

Manawatu Car Club Inc

MAGAZINE

MARCH 2019



Something for Everyone

Confession time. Last month I became a first time Leadfooter.

No, not a reference to a just taken up habit of driving quickly (though I have been known to), nor a reference to Jim Stewart (the older brother of Keith “Yeti” Stewart) whose fireproof footwear of choice when we began rallying way, way back was a pair of size 12, leather John Bull boots, but rather the spectacle celebrated yearly on Rod Millen’s driveway in Hahei. The compelling reason for hopping on the bike and wobbling over to the Coromandel for the day was to watch son Peter competing in his BMW. And I’m very glad I did. Apart from catching up with Peter, Amy and their mates, it was an excellent spectacle.

Having been fortunate enough to have attended the Goodwood Festival of Speed a couple of times I was also curious to see what the Kiwi equivalent was like and I was pleasantly surprised that the laid-back atmosphere of the FOS had been captured perfectly. The middle hill part of the course was way steeper than I had imagined, in fact the whole course looked to be a pretty challenging 60 odd seconds for most competitors, and the track was much narrower than I had envisaged. The layout was great, spectator access excellent (except the really steep track leading to the top could do with steps please Rod) and food and drink options were well beyond the “chips and coke” norm. And then there were the cars.

An excellent and eclectic range of vehicles from veteran through vintage to the most modern. Most were trying pretty hard too!! And the drift boys put on a display to remember if you could see through all the smoke. The open pits, just like Goodwood, made access to cars and drivers very easy, and I came away suitably impressed. All in all it was a very pleasant way to spend a day car watching, so, if you haven’t been yet, do yourself a favour and mark the 2020 event on your calendar now.



The following weekend was the Classic Car Show and Concours at Ellerslie, which I always enjoy. It’s like a day at the races except there’s a bit more horsepower on display under the huge old trees. A couple of cars stood out for me. At one end of the spectrum was an amazing little Mitsi Mirage in the Survivors Class of the concours (how long is it since you have seen a mint one of those??), at the other end was a Lamborghini Espada. Colleen went “Yuk. It’s ugly” at that, but to my mind the Grand Tourers of this type from the 1970’s are every bit as desirable as their sporting cousins. Think Ferrari 400 series, the 300GT and Espada and even the Maserati Ghibli and Khamsin. All very capable 2+2 or 4 seater Italian cars that are a more refined drive than their sporting siblings and cars that I think are still very under rated.



It was interesting to see progress on one project that I mentioned last year, the little mid engined Matra Djet. This car is now complete and looking amazing. Just a few cars along was a new Alpine A110, a car I had only previously seen in pictures. Echoing the glorious little A110 of the late 1960's and 1970's, and using the same name plate, it looks sooooo much better in the flesh than the photos. I'd happily have one in the garage!! I also spent time talking to the man who owns a lovely little 1968 Mk1 Escort 1100 2 door similar to mine. It's had a few rebuilds over the years including a full body restoration and repaint (done in his garage and carport) but looks an absolute picture and was in use as a daily driver up until relatively



recently. It has had a few upgrades, disc brakes in the front, 13 inch wheels and a Weber carb amongst other things to make it more suitable for today's traffic and it's given me the inspiration to dig out my old girl and get started. I will be keeping mine totally original stock standard, just as it left the factory, as you just don't see unmodified Escorts very often. That means drum brakes all round, 12 inch wheels, and 1100cc of raw power!! Now to create room in the barn for a disassembled car.....



Can anyone answer the question as to why fuel prices vary so much within our country?? We recently did a flying visit to the Manawatu, and I was astounded at the difference in pricing. Sure it cost to transport the stuff around but we are talking differences between major towns here not off the beaten track. Each major town's suppliers were charging the same price. Filling up in Waiuku before we left, diesel was \$1.59 per litre, including our "special" Auckland tax of 10c. As we moved south it fluctuated by about 15c per litre, although, for example, it was \$1.53 in Te Awamutu. Good old BP Taihape was \$1.24. Now I know their volume is probably pretty big, but really??? That's over 20% cheaper than at home!! It seems to me that pricing is pretty much fixed at whatever the local market will stand, and don't tell me there isn't collusion between the oil companies. It will be interesting to see what the Government review of the industry comes up with when they report back in a year or so.

While on that flying visit I managed to sneak a quick peek at some of the Saturday action at the circuit during the February Flatfoot IRC round. It looked intense!! Just a pity that the Sunday racing was made more difficult by the weather, but I bet no-one was moaning too much about the much needed rain.

For a bit of fun, check out the pricing in the ad I found in a late 1960's copy of the American magazine Road & Track. The new Bell Star full face helmet at \$59.50 including delivery!! I also liked the John Surtees leather

LIKE TO BE IN JOHN SURTEES' SHOES? Designed specifically for the personal requirements of JOHN SURTEES. Heel-to-toe anti-heat and scuffing strip, super soft leather uppers. Sorbo cushioned heel. Light, strong and flexible. Sturdy enough to be worn in the pits. Black only, sizes 7½ to 11. New low price. **\$22.95 ppd.**

HEUER STOPWATCH has 1/100 second recorder, 1 revolution in 3 seconds, 0-3 minute register, 3 crown functions. 7 jewels, shock protected. **\$30.00 ppd.**

Bell STAR. For maximum head and face protection. Designed for the professional race driver, and motorcycle rider. The STAR is the ultimate, far superior than any combination of helmet, goggles and mask. Complete with flip up visor. Sizes 6½-7½ **\$59.50 ppd**

BELL 500TX HELMET covers ears, offers maximum protection. Sizes 6½ to 7¾ **\$37.00 ppd**

BELL MAGNUM, has all assets of 500 TX plus even greater impact absorption. Maximum protection. Sizes 6½-7½, only **\$49.00 ppd**

PIT SIGN 3 sets of number binder, for your

NOMEX hood gives protection

NOMEX tailored, petition, closures, braid trim

WAIST, 1-Piece 2-Piece 100% N

NOMEX S (20" squ

NOMEX S SPECIFY

NOMEX backs, in (S, M, L

race shoes. I wonder if they would have made me a better driver?? And I used to own one of the Heuer stopwatches, but it has long since disappeared. Bloody accurate though and just as easy to use as a digital one though reading it at my age might be a bit of a mission.

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



EVENTS CALENDAR

MARCH 2019

Saturday 3rd Manji March Drift Practice, Hard Park & Tutoring

APRIL 2019

Saturday 6th GT Oil / Transpec Track Day Series Round 1

Sunday 7th Mitre 10 MEGA Sumer Race Series Round 3 (FINAL)



MAY 2019

Saturday 4th Alfa May Madness (AROC)

Sunday 10th Mitre 10 MEGA SRS Prize Giving

Saturday 25th Drift Tutoring Session



JUNE 2019

Saturday 1st Test Day & Drift Practice

Sunday 2nd Winter Series Race Meeting Round 1

Sunday 16th Manfeild Full Track Bent Sprint 4.5 km

JULY 2019

Saturday 6th Test Day

Sunday 7th Winter Series Race Meeting Round 2

Sunday 28th GT Oil / Transpec Track Day Series Round 2



AUGUST 2019

Saturday 3rd Test Day

Sunday 4th Winter Series Race Meeting Round 3

Sunday 18th GT Oil / Transpec Back Track Motorkhana & Autocross

Saturday 31st Test Day



SEPTEMBER 2019

Sunday 1st Winter Series Race Meeting Round 4
Sunday 15th GT Oil / Transpec Track Day Series Round 3

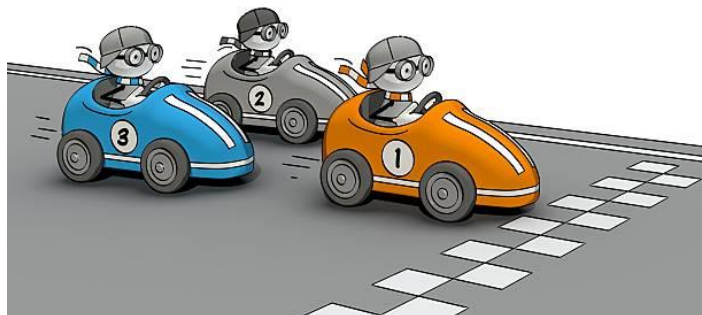
OCTOBER 2019

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



NOVEMBER 2019

Saturday 2nd ShowVember
Sunday 3rd GT Oil / Transpec 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 Mitre 10 Mega Summer Race Series Round 1

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 12th March 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!

CAUGHT...



A well-known Palmy personality was out of town on business and after a solid day's work took his laptop down to the bar with him to complete some data entries and finish off his day. He grabbed a bar stool, sat down and asked the barman 'What's the Wi-Fi password?'

The barman responded 'you need to buy a drink first'. The answer quickly came, 'I'll have a Steinlager please, charge it my room'.

The barman passed the open bottle to the businessman. 'Thanks' he said, 'now what's the Wi-Fi password?'

