

Manawatu Car Club Inc

MAGAZINE

January 2020



Something for Everyone



Happy New Year one and all. May the year 2020 be everything you seek, may your motorsport vehicles multiply to fill your garage space, and go faster, and may all our race weekends be fine and sunny. I hope you have all enjoyed a break from the usual work routines and have spent time with family and loved ones over the festive season. We, as a club, have another pretty full on year planned (see the updated calendar) with plenty to keep you all busy, so let's make it another year to remember for all the right reasons.

It's no secret that there has been some discussion at the Committee over the level of support for the Track Day series and what we can do to re-invent the concept, if indeed it even needs re-inventing. The findings that it was the best value for money and best run event (in that it gives the maximum amount of track time for participants at the least cost) of the several track days run at Manfeild came as no surprise – after all we have the best V-Force in the country. What puzzled was that many people were unaware of its existence, pointing to either a failure of our marketing or an issue with the naming and image. With continued support from Transpec and GT Oils we would very much like to grow this aspect of the Club's arsenal as it provides an ideal taster for anyone wanting to try out the circuit and a low-cost lead into the bigger club race meetings. So look forward to a possible rename and a better marketing campaign for what is an awesome way to experience Manfeild : Circuit Chris Amon, and remember to tell all your friends to come and join us, they will be pleasantly surprised at just how good these events are.

I heard a fishy story the other day on the yard. I was talking to a client about their previous cars and he was telling me about a Laser Sport that he had bought new, enjoying it for many, many years, teaching the kids to drive in it before it eventually became a farm hack lugging hay bales around and finally ending its days at the speedway in a demo derby. Somewhere along the way he took it to New Plymouth on a fishing trip. Problem was, he snagged a marlin while out on the briny. How to get it home in one piece to be able to brag to his mates, because they'd never believe it without proof, would they? Easy. Fold the rear seats down, recline the passenger front seat right back flat, stick the big fishy thing in through the boot, open the passenger window enough to allow the bill to poke out, bungee the tailgate down with the tail hanging out, and off you go. Seems he got all the way home to rural Manawatu without being stopped but with some incredulous looks and lots of finger pointing and horn tooting. Seriously I had tears in my eyes as he told the story, and he swore it was straight-up true!!

Reminds me of a trip from Palmerston North to Levin in my Escort with 7 people cosied up inside. Changing gear involved a very delicate and intimate interaction with my girlfriend!!

As I look back on 2019, there are a few people I would like to thank. To all that have contributed to the magazine, a heartfelt thank you, you provide the words and inspiration that I can glossy up to make what I hope is an enjoyable read. To Russell Harris in particular, you are a marvel. I know the effort it takes for you to consistently provide the copy you do, and I cannot thank you enough. Without your contribution the magazine would be a very slim thing indeed. To Richie and the committee thank you for providing the governance, leadership and values that continue to make this Club such a great (growing) group to belong to. To Jeff and our V-Force who consistently put on the best race meetings in the country, very well done and thank you. It's often a thankless task especially when you cop it from an irate competitor in the heat of the moment, however without you NOTHING would happen. And lastly to all our competitors, thank you for being such an inclusive, fun bunch of blokes and blokesses. Let's make 2020 rock!!

That's it from me this month. Keep the rubber side down

TW

GOODBYE 2019

HELLO 2020





JANUARY 2020

- Saturday 18th Marshalls and Volunteers Day
- Sunday 19th Mitre 10 Mega Summer Race Series Round 2
- Saturday 31st Drift Practice Day (Main track)



FEBRUARY 2020

- Saturday 1st February Fugu Drift Practice Main Track
- Friday 14th NZ Grand Prix test day
- Saturday 15th NZGP Day 1
- Sunday 16th NZGP Day2
- Friday 28th February FlatFoot test day
- Saturday 29th February FlatFoot Leap Day 1



MARCH 2020

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

APRIL 2020

- Saturday 4th Transpec / GT Oil - Manfeild Open Day
- Sunday 5th Mitre 10 MEGA Summer Race Series Round 4 (Final)
- Saturday 18th Mitre 10 MEGA Summer Series Prizegiving



