follow this path to its (ill) logical conclusion we will have absolutely no driver personal responsibility at all and a road architecture resembling a computer game, with chevrons on every corner, just no reset button for when it inevitably goes wrong.

I note also that AT and the Police have solved the Red Light Camera saga whereby the Police claimed that they could only monitor half of the 12 current red light cameras due to technology limits. In a statement from the Police it appears the problem has been resolved by staff becoming more flexible. I wonder if they sent them to yoga or Tai Chi?

A busy February coming up, with the NZGP weekend and then the February Flatfoot IRC race weekend. And just recently announced a wonderful opportunity for Manawatu locals to watch the NZGP racing on the cheap - see Julie's Manfeild report for details and the link.

That's it from me. Remember to keep the rubber side down

TW

EVENTS CALENDAR 2019

FEBRUARY 2019

Friday 8 th	NZ Grand Prix Test Day
Saturday 9 th	NZGP Race Day
Sunday 10 th	NZGP Race Day
Friday 22 nd	February Flatfoot Test Day
Saturday 23 rd	February Flatfoot IRC Race Day 1
Sunday 24 th	February Flatfoot IRC Race Day 2



MARCH 2019

Sunday 3 rd	Manji March Drift Practice, Hard Park & Tutoring
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APRIL 2019

Saturday 6 th	Track Day Series Round 1
Sunday 7 th	Mitre 10 MEGA Sumer Race Series Round 3 (FINAL)



MAY 2019

Saturday 4 th	Alfa May Madness (AROC)
Sunday 10 th	Mitre 10 MEGA SRS Prize Giving
Saturday 25 th	Drift Tutoring Session

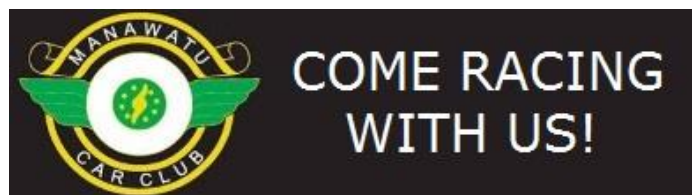


JUNE 2019

Saturday 1 st	Test Day & Drift Practice
Sunday 2 nd	Winter Series Race Meeting Round 1
Sunday 16 th	Manfeild Full Track Bent Sprint 4.5 km

JULY 2019

Saturday 7 th	Test Day 3km / Drifting Tutoring 1.5km
Sunday 8 th	Winter Series Race Meeting Round 2
Sunday 21 st	Track Day Series Round 2



AUGUST 2019

- Saturday 3rd Test Day & Drift Practice
Sunday 4th Winter Series Race Meeting Round 3
Sunday 18th Back Track Motorkhana & Autocross
Saturday 31st Test Day 3km / Drifting Tutoring 1.5km

SEPTEMBER 2019

- Sunday 1st Winter Series Race Meeting Round 4
Sunday 15th Track Day Series Round 3



OCTOBER 2019

- Saturday 12th Drift Practice
Saturday 19th OctoberFAST Day 1
Sunday 20th OctoberFAST Day 2

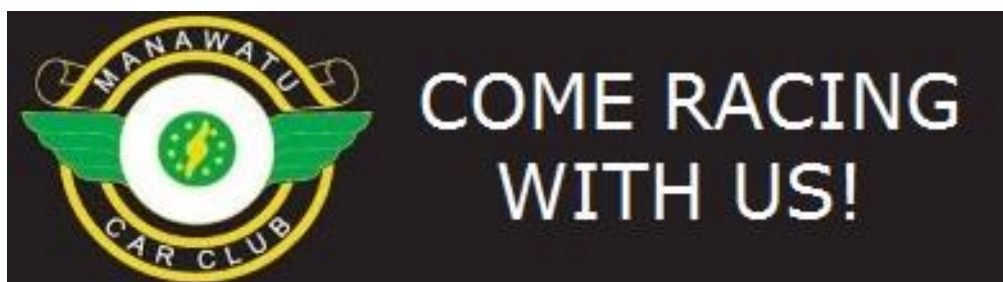
NOVEMBER 2019

- Saturday 2nd ShowVember
Sunday 3rd Track Day Series Round 4
Friday 15th MG Classic Test Day
Saturday 16th MG Classic Race Meeting
Sunday 17th MG Classic Race Meeting



DECEMBER 2019

- Saturday 7th MCC Club Fun Day
Sunday 8th Sumer Race Series Round 1



Manawatu Car Club 71st Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms
120 Kawa Kawa Road, Feilding
Wednesday, 13th February 2019 @ 7.30 pm sharp.

**All financial members should attend.
This is the most important meeting of the year.**



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 12th February 2019.

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

**Why not pop down and have a chat about what is happening on and off of the
race track!**

MCC 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



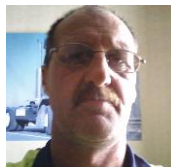
Greg Brown



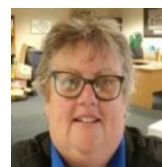
Gareth Stanley



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...

January was a strange month for me, having had a fair bit of time off over the past couple of years with crap health I worked through the Xmas / New Year's period and right through January letting others around me take some much needed time off. When everyone came back to work and all of our customers and suppliers opened their doors for the first full week of the New Year it seemed that everyone was in a grumpy mood, the time off hadn't regenerated their batteries and they came back to workloads as big as they had in the supposedly silly season before Xmas. While on the face of it this is not a bad thing (too busy that is) many hoped to ease into the New Year but this did not happen. Staffing levels that were under-staffed before Xmas because good qualified staff just couldn't be found, were still under-staffed after Xmas, the hope that things would be a touch quieter to help those issues just didn't happen hence everyone was on edge again and pushing the limits of both mind and body. Since the 14th Jan I have heard many a time from many different people that it doesn't seem like they had a break at all...

So why is this???

Well one theory that was explained to me over the past couple of years made sense to me and it might to you also. I was unfortunate enough to have a bad motorbike accident a few years back, broke lots of things that were of a physical nature (bones) but I also broke my brain! The first point of contact with the hard asphalt road was with my head and shoulder, from about 60kph to a dead stop! The hospital fixed the broken bits, hey they missed a snapped clean in half L1 vertebrae but that's a whole other story, but no one mentioned the damage done to the brain. I went home to lay up for a few weeks and wondered why I could not sleep, why I was having really bad mood swings, severe headaches and pain in my eyes when watching tv, looking at my phone or when I was out in the bright sunlight. I went to see a good friend of mine who works in this area of the body and told him everything that had happened so he did some tests... The first one I failed miserably, he did a couple more and I failed those as well, he didn't bother doing anymore... a year later I was still failing the same tests despite doing a lot of work to help the issues at hand.