The barman smiled and replied - 'youneedtobuyadrinkfirst, no spaces and all lower case'...



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.



**COME RACING
WITH US!**

MCC COMMITTEE



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



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



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

Your 2019 Committee:



Jill Hogg



Noel Beale



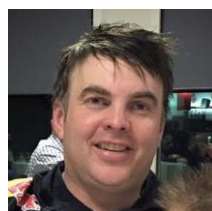
Jaron Olivecrona



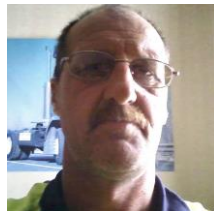
Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

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

.

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Well February was certainly a game of two halves, as one great All Black once put it... I was hoping to sit here and write my piece on all of the great things that have happened in the month of February and I will do this, but first the not so great stuff.

I have spent a fair bit of time on our roads over the past few weeks and have been astounded by the speed in which people are continually driving through road works which have been clearly signposted requiring a lesser speed than the 100kph open road speed limit, two instances I will share with you now.

I was the third vehicle in a line of traffic which came across a freshly resealed bit of road about half a kilometre long, it was coned and signposted 30kph well in advance of where the roadworks started and again as the new chipseal begun. I slowed to just under 40kph, the two vehicles (a campervan and a car) in front of me did not slow at all and proceeded at around 100kph. The company workers that were controlling this piece of highway were on the other side of the road and saw these two cars coming and started waving their arms, which was to no avail as these two vehicles kept on the merry way showering not only the workers with stones but also the oncoming traffic. One of the workers did indeed pick up a cone and throw it at the second vehicle hitting it but that did not slow it either... I stopped to have a word with the workers as I knew them and they told me that it was getting worse and worse and they were afraid that there would be an accident one day.

The second time it was the same deal, newly sealed road, 30kph signs everywhere, just me and another car behind me by about 200m. I look in my mirror to see another car pass this car behind me and come up to my back bumper in one hell of a hurry. Me being me, I moved out into the middle of our lane (the cones were offset to the other side of the road) so that they had to slow down as they could not get pass me... or so I thought... they went on the complete opposite side of the cones and went pass me like I was standing still, showering my Ute with stones. So I called *555 and reported it. About half an hour down the road a cop had pulled the vehicle up so I stopped and got out. The cop came over to me and I explained that I had called *555, he said I wasn't the only one and other people had called also as the vehicle was speeding and passing in spots that posed a threat to other road users, that and he had caught the driver doing 127kph so the fine was going to be a good one!

Then I hear that three Higgins road workers have been killed and two have been injured when a vehicle lost control and ploughed into them as they were working on the side of the road, also damaging three of the company's vehicles on the way. It was a straight piece of road that was again clearly sign-posted and had vehicles with flashing lights etc... That is three families that have lost a father, brother, son...

So what can we do? Well everyone reading this can set an example and slow down to the posted limit and if someone else doesn't and you deem that unsafe then report them, hopefully if enough reports come in then the NZTA and the Police may take it more seriously than it seems it is currently being taken. I also brought it up at a CARTA (Central Area Road Transport Association) / RTA (Road Transport Association) meeting that I attended recently, so a formal letter is also being written to our Government and to the NZTA and a write-up will be put up on the RTA website, so that is a good start as three deaths is three too many in my opinion.

Rant over...

Well February started with the NZGP meeting and what a meeting it was. Our V-Force Team were pushed to their limits, especially Crash Rescue, but all of our team were once again impeccable in their execution of their roles, so a massive thank you from me team, you continue to be the benchmark by which all others aspire to be!

The Tuesday straight after the NZGP weekend was Track & Yak night. A little down on numbers which was too be expected but all of the usual suspects were there, so it was great to re-cap the weekend just gone and have a quiet pineapple juice or two... yes we are still off of the alcohol for a bit longer!

The following night was the MCC AGM. We had a great turn out with 47 financial members attending the night which was great to see. Reports were tabled, discussions were had and at the end of it two remits were passed unopposed, and we welcomed onto the Committee a new member in Sean Browne while nine other committee members returned for another year. Tim Wilde was also re-elected Vice President (unopposed) for another two year term. It is always good to have some new blood on the Committee and some young blood at that, so we are expecting big things from Sean... no pressure mate. Both my Presidents Report and the Financial Report are on our MCC website under the "News and Information" banner / Club Governance if you would like to read them.

A week later and we held our first Committee of the New Year. It was a great meeting, lots of new ideas flowed for all sorts of things, some we thought too good to not implement straight away so firstly watch this space for something a little bit different come the last round of the Mitre 10 Mega Summer Series. You will need to enter to be a part of it but I can tell you it will be fun, and a little bit different, oh and did I mention fun!

At this Committee Meeting both GT Oil and Transpec confirmed that they were returning as sponsors of our Track Day Series which incorporates our Back Track Autocross and our Bent Sprint. A massive thank you to GT Oil and Transpec for coming back on board again this year!



The month ended with our February Flat Foot Meeting. Unfortunately numbers were down on the previous years meetings, the pending weather forecast through the week leading up to the meeting may have been the cause of that, but Saturday was awesome weather wise and part of Sunday wasn't bad either... however the other part of Sunday was a little poor to say the least. The racing was great both days, once again headed by the crowd pleasing, get the blood pumping, Central Muscle Cars who put on some great racing in some very tricky conditions. I did say to someone on the Sunday afternoon after all the racing had finished that I don't know whether I would have the balls to go out in one of those cars in that weather!

March is a bit of a quiet month for us on the track in that we have a Drift Practice day on Sunday 3rd then nothing for the rest of the month as the Central Districts Field Days move on in and take over, so we are not back on the track until the 6th April for the first round of the GT Oil / Transpec Track Day Series and then we have the final round of the Mitre 10 Mega Summer Race Series the day after. The following Saturday night (13th April) is the Prize Giving for the Mitre 10 Mega Summer Series which is going to take place at a special venue, which you will not want to miss, so mark that in your calendars now. We will be sending out more details about this night separately around the middle of March so keep an eye out for that.

So until next time, please stay safe on our roads and I look forward to seeing you at one of our next events.

Richie

MCC CLUB MEMBER OF THE MONTH...

NAME: Kerry Tong aka “Tongy”

BORN: 1960 in Napier

OCCUPATION: Fitter Welder & Business Owner

RACE CAR: Ford Falcon (Taxi)

EVERYDAY DRIVE CAR: Ford Ranger

DREAM CAR: Ford Mustang

YOUR BEST MOMENT IN MOTORSPORT?

4NZ Stockcar Champs at Huntly 1998 and winning the Taxi Cup

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

Signwriter as I enjoyed drawing

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

Scott McLaughlin, Fabian Coulthard, Craig Lowndes

WHO WOULD YOU PLAY IN A MOVIE?

Clint Eastwood

THREE WORDS THAT BEST DESCRIBE YOU...

Happy, Grateful and Proud

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

Ford Mustang – Powerful, Loud and Proud

WHAT IS YOUR SECRET VICE?

Western Movies

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I use to ride a Push Bike and I had dark hair once

FAVOURITE QUOTE...

“Happy wife, happy life...”



JAROD CARRUTHERS PHOTOGRAPHY

Forgot himself. In the February issue of the club magazine Editor Trevor Weir personally thanked those who contributed articles during the past year. In brackets were the words (have I forgotten anyone?), the answer was 'yes' - himself! It's Trevor's remarkable creative expertise that makes the magazine what it is, it's extraordinary how he comes up with photographs to enhance stories and he writes a damn good article when time permits. The magazine is a team effort but is what it is because of the inspirational leadership of the Editor. Take a bow Trevor Weir...

Settle the arguments. All the current Formula 1 drivers should participate in a charity Shoot Out style event at Monaco driving identical Formula E cars to see who really is the fastest of them all. It would be a level playing field, cars are allocated by ballot and the drivers would have restricted practice. Then we would see who's the most switched on of the current crop. Sadly it's unlikely to happen...

All employed again. Top kiwi drivers Richie Stanaway, Brendon Hartley and Hayden Paddon are all back in business after being discarded at the end of last year. Richie was first sign a deal for 2019 with Garry Rogers Motorsport in the Virgin Australia Supercar Championship; Brendon wasn't idle over the holiday period and landed a F1 simulator role with the legendary Scuderia Ferrari, he already had a contract with Porsche to develop its Formula E programme. It took a little longer for Hayden but there was an exciting end result after being signed to compete in the inaugural European season of the Global Rallycross Championship (GRC) that starts at Dreux in France on 29/30 June. Paddon will be driving a Pantera RX6 car, ironically with a Hyundai i30 body kit. The former WRC driver is also re-establishing himself in his homeland from a new base at the Highlands Motorsport Park in Central Otago. Three quick kiwis have quickly revived their careers...