MAY

- Saturday 5th Alfa May Madness
- Saturday 16th Drift Tutoring Main track



JUNE

- Saturday 6th MCC Test Day
- Sunday 7th Feilding Auto Electrical Winter Race Series Round 1
- Friday 12th North Island Endurance Race Driver Series practice day
- Saturday 13th North Island Endurance Race Driver Series Round 3
- Sunday 21st Transpec/GT Oils Manfeild 4.5km Bent Sprint
- Saturday 27th Drift Practice Main Track



JULY

- Saturday 4th MCC Test Day
- Sunday 5th Feilding Auto Electrical Winter Race Series Round 2
- Sunday 19th Transpec / GT Oil - Manfeild Open Day



AUGUST

- Saturday 1st MCC Test Day
- Sunday 2nd Feilding Auto Electrical Winter Race Series Round 3
- Sunday 16th Back Track Autocross
- Saturday 22nd Drift Tutoring Main Track

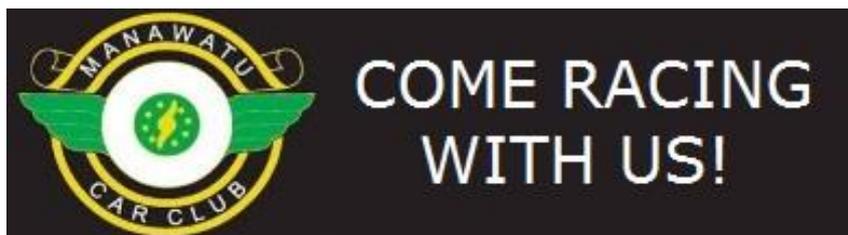


SEPTEMBER

- Saturday 12th MCC Test Day
- Sunday 13th Feilding Auto electrical Winter Race Series Round 4
- Saturday 19th Feilding Auto Electrical Winter Series Prize Giving
- Sunday 20th Transpec / GT Oil - Manfeild Open Day

OCTOBER

- Saturday 10th Drift Tutoring Main Track
- Friday 16th Manfeild Test Day
- Saturday 17th OctoberFAST! Day 1
- Sunday 18th OctoberFAST! Day 2



NOVEMBER

Sunday 8th Transpec / GT Oil - Manfeild Open Day
Friday 15th MG Classic Test Day
Saturday 16th MG Classic Meeting Day 1
Sunday 17th MG Classic Meeting Day 2
Saturday 21st ShowVember



DECEMBER

Friday 4th Manfeild Test Day
Saturday 5th NZ Superkarts Nationals
Sunday 6th Mitre 10 MEGA Summer Race Series Round 1

Manawatu Car Club 72nd Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms
120 Kawa Kawa Road, Feilding
Wednesday, 26th February 2020 @ 7.30 pm sharp.

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

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 14th January 2020.

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

Come and join us for the first Track & Yak of the new decade, so why not pop down and have a chat about what is happening on and off of the track!



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



Welcome to a new decade, 2020 is here! I do hope you all had a wonderful Christmas and New Year's and you got time to spend with loved ones.

And just like that, one became two...

No I am not talking about having another Race Car join the stable, although there are some bloody good buys out there at the moment, I am talking about the little bundle of joy that came into the world at 7.30am on the 2nd January 2020. Emily Valerie Arber came screaming (literally) into the world at a great rate of knots... as if she knew there was a sale on at Supercheap!



Lydia did an awesome job and because she had kept herself fit throughout her pregnancy (more running around after Jack than anything 😊) she bounced back really quickly and looked like she hadn't even gone through labour, she was ready to head home only a few hours later, which we all did. We sat at home that night after Jack had gone to bed and Emily was asleep on me and laughed at how quickly life can change...

Emily was not the only change we had early in the New Year. After just over 18 years I left TR Group on the 5th January. As you may have already read in previous magazines I have been looking for something else to do as I needed to have a change. Since then I have been approached by a few companies with varied roles, which I have found very humbling indeed. One of the roles fitted my new "family first" lifestyle as well as my skillset, and my nature, more than the others so I will be staying in the transport industry as an Executive Office for the National Road Carriers (Inc), have a look at their website for further information www.natroad.co.nz if you would like to know more about them. The

position will see me provide advocacy, representation and business support for those who choose to make a living in the road transport industry. From my point of view I get to give back to, and support, an industry that has been very good to me for some 35 years now... that and I get to keep working with a lot of people that I have known for most of those 35 years.