In that time I learnt a lot about the human brain, how it can be its own master where you have absolutely no control over it, to how you can control it. One thing that I asked during one of my visits was that why does it feel like time is passing by so quickly, I meant at the time that it was my feeling but that everyone around me, both old and young, was also saying the same thing... He told me this... The brain has evolved a lot slower than the modern world has in the last 100 years or so, it is currently wired to be alert and programming information for a certain number of hours per day, he said think of it as a computer that only has a limited amount of computing power and storage as that is what it is. We are pushing that boundary more and more with the likes of the use of cellphones, laptop computers, iPads etc... where we leave our place of work (where we have used a good percentage of that computing power) only to go home and jump straight on our phones, home computers etc... only to load more into our already overloaded computer (brain) and hence we when fall asleep the brain is still alert and is computing this information. So while we can wake up feeling physically ok because that's a different part of the brain, it feels like time is passing us by at a great rate of knots because our brains are more alert for longer periods over any given day. We talked about the difference between getting home and going outside to throw a ball around with the kids, or mowing the lawns and he said that this is stuff that you have learnt to do over the first couple of times you have done it, it is stored as a new program in the brain which the brain merely clicks on to activate and doesn't take a lot of brain power to run that program, but when you look at your cellphone or jump on the internet or watch TV you are seeing things usually for the first time which means the brain is more alert and working a lot harder than it does to say throw a ball around.

Ever driven home from work and you have got home and thought shit how did I get here as you can't remember the drive home? Same thing, a program that has been learnt the first couple of times you did it

and hence doesn't take much brain power to do it again and again so sometimes the brain just goes into cruise mode, and while you are completely safe it just doesn't need to be 100% alert.

Colours are like a drug for the brain, colours stimulate the brain into action, some more than others. Over that year after the accident I spent a lot of time in a dark room with no colour stimulation at all. Indeed changing the colour settings on my computer at work and home to black & white also helped, you can also do that on most cellphones too. Weird aye but it did help a lot.

So you might be sitting there reading this and wondering what it has to do with Motorsport and the Manawatu Car Club, well probably nothing really... other than I like to share stuff and I know that it has been very busy, and continues to be so, for a lot of the MCC Family, so I guess I am saying that if you feel like life is passing at a faster rate than you would like it to go remember that you can master your own brain / computer by giving it some time off occasionally.

So what else happened in January? Well we had a great Drift day on the 6th January, a nice relaxed day where the guys and girls could blow out the cobwebs from Xmas / New Year's. A week later on the 13th Jan we had our back track working bee day where we filled in all of the ruts on the corners of the back track and we waterblasted the clubrooms and pulled out all of the weeds in the gardens and sprayed the ones that didn't get pulled out! Thanks heaps to those half a dozen people that turned up to help out, it was truly appreciated. Jump forward another week and we had Round #2 of the Mitre 10 Mega Summer Race Series on Wellington Anniversary Weekend. It was a gamble to hold it on this weekend as some people head away for the weekend and don't come racing, but the number of entrants was good and the racing was even better. Practise, Qualifying and four Races all within six hours was awesome and put the pressure on both cars and drivers, but to finish and have a BBQ and a Beer just after 3pm and get home with time to mow the lawns made for a great day. At the Driver's Briefing on Sunday morning we announced some lucky winners, these winners were from the draw from the previous Round #1 in December and they won free entry into Round #2. They were all contacted just after Round #1 had finished and let know that they had free entry into the next round, so we wanted to make that public and did so at the Driver's Briefing. There was a draw for each Class and the winners were: Dean Curtis – GT Cup / Simon Munro – IB Cup / Trent Smith – RS Cup / Leo Van Berkel – SF Cup. At the same time we did these draws we did the Winter Series one as well, this was for the chance to win \$500 and was drawn from a list of names of drivers who competed in every round of the 2018 Feilding Auto Electrical Winter Race Series. The winner was Craig Schofield who also happened to be the Champion of Champions for the Series. Congrats!!!

Jeff Braid and I have also spent a good period of time in January finalising things for the NZGP and our February Flatfoot Meeting, as well as getting things ready for the MCC AGM on the 13th February, and we have started the regs for the upcoming Winter Series, which should be out soon. Throw into this a bit of rejigging to some off the events scheduled for later in the year and the month of January went by very quickly indeed, but we're looking very well prepared for the year ahead and have lots of events, both on and off the track, locked and loaded in the MCC Calendar.

So I do hope to see you at one of our events in February, remember If you want to put your name forward and join in on helping us run this awesome club then by all means print out the below form and fill it out and make sure that in accordance with our constitution, nominations shall be received by the Secretary no later than two (2) days prior to the AGM. Please also note that you must be a financial member of the Manawatu Car Club to be considered for any of the positions available on the night so please make sure your club membership is up to date. Return it to Jeff Braid by scanning and e-mailing it to info@manawatucarclub.org.nz or by posting it to: Manawatu Car Club, PO Box 542 Palmerston North 4410.

Richie



VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Vice President

Term: 2 Years - Re-election in 2021

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2019 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed

MCC CLUB MEMBER OF THE MONTH...

NAME: Denis Churcher

BORN: June 1954

OCCUPATION: Retired – Motor Mechanic/Proprietor Pit Stop Napier

RACE CAR: MX5 Series Car

EVERYDAY DRIVE CAR: BMW 335i

DREAM CAR: I already own it – My Dad's 1929 Model A Ford Phaeton

YOUR BEST MOMENT IN MOTORSPORT?

Realising in my mid-sixties that I am still competitive with the younger guys in the MX 5 series.

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

A Motor Mechanic – if it had 4 wheels and an engine, I wanted to be involved.

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

Billy Connolly, Denny Hulme, Dean Martin

WHO WOULD YOU PLAY IN A MOVIE?

Kevin Costner in "Dances with Wolves"

THREE WORDS THAT BEST DESCRIBE YOU...

Laid back, loyal, competitive

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

Although not my favourite car, I'd be an early Rolls Royce because it was hand built (by craftsmen), alloy body (so no cancer) and there would always be someone willing to polish your shiny bits!

WHAT IS YOUR SECRET VICE?

I really enjoy a bowl of Weetbix at about 9.30 for supper.

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I have 3 brothers and 1 sister who are all motorsport crazy whom I never met until I was 50 years old!!!
(Long story but a good one)

FAVOURITE QUOTE...

"It is what it is"



Excitement machine cleared to race. The entry list for this year's Feilding Auto Electrical Winter Series could have the biggest spectator attraction for more than decade on the grid. The car is the only one of its type in this country and the owner/driver recently received the necessary Log Book following a few alterations to meet the New Zealand regulations in specific areas. The car will race in the 'special' category...

Busy time. The past six weeks have been all work and little play for the Bells. Only a relatively short time after taking over the Waitahanui Lodge came the busiest period of the year when everyone seems to take their holiday and everyone seems headed for Lake Taupo as their destination of choice. The popularity of the Lodge is great from a business perspective, but there are some aspects that are very demanding. In today's world the Lodge must be one of the few remaining accommodation places where the water is heated by a wood burning 'wet-back' fire which means a very early start to the day so that the early risers in the cabins can turn on a hot tap and get what they expect! Little (?) things like that are very much part of the uniqueness and charm of the place...