What is a Pantera RX6 you might ask? The GRC is a year old one-make class of rallycross racing which means all the teams use the same basic Pantera RX6 that's produced in Vienna, Austria. The RX6 is powered by the 2.3 litre 4-cylinder EcoBoost engine from the sixth generation Ford Mustang coupled to 5-speed sequential shift manual transmission, the motor producing 395 kW (530 bhp) at 6,800 rpm. One of the car's key features is its ease of maintenance while the ECU is locked to prevent modification to the engine mapping. Visually the Pantera RX6s won't all look all the same, it's offered with five body kit options that are compatible to the chassis - Audi A1, Ford Focus RS, Mercedes-Benz A-Class, Peugeot 308 and Hyundai i30. Something there for all tastes...



New classic fan. The Archibalds Historic Touring Car Series is simply outstanding, the second round was held in conjunction with the now iconic Skope Classic meeting at Christchurch's Mike Pero Motorsport Park. And a familiar face joined the category for the first time, Greg Murphy. The four-time Bathurst 1000 winner and

now television presenter was behind the wheel of Peter Sturgeon's fabulous ex-Cecotto/ Brancatelli BMW E30 M3 Group A car and quickly made himself the man to beat. He was the fastest Qualifier in the 23 car entry and won two of the four races, Murph obviously enjoyed the experience - 'That car was just mega'. But the fun didn't end there as he was also doing demonstration laps in the hi-tech F1-style Rodin FZED single seater, a masterpiece of Kiwi engineering created in the outback of North Canterbury. For Mr Murphy it would have been a very enjoyable and rewarding day at the office...



A very affordable new BMW. How does NZ\$5,600 sound? The 'cheap' Bimmer is hi-tec and hi-spec, it's also possibly the ultimate city vehicle produced by the Bavarian Motor Werke to date. The full name is the BMW Active Hybrid bike and it's fully branded as a BMW 'e-Drive' vehicle, the perfect garage mate for their i3 sub-compact hatchback. The two-wheeler is certainly stylish with a touch of retro and does require physical input as the battery only assists the pedals, but you can dial up the four levels of assistance between Eco (50%) and Turbo (275%). With a comfortable cruise speed of 30 km/h this Bimmer could be your answer for getting from A to B faster and more safely than on a Lime e-scooter. Question. Will BMW follow-up with an M Sport version...



A very affordable new McLaren. How does \$25 sound? The 'cheap' McLaren Senna is a DIY project and is the latest release in Lego's Speed Champions range, following in the tyre marks of the previously released McLaren P1 and 720S models produced by the Woking outfit. The 'McSenna' has 219 pieces to assemble and is finished in 'Victory Grey' with contrasting orange highlights. Obviously the Lego offering is not quite as visually exciting as the real deal but it certainly captures what these new generation hybrid cars are all about with their multitude of aerodynamic appendages. If you are

whinging about the price be realistic, these models are outstanding value for money - just think, for the price of a real one you can buy 60,000 Lego blockie versions! The Lego Speed Champions grid includes two Le Mans 24 Hour winners with Kiwi connections, the Bruce McLaren/Chris Amon Ford GT40 that won in 1966 and Brendon Hartley's 2017 winning Porsche 919 Hybrid. These kits are rated as suitable for adults from 7 to 14 years of age, so turn back the clock and relive your younger days. Lego is the new Meccano...

Crowd pleasers. Thank you Formula Firsters for showing the spectators at the NZGP meeting what REAL motor racing is. Five cars charging as one towards the line and the chequer flag is a great sight, forget the sound. By contrast the country's premier race (?) was a 'smash fest' with eight cars badly damaged in three incidents. At the rate of attrition a few more laps and popular veteran Kenny Smith might have been on the podium. The REAL winner on the day was the TRS Parts Department...

MCC member and current Aussie Dunlop Super2 champion Chris Pither had the role of TRS/Toyota 86 Driving Standards Observer for the weekend. Chris is a highly experienced driver and had to make some big calls, not easy with this country's most prestigious trophy and 2019 Castrol TRS Championship at stake. He



had access to all the television footage, and more importantly, all the in-car camera footage. There will be no Christmas card from Marcus Armstrong but the evidence that led to his 5 second time penalty for pushing Liam Lawson off the track was irrefutable. At the end of the day rules are rules and the DSO can't wear blinkers...

Multi-tasker. It wasn't all officiating for Chris Pither at the NZGP meeting, his other role was wearing the hat of a Lexus Ambassador. This required Mr Pither to host Lexus guests and give them instruction in the finer points of driving their cars to bring the ultimate satisfaction of ownership while making them better drivers. It might sound a lot of fun but there are down sides and for the tutor there is one very important word. Patience...

Hot work. The MCC's V-Force showed extraordinary resilience at the NZGP meeting. Three very long days in very high temperatures with only a short lunch break, and they were long days too with 7.30 am starts for some (briefings) until the early evening (6.00pm) when racing concluded. It should be remembered that the crash rescuers and flaggies wear thick overalls, maintaining focus on the task in hand is vitally important, and that was anything but easy in the hot conditions with a programme that included practice, qualifying and 31 races over the final two days. The Crash Rescue and Recovery Truck personal had their busiest days in a very long time so their free lunch and end-of-day barby 'n beer were well earned. To their credit the V-Force never sagged or wavered...



Top up. In the days prior to the NZGP weekend Higgins trucks made a number of trips to and from the Manfeild circuit, but what was the purpose? They were delivering around 100 tonnes of chip metal to top-up the gravel traps around the circuit. Good timing too with the number of cars that were attracted to the 'kitty litter'...

Dead car park. With ten categories racing at the NZGP meeting it wasn't surprising to see a relatively high number of cars not making it through to the end of the weekend. Spotted in the 'dead' car park were two Mitsubishi Evos that are familiar to club members, they were on the grid with an impressive field of TradeZone GT1/GT2 cars. With the number of reliability issues that arise from time to time with this pair of Evos maybe the category designation of 'GT' doesn't actually translate to 'Gran Turismo'. Quite possibly 'GT' really means 'Guaranteed Trouble'...



Seen in the Manfeild car park. Not one but two well-known movie cars. Richard Bosselman was the driver of the new Bullitt Mustang GT that he just happened to be road testing for the 'Sunday Star Times' newspaper at the time of Round 2 of the Mitre 10 Mega Summer Series. The 2019 Bullitt pays homage to the 1968 Mustang 350 GT 2+2 Fastback that featured in the famous car chase in the film 'Bullitt' that was released in 1968. The second car was from Christchurch and parked along five Ferraris and a Lamborghini at the NZGP meeting. It was a stunning replica of the 1961 Ferrari 250 GT California Spyder that featured in the movie 'Ferris Bueller's Day Off'. Real star cars...

Switched on. The MCCs octogenarian was spotted at the 'Wings Over Wairarapa' Airshow driving an e-powered vehicle. From a distance he looked to be enjoying himself and it was later revealed that it was the first time he had sampled this type of propulsion and was most impressed with the ultra-smooth delivery and quietness of the power unit. Was it a Toyota Prius or a Tesla Roadster? No..... it was a mobility scooter.

Exciting news. Word from a reliable source says that the MC Classic Race Committee has been approached with regard to the 'real men' machines being included in the programme for the 2019 MG Classic meeting in November. The category is Formula 5000. A bonus would/could be seeing the 1983 Motorcraft Formula Ford champion and MCC member Kevin Ingram racing his Lola T332 on his home circuit for the first time. Could we see both Feilding-based F5000s on the Manfeild grid...?

Rain meister. At the February Flat Foot Meeting there was one extraordinary performance in the Hi-Q Components Formula First class. It's a category where 99% of the finishes are extremely close with often a group of cars chasing victory in the desperate race to the line. Race 27 of the meeting was the other 1%. Chris Symon was sublime in the wet conditions and won the 8-lapper by nearly 10 seconds, 9.975 to be precise. His smile at the end said it all. However, the race for second and third was what is normally expected in FF with the two cars separated by 4/1000ths of a second as they closed the line. In the earlier races Chris had scored a pair of 5th places so his day ended on the highest possible note. One to remember...



A new toy. This country's fastest sailor is Grant Dalton and he fronted at the February Flat Foot meeting with two cars, the familiar Central Muscle Car Chev Camaro and the latest addition to his stable, a Radical SR8 sports racing car. The British-built Radical is a stunning piece of kit, absolutely state-of-the-art from stem-to-stern in yachting language. Heart of the machine is a mid-mounted V8 engine that in simple terms is effectively a pair of Suzuki Hyabusa motorcycle engines built into one unit! That gives a capacity of more than 2.6 litres and something like 400 horsepower from the naturally aspirated motor than screams to over 10,000 rpm. With a kerb weight of 680 kilos the power-to-weight ratio is exceptional. One noticeable item on the car was a large 'Lucky Strike' decal which suggests that the car may have previously raced in the USA or South Africa where Lucky Strike is a brand of cigarettes? Will the anti-tobacco regulators advise Mr Dalton that it should be removed? The perfect response would be to tell them that he's promoting 'Lotto'...