On the Manawatu Car Club front we have a huge year ahead, possibly the biggest the club has seen. The number of events this year totals 45 days, which is massive. There is a resurgence in the number of Drift

Events being held this year, this really pleases me as this side of the club suffered last year when we were unable to utilize the back track due to the National Driver Training Centre working out what they were doing and we had no front track dates available to us when those back track dates were cancelled.

The other thing we have had a close look at are our Track Days, these weren't working to the capacity that they should have been working to, so we are going back to the future with a rebranding to "Manfeild Open Days" and there will be a change in the days format. Our good friends at GT Oil and Transpec Services Ltd are back on board as the joint sponsors for these "Open Days".

If it ain't broke, don't fix it...

The Feilding Auto Electrical Winter Race Series and Mitre 10 Mega Summer Race Series remain the same with only some minor tweaks. Our focus is to make it easy for you the competitor to enter, turn up on the day knowing exactly what to expect, and go racing... it is all about keeping it simple! Part of keeping it simple is that you can enter all of our events through our MCC website, no more MSNZ Possum system for us, just go to our website and enter on line, it takes only a few minutes.

In fact you can try out our website entry system by entering the next round of the Mitre 10 Mega Summer Race Series. The second round is on Sunday 19th January 2020, which is Wellington Anniversary weekend. Entry Fee's start at a low \$125 (for MCC Members) for the RS Cup, so why not start the year off with a weekend of racing.

MITRE 10 MEGA

PALMERSTON NORTH

SUMMER RACE SERIES

Round 2 – Manfeild – Sunday 19th January 2020

I am really hoping to be at this round as a competitor as I missed the first round, I was there as a spectator and volunteer but missed getting behind the wheel unfortunately due to just too much going on. This time I really have no excuse, the car is all ready to race (it just needs a quick wash) and so is the driver (probably needs the same quick wash) so I will see you all on the 19th January. Remember we have a BBQ and a few drinks at the end of the days racing in the Refueller Bar, anyone is welcome to attend this BBQ, and in fact we encourage it as it is a great chance to mingle with other competitors and to get to know our great V-Force Team, so with Monday being a holiday for many why not spend half an hour or so and come say "hi".

I look forward to seeing you all there...

Richie

MITRE 10
MEGA

MITRE 10 MEGA Summer Series

FOUR-ROUND CLUB RACE SERIES AT MANFEILD

FREE SPECTATOR ADMISSION

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



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.

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info@manawatucarclub.org.nz

www.manawatucarclub.org.nz

Supplementary Regs and Entry Forms available on website



MITRE 10
MEGA





CLUB MEMBER OF THE MONTH

NAME: Phill Dravitski

BORN: 23 July 1963 in New Plymouth (which I know makes me not young anymore)

OCCUPATION: Managing Director

RACE CAR: HOLTEZZA – A Toyota Altezza with a Holden Supercharged V6 engine. Also have a racing lawnmower for fun

EVERYDAY DRIVE CAR: Holden Equinox and Redline SSV Holden Ute

DREAM CAR: Aston Martin

YOUR BEST MOMENT IN MOTORSPORT? Winning the NZ Super Sedans 2 series and knowing I beat an ex V8 supercar to do it.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? I won't tell you what I really wanted to be when I was really young, but I can tell you that I wanted to be an electrician when I was early teens until I turned the entire street's electricity off one night with some shoddy wiring I was doing in the bedroom. Then when I realized being an electrician might not be for me I wanted to be a big rig driver.

IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE? My dad. Karen my wife. Scott McLaughlin.

WHO WOULD YOU PLAY IN A MOVIE? Al Bundy.

