

# **Manawatu Car Club Inc**

## **MAGAZINE**

### **November 2019**



**Something for Everyone**

edition.  
**editor**, n. [1. éditō 2. éditō  
& -or. 1. One who makes edits, for publication; one who directs the publication of a newspaper

# EDITORSPEAK...

email Trevor blumoo1959@gmail.com

Well, they have been and gone and done it. Auckland Transport have announced they will introduce sweeping changes to speed limits as they signalled some time ago. As I have commented before their rationale is that “inappropriate speed” contributes to 20% of deaths and serious injuries in the Super City. So, from June next year the CBD will be saddled with a blanket 30 kph speed limit, and many of the Franklin and Rodney rural roads will reduce from 100 kph to 80 or 60 kph. A record 11722 submissions were received, of which 2503 were in support, 3317 against and the balance had no firm stance.



I could point out that 80% of deaths and injuries have no connection with inappropriate speed. I could surmise that the decision largely flies in the face of public opinion. I could wish them luck in getting public buy-in and compliance. I could question how a major regulatory constraint on all rate payers can be decided by unelected bureaucrats rather than the Council. But frankly, why bother? They are Council Controlled Organisation but seem to have an independence that suggests no Council control exists. I sincerely hope I am proved wrong, but I foresee very little change to the accident statistics and very little adherence to the new limits. Enough said...

I have been following the MotoGP with interest this season (yes, I know they are missing 2 wheels) and it's been well worth it. With World Champion Marc Marquez being given a curry up by the rookie Quartararo, privateer teams often out-performing the factory teams and some scintillating racing it has been great to watch. What strikes me at each GP is the way the riders interact with the fans on the slow down lap after the chequered flag. Most ride off to the edge of the circuit to celebrate with their respective fan clubs, whether it's doing a burnout, climbing the fences or just generally celebrating surviving another race. Valentino Rossi was among the first to “stage” a show for the fans, Marquez has continued the tradition. If you haven't already seen the YouTube clip of his celebrations after winning his 8<sup>th</sup> World title this season, potting the black on a pool table set up at the side of the track check it out here <https://www.youtube.com/watch?v=WygDjc8hN6E>

That this is condoned and encouraged by the organisers speaks volumes about their ability to put on a show. Contrast that with F1 for example, or Supercars where a donut in a non-designated area results in a hefty fine. Yes, I acknowledge it's easier to hand the bike to a marshall while you go and do your thing, but surely there is little risk in allowing a driver to have a little impromptu fun too? The car racing show seems to be a lot more rule bound and a lot more sanitised by comparison.

And while on the subject of MotoGP, will our V-Force emulate the Japanese marshalls who put on a fantastically entertaining show during the track inspection prior to the GP ? Check it out here <https://www.facebook.com/MotoGP/videos/663040744221781/?v=663040744221781> if you are wanting some inspiration Team V.

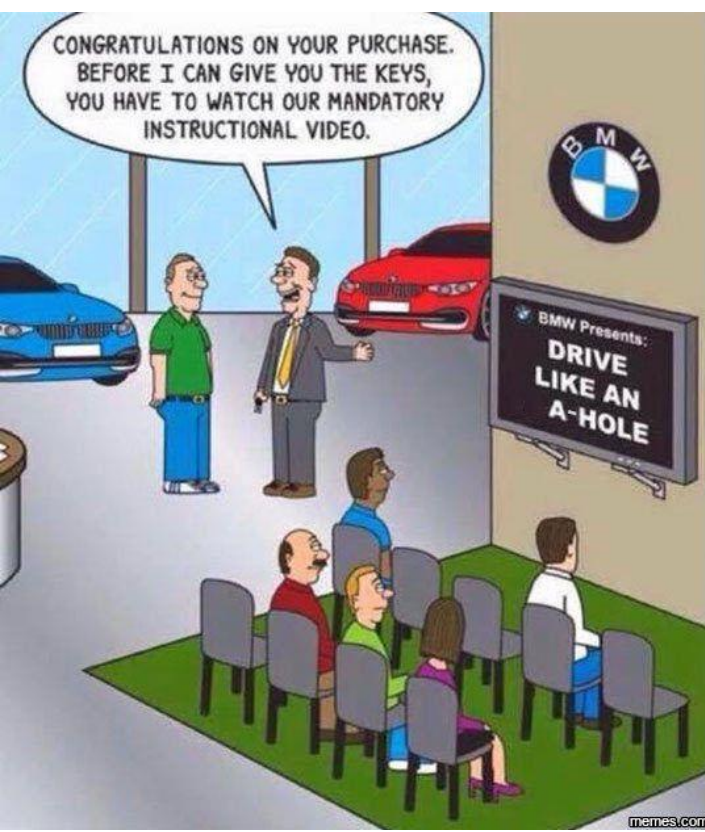




I'm sorry but I make no apologies for a rather shorter magazine than usual this month. Some of you will no doubt welcome this news with a sigh of relief!! It's been a big October for your two main writers. Russell H has been extremely busy at work and at Club events such as OctoberFast, and I have been very busy getting our property on the market and getting ready to move back to the Manawatu. For those of you that don't know, and maybe are interested, I am now back in town, so this is the last "Auckland" edition of the magazine. Colleen will be staying in rural Jaffaland until our property sells, then joining me. We haven't bought yet but are actively looking and aim to bring the sheep south with us. As it stands, I'm told the park benches are pretty comfortable at this time of year, and if it rains there are plenty of bridges to live under!!

I'm pleased to welcome Kathy Gibson, the new Manfeild CEO onboard this month, and to wish her all the best in her new role. No doubt she will be making her presence felt at our events, so keep a lookout, say hello and let's maintain the great relationship we have with the Park. Look out too for a bumper December issue to keep you entertained, including an article on our own Callum Crawley's entry into the World Formula Ford Festival at Brands Hatch (no pressure Callum...)

Until then enjoy all the motorsport you can, and remember to keep the rubber side down



TW

Sorry to all our BMW driving members, this obviously doesn't apply to them, but it has to be said that the Auckland agents must have a copy of this video if the driving behaviour of the average northern owner is anything to go by. Equally clearly the use of the indicator stalk is obviously considered optional by many owners as of course they are too important to bother with such trivial matters!!

There are three unwritten rules to life

- 1.
- 2.
- 3.