Back where he belongs. Brendon Hartley will be seen at the wheel of a racing car this year. Our man has been in demand following his untimely exit from Formula 1 at the end of last year. Being a simulator driver for the Ferrari F1 team is a real coup for the 29 year old but it's not as good as actually racing, so the news that he will be driving in two rounds of this year's World Endurance Championship for SMP Racing is

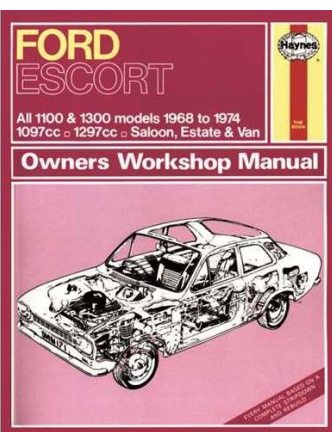


welcomed and it will be of great assistance in maintaining a high level of 'race' fitness. SMP Racing are a Russian based team that now competes in the premier LMP1 category, though their car is not a hybrid. It's powered by a twin-turbo V6 motor while the chassis is the work of proven specialist manufacturer Dallara. Brendon replaces Jenson Button in the team's # 11 car for this month's 1000 Miles of Sebring and

the Spa 6 Hours in May, the former F1 world champion returning for the Le Mans 24 Hour. Also in the SMP Racing squad is another F1 refugee from last year, Sergey Sirotkin who was with Williams. 'I'm very pleased to join SMP Racing for the next two WEC races. The team have all the tools and a great driver roster so I think we have a big opportunity to fight for podiums. It marks my return to the WEC and I'm really looking forward to being back in the paddock amongst many familiar faces'. There is also a strong possibility that Brendon will return to Sarthe in the south of France in June for the famous classic, the scene of his greatest triumph when he won the 2017 Le Mans 24 Hour with Earl Bamber and Timo Bernhard in extraordinary circumstances. His public profile might be lower than in the past year but his career will continue to be followed with great interest by fans at home and abroad. Brendon's proof that you can't keep a good man down...

Useless information. Looking at the list of winning makes of the Bathurst 1000 shows that Holden has triumphed on 25 occasions, seven more wins than Ford, the two major players completely dominating the chart. Closest is Nissan with 2 victories while four manufacturers have one win against their name - Morris, Jaguar, Volvo and BMW. Morris claims the greatest number of cars in outright finishing order after Morris Mini Coopers filled the first nine positions in the 1966 race. It was the last four-cylinder victory for more than two decades. Do you feel any better for knowing any of that...?

Breaking news. Ray Hartley has confirmed that his highly sought-after chocolate fish will continue to be an important part of the MCC's Winter Series. It's believed they are now regarded as a protected species and can only be caught in strictly monitored numbers. Mr Hartley has been granted the appropriate licence for another 12 month period. These meetings without the tasty marine morsel is unthinkable...



Pre internet, yes I know it's a struggle to remember that far back, if you wanted to do any maintenance on your car and didn't have access to the manufacturer's workshop manuals, the standard "go to" was a Haynes manual. A picture by picture, blow by blow, take apart of your vehicle with all the correct methods and settings to put it back together again. These A4 sized books were an invaluable mine of detail and the brainchild of John Haynes who died last month. Haynes Publishing Group also published many motoring related titles as it branched out from its core business when the accessibility of the internet threatened. John was also responsible for the Haynes International Motor Museum in southern England, a collection of over 400 vehicles and associated automobilia, opened in 1985 and spanning nearly 120 years of motoring history. A famous name now sadly destined for the history books.....

Interesting auction news. The 3 barn find Bugatti's referred to last month made nearly NZ\$ 1.5 million between them, the beautiful 1937 T57 claiming NZ\$821,000 of that. Sotheby's sold a Ferrari F40 Le Mans, one of 19 made, that competed twice at the famous 24 hour race (finishing 12th in 1995) for NZ\$7.9 5million, but the standout of the Paris round of auctions was the sale of a highly original and unrestored Alfa Romeo 8C 2900 B Touring which went for an astounding NZ\$27 million. That's one very deep pocket somewhere in



15. The first was a set of race overalls from his debut helmet, as worn by the maestro during his 1990 F1 Championship year) went under the hammer. The Arai race helmets worth for some stinky old used one



While on the subject of auctions, all round good guy and rally driver par excellence Ari Vatanen recently donated a set of his Citroën overalls for a charity auction raising funds for research into child cancer. The overalls attracted a bid of NZ\$164,000 and the total auction proceeds exceeded NZ\$2.9 million. That's got to help the fight.....

Did you know that renowned F1 designer Gordon Murray recently sold his personal McLaren F1 (which he designed of course) and all the original engineering drawings?? No?? And what did he buy with the substantial proceeds...., a flasher house? A new supercar? A nice new yacht? Nope, he added to his collection of cars, increasing its



number from a half a dozen or so to some 30. But he didn't purchase anything esoteric, just cars that were important in some way to him or spoke to him on an engineering level. So, joining his core collection are, amongst others, a 1961 BMW 700, a 1964 Hillman Imp, a 1966 Mk1 Cortina GT, a 1980 Ferrari 308 GT4, a 1959 Austin Healey "bug eye" Sprite and a 1970 Lotus Elan, with no doubt more to come. Each vehicle hand picked by one of the best designer / engineers ever.....

Due to time constraints there will be a review of the February Flat Foot Meeting in our April issue.

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

FEBRUARY MILESTONES...

The Mazda MX-5 turned 30 years old on 10 February, coinciding with the running of the 64th New Zealand Grand Prix at Manfeild Circuit Chris Amon. To 'celebrate' the occasion eleven MX-5s lined up on the grid for the two Nexen Tyre Pro 7 Mazda races. The world's biggest selling sports car was officially revealed at the Chicago Motor Show on 10 February 1989 and during the ensuing 30 years three generations of the car have hit dealer's showrooms around the globe. The 1,000,000 MX-5 left the assembly line in April 2016 and sales are still strong. A winner both on and off the track...

The winner of the 2015 SpeedSport Scholarship was a young teenager from Pukekohe, his name was Liam Lawson. Four years later he won the coveted double of both the New Zealand Grand Prix and the Toyota Racing Series, in the following days the 17 year old (11th Feb) was named a member of the Red Bull Junior Team, following in the foot-steps of Brendon Hartley. A graduate of the MCC Winter Series and another outstanding example of the talent spotting ability of SpeedSport Scholarship founder Dennis Martin. Who will be next...?

On Wednesday 27 February MCC Life Member Verdun Marshall turned 77 years of age. There was a quiet family celebration for the man who set the standard for New Zealand motorsport in the area of crash rescue following the creation of the Manfeild Autocourse in 1973. Prior to the Feilding circuit Verdun was involved at the Levin track and since retiring from active service has remained a strong and vocal critic of the new generation - 'We didn't do it that way in my day'. Times and regulations have changed Vern...

Our rising star. Feilding's Callum Crawley is doing the club proud on the national motor racing scene. Callum won the 2017/18 New Zealand Formula First Championship before graduating from the Elite Motorsport Academy and upgrading to Formula 1600 (formerly Formula Ford) to contest the 2018/19 New Zealand F1600 Championship Series. The first three rounds were held in the South Island at the Levels, Ruapuna and Teretonga circuits before crossing the Strait for the final two rounds at Manfeild and Pukekohe. Callum arrived at his home circuit sitting 5th on the points table, and his outstanding performance at the February Flat Foot meeting (23/24 Feb) showed the benefit of racing on your home track. Driving his new AutoKraft/ARB backed Spectrum 015 (3 meetings old) Callum had a weekend to remember at Manfeild Circuit Chris Amon. In Qualifying he was 4th quickest in the 21 car field and it proved to be a good omen for the three races over the two days. The first 10 lapper brought an encouraging 3rd place, in Race 2 there was a hard earned 4th in wet conditions, then attention moved to Race 22 on the programme, the NZ F1600 feature race over 12 laps for the Morrie Smith Memorial Trophy. Starting from the outside of the second row Crawley made a superb getaway to take the lead before being challenged and dropping a couple of positions, he quickly regained them and opened up a gap that he didn't look in danger of relinquishing. On lap 9 there was a full course yellow after Blake Evans hit the barriers on entry to Turn 7, the race being flagged at the end of Lap 11 with the field behind the Safety Car. The ending should in no way detract from Callum's brilliant drive that made him the winner of the trophy that honours Kenny Smith's father. The Manfeild weekend saw Callum leap-frog to third on the championship table with three races at Pukekohe to end the series. It should be a nail biter, our 18 year old can't win the title, but he could be on the championship podium in his rookie F1600 year...





YOU doubtless know it already as one of the biggest temporary towns in New Zealand – what might be news is that it will become even larger this year. The Central Districts Field Days next month is a long-term annual attraction that transforms Manfeild into a primary agribusiness focus for many thousands of attendees and reminds that the region is a key agriculture hub.