THREE WORDS THAT BEST DESCRIBE YOU... Not fat anymore

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

Holden Torana SLR 5000. Why:

- 1) Because I am aged much like the Torana.
- 2) They don't make my model anymore.
- 3) Sometimes, much like the Torana I show my age and other times I scrub up OK.
- 4) I can still keep up with other traffic around me but sometimes get a bit much blow by and run out of puff.



WHAT IS YOUR SECRET VICE? Coke Zero.

PEOPLE WOULD BE SURPRISED TO KNOW THAT... For a man well known to have little patience I spent 5 years building a model railway that fills a 6m x 3m room.

FAVOURITE QUOTE... "Shit happens" (and I have to say if shit is going to happen around a race car it is normally on or close to my car so be careful parking close to my race car)



Manawatu Car Club Memberships expired 30th September '19

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

It's easy to renew, just go here:

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



COME RACING WITH US!

GRID TORQUE



Top recognition. Our man Brendon Hartley has been inducted into the FIA Hall of Fame following last month's ceremony at the FIA Headquarters in Paris that recognised the World Endurance Champions. Earl Bamber was also present, that takes the number to three New Zealand drivers who are celebrated in the FIA galleries. The other is 1967 F1 World Championship Denny Hulme. It doesn't get better than that...



Insulting language. At the Motorsport NZ Premier Championship meeting at Pukekohe Park Raceway at the beginning of last month people kept referring to Andrew Stewart's Gaerte powered Datsun as a Ford Escort! Obviously car identification wasn't one of their strong points...

Good days at the office. At the same meeting MCC members enjoyed considerable success, though the V8 Utes didn't seem quite the same with Geoff Spencer missing from the grids. Twelve cars lined up in Formula First that was dominated by Chris Symon. Fastest in qualifying his score card read 1, 3, 1. Impressive. Running under the Motorsport International banner has done wonders for Justin Allen's Toyota 86 campaign. The Battery Town car was 8th quickest in qualifying and that was backed-up with placings of 6th, 8th and 6th, in Race 3 Justin crossed the line only 3½ seconds behind the winner. In the TradeZone GT1/GT2 category Cameron Jones was Q2 and won the opening race, Struan Robertson was Q9 with a highest placing of 5th in Race 2. Sixteen cars was a good field in the TradeZone GT3/GT4 classes with two MCC runners. Jason Feck qualified P8, was 6th in Race 1, 9th in Race 2 but a DNS for Race 3. Andrew Stewart missed qualifying before finishing the day with a 7, 8, 11 score card. Well done gentlemen...



Passport has been out again. The club's esteemed motoring scribe's final trip of the year was to Austria and Spain courtesy of Mercedes-Benz. Richard Bosselman is also a member of the New Zealand Motoring Writers Guild who had the enviable task of selecting their 2019 Car of the Year, when the voting was completed the



winner was unveiled on 'live' television. It's our country's most prestigious, longest running and important industry award - the 32nd winner of the NZMVG COTY was the Jaguar I-pace all-electric SUV. Mr B also did an outstanding interview with Greg Murphy about his life with Holden that appeared via 'Stuff'. As for his Mazda MX5 racer, it remains in rebuild mode but solid progress is being made. That's good news for the big fella...

Truly international. There are six drivers in the current Gazoo Racing Toyota WEC line-up and they represent five countries. In the # 7 car are Mike Conway (England), Kamui Kobayashi (Japan) and José María López (Argentina). The co-drivers in the # 8 car are Sébastien Buemi (Switzerland), Kazuki Nakajima (Japan) and Brendon Hartley (New Zealand). Motor racing, bringing countries together...

Where are they now? Remember Gavin Halls? For three years (October 2014 - December 2017) the English farrier and racing driver held a number of roles at Manfeild, initially he was the Business Development Manager, later becoming involved in a driver training programme. Gavin was also the man who drove people in the unique 'Manfeild T2 Experience' that was hot laps in a modified 2-seater FT40 TRS open-wheel race car. After leaving Manfeild he became involved at the Bahrain International Circuit with dual roles, Assistant Manager Track & Fleet and Head Driving Instructor. At the recent WEC round he was seen in race control. Manfeild to Bahrain, that's a very big step...