## NOVEMBER 2019

- Friday 15<sup>th</sup> MG Classic Test Day
- Saturday 16<sup>th</sup> MG Classic Race Meeting
- Sunday 17<sup>th</sup> MG Classic Race Meeting



## DECEMBER 2019

- Saturday 7<sup>th</sup> Supercarts Nationals
- Sunday 8<sup>th</sup> Mitre 10 MEGA Summer Race Series Round 1 + Supercarts Nationals

## JANUARY 2020

- Sunday 19<sup>th</sup> Mitre 10 Mega Summer Race Series Round 2
- Saturday 31<sup>st</sup> Drift Practice Day – 3km Circuit



## FEBRUARY 2020

- Saturday 29<sup>th</sup> February FlatFoot



## MARCH 2020

- Sunday 1<sup>st</sup> February FlatFoot + Mitre 10 MEGA Summer Race Series Round 3

## APRIL 2020

- Saturday 4<sup>th</sup> Transpec / GT Oils Track Day Series Round 1
- Sunday 5<sup>th</sup> Mitre 10 MEGA Summer Race Series Round 4 (Final)





**President:** Richie Arber - 027 2900 668  
**Email:** [president@manawatucarclub.org.nz](mailto:president@manawatucarclub.org.nz)



**Vice President / Treasurer:** Tim Wilde - 0274 729 664  
**Email:** [accounts@manawatucarclub.org.nz](mailto:accounts@manawatucarclub.org.nz)



**Club Secretary / Events Manager:** Jeff Braid - 027 477 3337  
**Email:** [info@manawatucarclub.org.nz](mailto:info@manawatucarclub.org.nz)

**Your 2019 Committee:**



Jill Hogg



Noel Beale



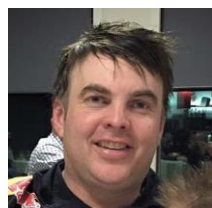
Jaron Olivecrona



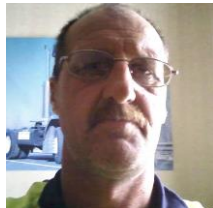
Greg Browne



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



We took Jack to Bathurst... Well actually the lads went to the race, Jack and the girls did other things less masculine... It was a great year to go, lots of drama and controversy but in the end a kiwi won which was all we were hoping for. Over 201,000 people passed through the gates of Bathurst over the weekend, a truly huge number, this doesn't count the race teams themselves or the volunteers and there were over 1,000 volunteers there over the weekend. I spent a bit of time looking into the organisation of the place and talking with a few people behind the scenes, and while there were a lot of people around it never felt out of control and no one got angry or flustered, there was plenty of everything dotted all around the track so you never had to wait for too long to get a drink or some food, or go to the toilet. The whole place was kept very clean over the whole weekend and you could get around the place with ease. It ran like clockwork... very impressive indeed. More on the actual trip next month and what we got up too...

We came back from Aussie the day before the OctoberFast meeting started and I'm glad we did as this was an awesome meeting to attend, and it was definitely a meeting of two halves, torrential rain on Saturday which tested even the best wet weather driver and fine weather on Sunday. To have the number of classes & races that we had and to stay on time, and even finish early on the Sunday, was a true testament of the wonderful team of volunteers that we have at the moment. You guys and girls rock, your commitment and the level of skill that you display while doing your roles is truly awe-inspiring to watch and a real credit to each and every one of you.

While at Bathurst we watched the rounds of the Pit Stop challenge, which was a fun and novel event. By coincidence when I was back in NZ a friend of the MCC mentioned that we should do something novel for the Mitre 10 Mega Summer Series rounds and suggested a couple of things along the same lines as the Pit Stop Challenge. So after each round of racing (after each class gets a race) we will be running a novelty event for anyone who wants to join in, all you will need is a couple of people (possibly three), a racecar and the driver of the racecar, we will let you know the rest on the day of the first Mitre 10 Mega Summer Series round on the 8<sup>th</sup> December. There will be a cash prize up for grabs as well as a nice trophy, so start getting your teams together.

Speaking of the first round of the Mitre 10 Summer Series, you will see on the following page that the entry fee for the first round is only \$100. This is for anybody that wants to come race with us, no catches, no conditions, if you want to race on the 8<sup>th</sup> December it will cost you only \$100 to enter. This is a thank you to everyone from the MCC Committee for supporting us during 2019, it has once again been a great year for the club so we wanted to say thank you and what better way to do it than to make the racing cheap to enter so that as many people can have a fun day out with their families before the stresses of the silly season hit us. I know I am looking forward to it. The BBQ will be on after the racing has finished and there will be plenty of liquid refreshments in the fridges of the Refueller Bar so please remember to hand around after the racing has finished and mingle with the volunteers that help us to go racing, it won't cost you a cent.

See you then...

Richie





**0800 025 552** or 021 509 221

Mark & Rachel O'Connor

[loos@geckoenvironmental.co.nz](mailto:loos@geckoenvironmental.co.nz)

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

## **"Track & Yak"**

**Time:** 7pm to 9pm

**Date:** Tuesday 12<sup>th</sup> November 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!**

**MITRE 10  
MEGA**

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**PALMERSTON NORTH**

**SUMMER RACE SERIES**

**Round 1 – Manfeild – Sunday 8<sup>th</sup> December '19**

**Special Entry Fee: \$100**

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



## CLUB MEMBER OF THE MONTH

**NAME:** Tim Rush

**BORN:** 8<sup>th</sup> October 1978

**OCCUPATION:** Manager of Tim's Storage Lockups Ltd Feilding

**RACE CAR:** Currently building a Morris Minor with a space frame and either v6 or v8 powered - yet to be finalised lol. I'm privileged to be able to drive some of my father's Classic race cars - Begg FM4 McLaren M22 F5000.

**EVERYDAY DRIVE CAR:** Toyota Hilux and 56 Chevrolet station wagon for weekend cruising.

**DREAM CAR:** 1<sup>st</sup> McLaren M8 CanAm race car, 2<sup>nd</sup> AC Cobra

**YOUR BEST MOMENT IN MOTORSPORT?** 2018 going to America and racing at Laguna Seca race way and Racing the McLaren M22 F5000 and finishing 18 out of 48 cars, mind blowing event and track, especially going down though the corkscrew.

**WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?** An Engineer, working and creating with metal is so rewarding, didn't mind what I had to build it was the build that's so exciting, but special building cars lol

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

Bruce McLaren – Denny Hulme – Sir Jack Brabham

**WHO WOULD YOU PLAY IN A MOVIE?** Gosh, Matt Damon maybe

**THREE WORDS THAT BEST DESCRIBE YOU...** Unexpected, quiet, truthful

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

Toyota Corolla – Reliable, not a race car but will get you there it time, mechanically could have had some mods lol, and of course stylish

**WHAT IS YOUR SECRET VICE?** My short fall lol, gosh... well I would have to say, loving motor cars to much!

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...** Due to a motor accident back when I was 16, I have limited to no feeling in my legs, I have two artificial hips, but I don't let this stop me in life.

**FAVOURITE QUOTE...**

"You only get back what you put in..."

"Life is hard so get out of bed and live your life your way, and be happy..."





**MITRE 10  
MEGA**

# MITRE 10 MEGA Summer Series

**FOUR-ROUND CLUB RACE SERIES AT MANFEILD**

**R1**  
Sunday 8th Dec 2019

**R2** (Wellington Anniversary Weekend)  
Sunday 19th Jan 2020

**R3**  
Sunday 1st Mar 2020

**R4**  
Sunday 5th Apr 2020

**Prizegiving**  
Saturday 11th Apr 2020

**FREE SPECTATOR ADMISSION**



Photo: Aaron Mai Media

## **CLUBMANS CLASSES**

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

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

## **NATIONAL RACE CLASSES**

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

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

(MCC members \$220)



**Manawatu Car Club**

## **ORGANISER**

**Jeff Braid, Secretary**  
Manawatu Car Club Inc.

027 477 3337

[info@manawatucarclub.org.nz](mailto:info@manawatucarclub.org.nz)

[www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

Supplementary Regs and Entry Forms available on website



**MITRE 10  
MEGA**





# GRID TORQUE



Iron Maiden in the seat. When Brendon Hartley moved to GEOX Penske Racing to drive in the 2019/20 FIA Formula E Championship it left a testing vacancy with the TAG Heuer Porsche team. Last month it was confirmed that Simona De Silvestro will become part of the Porsche family to continue development of their first Formula E race car, the 99X Electric. Best known here for driving the Kelly Racing/Harvey Norman Nissan Altima in the Virgin Australia Supercar Championship the Swiss Miss is no stranger to e-power, she filled a testing role with the Monaco-based Venturi team over the past season and twice scored points in a full campaign with Amlin Andretti in the 2015/16 series. No shortage of experience then...



*The TCR phenomenon. Twelve months ago not many people knew much about the category except for the fact it was being introduced into this year's Australian calendar, later came news that TCR would come to our shores in 2020. There was no shortage of scepticism but the critics have been proved wrong, big time. TCR has been a huge success story across the Tasman with more and more manufactures becoming involved as the series progressed and providing factory prepared 2-litre turbocharged front-wheel-drive saloons. Currently eight makes are represented - Alfa Romeo, Audi, Holden, Honda, Hyundai, Renault, Subaru and Volkswagen. At this month's final round at 'The Bend' there will be a factory Peugeot Sport 308 TCR driven by top Frenchman Aurélien Comte and there's the strong possibility of a Cupra (SEAT) also being on the grid. Looking ahead Choice Performance in Pukekohe have been appointed Australasian agents for Vienna-based Stohl Advanced Research and Development (STARD) who are currently preparing two TCR spec Kia Cee models destined for this country to contest the 5-round New Zealand TCR Touring Car Series that begins at Highland's Motorsport Park on January 17-19, the final round will be on the under card for the New Zealand Grand Prix at Manfeild Circuit Chris Amon. If they have numbers they could possibly steal the show...*



The Mothership. It's very American, it's very black and it's very big, it measures 5.57 metres x 1.86 metres x 1.74 metres! It's Bryce Hogg's new tow vehicle. With a bigger race car in the pipeline Bryce needed a bigger vehicle to tow it, it comes in the form of a 1997 Chevrolet Suburban. Propulsion is courtesy of a 5.7 litre fuel injected small block coupled to a 4-speed auto transmission and 'The Beast' has four-wheel-drive. Top speed is governed to 158 km/h for economy, if you call 18L/100km (city) and 14L/100km (highway) economical! Bryce will need plenty of space to manoeuvre in the pits with its 14.6 metre turning circle, thank the Lord for power steering. All that's missing is a helipad. And for a little bit of history, 'SUBURBAN' is the longest continuous use model nameplate in production, the badge first appearing in 1934. Try dropping that into a conversation...

Not quite sorry. Sadly much of the good at the ITM 400 SuperSprint meeting at Pukekohe Park Raceway was overshadowed by the Safety Car fiasco in the second race of the weekend. Following an incident in Race 24 of the VA Supercar Championship the SC picked up the wrong car and it had a major effect on the race's outcome. The Confederation of Australian Motor Sport confirmed that a detailed review of the incident itself had taken place together with the strong public comments made by drivers Jamie Whincup and Cameron Waters, both avoided any sanctions. No heads rolled in the review with CAMS confirming that 'while all the rules were followed' there was an admission 'that the situation could have been handled better'. Yeah right...



Drone v Supercar. When the Kostecki Brothers carried out pre-Bathurst testing at the Queensland Raceway their Boost Mobile Holden Commodore was filmed by a drone. The pilot wasn't the average operator, it was 15 year old Aussie Rudi Browning who won last year's World Drone Racing Championship at Shenzhen



in China. To say the footage is spectacular is an understatement. 'The drones I fly can go well over 200 kilometres an hour and reach those speeds in only a couple of seconds. Using first person view goggles allows me to see what the camera sees on-board the drone. The close and unique angles I can achieve opens many opportunities for action sports filming. Being crowned World Champion was an amazing experience that has allowed me to transfer many of my racing skills into fast aerial filming'. This teen is a drone pilot extraordinaire...