It also reinforces the flexibility of our facility. After all, only a few weeks ago Manfeild Circuit Chris Amon played host to New Zealand's most famous domestic circuit motor race, the international New Zealand Grand Prix on February 9-10. A great weekend that drew a strong crowd to view brilliant racing in terrific – if a touch hot - conditions.

As I write this, we look forward to different kinds of engines revving as trucks and farm machines of all kinds roll across our famous tarmac during a fortnight of solid preparation for a three-day 26th year extravaganza opening on March 14.

The Field Days are of huge importance to the Manawatu and our communities. We're delighted it keeps going from strength to strength. Millions of dollars of product are on display and the count of exhibitors is increasing – delivering more than 600 next month requires a rejig of the layout to fit everything in. A no-sweat task for the facility that reminds why this venue's suitability has long been praised by organiser, Stuff Events.

They say Manfeild cements as the best choice not just because of its spaciousness but also because of Manfeild Park Trust's willingness to deliver improvements that meet the ongoing evolution of this must-see occasion.

The update of the roading within the main show precinct – the area commonly known as the Manfeild back track – is a good example of a project of mutual benefit. The weather-proof surfaces made for a more comfortable experience for pedestrians and service traffic. The infrastructure has changed more this year as the area is prepared to become the home training ground for the National Driver Training Centre; however, once again, those updates are sympathetic to the show's requirements.

Central Districts Field Days has been a part of Manfeild Park since the mid-1980s and is not only the biggest annual event Manfeild hosts but also the single largest in the region. This year's event will have more than 600 exhibitors.



It is a spectacular showcase of national significance whose focus on every conceivable aspect of rural business and lifestyle draws a massive audience.

We remain in wonderment about the ever-changing climate of this endeavour and, in particular, the pace of technology advancement in the rural sector. It seems there is no end to the possibilities of showcasing the latest trends and developments in farm-side innovation, agribusiness and agritech.

A key development has been the ASB Innovation Zone, created to inspire visitors with all the new products, technologies, and methods. This unique window into the future of New Zealand's agri-industry has been a huge hit, with significant interest from visitors seeking exposure to emerging technology and developments that are beginning to transform farming functions in ways once inconceivable.

The areas housing the best in regional food, the National Excavator Championships, the Central Districts fencing competition and the Nutro Ultimate Canines dog show have also been extremely popular.

On top of this, there are new features. Kiwi Freestyle Motocross favourite Franklin Farms is bringing its daredevil show and Talent Central are putting on an exciting Amazing Race-styled event for Year 11-13 students. Designed to showcase the range of regional employment opportunities, this is expected to draw more than 500 participants, all students from around the lower North Island.

The Field Days is also hosting, on its last day, the final of the AdTech Hackathon. Now in its third year, this is a tech talent competition for teams asked to create solutions for national primary industries.

Central Districts Field Days now coincides with the AgriFood Investment Week, a programme of activities and events designed to connect, challenge and grow the agrifood industry.

We look forward to seeing you there

Julie Keane

CEO



ROAD TEST - XA FALCON 351 GT BATHURST CAR...

The year was 1974 and I was 17. I was riding around the West Island (Aussie) for a few months on a near new Honda CB350 that I took with me.

A good mate who we shall call Johnny (cause I can't mention his real name) had run away to Melbourne. Now it's fair to say Johnny was a bit flexible when it came to most Kiwi laws but he did have his own morality. He hated car thieves, kiddie fiddlers and guns with a passion. He had caught a couple of toe rags trying to steal his car and by the time his baseball bat had finished with their hands and arms it was going to be a very, very, long time before they could even wipe their own bums !! He ran away before he even had a court date.

Johnny always had plenty of money, some legit thru a Trust fund and lots that wasn't. I hadn't seen him for a year when I arrived so we had a bit of catching up to do....God they drink some vile beer over there !

Whilst we were catching up and increasingly talking rubbish as the fridge got emptier he mentioned he had bought a new toy which he would show me tomorrow. Now Johnny was a true petrol head so I knew whatever it was it would be good. Not very early the next morning we proceeded to the back shed which housed the 351. Gosh!!

He said that it had run at Bathurst for 2 years in the hands of a privateer and finished once. It had also competed at some other events.

He had heard about the car going to be for sale as a race car and snapped it up. The mechanicals had all been freshened but it was still in half primer where the scrapes had been removed but not yet resprayed. I didn't doubt the story because the holes were in the floor and rear parcel tray from a half cage. There was also scrutineering stickers, the thing sat on the ground and still had straight pipes. And then there was the big tank. It also came with the complete unfitted interior.

MMMmmm...Conrod straight with a half cage on cross plies..... pass.

Anywho...to progress the story. Johnny's phone rang fairly late one night and the result was him agreeing, under objection, to a 10am "meeting" in Sydney.... and I was invited for the road trip.

I went out to the shed to put a passenger's seat and belt in while he got organised, all the while thinking this is a stupid idea..

A bit before 2am we finally departed after spending what seemed like an hour filling the thing up....I think the tank was 36 gallons!!! Now I had just ridden down from Sydney and knew it was about 550 miles so I said to Johnny that time was not on our side. He just laughed.

He kept the speed down to about 60mph in town but as soon as we hit the open road he floored it....the noise was simply horrendous. There was no sound deadening, no carpet, no hood lining, no suspension to speak of and bloody megaphones without mufflers. Now I know the Bathurst cars of the era were supposed to be near as damn to standard road cars, rest assured this car was far from it. From memory the claimed top speed was 120mph and the dash read up to 140..... Johnny was driving with the needle off the clock and the tacho hovering well north of 6k.

Eventually I was pounded into unconsciousness only to be woken by silencewe were only a bit over half way but needed gas!!! OMG.

After another hour my ears had packed it in and I was dreaming of sleeping in a nice comfortable concrete mixer only to be scared sh*tless by a horrendous wailing of tortured rubber....."Bloody Kangaroo" Johnny shouted. So now we had a new element..., tyres down to the canvas from huge flat spots. Now the speed had to be kept to under 80mph because above that you could not see. It's the only time in my life I have been happy about a flat spot.

Of course we made it in time for this very dodgy “meeting” which I wasn’t present at...it’s called self-preservation.

Afterwards Johnny threw me the keys and said your turn. I insisted we get new front tyres and while they were being fitted we had a tummy fill.

After more gas it was time for the road test.

It needs to be pointed out that my current road car was a 1955 Hillman Husky so I was traversing unknown territory-much like Doctor Spock.

The lasting impression was one of brutality. The clutch was seriously heavy, the brakes had to stomped on to get any sort of action, the steering was vacant at town speed (no doubt due to dodgy camber and caster), the engine was a pig under 2500 revs, the gearbag had funny ratios, the noise was awful and the thing rattled like hell due to having no interior. After about 5 miles of pig hopping to try and keep the noise down I thought to hell with it and started using a few revs... everything calmed down....relatively speaking although it was still like trying to drive a bull dozer without any controls.

And then we hit the open road....

The linear grunt was astounding and I soon started to enjoy myself... clearly I was a closet masochist!! The steering also sharpened to the point of just being vague and the solid suspension became almost tolerable. Somehow driving the beast made the bloody racket almost bearable as well. I did enjoy the induction noise thou. Being daylight I was more careful than Johnny but a few blasts off the clock made it soon time for another fill up....and that’s when the Cop turned up in his dirty old Holden.

Out he wiggled and on attaining upright status we discovered he was 7ft 16 inches and of course had a bloody gun which immediately started Johnny up. I sent Johnny in to pay for the gas while King Kong was demanding my licence. You could almost see the wheels engaging the lift in his head... .NZ licence and 17 when the legal age to drive in the West Island was 18, speeding, unspeakable noise etc etc..... here we go. Eventually the lift reached the top and he must have realised this wasn’t going to be easy so after giving me a severe growling made up almost entirely of four letter words he retired to the nearest Milk Bar. Brilliant!!!

A few hours later we were back at Johnny’s with no further incidents.

So what did I really think of the car? Well... it was bloody awful and at the same time bloody brilliant. To put it into perspective it must have been at least 20 years until I drove a car that was actually faster and I don’t think I’ve ever driven anything that used as much gas. We used 3 and a half tanks, near enough to 125 gallons for 1100 miles..... about 9 mpg !!

Would I do it again? Hell yes.



And what became of the car...it got stolen while Johnny was out having a meal. The last time we spoke Johnny had the car back and it was being completely restored, he also said he had got a new baseball bat made of hardwood. Then he disappeared....I received a txt a couple of years later “Johnny here....I’m all good but keeping a low profile for a bit”. Nothing since....I’m guessing history repeated.

MS

PAHAHEKE ROAD...

Round one of the 2019 Engine Room Sprint Series saw the return to Pahaheke Road run by the Dannevirke Car Club. This venue had not been used for many years, so the 5.8km stretch of road was new to many competitors.

Hot, dry and dusty was the weather forecast for the day with a 26 car field filling up a welcoming farmer's paddock. A range of cars from series regulars such as Daniel Feck in the FTO to Bruce Herbert in his EX Lancer through to new competitors like Jackson Clendon in his Peugeot 206 and Scott Harland in his classic Mini were readied for a fun day in the gravel.