The great escape. Getting away from it all is not easy for Ants and Bron, it's all about seizing opportunities. A warm calm evening, a smooth lake, all is quiet, it's time for a 'cruise' in the Lodge dinghy with Commodore Ants at the helm. Out on the water taking in the serenity of it all, maybe taking the fishing rods in the hope of catching a trout, maybe just thinking 'this is the life'. Time outs are a very important aspect of life...

But sadly the Mini is languishing in the shed, and with time a very precious commodity, it has been offered for a reluctant sale. Great buying for someone looking for an awesome all round car for the FAE Winter Series - <https://www.trademe.co.nz/motors/specialist-cars/competition-cars/auction-1890325403.htm?rsqid=3029e1509fe34d32bd5076d6c8f8a612>



Employed again. When 2018 ended Kiwi drivers Haydon Paddon, Brendon Hartley and Richie Stanaway didn't have full time contracts for this year and it was time to go job hunting. Brendon was named in the Porsche factory squad but with an unspecified role and is looking at options. Hayden will not be contesting this year's World Rally Championship with his seat at Hyundai being taken by nine-time WRC champion Sébastien Loeb. Out of nowhere came the news that Richie had struck gold and been signed by Garry Rogers Motorsport to continue his career in the Virgin Australia Supercar Championship, albeit driving a ZB

Holden Commodore and not the new Ford Mustang. Richie replaces Garth Tander who moves to Red Bull Triple Eight to take over from Earl Bamber as co-driver for Shane van Gisbergen in the Pirtek Enduro Cup races. The GRM cars will also have a new livery with BOOST Mobile switching from HRT. So that's Richie Stanaway sorted, Brendon is currently finalising his plans, can someone somewhere find something for Hayden. His sort of talent shouldn't be wasted...



NASCAR beckons? Not surprisingly American motorsport icon Roger Penske rates Scott McLaughlin very highly and following his win in last year's Aussie Supercar Championship believes the time is right for the quick Kiwi to look very closely at racing in the Land of Uncle Sam. According to 'The Captain' any Stateside move wouldn't be directly into NASCAR, previous experience has shown it's necessary to learn by starting lower down and working your way up the ladder into the major league. Penske wants him there, McLaughlin wants to be there. It's just a matter of timing...

The NASCAR dream. While Scott McLaughlin has the name, the talent and the backing to succeed if he races in America, a lesser known Kiwi driver has had a brief taste of what it's all about. Nine years ago Hayden Pederson won the SpeedSport Scholarship and his focus soon turned to furthering his racing career in the USA where he competed in the 2013 and 2014 NASCAR Late Model Series with some success, recording fourteen Top 5 finishes in his first season. With each race costing the teenager \$12,000 to run and the winner's cheque being \$10,000 the sums don't quite add up and showed that you need a very big bag of greenbacks to compete, even in a category that's several tiers below the NASCAR Sprint Series. Dreams don't come cheaply. They don't always come true...



Holiday over. Brendon and Sarah Hartley enjoyed a long break in their homeland over the holiday period, Xmas with families before crossing the Strait to enjoy the South Island. First came a few days of 'glamping' with friends at the Cable Bay Adventure Park situated 15 minutes from central Nelson. The thousand acre park has no shortage of activities to choose from - quad biking, horse trekking, paint ball, an archery park, the 8-wheel Argo amphibious all-terrain vehicle and e-bike trails, with the biggest attraction being the world's longest 'flying fox'. Named the 'Skywire', the ride begins with 800 metres of gravity free-wheeling reaching speeds of 100 kilometres an hour followed by another 800 metres at a slower pace. The 'car' seats four people across, adding to the excitement is the return ride being backwards, a scenic ride with a big shot of adrenaline! From Nelson the Hartleys continued exploring the southern roads in the comfort of the VW California camper - through the Buller Gorge, down the West Coast, through Haast Pass to Central Otago then back up the east coast, back across the Strait, a stop-over in Palmy with family, and finally back to Auckland where the versatile VW was returned to Giltraps. For Brendon it was back to Europe to finalise his 2019 programme, for Sarah there was a few more days with family and friends before heading to their home in Monaco. After the year they just shared together that special holiday was well deserved...



Important stop. Before flying out Brendon spent time at the Hampton Downs circuit for very good reason, big brother Nelson was back racing. For the first time in many years Nelson was back behind the wheel of a Formula Ford single-seater, a category that he knows well as he was runner-up for the New Zealand

Championship title on two occasions, 2003 and 2006. Over the two seasons there were 14 race wins and 31 podium finishes. At the invitation of the owner Nelson drove one of more than thirty classic FFs, a Spartan that was once raced by Englishman Johnny Herbert. The now Sky commentator won the prestigious Formula Ford Festival at the Brands Hatch circuit in 1985, went on to score three victories in F1 and won the Le Mans 24 Hour in 1991 co-driving the advanced 4-rotor Mazda 787B. Some classic race cars can have interesting histories...

Motor noter. On three occasions last month a senior club member was seen being taken out to lunch in cars that are not usually seen in our region. The first outing involved three Ferraris from down SH1 and none were the traditional corsa rosso colour! Word is that he bypassed a blue 360 Spider and black 599 in favour of the gunmetal F12 as his choice of transport to the restaurant. A week later another lunch 'taxi' arrived at his workplace, this time a Dark Highland Green Mustang GT Bullitt, one of only fifty that will come to our shores. The same restaurant was selected (Rendezvous) but the journalist driver 'overshot' the turn into the car park, he couldn't find another point to execute a 180 degree turn until he got to the summit of the Pahiatua Track. Funny that!

Week three and a well-known local businessman and classic car enthusiast turned up in his stunning 1965 Porsche 365 SC Cabriolet for a wind-through-the-hair experience prior to dining at Soskys. The following week it was back to the regular sandwich and cuppa in the staff room. It would have been good while it lasted...



The growth continues. There was more good news for the club when Secretary Jeff Braid presented his report to last month's Committee Meeting. Eight new members joined in January which takes the total membership to the 325 mark, Jeff has also been busy with licence testing, another healthy sign. It's an appropriate time to remind you to check if YOUR membership is current...



Policing Radar. More electronic technology has been installed at Manfeild Circuit Chris Amon. There's a 40 kilometre an hour speed limit in pit lane and that can now be monitored on a screen in Race Control, but it's not being sneaky. There's a digital screen at the exit to advise drivers of their true speed if they are over the limit. Hard to argue against that evidence...

Worth a look. A new weekly television motoring programme was screened for the first time on Saturday 20 January. Produced in Australia, the half hour programme is very generic but interesting with a relaxed style.

'WHICH CAR' can be found on the PRIME channel at 7.00pm each Saturday night, despite the fact they are Ockers the presenters are very good and the host is the experienced Peter Elliott who just happens to be a New Zealander! Definitely worth a look...