Bargs is back. Jason Bargwanna won the 2000 Supercheap Auto Bathurst 1000 with Garth Tander, the pair sharing the Garry Rogers Motorsport Vavoline Commodore. He became a regular competitor in this country when he contested the BNT V8 Series in a Toyota Camry before 'retiring' at the end of the 2017/18 season. Now the 47 year old is returning to the track with GRM to drive the teams recently acquired Peugeot 308 in the Australian TCR Championship. 'I've been involved in motor racing for a long time, and TCR has lit the fire inside me. There is so much energy and hype and genuine excitement around the category. It's a category that makes sense and I can't wait to get back into race mode'. The addition of the 'Pug', that will run under the GRM Customer Racing banner, brings the number of TCR cars in the GRM stable to five, joining two Renault Megane RSs and a pair of Alfa Romeo Giulietta Veloces. Drivers of those cars are listed as TBA, hopefully Chris Pither will be retained. It's now a waiting game...



Hello Hypercars. An exciting WEC era ends at this year's 24 Hours of Le Mans race in June with the 2020/21 season introducing a new generation of supercars. For the past 8 years the LMP1 Prototypes have been the

premier category, they will be phased out and replaced by a new category that will be known as 'Le Mans Hypercars'. Manufacturers can build and enter bespoke designs without homologation requirements or cars based on existing road going models subject to a minimum of twenty road-legal cars being built over a period of two years. There is a minimum weight limit (1,040 kg) and power output will be fixed at 560 kW (750 bhp). Cars that use a hybrid powertrain will be restricted to 200 kW (270 bhp) from the system, while parity between hybrid and non-hybrid cars will be achieved with a 'Balance of Performance' system. Expect some wild creations with manufacturers being given greater freedom with regard to bodywork design. Aston Martin and Toyota have confirmed they will be in on the action, Peugeot will join them in 2021/22 but how many other manufacturers will join the trio is the big question. It sounds exciting on paper, but...