*The Mountain called. A glance at airline passenger lists in the days prior to the Bathurst 1000 revealed a number of prominent names that are well known in the MCC ranks - Arber, Hogg, Howard, Spencer, Stanley, Watson were spotted, all on Trans-Tasman flights with the destination shown as Sydney. Can't imagine they were heading there to go shopping. Personal stories will be in the December issue...*

Ooops. In Practice 4 for 'The Great Race' wild card entry Kostecki Brothers Racing suffered a double whammy with their Holden Commodore attacking the tyre barrier at Griffins Bend and the Stewards emptying their bank account of \$5,000 for the incident that brought out the red flag. The car left the pits, turned left up Mountain Straight but failed to turn right at the sweeping Turn 2, a report from Supercars Technical confirmed 'that car # 56 had been released from its pit bay with a rack stop left on the steering rack as a result of which the driver of car # 56 was unable to turn the car to the right'. The Boost Mobile KBR entry had to be repaired following a crash in Practice 2 and the error occurred during the wheel alignment. There was some good news with the bulk of the fine being suspended. A big wake-up call for all the spannermen along pit lane...

What this time. When the cars for the 1000 completed the formation lap and lined up on the grid one was missing, # 56. Surely it couldn't be more mechanical problems? Going over the top of the Mountain the car slowed to halt for no obvious reason, but it was a serious situation. Driver Brodie Kostecki was on the verge of unconsciousness. The problem was a malfunction with the driver's cool box with his helmet fan filling the device with carbon dioxide fumes instead of oxygen. The inside of the car was also filled with CO2 from the dry ice and he stopped the car as he found it difficult to breathe and was on the point of blacking out. 'You just become completely delirious to what's actually going on around you and it was a frightening feeling'. Medical assistance was quickly at hand and Brodie was cleared by the medics to drive later in the race with younger cousin Jake Kostecki starting after a 15 minute delay. For the rookie Bathurst team their debut at the Mountain really was a nightmare as the Boost Mobile Commodore crashed out on lap 113 with Jake at the wheel. After everything that had happened over the weekend they deserved something better. Maybe 2020...



Fairy tale ending tarnished. Scott McLaughlin's victory with French co-driver Alexandre Premat in the Supercheap Autos Bathurst 1000 was the icing in the kiwi's 2019 VA Supercar Championship campaign. It's been a record-breaking year for the driver of the # 17 Ford Mustang so what better time to win 'The Great Race' for the first time at the fabled Mountain. Sadly the controversy over a Safety Car incident and the outcome took some gloss off the Peter Brock Trophy, even though Scott played no personal part and kept his win. Following a hearing into the lap 134 incident involving dubious orders given to team mate Fabian

Coulthard from the Shell V-Power garage, Coulthard, who finished sixth, was demoted to 21st and last classified finisher while the team received a \$250,000 fine (\$100,000 suspended until the end of 2021) and was also stripped of 300 points from the team championship - it's the biggest penalty in Supercar history. The basis of the judgement was that DJR Team Penske had breached the International Sporting Code. The matter will be debated for years...

*A long time between drinks. When Scott McLaughlan took the chequer it marked 25 years since team part owner Dick Johnson won the 1994 Toohey's 1000 sharing the Shell-FAI Racing Ford EB Falcon with John Bowe, the pair narrowly beating the HRT Holden VP Commodore driven by Craig Lowndes and Brad Jones. (That year a young Greg Murphy shared a Toyota Carina in the 2-litre class, finishing 23rd after covering 136 laps). In the Top Ten Shootout Johnson finished P10 after hitting the wall coming out of The Cutting. Johnson won the race three times, the first with John French in 1981 (Ford XD Falcon), the second with John Bowe in 1989 (Ford Sierra RS500). Johnson set the fastest lap of the 1994 race at 2.14.1458, 25 years later Chaz Mostert clocked a record 2.04.7602. That's a difference of nine and half seconds, but think how much the cars and track surface have improved. It's very hard to measure progress...*

A big taste of kiwi. There were four races for the combined grid of the Aussie Touring Car Masters and our Central Muscle Cars, 41 drivers including 16 Kiwi pedallers. In the Land of Oz Steven Johnson is the undisputed TCM King and defeats are extremely rare, his WM Waste/Kubota Ford Mustang was quickest in qualifying and 1.33 seconds quicker than Angus Fogg. Johnson took the checker in Race 1 by 4/10ths in the battle of the fastbacks but from that point it was all Foggy who was at his brilliant best in the wet Race 2 to win by more than 2 seconds. Foggy won Race 3 by 4 seconds with the Chev Camaro of Ryal Harris splitting the two Mustangs. The main event of the weekend was the six-lap Paynter Dixon TCM Trans-Tasman Challenge where each driver received 10 points for starting and 10 points for finishing, but before the lights went out the odds were well and truly in favour of the hosts, 25 cars versus 15, though only the first 15 Aussie finishers points counted. The Ockers were stunned by a NZ trifecta, Angus Fogg in the J A Russell/Thorn Ford Mustang crossing the line 0.247 ahead of Hugh Gardiner's Camaro in a formation finish, the pair being followed home by Andrew Anderson in the Pinepac XE Falcon, the next NZ driver to cross was the line was Michael Wallace (Chev Monza) in 13th position. The all kiwi podium was impressive but when the points were added up Australia had won the trophy by 400 points to 234. To complete his dominance Foggy set a new category lap record and had the fastest speed down Conrod Straight at 304 kilometres an hour. Another reminder that Kiwis CAN fly...





Targa time again. Palmerston North and the central region were involved in the 2019 NZ Targa Rally that celebrated its 25th anniversary and returned to the event's North Island roots. The Targa started in Taupo on 28 October and 5 days later finished in Palmerston North on November 02 visiting places like Otorohanga, New Plymouth, Stratford, Wanganui, Taihape and Dannevirke along the way. Alongside the 'main event' was the traditional Targa Tour for gentleman drivers while a new innovation was the Time Trial run in conjunction with the Vintage Car Club of New Zealand - three groups using the same route. Added into the mix was a two-day regional event that started in Wanganui and headed through the Central Plateau, Rangitikei, Taranaki and Manawatu regions before also finishing the Palmy. Did you know it was happening?

From here, there and everywhere. The Club's membership has continued to grow at a steady rate in recent months. The out-of-town locations always make interesting reading. The club now has its first member from Monaco. Mrs Sarah Hartley, who probably has the most envied lifestyle of any member, apart from husband Brendon. Nice view from their apartment balcony too...