C'mon guys and gals. Speedway 'street stocks' are permitted to make reasonable contact during race, but that rule doesn't apply to Manfeild Circuit Chris Amon. For several drivers Round 2 of the Mitre 10 Summer Series won't be remembered for the racing, sadly, it will be for the mainly unnecessary damage caused to their cars through either over enthusiasm or brain fade by a third party. The worst affected were Don McIntyre and Peter Edmond who will have extensive rebuilds, while MX Fivers Scott Topham and Matt Dille were also on their trailers early in the day thanks to an errant driver. One of the objectives of both the Summer and Winter Series is to bring new people into the sport, another is allowing drivers to improve their skill level. On that Sunday there were drivers who needed to be reminded that you learn to crawl before walking and walk before running, add to that respect for fellow competitors and being mindful of

changing lines. Of course there are occasions when collisions are unavoidable, but why not minimise the risk. Remember the words of Clerk of Course Malcolm Glenn, 'You're not racing for a sheep station'...



Problem with a difference. One well known driver struck a problem at the same meeting that nothing in his tool box could fix. The dilemma surfaced when he was changing for the practice session, the zip in his race suit broke! The SOS went out, the club clothing was produced but the driver in question has a 'long' body which meant that even the biggest suit was extremely tight in the crotch area, it's not easy to concentrate when your eyes are watering! A quick

trip back to Palmy for an old suit resolved the problem. It is a funny story, but it could happen to anyone at anytime so bring a spare set if you can. You could be next to suffer a zip failure, so like a Boy Scout 'Be Prepared'...

Has a new Lodge been formed? They meet monthly at a Palmy café away from the direct public eye and it's believed that all of the group have had close ties with the Manawatu Car Club and the early days of Manfeild. It appears that members of the Marshall Unity group don't wear any special regalia, they don't converse in whispers and there has been no indications of a secret handshake or signal. Working from the description given suggests that Lord Verdun is the Grand Master, so maybe we finally have an explanation for his ongoing absence at the club's Track and Yak nights. He only has one leave pass a month...

Perfect Xmas present. Gareith Stanley is a true romantic and after much thinking found the most appropriate gift for Samantha. Not perfume, not jewellery, not chocolates, not flowers. Any lady would be excited and thrilled to unwrap a package that contained a set of EBC yellow brake pads. The EBCs were put to good use in Round 2 of the M10M Summer Series when Sam recorded her fastest ever lap and scored a brilliant win the RS handicap race. Inspired thinking Gareith...

Triple tribute. The Southward Museum now owns three cars that pay tribute to the life and career of Bruce McLaren. On current display are a replica of the 1929 Austin 7 Ulster Special that was his first race car, another replica is a 1969 McLaren M8A CanAm car that to anyone but a close follower of the category looks the 'real deal' and is a 'runner'. Very much the 'real deal' and very much a 'runner' is the recently arrived 2018 McLaren 650S Can Am Spider road car. A triple treat acknowledging one of this country's greats...

What about Chris Amon? Thankfully the late Sir Len Southward had the foresight to acquire the Maserati 250F '2509' that played such a major part in

starting Amon's career and for many years it's

been one of the Museum's star exhibits. The only other known Amon car in this country is the Austin A40 Special that was his first single-seater, maybe one day it too will find a home alongside the Maserati? How good would it be to have a collection of cars covering Chris's career that included Formula 1, Formula 5000, Saloons, Touring Cars, Sports Cars and CanAm. In F1 alone he drove for ten different factory



teams and in a desperate attempt to succeed built his own car in 1974, the radical but unsuccessful Amon AF101. There is some consolation knowing that New Zealand businessman Roger Wills owns the prototype March 701-1 that Chris raced in 1971. For many years the car was on display in the famous Donington Collection before Wills acquired it. Following an extensive rebuild he debuted the car in its original livery at the 2012 Grand Prix Historique at Monaco. Realistically, the thought of a Chris Amon Museum is just that. A thought...

There are a number of important birthdays in 2019, and I'm not talking just about our members, but some significant marque celebrations. Both Fiat and Renault celebrate 120 years, closely followed by Bentley and Citroen centenaries. Abarth turns 70, Mini and Marcos (but not Mini Marcos) celebrate 60 year anniversaries and the Lancia Delta turns 40. Perhaps most significant to the Club, the MX5 turns 30. So will a grid of 30 cars front for a winter series round to celebrate??

It's just amazing what is tucked away in non-descript barns and sheds all over the world. Three Bugatti's have just been revealed in Belgium, the standout being a 1937 Type 57 Cabriolet with a Type 49 and a Type 40 acting as back up. And an amazing 80 odd cars have been revealed after the death of a reclusive French collector, many under years of undergrowth and rubbish. The pearl is a very neglected Lamborghini Muira P400 though the collection spans over 100 years of automotive history. Both collections are to be auctioned this month, with the Bugatti's expected to sell for over NZ\$600,000 each and the Muira for around \$1 million. I guess I should just keep looking

Also going across the auctioneers block is the first car ever built by Italian designer Pietro Frua, a 1946 Fiat 1100C Spider. While its 52 hp engine might not set the world alight, as a study in automotive design history it's an important vehicle and it's expected to reach NZ\$1 million. In 1957 Frua sold his coachbuilding company to Ghia and the Ghia drawn Renault Floride and Vovo P1800 are attributed to him. Probably his most famous design is the mid 1960's Maserati Mistral.



MITRE 10 MEGA

PALMERSTON NORTH SUMMER RACE SERIES

Round 3 – Manfeild – Sunday 7th April '19

4 Classes, Qualifying plus 4 x 6Lap Races per Round

Entry Fee: \$220 for MCC Members - \$250 for non-MCC Members

MITRE 10 MEGA SUMMER SERIES - ROUND 2

Take the high wind out of the picture and there was perfect summer weather for the second of the three rounds at Manfeild Circuit Chris Amon. With a number of other events around the country over the same weekend numbers were down, December (R1) attracted more than sixty competitors, January (R2) attracted fifty but on the plus side there were more new drivers and cars.

For Round 2 the format for the day had significant changes. Because of the small number of cars (4) the GT class was incorporated with the IB category, the resultant time saving enabled everyone more track time with each class having a 15 minute practice session prior to Qualifying - both moves were generally welcomed and had positive outcomes.

The RS class drew 11 starters with rookie Max Bevan topping the qualifying times by more than one and a half seconds over Hamish Clark followed by Lee Oliver and Gareith Stanley. A surprise was Jonathan Hogg ending the session 10th fastest, 5.7 seconds slower than Bevan who certainly looked the man to beat.

That was confirmed in Race 1 when the Otaki driver led from go to whoa to score a convincing 20.4 second win over Stanley with Jules van Niekerk a close third after qualifying sixth. Hogg had a good opening lap to pick up three places but the familiar Toyota Levin was losing power and he drifted back to his starting position at the flag. The excitement was provided by Brett Paton who looked set for a possible podium finish, but his car took control coming out of the final turn and he charged home on the infield grass, leaping across the return road before regaining the track to claim 7th place. It was a spectacular but scary moment!

Sportingly Bevan asked to switch classes which made Race 2 a much closer affair. The Hogg, Penfold and Paton cars remained in the pits, out on the circuit the battle was between Mathew Clark (Levin) and Hamish Clark (Auckland) with five seconds separating the pair after the six laps, just half a second away in third place was van Niekerk with Stanley winning his battle against Wessam Bessada.