The first run caught a few out with Peter Weir parking the BMW into a bank on the practice run, Thomas Good breaking an axle in the same place in his Escort and Grant McGregor parking his Escort against a bank slightly further up the road. Luckily these were the only incidents of the day. Meanwhile Daniel Feck was setting the pace straight away. John Bouzaid and Don McLean, both in WRX's, were 7 seconds back and Piran Pigneguy in his EVO close behind. The 2WD's started the day with Nathan Tough in his Fiesta setting the 5th fastest overall time ahead of Bruce Herbert and Peter Langdon in his V8 Corolla both about 3sec behind.

Everyone dropped good amounts of time on the second run with Daniel still out front, Piran and Don having a good battle within a second of each other, the same thing further back with Ryan Westwood, Kim Lace and Peter Langdon all on the same second making for a great battle going in to the final run.

Some stand out drives were starting to show as the day went on, in particular Jackson Clendon in only his second gravel event, pushing hard and dropping his time by significant amounts each run, he is going to be one to watch over the series. Last season's Rookie Ryan Westwood in his E30 BMW set a good pace from the start having an excellent battle with Greg Brown's Integra and Caprice Bouzaid in her Subaru made her debut in the series and spent the day keeping the boys honest.

The final run of the day saw many new tyres bolted up and drivers getting serious. With a target set on Daniel, Piran and Don pushed hard but could not quite get him, Daniel being the only one breaking the 4 minute mark with Piran only 2 seconds behind and Don another 2 seconds back. The 2WD's were dominated by Nathan in the little Fiesta 3 seconds ahead of Bruce Herbert with Brendon Cantwell in his Evo powered Starlet 4 seconds behind Bruce.

After this first round, points are all very close as you would expect but 3 times series champion Daniel Feck has thrown down the gauntlet already and sits in top spot with Nathan Tough 2nd and Rex Vizable 3rd

Thanks to the Dannevirke Car Club team for organising a fantastic first round, the land owners and



Brendon Cantwell

residents of the road and all the helpers that made the day as awesome as it was. The next round of the series see's us head north to Pohokura Road which is hosted by the Hawkes Bay Car Club. This road has been used for sprints and NZ hillclimb championship events in the past so is sure to be an exciting challenge.

See you there!

PW



			Run 1	Run 2	Run 3	Fastest time
1 DANIEL FECK	FTO	D	4:08.2	4:01.5	3:59.2	3:59.2
2 PIRAN PIGNEGUY	MITSUBSHI	D	4:16.5	4:08.1	4:01.9	4:01.9
3 DON MCLEAN	WRX	D	4:15.7	4:08.6	4:03.6	4:03.6
4 NATHAN TOUGH	FIESTA	C	4:17.9	4:12.2	4:06.0	4:06.0
5= JOHN BOUZAID	WRX	D	4:15.2	4:12.0	4:09.0	4:09.0
5= REX VISIBLE	LEGACY	E	4:20.2	4:13.5	4:09.0	4:09.0
7 BRUCE HURBERT	LANCER	C	4:20.1	4:15.1	4:09.6	4:09.6
8 BRENDON CANTWELL	STARLET	C	4:30.6	4:17.3	4:13.1	4:13.1
9 TONY WILLEMSON	STARLET	B	4:25.3	4:16.3	4:13.3	4:13.3
10 BRYCE HACKETT	MITSI	E	4:40.0	4:18.3	4:14.1	4:14.1
11 GREG BROWNE	INTEGRA	C	4:23.5	4:24.6	4:15.0	4:15.0
12 RYAN WESTWOOD	BMW	C	4:26.1	4:22.9	4:15.9	4:15.9
13 KIM LACE	EVO	D	4:28.5	4:22.5	4:18.2	4:18.2
14 PETER LANGDON	COROLLA	C	4:20.7	4:22.4	4:18.5	4:18.5
15 BEVAN PARKER	STARLET	B	4:39.4	4:26.8	4:20.7	4:20.7
16 JOSHUA SMITH	MR2	C	4:32.7	4:24.8	4:21.0	4:21.0
17 JACKSON CLENDON	PEUGEOT	C	4:51.1	4:32.3	4:22.7	4:22.7
18 ROBIN FECK	IMP	B	4:29.6	4:23.2	DNF	4:23.2
19 THOMAS GOOD	LEGACY	E	DNS	4:45.8	4:37.9	4:37.9
20 CAPRICE BOUZAID	IMPREZA	D	4:56.2	4:45.7	4:48.4	4:45.7
21NORM ANTHONY	STARLET	B	5:05.1	4:57.7	4:55.0	4:55.0
22 ANDREW LOWE	LEGACY	E	5:08.8	5:01.2	4:56.4	4:56.4
23 SCOTT HARLAND	MINI	A	5:11.5	4:59.8	5:17.2	4:59.8
24 GRANT MEGREGOR	ESCORT	C	DNF	DNS	DNS	
25 PETER WEIR	BMW	C	DNS	DNS	DNS	
27 THOMAS GOOD	ESCORT	B	DNF	DNF	DNF	



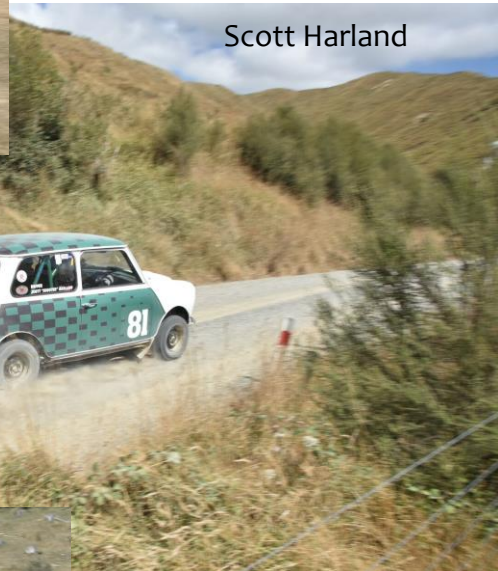
Grant McGregor



Jackson Clendon



Thomas Good



Scott Harland



Greg Browne



Photos by Jeff Wells

Visit his website
jfropics.smugmug.com

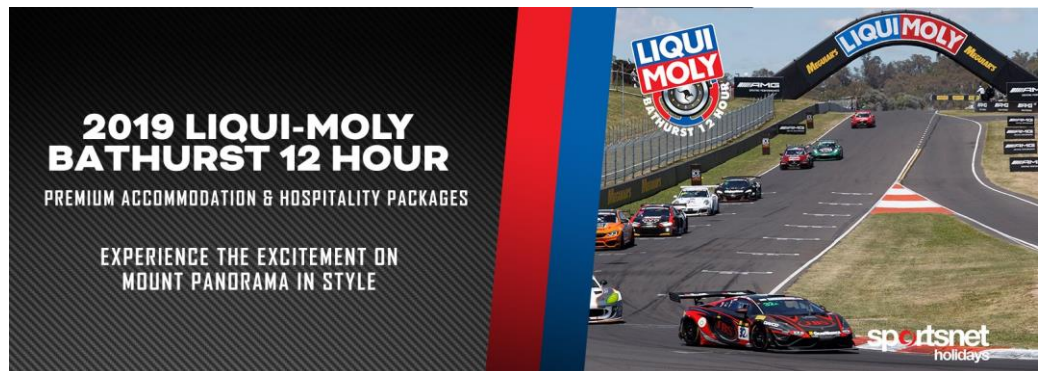
FINISHED ON A WINNING NOTE...

In recent years the Liqui-Moly Bathurst 12 Hour endurance race has enjoyed full support from several of the world's top manufacturers and it's become the most important GT race in the Southern Hemisphere. The race doesn't match the iconic Bathurst 1000 in terms of interest and spectator numbers, but it has a very important place on the Australian motorsport calendar and draws a different type of enthusiast to the Mountain each February.

This year's Liqui-Moly 12 Hour also doubled as the opening round of the 2019 Intercontinental GT Challenge, drawing an entry of 38 cars and factory support from Aston Martin, Audi, Bentley, BMW, Ferrari, Mercedes AMG, Nissan and Porsche. Add to those names Ginetta, KTM, Lamborghini, MARC and McLaren.

The driver list was truly international, it included three ex-Formula 1 drivers but surprisingly only three New Zealanders - Shane van Gisbergen, Chris van der Drift and Jaxon Evans.

For Porsche the race marked the last major appearance of their 2018-spec 911 GT3-R and it proved to be a triumphant finale with the famous German marque achieving its first Bathurst 12 Hour victory.