It's all about the show. It's something the Aussies are so good at, it's something that New Zealand generally doesn't understand. The VA Supercar race programme is outstanding with the mix of racing categories and other entertainment for both the spectators and the global television viewing audience, and the organisers never rest on their laurels. An outstanding addition to the programme has been the Pirtek Pit Stop Challenge that began at six events two years ago, grew to eight last year and nine this year with the inclusion of the Sunday race at Phillip Island. All Supercar teams participate with their cars, the crew with the fastest time is awarded 24 points, 23 for second, 22 for third and so on down with the grand final between the two cars with the highest aggregate points. The cars are pushed from the start line by four crew members, two wheel changes are made at the halfway mark using the car's onboard jacking system, when the task is completed they are pushed to the finish line. This year's final was at the Gold Coast 600 with a shootout between the two Brad Jones Racing Commodores of Tim Slade and Nick Percat, it became a real fun affair with Greg Murphy and Mark Larkham (Larko) taking over the 'driver' roles complete with microphones to describe the race and Percat dropping the starting flag. For the record Murph won, got out of his car, high fived his pushers then climbed the mesh fence to acknowledge the crowd. Wonderful theatre and viewing to show another side of the sport. The Pirtek man presented Brad Jones with the Golden Rattle Gun trophy and winner's \$20,000 cheque, the BJR team will be having a big Christmas party. The entertainment factor is what attracts people to a sport. It's about the show...





End of the road. The Aussie Supercar scene will be missing one of its true characters next year following the news that Garry Rogers Motorsport will exit the championship at the end of the 2019 series. GRM's Supercar involvement began in 1996 with a one car entry that expanded to two cars in 1998, the Dandenong Victoria based team achieving its biggest result when Garth Tander and Jason Bargwanna won the Bathurst 1000 in the millennium year (2000). It was GRM who brought Swedish manufacturer Volvo into Supercars between 2014 and 2016 before reverting back to Holden Commodores. It was Garry Rogers who gave many drivers their chance in the main game, the most notable being future championship winners Garth Tander, Jamie Whincup and a younger Scott McLaughlin who became a household name during the Volvo programme. It's not good news for the Supercar careers of Kiwis Richie Stanaway and Chris Pither though, however Chris will remain with GRM as part of their TCR campaign where he drives a Renault Megane RS. The colourful Garry Rogers has been involved with Australian motorsport for over 50 years and the 74 year old will now concentrate on the team's TCR and S5000 programmes, remembering S5000 is the category that Rogers developed and his outfit produces the new generation V8 open-wheelers. His is a face that will be sorely missed in the Supercar pit lane...

*Something for free. Kiwi motorsport fans will be pleased with the news that a new prime time programme will be screened on a weeknight following a premier event. Starting in mid-December the two hour free-to-air show will be on the Prime channel and cover major events in our country with race highlights, interviews and other stories. With Sky Sport broadcasting the Virgin Australia Supercar Championship, NASCAR, MotoGP, FIM Superbike World Championship, Indycar, British Superbikes, the Bathurst 12 Hour and the Murphy/Mclvor Sky Speed magazine show, fans preferences are well catered for, add Spark Sport for Formula 1 and the World Rally Championship and the picture is complete. Unfortunately Sky Sport and Spark Sport aren't free-to-air...*

The ultimate acknowledgement. Following the Bathurst 1000 controversy a week later one of the Shell V-Power team owners was at 1600 Pennsylvania Avenue in Washington DC, the address of the White House. Roger Penske, businessman and founder of one of the world's most successful motorsport teams, received America's highest civilian honour from President Donald Trump - the US Presidential Medal of Freedom. After a short but successful racing career, he built a car dealership into the Penske Corporation and formed Roger Penske Racing in 1966. Cars owned by Team Penske have scored hundreds of victories across the major categories, highlighted by eighteen Indianapolis 500 wins. Penske is a highly successful businessman and philanthropist, his companies employ nearly 65,000 workers around the globe and he has spent a great deal of time and money in an endeavour to revitalise Detroit, the one-time car capital of the world. Roger Penske described receiving the medal as perhaps his most significant achievement - 'To me it means more than any business success or motorsports trophy'. Motor racing followers around the world will salute 'The

Captain' on receiving the honour...



Lucky quartet. The 2019/2020 Best Bars Toyota 86 Championship will see four promising drivers benefitting from scholarships to compete in the coming series. The CarVets programme is one of the sport's biggest scholarships, running two cars with trailers and pit lane equipment included in the deal, it's been successful too with its drivers winning the championship title for the last three years. The two new scholarship cars will be provided by TOYOTA GAZOO RACING New Zealand. Each of the four scholarship winners will receive a season long lease on one of the Toyota 86 cars that's each worth \$20,000 plus GST, the on and off track test programme took place at Pukekohe Park on 30 October. The six round championship starts at Pukekohe (29 November), goes to the South Island for rounds at Highland's Motorsport Park and Teretonga Park, then returns across the Strait for the NZGP meeting at Manfeild Circuit Chris Amon, onto Hampton Downs with the final round on the support programme for the Virgin Australia Supercar meeting at Pukekohe in April. What an opportunity to advance the careers of the four winners...

History like no other. One of the great things that F1 owners Liberty Media have done for older fans is running historic Grand Prix car demonstrations at selected races, oh the nostalgia. At the Japan round the chosen car was the Honda RA272 that scored the manufacturer's first F1 win in the 1965 Mexican Grand Prix driven by Richie Ginther. The laps gave Max Verstappen his first taste of old school F1 racing, 'I think the oldest car I had driven before was from about 2008. It's quite different but I really enjoyed it. The pure emotion from the engine and the car itself was incredible. I didn't even fit properly in the car! But it was an amazing experience for sure'. The RA272 was powered by a transversely mounted 1.5 litre V12 engine that revved to 11,000 and video footage revealed that Max wasn't afraid to nudge the red line occasionally! What a car...



Benched. Kiwi driver Richie Stanaway was stood down for Sunday's Race 27 at the Gold Coast 600 by GRM boss Garry Rogers. The reason? He didn't attend the morning fan merchandise autograph session. Stanaway was replaced by GRM's Dunlop Super2 driver Dylan O'Keefe who had to borrow Chris Pither's race suit to take part in qualifying! He did the entire session in the #33 Boost Mobile Commodore to gain experience in a Supercar, then started the 300 kilometre race from P24 (last) on the grid. The 21 year old had the car as high as 16th before handing over to Chris on lap 35 who brought the car home in P18, two laps down. In Saturday's Race 26 the Stanaway/Pither combination finished 23rd four laps down. As for Stanaway's future, it's a wait and see...