The Marble Draw always makes for an interesting grid but the field was down to seven runners. Stanley took full advantage to head Lee Oliver by 1.6 seconds with van Niekerk picking up another third place in front of Nick Fisher.

Paton was back for the Handicap race and became embroiled in a great scrap with van Niekerk in the closing laps, when the flag fell van Niekerk finally had his reward, winning by 7/10ths of a second with Bessada and Stanley following Paton across the line.

There were twenty competitors in the SF category including six Taxi Cup cars with the front runners in Round 1 carrying their form over into Round 2. Tony Birchall topped the Qualifying times from Kerry Tong, Mike Monastera and Leo Van Berkel, the quartet covered by one second with one a half seconds covering the top 7 cars.



The grid for the Scratch 6-lapper was interesting with a Taxi occupying a spot on each of the front six rows! In an outstanding race to start the day Tong scored the narrowest of wins over Monastera with Van Berkel claiming third by 3/10ths from Birchall with Taxi drivers Barry Maunder and Grant Anderson less than a second away. However it wasn't a good race for Hilary Ashworth, the engine of her Honda Civic expired in a cloud of expensive looking smoke.

If the Scratch race was racing the way it should be, the Reverse Grid was racing the way it shouldn't be with Scott Topham, Matt Dilley and Peter Edmond all out for the remainder of the day after suffering damage to their cars on Lap 3. Monastra took an impressive win over Darren Walker and Kolin Yannakis, reading the 'traffic' perfectly in his charge from the back row of the grid. Birchall claimed a close 4th ahead of Greg Browne and Maunder while Tong progressed no further than 8th in a race that saw the top 12 finishers covered by less than 10 seconds.

Birchall was back in the winner's circle in the Marble Draw with a 4 second win over Tong and Maunder, Browne, Van Berkel and Gerald Watson rounding out the top six. In contrast to their previous race the first twelve cars were covered by 25 seconds. Monastra picked up a 30 second breakout time penalty which relegated him to 14th place and the loss of valuable series points.

The SF Handicap 6 lapper was arguably the race of the day with Samantha Stanley claiming a flag-to-flag win after being the first car away. Her lead was eaten into every lap and with two to go it appeared that Tessa Field and Max Bevan would reel her in as they were more than a second a lap quicker. Side-by-side into Higgins on the final lap it looked game over when Stanley's colourful Honda Civic got out of shape, but the driver regained control and astonishingly came out of the corner in front! Field tried hard to overtake but it was in vain, Stanley crossing the line 8/10ths of a second in front with another 2/10ths back to Bevan - it was outstanding handicapping with six seconds covering the first ten cars. Maunder picked up a 10 second penalty for jumping the start which dropped him to 12th, Monastra was in trouble again with another breakout penalty, the 20 seconds dropping him to 17th and last place, setting the class fastest lap of the day was little consolation.



Combining the GT (4 cars) and IB (15 cars) categories was the right call to make up a good field, they had separate qualifying sessions but from that point were grouped together.

Not surprisingly Ross Thurston dominated the GT times, ending the session 3.6 seconds ahead of Craig McIntosh, neither Paul Bass or Richard Clulee could hope to match the pace of the two Mitsubishi Evos with the difference in lap times. Pushing hard Thurston did have a big moment when he ran off the track between the esses and hairpin, allowing him to display his rallycross skills!

It was much closer between the IB cars where Peter Beauchamp topped the times by little more than a second over Dean Curtis and the next four cars were within another second. With all 15 cars covered by 6.3 seconds the racing would be very competitive.

For the Scratch race the four GT cars formed the first two rows of the grid. When the red lights went out the two Evos took off like rockets, unfortunately McIntosh was a fraction too quick and picked up a 10

second penalty for jumping the start! The drama unfolded on Lap 2 when Donald McIntyre's immaculate Mk1 Ford Escort received a very heavy hit in the right front corner turning into Higgins and ended up alongside the tyre wall, the Safety Car was called and stayed out until Lap 5, making it a sprint to the finish. Thurston took the flag from McIntosh and Paul Bass, with Peter Beauchamp 1.2 seconds away and first of the IB cars ahead of Dean Curtis, Richard Clulee (GT), David Thomsen and



Geoff Spencer - McIntosh's indiscretion dropped him to 8th on the result sheet.

The Reverse Grid was another Thurston benefit, he finished 25 seconds ahead of McIntosh who was only ten seconds ahead of IB leader Simon Munro, there was 3/10ths back to Spencer with Clulee (GT) and Andrew Johnson rounding out the top six, so where were Beauchamp, Thomsen and Curtis? The trio picked up 10 second breakout penalties and were classified 7th, 8th and 9th respectively.

Thurston's golden run ended in the Marble Draw when he was forced to pit when the Evo's engine when into limp mode, the problem was partially solved and he completed the race in a lowly 13th place, two laps down. That left McIntosh unchallenged and he won by 17.5 seconds over Bass with Clulee third, in the IB class Thomsen, Munro and Curtis led the way, the trio separated by less than a second when they crossed the line. Again breakout penalties played a part with Curtis, Beauchamp and Spencer being caught out, Spencer getting hit a second time for jumping the start! Forty seconds really hurt.

The Handicap race was always going to be interesting as the last drivers away played thread the needle negotiating the traffic with a massive speed differential. With Ross Thurston a non-starter it opened the door for Craig McIntosh to shine but it was Richard Clulee who prevailed by a second over the black Evo with David Thomsen, Paul Bass (GT), Oliver Gordon and Troy Howard the first six home. Again breakout penalties proved to be expensive in terms of series points - Spencer and Curtis copped 20 seconds, with Beauchamp hardest hit, the 40 seconds dropping him to last in the results. He did show how quick the Suby is though, a best lap of 1.15.44 compared more than favourably to McIntosh's 1.13.39.

Take away the unfortunate incidents and it was another outstanding day of what club racing is all about, the third and final round on 07 April will be eagerly awaited...

RH





ROUND 2 MITRE 10 MEGA SUMMER SERIES QUICK OBSERVATIONS...

Super-efficient. Combining four categories into three groups allowed time for 15 minute practice sessions with the first cars out on the circuit at 9.22am. At the conclusion of practice there were four 10 minute qualifying periods before the cars for the first race left the Dummy Grid at 11.05am, 1 hour and 40 minutes later the first six races were completed. A forty minute break for lunch then it was back to business for the afternoon session. The first three races were completed in 50 minutes, the final round in 41 minutes with the checker flag signalling the end of the RS Handicap 6-lapper waved to the winner at 2.55pm. It was all about having the right people in the right positions making the right calls. From Clerk of Course Malcolm Glenn down through the ranks including the V-Force it was an outstanding performance. For the MCC crew it was just another day at the office...