The winning car was entered by EMB, a fledgling customer team having its first outing on the international stage, with German Porsche works driver Dirk Werner sharing the wheel with two of Porsche's Young Professionals, Australian Matt Campbell and Dennis Olsen from Norway. There was also a powerful New Zealand connection with the team being managed by WEC Champion and two-time Le Mans winner Earl Bamber who commented - *'We only began putting the team together at the beginning of December. The fact that we now send this car into the Museum (Porsche) with a victory makes it all the more emotional. I'm completely over the moon'.*

When Campbell took the flag he was 3.4 seconds ahead of an Aston Martin Vantage with a further five seconds back to the first of the Mercedes AMG GT3s that finished ahead of the pre-race favourite sister car. The Team Vodafone Mercedes AMG had an exceptional trio of co-drivers in Craig Lowndes, Jamie Whincup and Shane van Gisbergen but failed to make the podium by 2/10ths of a second.

Seven cars finished on the lead lap with the BMW Team Schnitzer BMW M6 GT3 heading home a Bentley Team M-Sport Continental and Nissan GTR Nismo, the first six being covered by twelve seconds after 1,938 kilometres of racing.

The other two kiwi drivers had mixed fortunes. Chris van der Drift co-drove the Team Carrera Cup Asia Porsche 911 GT3 that finished 19th overall while the 'Ice Break - Virgin Australia' Porsche GT3-R shared by Jaxon Evans was out of the race after only 37 laps when the American co-driver was involved in an accident. The 2019 Bathurst 12 Hour marked an important milestone for Evans who won last year's Australian Porsche Carrera Cup Championship, it was his first drive as a factory Porsche Junior Team member.



The fastest lap was set by a Nissan GTR Nismo that stopped the clock at 2.03.5382 (average speed 181 km/h), a time that was nearly two seconds slower than SVG's record set in the 2016 race at the wheel of a McLaren 650S.

The Liqui-Moly Bathurst 12 Hour is an exceptional race in its own right and the entry includes all of the exotic makes, it certainly deserves a much higher level of support from the public. The reality is that for ANZAC fans 'The Mountain' is all about Ford versus Holden. Always has been, probably always will be...

PS

It's an interesting exercise comparing lap times of various categories at a specific circuit and Mount Panorama is no exception. The fastest lap to use as the yardstick is for the V8 Supercars, in last year's Supercar Bathurst 1000 Dave Reynolds set a new mark of 2.06.1492.

The fastest ever race lap is 2.01.5670, achieved by Shane van Gisbergen in the 2016 Liqui-Moly Bathurst 12 Hour.

Other interesting race fastest laps include Formula 5000 Neil Allen (McLaren M10B) 2.09.7 in 1970 and Sports Sedans Allan Moffatt (Ford 302 Boss Mustang) 2.22.4 in 1972, fractionally quicker than the current lap record for Historic Touring Cars that sits at 2.22.662 and was set by the late Jason Richard in 2011 driving a Holden HQ Monaro.

In 2014 Simon Hodge claimed the fastest race lap for Racing Cars, recording 2.02.6701 in a Formula 3 Mygale Mercedes Benz, while on two wheels Superbike champion Michael Dowson lapped in 2.18.48 on his Yamaha FZR 1000. That was nearly 30 years ago.

Looking at lap times outside of a race, in November last year German driver and two-time Bathurst 12 Hour winner (2011 & 2012) Christopher Mies broke the two minute barrier when he recorded 1.59.2910 at the wheel of an unrestricted Audi R8 Ultra during the Challenge Bathurst Supersprint, part of the test programme prior to the race itself. But the Mies 'record' only lasted a few weeks, early last month Supercar driver Luke Youlden was testing the sensational new Brabham BT62 GT3 and lowered the mark to 1.58.69.

So what is the fastest ever lap of the 6.231 kilometre circuit with its 23 turns? In 2011 Jenson Button drove a McLaren MP4-23 at 'The Mountain' as publicity for the Australian Grand Prix, the 2009 F1 world champion clocking a best 1.48.88.

What is remarkable about lap times over the history of Mount Panorama is that the most talked about is still Greg Murphy's 'Lap of the Gods' when he recorded that stunning 2.06.859 time to claim pole position for the 2003 race, it's hard to believe that it happened more than 15 years ago. To many commentators, journalists and fans that remains the greatest moment in Bathurst history...

RH



THE HARTLEY FILE...

The year 2018 ended on a disappointing note for Brendon Hartley when his F1 contract with Scuderia Toro Rosso was terminated a year early, but the 29 year old's career has been punctuated with disappointments and this enabled him to cope with the latest situation. He's unable to speak fully about his time with the Italian team because of a confidentiality agreement that was part of his settlement.

But he did write an outstandingly candid story for THE PLAYERS' TRIBUNE that appeared on social media on 30 January under the title 'How I'll Remember It'. It's Brendon's story told in his own words...

'It's kind of funny, or maybe it's sad, but you never picture the end, right?

When I was little, I dreamed about what it would be like to be a Formula One driver. I pictured myself in a red race suit like Jean Alesi. I imagined what the champagne would taste like. I sat on the floor of my room in Palmerston North, New Zealand, closed my eyes and went for laps around the streets of Monte Carlo.

I never thought about the end. And now - at least for a while - it's over.

I'm not a Formula One driver any more.

I'm not writing this for sympathy. I just want to tell you some of the stories about one of the best years - and I truly mean that - of my life. I want to give you an insight into what a season in the car of your dreams is like, and I want to say some thanks. Because this journey, this sport - my life - is not a solo mission. I'm here, and I have had the opportunities I had, because of all the wonderful people around me. I know that. And they're are much a part of this story as I am.

So before I tell you about almost losing my seat mid-season, driving under pressure like I had never faced before, and then the eventual end in Abu Dhabi, I'd like to tell you how this year started: with a wedding.



So, yeah, my first full year in F1 was also my first year of marriage. It sounds like it might be a bit hectic, but I've been with my wife Sarah for 14 years now. (I originally said 12 but she's sitting beside me and threw an elbow into my ribs; 14 years, 14 years.) And so we know each other pretty well, I'd say. We had a casual, but beautiful reception down on Waiheke Island. Everything about it was terrific. We followed that up with a few days mountain biking, which was dubbed our honeymoon.

Man, just thinking about it now ... what a start to the year. First, married. Then, a few months later, the start of the F1 season in Melbourne, just a short flight from my home town in New Zealand.

The first race of the year is all about managing expectations. Our team, Toro Rosso, liked the way our car felt in preseason testing, but Melbourne is all about learning what you have - specifically what you *really* have. I knew that we had a car that could score points, and I knew I was capable of getting it there. That's why the beginning of the season was so frustrating. I know that at times I could have done a better job and there were a few missed opportunities.

I could have used the fact that I'd been away from single seaters for seven years as an excuse, but regardless, the point is that it wasn't the ideal start. I remained positive and focussed on learning from every good - and not so good - situation we ran into.

After the midway mark of the season I couldn't help but think of my fellow Kiwi Chris Amon, who has been dubbed the 'Most Unlucky Driver in F1 History'.

What is it about Kiwis in F1?

From hitting birds, being taken out on the first laps, engine penalties, suspension failures and other issues that weren't always mentioned in public, it felt like I was going down the same path.

Bahrain was my biggest missed opportunity, and a hard one to swallow as we had such a competitive car that weekend (which was somewhat of a surprise at the time). I had the pace to comfortably finish well into the points, and my team mate, Pierre Gasly, had a faultless weekend, taking his best result of the year.

There wasn't much between me and Pierre in qualifying. But I had contact with another car on the first lap, drawing a penalty, which removed a chance for a big points haul. I left Bahrain knowing I had missed an opportunity to score my first F1 points. And knowing I couldn't afford to miss many of those. I knew I had to be better.

The next month it was the Monaco Grand Prix - the race every driver looks forward to. Sarah and I actually have a good view of the circuit from our apartment and it's always one of our favourite weekends of the year. But for me, it was tough, because when I look back now, what I remember most about it is walking down to the paddock to meet the media on the Wednesday before the weekend started, and receiving a bunch of questions about my future.

Here I am, a handful of races into my F1 career, and I'm being asked about the end.



The worst part of that day, though, was finding out there some truth to the rumours. After a few races, there were some people, it appeared, who didn't want me there. I'll be honest, this was a bit of a shock. After entering F1 with a wealth of experience, two World Endurance championships, a win at Le Mans, and out qualifying my teammate two out of the first three races, it was hard for me to believe that there was talk of me being replaced so early.

That's life in F1, though. The sport has so much money and so many people involved, it's only natural there are politics. If you're a fan you know it, and if you're a driver, you live it.

I think it's worth mentioning here that I always, always, had the support of the guys in my garage. The mechanics, engineers and everyone in Toro Rosso dedicate so much of their life working many hours to

give the team and the driver the most competitive car they can, week in and week out. There's more than 500 staff at Toro Rosso - so no surprise F1 is very much a team sport.

I walked back to our apartment that night looking at the walls of the Monte Carlo circuit, knowing that, if I binned it, if I made contact with those walls this weekend, my F1 career might end in a few days. I knew every practice session carried more weight for me. Every lap time, every result was going to be under scrutiny and could be used against me to leverage my seat.