VIP visitor. At the Gold Coast 600 a special guest of DJR Team Penske was Edsel Ford II, great grandson of Henry Ford and a Director of the Ford Motor Company. Definitely not among the highlights of his visit would have been seeing the Ford Mustangs of Chaz Mostert and Scott McLaughlin being written-off in spectacular high-g crashes during qualifying sessions. As if that wasn't bad enough Red Bull Holden finished 1-2 in both races and on Sunday 'The General' claimed 1-2-3-4. Mixed memories then...

Seriously scary. Scott McLaughlin's Race 27 qualifying crash was huge. The ADR is his car recorded an initial 31.5 G (cumulative) impact followed by a second 42.7 G impact. The car was deemed a write-off because the impact shock went right along the chassis rails with other key components of the safety cell also being damaged. Parts were strewn along the track but one of the shock/spring units landed on the balcony of a track-side apartment several levels above the track. Fortunately the occupants weren't outside enjoying a quiet morning coffee at the time! The Bathurst 1000 winning # 17 Mustang was destined for a new life with Roger Penske, it will need a very comprehensive rebuild before 'The Captain' takes delivery...



A new angle. While the Supercars were at the Gold Coast the MotoGP bikes were at Phillip Island for the Australia Grand Prix. Five time World Champion Marc Marquez won a dramatic race but one of the biggest talking points of the weekend was the Repsol Honda rider setting a new 'lean angle' record. Earlier in the year Marquez cranked his Honda over to 66 degrees at the Sachsenring circuit, then in a private Honda training session he defied gravity by taking a turn with his bike at a 68 degree angle. During weekend's tyre testing session at Phillip Island Marquez made the save of the year after reaching a 70.8 degree lean angle. Clear evidence were the tarmac marks on his leathers. That's braver than brave...



**ALPHATAURI**

RACEFANS

Scuderia Toro Rosso, the second of Red Bulls Formula One teams and the team that gave our own Brendon Hartley his second chance at the big time, is no more. No, the team that started life as Minardi before becoming STR in 2005 haven't left the circus, but as of 2020 will be known as Alpha Tauri after a name change was approved recently. What's in a name you may ask?? Well Alpha Tauri is the Red Bull fashion brand, established in 2016 and named appropriately after the giant red star of the Taurus constellation, so the new moniker is designed to extend the Red Bull reach to the public.

Fancy owning one of the last of the fire breathing Group B rally monsters?? The Lancia Delta S4 that Henri Toivonen took to victory on the 1985 RAC rally is coming up to auction, with an expected price tag in the region of \$1.5 million. One of 28 made it features the 550 hp turbo AND supercharged 4 cylinder engine, 4WD, a spaceframe chassis and 2 piece composite body, and is considered the ultimate Group B car by many. There certainly wasn't much Delta left except for the general shape by the time the Turin team had



finished. Tragically it was the death of Henri and co-driver Sergio Cresto in one of these machines that led to the mid-season ban of Group B in 1986.

*Is Ferrari cheating or have they found a cunningly ingenious way around the rules that is borderline but considered legal ?? Pit lane gossip has it that the improved engine performance of late is due to the use of an oil cooled intercooler to cool the fuel before it enters the combustion chamber which “inadvertently” leaks oil to aid the combustion process. There has been plenty of finger pointing but so far no-one has been game to pay their money and make the accusation formal so it can be investigated, unlike Renault who have been caught out after an official protest .....*



Callum Crawley did himself, the MCC and New Zealand proud when he competed at the World Formula Ford Festival at the Brands Hatch Circuit in England on 26/27 October. In his Heat Callum started from 7th on the grid and finished 5th which put him a good grid position for the first Semi Final where he converted grid 8 to 6th when the chequer fell. The Top 30 drivers make the Final. Facebook – “I started from 11th, made some places up and was looking quite strong in the early stages, but unfortunately the throttle stop vibrated loose and unwound so I kept getting less and less throttle as the race continued. I decided to come into the pits as the leaders were coming around behind me so I made the decision not to impeded their race. An unfortunate end to a great weekend, and not the result I would have liked, but nothing we could have done about it! Much was learned and the experience was absolutely incredible!” Callum will tell his story in the December issue...



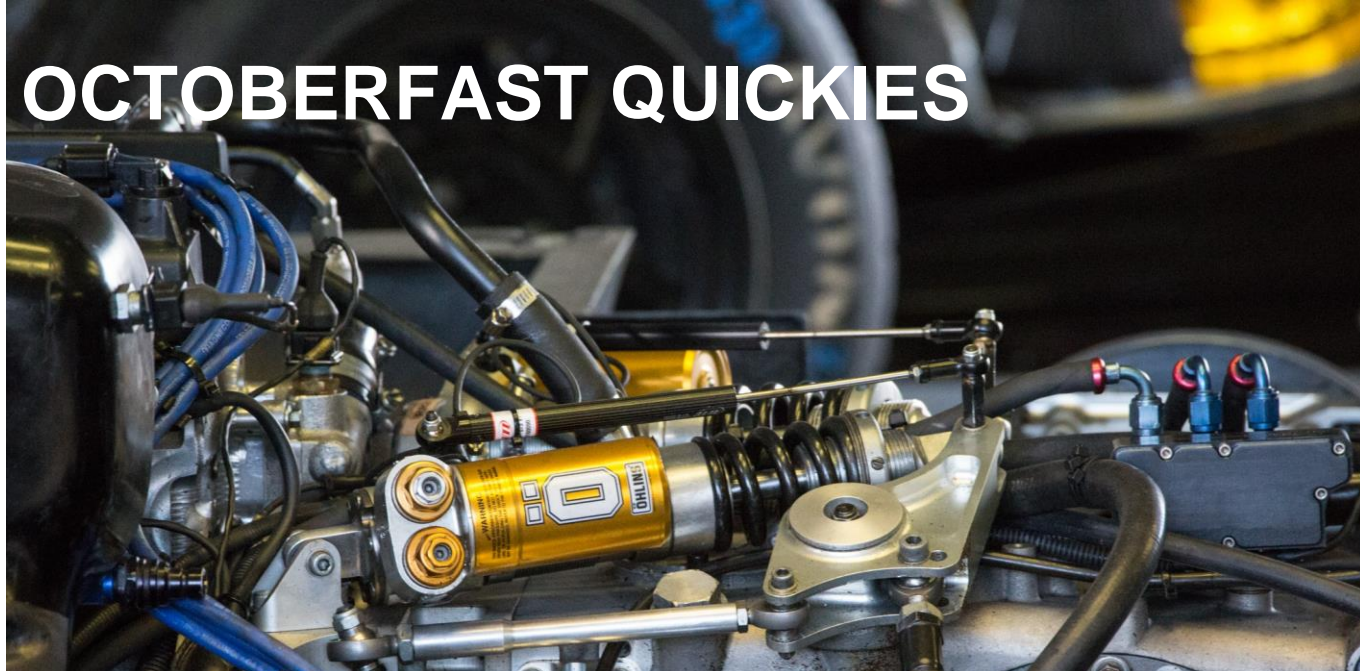
## DID YOU KNOW ?