Quick learners. There were impressive race debuts for Max Bevins and Gregory Beauchamp. Word is that Max is benefitting from advice from girlfriend Tessa Field, whatever Tessa told him had an immediate effect as he topped the qualifying times in the RS class and bolted away from the field in the Scratch race. Then the Otaki driver surprised officials by asking to move up a class! Mighty Max finished 11th in the SF Marble Draw with Tessa 13th, in the Handicap Tessa crossed the line in 2nd place with Max 3rd and first male driver. Equal bragging rights. Gregory is an experienced non-racing motor cyclist who quickly adjusted to four wheels. His advice is coming from dad Peter Beauchamp who raced the rapid Honda powered Toyota Starlet prior to acquiring his current Subaru Impreza. It was a tough baptism starting off in the IB category but the reward came with 4th in the Reverse Grid, 6th in the Marble Draw and another 4th in the Handicap. It's a car that certainly knows its way around Manfeild, first in the hands of its creator Gary Madoc then Peter. GPS is definitely not required...

GT = Great Tales. Craig McIntosh made a welcome return to the track in his tweaked Mitsubishi Evo, he went home very tired but very happy with his day's work. In a pre-event routine check Zippo found where some the Evos power had gone when he discovered a crack in the turbo housing. Welded up, power restored. The tyres on the car looked older than the driver, maybe time to open the wallet. Where was Anton Cheetham? Apparently he had suffered an injury to one of his arms, not life threatening but enough to prevent him from driving his race car. Believe or not Ross Thurston suffered from 'over boosting'. In the Marble Draw six-lapper the car mysteriously slowed which forced a diversion into pit lane. The Evo's engine management system picked up the problem, the computer reacted and the motor went into 'limp mode' which could have saved an expensive rebuild...

Jappa jumper. Sayonara Volvo kon'nichiwa Honda. Fans looking for a familiar Volvo were shocked and disappointed to see Peter Edmonds behind the wheel of a Honda Integra. Peter-san didn't have a happy day, there was an early finish with the Honda sporting a badly damaged right rear corner. He now has three cars that need repairing. Does anyone know a good reputable auto wrecker...?

A touch of class. It's always good to see cars that are not regularly seen on a race track. The grid in the RS class included not one but two Alfa Romeo 156's, a coupe driven by Jules van Niekerk and a saloon in the hands of Nick Fisher. Van Niekerk had an excellent day, picking up a trio of third places before winning the Handicap, while Fisher's best result was 4th place in the Marble Draw. Hopefully the Alfistas will be back for Round 3...

Oops. The twenty SF cars were lined up on the grid for their third race but there was a lengthy delay before the start. Grid Marshalls were running here, there and everywhere, half of the cars were sent around on another lap while the officials sorted out the others. So what caused the problem and confusion? The Grid Marshalls were given the wrong sheets before the error was noticed. It's unlikely to happen again...





Speed freak. Club President Richie Arber was back in action at the wheel of his 'new' Toyota Corolla GT. In December he qualified 19th fastest of the 29 cars and had placings of 15th, 21st, 15th and 4th. Six weeks later he qualified 18th from 22 with his result card reading 12, 11, 10, 16. His best chance for a podium result was in the Marble Draw where he drew # 4, but after leading the first two laps he slipped back to 10th at the flag. More positive was reviewing his lap times that improved significantly as the day progressed - 1.27.068 in qualifying down to 1.25.335 by R4, he said right from the start that it was a quick little jigger. Good to see a 'boss' walking the talk...



MITRE 10
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MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild **Sunday 9th Dec 2018**

R2 Manfeild **Sunday 20th Jan 2019**


R3 Manfeild **Sunday 7th Apr 2019**

Prizegiving **Saturday 13th Apr 2019**

**FREE SPECTATOR
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Stew Wood Photography

 **Manawatu Car Club**

Classes: GT Cup GT-A and GT-B,
IB Cup, SF Cup, RS Cups

Races: Four X 6-lap races per class

Entry Fee: \$250

(Discount for Manawatu Car Club members)

ORGANISER

Jeff Braid, Secretary
Manawatu Car Club Inc
027 477 3337

info@manawatucarclub.org.nz
www.manawatucarclub.org.nz

Supplementary Regs and Entry Forms available on website



HOT weather, hot racing ... and, wow, a really hot ticket price: A weekend double pass for adult attendees for just \$20!

The special deal for the 2019 New Zealand Grand Prix at Manfeild has got us pretty excited. I hope you're also feeling the buzz and are taking advantage of an offer that began on January 28 but will wrap up at 5pm on Friday, February 8. As you all know, this event demands and deserves a crowd – I personally feel anyone with any interest in motor-racing would be nuts not to take advantage of this promotion, exclusive to the racing action on Circuit Chris Amon.

It would be fantastic if every Manawatu Car Club member came along and, even better, if each and every one of you could get at least a couple of friends to show up, too. Please, tell everyone about it!

The availability of such a generous discount on an entry pass that, remember, has a full price value of \$80 per person – so, you're saving an astounding \$160 on what a double pass will cost on race weekend – is enabled through the generous support that Palmerston North City Council and Manawatu District Council put behind elevating the image of this event. I believe it could well be the cheapest-ever ticket price for the country's most important national motor-racing event.

I can say with certainty that this is the lowest price NZGP attendees have had to pay since we achieved current host rights in 2008. It is also the cheapest price we know of for any current Toyota Racing Series round.

The strategy is a new direction for the regional joint initiative to promote the race, the venue and the region.

Last year, you might recall, series promoter Speed Works Events worked with the Manawatu and Palmerston North Councils with a free ticket offer to ratepayers, which meant 45,000 households in the region each received an entry pass.

I think this year's offer is even tastier in that, while ratepayers who took up the free ticket opportunity in 2018 certainly would have been delighted, given last year's full price admission of \$70, many would have likely brought a family member or friend along. They, of course, inevitably had to buy an access pass.

This year that 'second person' can also enjoy a super-cheap ticket – basically, it's just \$10 a head for a whole weekend of top-tier racing. You cannot get better than that! Honest, we've checked ... you just can't.

As with last year's promo, conditions apply. The \$20 weekend passes are purely available online via Eventfinda and require an applicant to input a promotional code: LETSGONZGP. As I said, activation started on January 28 and remains live until 5pm, February 8. Here is the direct link

<https://www.eventfinda.co.nz/2019/speed-works-motorsport-nz-championship-64th-nz-grand-prix/feilding/tickets>

Again, please take advantage of this. The NZGP delivers a massive financial windfall for Feilding and Palmerston North; Manfeild has fought hard to maintain host rights to this event and the present arrangement means we have it definitely in 2020, with two years' right of renewal beyond.

The very best way to illustrate our love for the NZGP is to have a capacity crowd – and that has not been easily achieved in the past.

What adds extra shine, too, is that two Kiwis, Marcus Armstrong and Liam Lawson, have emerged as hot Toyota Racing Series talents. As I wrote this (just before the round at Bruce McLaren Motorsport Park at Taupo) both had a real chance of taking the series and you'd have to say they're definitely favourites for the NZGP. There's nothing like seeing a Kiwi taking it to the visitors, right?

We and your club take great pride in ensuring the venue is looking at its best for our biggest single motorsport weekend. The staff here have been dedicating their efforts to NZGP prep since mid-January and the challenge has not been made any easier by the weather – it's been great grass growing weather!