That's a unique type of pressure that I hadn't experienced before. But the way I responded, the way I put my head down and kept going - that's one of the things I'm most proud of this season. I put in some quick sessions heading into the race, but on Sunday I was taken out from behind and ended with nothing to show for the weekend.

When that happens, you're sort of back at square one. There's no time to pout, because the pressure's intense. That's the fascinating thing about the midfield battle in F1. There's so much made of the title fight, but the teams in the middle, who are literally fighting for their jobs, their careers, that's a different type of intensity, which is not always caught on camera.

That looking-over-my-shoulder feeling didn't really go away all year. But, that's just how it is. Every driver or athlete at a professional level must deal with the pressure and will have their own way of handling it or even turning it into a positive. The pressure comes from all angles in F1 but the feeling of being under a microscope all the time, that was the one I hadn't dealt with to this extent before. I felt like if I farted in the car somebody would be writing or commenting on it. I did find myself hardening my approach, being more selfish with my time on race weekends, and caring much less about what was being written or what others thought. I was there to do a job on race weekends but reminding myself to enjoy it was something I did often. And believe me, there is a lot to enjoy inside a F1 car.

When people do ask what's the most impressive thing about F1?, I normally mention qualifying. Of course, there are thousands of things that I could mention, including the engineering and technology, but as a driver the sensation in qualifying is hard to put into words. The 100-kg fuel tank is emptied to all but fumes as you cross the finish line, engine turned up to 11, aerodynamics and downforce settings maximised and sticky tires that have one lap of pure performance. It takes a lifetime of preparing and honing your skills to put an F1 car close to - and sometimes over - its limits in qualifying. That's the feeling I will never forget, and one I know I'm privileged to have in my memory bank. F1 cars broke most track records in 2018 and with constant regulation changes its possible F1 will never be as quick again. Another way I try to describe the forces to people is through load on the neck. We are pulling around 5 Gs every time we hit the brake pedal and yank on the steering wheel, that the equivalent to about 35 kilograms of force on the head with each movement. It's only the long straights that we get a chance to breathe, although there are gear changes and the thousands of potential setting changes (via buttons and rotaries on the steering wheel) to adjust, which fill that time up pretty quickly.



When I think of a pure thrill, I think of quali in F1.

One of the things I'll always remember, too, and want to share, is the support from fans at every circuit and the support I received back home in New Zealand. I like to think I'm a pretty normal bloke from New Zealand, but times like the Japanese GP, with the thousands of loyal Honda fans, made you feel like a rockstar. I did

always look for the Kiwi flags during the driver's parade. We may be a small nation on the other side of the world but you can find us all over, we get behind our own, and we tend to punch above our weight in most sports we chose to compete in.

Thank you to every single person who supported me this past year. I mean it.

Those memories - the one full of the fans, my friends and team – they're the ones I'm going to remember when I look back on this period of my life.

Because they were all there with me when we had our successes too. Scoring points in Azerbaijan, Germany, U.S. and the sixth place in Suzuka qualifying - those were some of the key times when it did all come together. Through those times I had an even bigger smile and felt that, despite what was sometimes written, I deserved to be there and could get the elbows out against the worlds best. I felt I showed that more towards the end of the season, when I drove with rising confidence and all the pieces of the puzzle came together more often. I was consistently performing at, or above, my teammate's level. I had learned lessons from the start of the season, and I used the tough start to make me stronger.

So going into Abu Dhabi, I knew that no matter what happened after the race I would leave the circuit with my head held high.

But, like the fans, I had no idea what was going to happen. That's the thing about the politics in F1, it can be a little bit ... awkward. Everyone sort of walks on eggshells, and there isn't always clarity. So I just did I could: my job. I out-qualified my teammate and drove to 12th on Sunday night.

An hour later I was summoned to a meeting.

And a few minutes later after that, I was no longer an F1 driver.

I went back to my driver's room, I hugged Sarah. There were some tears (Sarah is prone to the odd tear), some sadness, but also already looking to the future and the next steps. My friend Mark Webber entered the room a few minutes later. He knows a thing or two about the sport, I would always listen carefully to any advice he had to offer. My trainer Rich and good friend Joe were there with me too. It was nice to have some of the closest members of my team with me at that moment, I called the others who had also been a big part of my story later that evening.

In the meeting there wasn't much said. It was clear to me that from as far back as Monaco there was a plan in motion to move me on.

That was it. What I thought didn't matter.

So, after I left Sarah and my mates, I walked down to the garage and told some of the guys that I wouldn't be coming back. That was tough. These boys and girls had put so many hours of their life into the sport and the team and they don't always get the praise they deserve, so often the focus goes towards the driver



rather than the team overall. I was a proud member of Toro Rosso and Honda, and saying goodbye that day was one of the hardest things I've had to do.

I did a few more rounds of the paddock, said my thanks and gave appreciation to a few fans who had waited. It was all a bit surreal.

I left the circuit feeling the same way when I entered it: Proud.

I will miss it. I'd be lying if I said otherwise. But I'm excited for whatever is next. As I write this I am working to put all the pieces in place for 2019 and beyond. I'm fortunate to have a few options in front of me, but I need to make sure it's a fit. I want something that will continue to challenge me, push me, and make me and those closest to me happy. The F1 door is definitely not closed and the experience gained from a year at the top level of the sport means I will arrive better prepared and stronger for whatever opportunities come next.

And with that, I'll close this chapter for now.

I hope to see you all again soon.

Thank you.

Brendon



At 9.53am on 07 February Brendon sent the following message on Twitter and Face Book from Monaco.

'A few announcements over the last few days. I will be racing the next two rounds of the WEC with @SMP Racing, I will be assisting Ferrari on their F1 world championship campaign as a sim driver, and I'm still together with Porsche and part of FE development. Calendar is filling up'.

The dark days were over and Brendon Hartley was back in business.

Few people are aware that Brendon manages all his own affairs with regard to his racing career, he doesn't have a 'middle' man like the majority of drivers at his level. He consults with his wife Sarah, his family and also seeks guidance from his long-time friend Mark Webber when needed. He obviously has become a very skilled negotiator, best reflected by his securing an F1 role with the legendary Scuderia Ferrari.

Brendon certainly isn't letting the grass grow under his feet and his undoubted ability as an endurance driver led to the announcement at the end of last month confirming another top level drive in the United States in the Sebring 12 Hour race on 15 March. Following the retirement of Christian Fittipaldi, Brendon has been recruited to replace the Brazilian star to drive alongside IMSA WeatherTech Sports Car Championship veterans Filipe Albuquerque and Joao Barbosa in Action Express Racing's # 5 Cadillac Dpi-V.R. that won last year's Rolex 24 Hour.

Team owner Gary Nelson - *'We needed to find another driver who is fast and a great team player, and Brendon has a great background and attitude that should be a great match with Joao and Filipe. We've followed Brendon through the years since we first saw him race so well in GRAND-AM (2013), so we are glad that it worked out for him to join us at Sebring.'*

Action Express Racing have an envied record, having won the ISMA Michelin Endurance Cup title for the last five years and is targeting its sixth series victory in 2019. Our man is with the right team...

RH

MITRE 10
MEGA

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
ADMISSION!**



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





WE WANT YOU

**TO EXPERIENCE MOTORSPORT FROM
THE INSIDE**



MANJI MARCH DRIFT PRACTICE, HARD PARK & TUTORING
SATURDAY MARCH 3RD

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

PARTING SHOT...



This photograph by Matthew Hansen should have been across the news on both TV channels last night and the front page of all newspapers this morning. It sums up everything that is good about New Zealand.

The triumphant young bloke from Struggle Street consoling, with genuine feeling, the other young bloke, from a more privileged background, who he has just defeated for both the NZ Grand Prix and the 2019 TRS Championship. There are three heroes here — Lawson, Armstrong and Hansen for capturing this poignant moment of real pathos. The victor, on his knees, gripping the hand of the distraught vanquished in a photograph that captures it all.

The NZ Grand Prix was a race that was both ruined and then created by aspects of modern motor racing I despise — red flags and bureaucracy. But regardless of the controversy, New Zealand has two young sportspeople from totally different backgrounds who have spent the past five weeks locked in a titanic battle showing skill, expertise, courage and daring that belies their young ages — 16/17 in the case of Lawson, 18 for Armstrong. This has been a series of legend. While these two arm-wrestled in often spectacular form, wheels inside wheel, giving and asking no quarter, behind them often we saw displays of the red mist affecting the judgement of other young drivers. Lawson and Armstrong were above that. The maturity of Lawson and Armstrong was breath-taking. Both are class acts and New Zealand should be proud of them both.

If I have broken copyright by using this photograph, I apologise, I just think it is so important.

Thanks to Allan Dick. I could not agree more with the above comments from Allan. Just think of the compassion in this young man's heart, to seek out Marcus who was having some quiet time in the weighing shed. There have been times my love of motor racing has been stretched but these two young men have inspired me again, gee it was brilliant racing.

The Old Fella (Gary Shaw)