Not only can you renew your membership, or pay for MCC events via our website but you can also

- **select** something for yourself or a loved one from our high quality clothing range
- **show** your support with decals and number plate surrounds
- **purchase** a gift card for that “hard to please” person in your life
- **grab** a fire extinguisher for your pit area or refueling spot at a huge discount
- **procure** a new transponder bracket for the one broken in that huge off
- **and** even get EBC brake parts at a great price ( to help stop those offs !! )

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# OCTOBERFAST QUICKIES



The meeting delivered its promise. The stats - 194 entries, 15 classes with Mini Super Challenge / Khumo Pre-65 and SS2000 / K-Sports Sedans grouped together, 12 qualifying sessions, 37 races. Both days started on time and finished ahead of time, on Sunday the last race of the weekend actually finished five minutes ahead of its scheduled start time...

*The pits overflowed to include a major portion of the Stadium Car Park. Each category had its own designated area, great work Jeff Braid sorting it all out with a drawn plan. All very colourful and the lanes to the dummy grid worked a treat...*

There was contrasting weather on both days. Saturday afternoon's rain was accompanied by very strong winds. Not a nice day for the drivers, crews and V-Force workers. Sunday looked threatening in the morning but improved as the day progressed with a dry track bonus...

*The handicappers were right on their game in several races. The Central Muscle Car Handicap was sensational with Dean Perkins moving through the 19 car field from last away to take the checker after giving 45 seconds to the first car away. Then he was pinged 10 seconds for jumping the start. P1 became P9...*

Both national open wheel classes (Formula Ford and Formula First) produced outstanding close racing with good fields in each of their races, a very good omen for their respective championships. Lots of lead changes and overtakes, just what we all want to see...





Unlikely stars of the weekend were the crash/rescue teams. Their recovery of cars was fast and efficient with the retrieval of Andy Knight's CMC Oldsmobile Starfire a daunting task as the re-arranged Turn 1 tyre barrier had to be reinstated. Their work was critical to both days meeting the tight time schedule. They deserved their beers and bangers...

The final race of the meeting produced what is possibly the closest ever finish in Manfeild's 46 year history. The NZ6 Holden Commodores driven by Matt Griffith and Scott Prujean crossed the line separated by 7/1000ths of a second. Both cars appeared to be on their rev limiters out of Turn 7 to the flag...

Three hours after the racing ended Callum Crawley was on a flight to Auckland to connect with his flight to England to compete in the World Formula Ford Festival at the Brands Hatch Circuit. He left the circuit knowing that he was in very good form. Fastest qualifier, that was converted into a win in Race 1, a very close second in Race 2 and fifth in Race 3 after an 'off' at Higgins on Lap 6. The points haul moved Callum up to second in the ITM NZ FF Championship...

Full report in the December issue...

RH







Since taking up my new position with Manfeild Park Trust at the end of September, I have been impressed to see members of the Manawatu Car Club so actively involved in many of the circuit-based activities in a variety of valuable voluntary roles.

Volunteers are the backbone of sport, recreational activities and events at local and national levels. The MCC is in great heart as a very successful organisation with a growing membership. The community is most grateful for the ongoing support MCC members provide to further motorsport in this region. Thank you for the amazing role you play in this respect, particularly as community volunteers.

As many of you might know, my association with Manfeild Park goes back some time, through some of the significant bidding opportunities I have had the opportunity to be involved with but moreover as a passionate spectator and volunteer. Together with my family, we do enjoy the wide range of events that continue to be held at Manfeild and in Feilding.

We are keen to grow and develop the breadth and depth of activities that are held on the Park. We are fortunate to have expansive grassed areas in addition to the stadium and the circuit options and it is our intention to be creative and proactive in attracting new business. In doing so we are keen to enter into collaborative partnerships where the community will also benefit. One example of this is the new 4G cell tower recently erected towards the back of our main stadium carpark. Not only will this cell tower provide increased technology benefits to our Manfeild Park users, but it will also strengthen local connectivity within our community.

Our National Driver Training Centre project is also gaining momentum. We see this presenting valuable opportunity to young people and industry in the wider region. I look forward to keeping you updated as we start our new build on the far side of Circuit Chris Amon, within the circuit extension.

My aim is to keep the community updated as this facility develops so any groups are welcome to contact me if they are interested in hearing more about these developments.

Kathy Gibson



# Manawatu Car Club Memberships expired 30<sup>th</sup> September '19

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

It's easy to renew, just go here:

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



## COME RACING WITH US!





On the second weekend of October Brendon was back in the Land of the Rising Sun, a country with strong memories from his days driving in F1 with Toro Rosso, the most lasting being from his close relationship and friendships with the Honda engineers, and the Japanese fans to whom he was a rock star.

This occasion was very different to last year, he was driving for Gazoo Racing Toyota in Round 2 of the 2019/20 World Endurance Championship at the Fuji Speedway with its 1.5 kilometre long straight.