Sue Lobb and Dave McCurran, our fantastic grounds team, have been absolutely incredible working in all the areas where large machinery cannot access – notably, the spectator zones: There's about 2.4 km of grass between the bench seats alone.

We figure they've at least put in the equivalent of a lap of Circuit Chris Amon in lawn mower-pushing and have used enough weed whacker nylon to wrap around Steve Easthope's Hilux!

Other preparatory work has fallen to local contractors – thanks Road Marking Services, Higgins Contractors and Fulton Hogan. We've seen the gravel traps topped up, the car parks and pits swept and vacuumed, the line marking refreshed and the major grassed areas mown.

Again, this dedication to a schedule that is often against the clock and the weather as well is fuelled by staff and regional pride.

Julie Keane
CEO



Pictured Dave McCurran

THAI TIES...

When the lights go out to signal the start of next month's Australian Grand Prix history will be created with a driver becoming only the second to race in a grand prix under the flag of Thailand, the first was more than 80 years ago. Both have links to New Zealand, though for very different reasons.

The 1950's was the beginning of the 'glamour' period in global motor racing and that included our country. The inaugural New Zealand Grand Prix at Ohakea in 1950 had one overseas driver on the grid, Australian Garry Cogan in a MG with the 'star' entry being a Bugatti. Four years later the word 'International' was added to the race title and the event moved to Ardmore, the entry list included seven competitors from Australia and England, it also included the names of Ferrari, BRM, HWM, Cooper, Alfa Romeo and Maserati, Jaguar, Allard and Austin Healey among those of the colourful local 'Specials' - for the first time this country's premier race had cars and drivers on the grid that had previously only been read about in magazines.

The fact that the 1954 race ended in controversy because of discrepancies in the lap scoring and was won by an Australian 'Special' (Stan Jones/Maybach Special) didn't deter overseas drivers from travelling half way round the world a year later. Twenty-five cars made the grid, eight drivers from overseas faced the starter, the winning car was a Maserati 250F and the last classified finisher was 45 laps down!

The winner was 40 years of age, small in stature, had driven in Grand Prix/F1 races for Maserati, Ferrari, Gordini and Connaught, was an accomplished Olympic sailor and flew his own twin-engine aircraft, he was also a member of a royal family. His Serene Highness Prince Birabongse Bhanudej Bhanubandh was better known as Prince Bira of Siam, but that was often abbreviated to B.Bira.

(During the 1930s Siam became a constitutional monarchy and changed its official name to Thailand, though born as a Prince of Siam Bira carried the Thai flag on his cars).

He was an experienced driver with nearly twenty world championship starts in his career and on two occasions competed in the Le Mans 24 Hour, but despite his record little was known of him in our country.

The Prince was obviously very serious about winning the NZIGP, he arrived in Auckland with two cars, the first Maserati 250F to be seen in this country, the second a 'one off' 4½ litre V12 OSCA, both painted in the

Siam/Thailand racing colours of light blue with a lower yellow band that were created by Bira himself.



For the 1955 race Bira opted for the Maserati and won convincingly by more than half a minute over the Ferraris of Peter Whitehead and Tony Gaze, the first New Zealander home was Palmerston North's Syd Jensen driving a 500cc Cooper Norton, six laps down in sixth position.

The more observant people who were close to the Bira car would possibly have noticed a small emblem near the cockpit depicting a white mouse. In 1935 Bira and his cousin Prince Chula Chakrabongse formed 'White Mouse Racing' with Bira the driver and Chula the team manager, the origin of the mouse being traced to Chula's nickname of 'Nou'



that translated to little mouse. The emblem featured on each car that Bira raced.

Prince Bira retired from motor racing at the end of the year but continued with his sailing career at the Olympic Summer Games in Melbourne, Rome, Tokyo and finally in 1972 at Munich. He died of a heart attack in a London tube station in December 1985 at the age of 71, the NZIGP being the final victory of his 20 year career.

Fast forward to 2019 and the second Thai driver is about to embark on his Grand Prix career, again there's a link to our country but this time it's one that hasn't been particularly welcomed - Alexander Albon replaces our man Brendon Hartley at Scuderia Toro Rosso.

The 22 year old Thai/British driver was born in London but races under the Thai flag, and his career has followed a similar path to Brendon, though in a lesser number of categories. A very successful kart racer, Albon joined the Red Bull Junior Team in 2012 and has competed in Formula Renault 2.0, European Formula 3, GP3 and Formula 2, highlighted by finishing runner-up in the 2016 GP3 Championship and placing third in last year's FIA Formula 2 Championship.

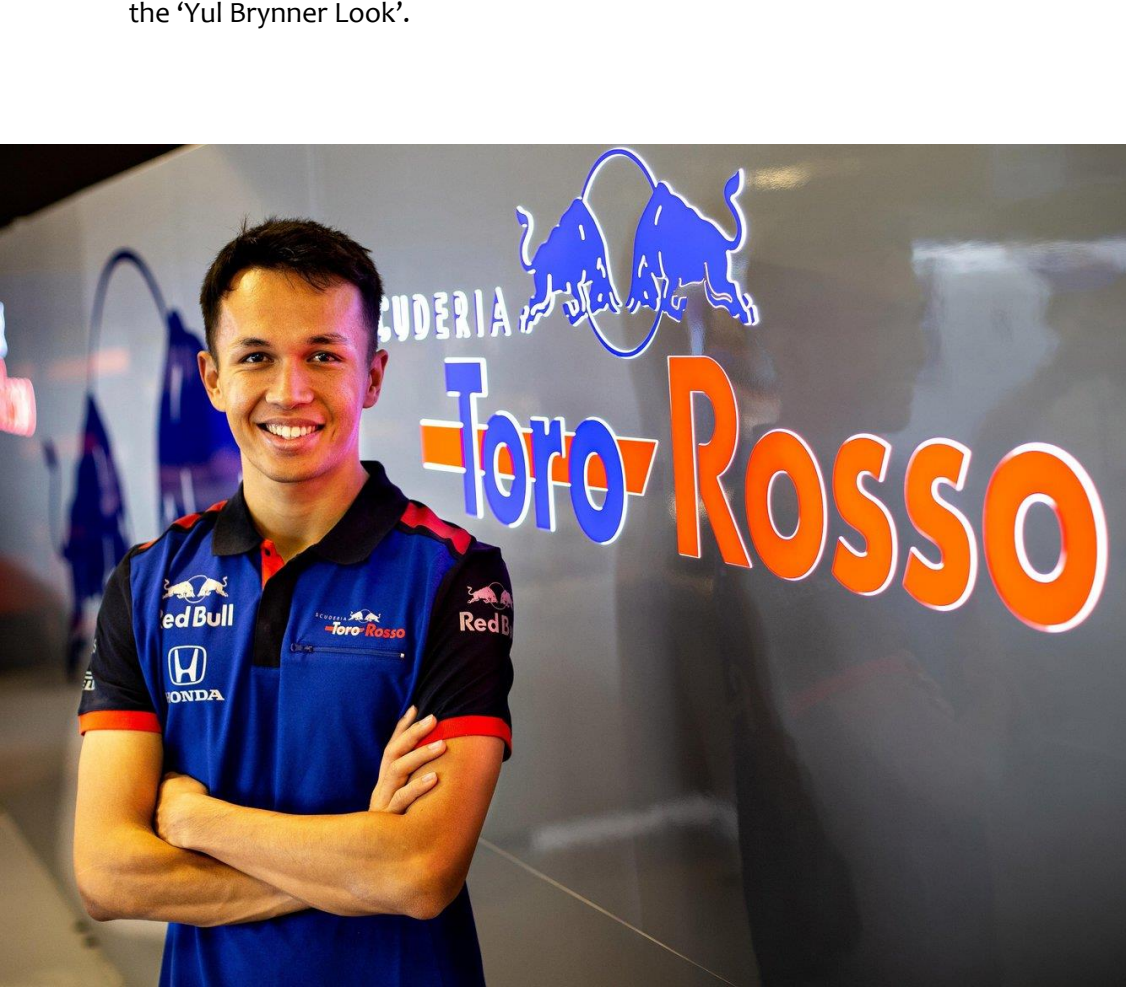
Albon had been signed by Nissan for its Formula E team in 2018/19 but was released to drive for Toro Rosso despite not having any experience in a F1 car or a hybrid power unit, it will be a big challenge with a very steep learning curve. His debut season will be followed with unusually high interest by the sport's followers in this country...