Following the 1-2 result in the opening WEC round at Silverstone, for the first time handicap penalties were applied to the TS050 Hybrids with regard to boost, fuel energy performance and fuel permitted per stint being reduced - for the # 7 car that won at Silverstone the measures resulted in a 1.4 second lap time penalty, for Brendon's # 8 car a one second penalty. This was all new so it meant a busier than usual time for the team analysing the implications and searching for the optimum car set-up. Practice would reveal the fastest lap set by the # 8 car was 1.65 seconds slower than last year's fastest lap in similar conditions!

The # 8 car shared by Sébastien Buemi, Kazuki Nakajima and Brendon topped the time sheets in all three practice sessions. In FP1 the two Toyotas were split by the Gibson V8 powered Rebellion, in FP2 the # 7 was only 5th quickest, the car having spent time in the garage in both sessions, first with a precautionary check of a hydraulic component, in the second session with floor damage following a kerb strike. FP3 ended with the two Toyotas split by 2/10ths with the Rebellion a further 3/10ths back.

Brendon - *'It was good day and we got through our programme efficiently. It's nice to be back in Fuji, particularly as a Toyota driver in Japan for the first time. We saw plenty of the Toyota Gazoo Racing fans and we really feel their support. We finished the sessions the fastest but it looks very tight now thanks to the success handicap'*.

Co-driver Nakajima commented - *'We have been working hard on the car the car in terms of set-up and*

*systems. It's tricky because our two cars have different energy levels due to the handicap system. We have less fuel and boost compared to Silverstone and this significantly changes the balance of the car, we need to prepare new set-ups for the energy allocation and do our best'*.

The WEC Qualifying format saw Brendon and Nakajima out in the number # 8 car, setting fastest laps of 1.25.205 and 1.24.822 respectively for an



average 1.25.013. In the # 7 car Jose Maria Lopez (1.25.639) and Kamui Kobayashi (1.25.125) had an average that was 8/10ths slower to complete back-to-back Toyota front row lockouts. The Rebellion was 0.876 adrift and would share Row 2 with the leading Team LNT Ginetta.

Nakajima - *'That was something we had to achieve. We were scared about the Rebellion because they'd been quick, we thought they would be quicker than us, it was bit of a surprise. We see rain forecast for tomorrow, it'll be a big challenge. The scary bit is changeable weather, it can be a lottery'*.

Beumi started in the # 8 car and in the early laps had a great scrap with the Ginetta that made a great start from P4, more interesting was the # 7 Toyota losing out to the Rebellion through the first corners. Following the first Safety Car intervention, on four consecutive laps Kobayashi overtook the Rebellion at the end of the lap only to be repassed before Turn 1 because of the Rebellion's 40 km/h top speed advantage, a consequence of the fuel and hybrid boost restrictions. After a period the two TS050's established themselves at the front and steadily stretched their advantage.

At the two hour mark Brendon was at the wheel when light rain started, an hour later the track became too slippery, 60 minutes later both cars switched to intermediate tyres with Nakajima taking over the # 8 car. When conditions improved enough to revert back to slick tyres the Japanese driver led by a minute, that was halved when he incurred a drive through penalty for exceeding the pit lane speed limit.



Beumi drove the final 90 minutes in the 60th WEC race, the gap between the two leaders remained stable and at the finish it was 33.955 seconds with the Rebellion two laps behind in third. The result marked Beumi's 16th outright WEC victory, Nakajima's 4th win in his home race while Brendon stood on the top step of the podium for the first time as a TOYOTA GAZOO RACING driver.

The respective fastest lap times revealed that the winning Toyota clocked a best 1.26.657 (189.6 km/h), the Rebellion 1.27.238 and the #7 Toyota 1.27.353.

Following the team's second one-two finish the 'success handicap' will be increased on both cars for Round 3, the shorter 4 Hours of Shanghai on the 10th of this month, they will have identical penalties as they have equal championship points.

Brendon Face Book - *My first victory with toyotamotorsportgmbh and new team mates. Arigato!!*



For Brendon it was from the TS050 stimulator at Fuji back to the Maranello simulator to play his role in Scuderia Ferrari's preparation for the Japanese Grand Prix at Suzuka.

As if that wasn't enough to keep the Kiwi busy there was a call from Jay Penske reminding him to join team mate Nico Muller for testing the GEOX Dragon racer at the Valencia circuit as the team prepared for the opening round of the ABB FIA Formula E Championship in the Saudi Arabian city of Diriyah on the 22nd of this month.

All 24 drivers and 12 teams were in Spain during the third week of October and the time sheets were extremely interesting. The two GEOX Dragon drivers were impressive, at the end of the second day Nico Muller was fifth fastest with a best 1.15.515, Brendon was seventh quickest after clocking a 1.15.592 lap. By way of comparison the experienced Mitch Evans who begins his fourth season in Formula E was ninth for Panasonic Jaguar Racing - the times were close with the fastest 21 drivers covered by just a second.

There were another two sessions on the third and final day, Muller ran a 1.15.198 to be third quickest, Brendon's best lap was fractionally slower than the previous day at 1.15.682 but was less than 6/10ths behind the fastest time, that put him 14th on the time sheet, just 0.188 outside the top ten. Evans improved to P5, and to illustrate how competitive the category is defending champion Jean-Eric Vergne was ninth fastest and only 2/10ths quicker than Brendon.



Twitter - 'Good vibes after 3 Days testing in Valencia. Really pleased with how it all went, and how much @geodragon are fighting for it. We are almost ready for @fia formulae rd 1 in Saudi'.

Looking at the two new teams, the TAG Hauer Porsche drivers were 16th and 22nd, Mercedes Benz EQ 17th and 21st, but all four cars were within a second of Maximilian Gunther who topped the times (1.15.087) driving for BMW i Andretti Motorsport.

All the teams left Valencia with lots of data to analyse before they head to Saudi Arabia when history will be made, for the first time New Zealand will have two drivers on the Formula E grid.

The month of October ended with Brendon back in red and back in the Ferrari simulator for Round 18 of the F1 World Championship, the Mexican Grand Prix. Our man leads an extremely busy life in the fast lane...

RH



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# PARTING SHOT



As we have been featuring Callum Crawley and his Formula Ford title quest, plus a trip to England, here is one we prepared earlier!! Shane Higgins, 1986/87 New Zealand Formula Ford Champion. Not only did Higgins build and maintain Manfeild, they made sure they used it too.