RH

PS

Alexander Albon is only the third Southeast Asian driver to secure a seat in Formula 1. Malaysia's Alex Yoong drove 18 races for Minardi in the 2001 and 2002 seasons with a single top 10 finish against his name, 7th place in the 2002 Australian Grand Prix.

For the benefit of the culturally minded members of the club, Prince Birabongse Bhanudej Bhanuhandh was the grandson of King Monkut who was immortalised in the 1950's stage show and movie 'The King and I' that brought fame and fortune for Russian born actor Yul Brynner. He shaved off his hair to play the lead male role that won him the Academy Award for Best Actor in 1956 - it began what would become known as the 'Yul Brynner Look'.



GET THE DRIFT...

The outstanding work done by Jaron Olivecrona in recent times to rejuvenate the sport of Drifting in our region has paid big dividends with Manfeild Circuit Chris Amon hosting the D1NZ Grand Final for the first time.

Pukekohe Park Raceway has staged the final round for the past four years, now the Feilding complex has the opportunity to showcase the spectacular sport and take its presentation to a new level.

Japan introduced the art of Drifting as a sport in the 1970's but the global phenomenon didn't come to this country until much later with Manfeild holding its first meeting nearly 20 years ago. When Rob Lester and Chris Amon finalised their plan for the Manfeild circuit back in 1972 they certainly wouldn't have thought that the sequence of flowing infield curves/turns would be so perfectly suited to drifting!

The inaugural D1NZ Championship was held in 2008 and since that time the sport here has grown in every respect - the cars have become more powerful and more sophisticated, driver skills quickly improved to the stage where the best New Zealand drivers were soon competing at international level, the standouts being 'Mad Mike' Whiddett and Rhys Millen.

Olivecrona himself has become one of the Kiwi stars with a car that has excited drift fans on both sides of the Tasman since it first appeared in December 2017, the PartsTrader Nissan S14 Silvia, powered by the locally built normally aspirated Hartley 5-litre V12 engine. Spinning to 9,300 rpm the motor produces in excess of 750 horsepower, a new set of rear tyres lasts just two passes!

Round 1 of the 2019 D1NZ Championship took place at the Bay Park Speedway on January 12/13 but it brought little joy for Jaron Olivecrona. He was beaten by 2015 Champion Darren Kelly (Nissan R35 GTR) in the first round, the Aucklander going on to beat one-time TRS and V8 Touring Car racer Daynom Templeman (BMW E46) in the final.

Round 2 is at Wellington's Max Motors Family Speedway on February 15/16, Round 3 at Hampton Downs on March 16/17 with Pukekohe Raceway hosting Round 4 a fortnight later on March 30/31. Diary the weekend of April 25/26 to learn all about **Furidashi** and **Furikaeshi**, **Senko** and **Atooi**, the spectacle and excitement of **Tsuiso** while soaking up the unique atmosphere that the drifting fraternity bring to an event.

Manfeild Circuit Chris Amon will definitely be the place to be if you enjoy the sound of high revving high horsepower engines, the smell of tyre smoke and the sight of the best drivers pushing to the limit in ultra-close combat - hopefully with the Olivecrona Drift Motorsport PartsTrader Hartley Nissan right there at the end...

RH



THE BIG SPENDERS...

The Motor Industry Association statistics always make interesting reading, particularly those relating to yearly sales. We now live in a very different world than a decade ago, who would have predicted the impact that utility vehicles would have on our market and becoming the biggest sellers. Add the quickly growing supercar sector and SUVs expanding into the luxury market showing there really is something for everyone, if you have the money.

Figures for last year reveal that 292 new high performance luxury vehicles were sold by dealerships in our country representing Aston Martin, Bentley, Ferrari, Lamborghini, Maserati and McLaren.

In terms of numbers it was a big year for the English manufacturers, Bentley finishing at the top of the chart with 53 units sold, five more than Aston Martin. Forty-seven new Ferraris were delivered, an impressive gain of 22 cars over the previous year, and there was equally good news for Italian rival Lamborghini who sold 16 vehicles in 2017 but increased that figure to twenty-six last year. But it wasn't good news for everyone with McLaren sales dropping from 33 to 26 and Maserati from 132 to a disappointing 92 units.

One feature of the year was Bentley (Bentayga), Lamborghini (Urus), Maserati (Levante) and Rolls Royce (Cullinan) all introducing SUVs into their range, the latter being the most recent arrival.

No doubt the sales race at the top end of the market will be hard fought again this year, with the final figures being dependent on the availability of cars from the respective factories.

It's worth looking at Porsche separately because some would argue that the German maker doesn't quite fall into the same category because of price, however in terms of performance the top-of-the-line models are right up there. Last year 348 new Porsches left dealer showrooms, impressive, but six less than in 2017. The same thinking could equally apply to Audi, BMW, Jaguar, Lexus and Mercedes Benz.

For those interested, eight new Rolls-Royce cars were sold in each of the past two years, but 2018 was less than memorable for British sports car buffs. MG 20 sold, Morgan 6 sold, Lotus 1 sold. Enthusiasts of E-cars would welcome the news that 254 Teslas were plugged into the national grid.

Statistics always make interesting reading because you can take out of them what you like...

RH





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FEBRUARY FLATFOOT IRC RACE MEETING

SATURDAY FEBRUARY 23RD

FEBRUARY FLATFOOT IRC RACE MEETING

SUNDAY FEBRUARY 24TH

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

PARTING SHOT...



‘Electric Blue and 180 mph’ or so the advertising poster (that I still have somewhere) goes. The first PDL Mustang in its heyday and driven by Leo Leonard, seen here kicking up the spray on a very damp Manfeild in the mid 1970’s. The car is still owned by the Stewart family and comes out to play occasionally. TW