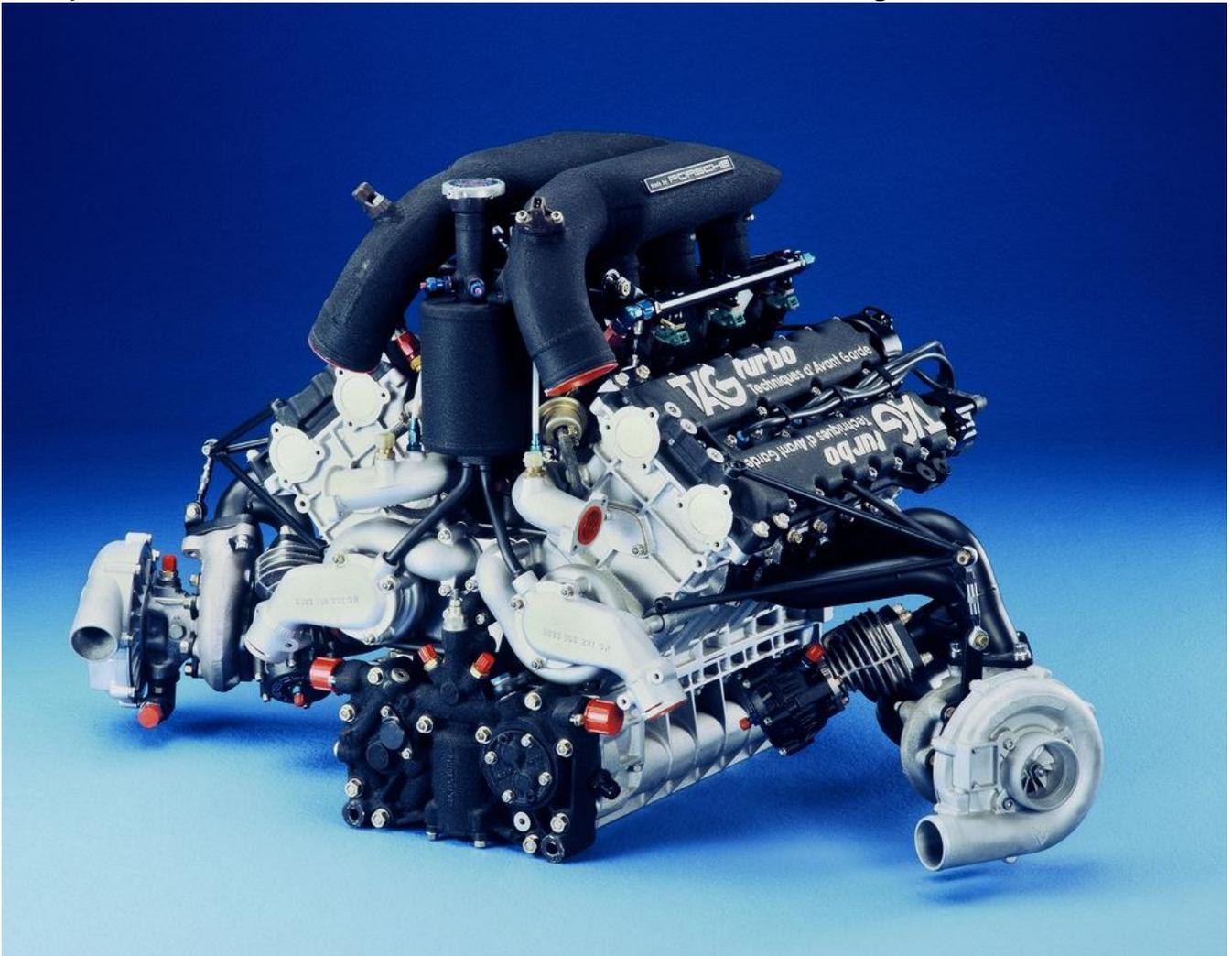
Quick trip to the USA. Last month Ronan Murphy headed Stateside to the Buttonwillow Raceway in California, the purpose of the visit being to test drive a Formula 4 single-seater with Kiwi Motorsport with a view to the young Murph contesting the 2020 US Championship. 'It's been awesome, I managed to log around 200 laps over the two days and posted some strong and I believe competitive times, which will be a big factor in evaluating my plans for the coming year. The United States Formula 4 Championship is looking like the best option for me to pursue going forward in 2020 which could then lead to other US-based championships. The F4 cars are great to drive with paddle-shift, slick tyres along with a bit of downforce and the perfect 'stepping stone' from what I'm in now up to the next categories in future seasons'. Back home Ronan's next outing is this month's Round 3 of the Formula Ford Championship at Teretonga Park. The young fella definitely has the talent...



BT62 wins both debuts. The much hyped Brabham BT62 finally went into race mode when it appeared at the Britcar Endurance Championship finale at the Brands Hatch circuit in the hands of its originator David Brabham and Will Powell. Brabham topped the time sheets by almost two seconds in qualifying after making the bold decision to switch to slick tyres in the changeable conditions. The race was over one hour in wet conditions, when Brabham took over for his stint the car was in 5th place, but despite being restricted to 60% throttle under the 'Balance of Performance' system he regained the lead to score the car's first win on the circuit where his father Jack Brabham won in 1966. The car was shipped to Australia for its debut on home soil at the inaugural 'The Bend Classic' that attracted 45 entries to the South Australian venue. On this occasion Supercar driver Ash Walsh was the man behind the wheel for an event that had an interesting format. Competitors drove on all three of The Bend's circuit layouts with the top two points scoring cars from each class progressing to the Classic Shootout which was a one-lap dash on the 'West Circuit'. Walsh recorded a time of 1.15.02,

beating the Formula Holden Reynard of Brenton Ramsay (1.18.71) and the ex-Alan Jones Williams FW07 in the hands of its owner Paul Faulkner (1.19.27). The first piece of silverware for the BT62 on its home soil and close to where it was created...

Rumours confirmed. Porsche has revealed that they had built a Formula One engine before deciding to move into Formula E. Apparently, the German manufacturer was close to joining the F1 grid before Volkswagen elected to shift the focus to electric power in motorsport. It's been disclosed that when the VW Group's Executive Board commissioned a highly efficient racing engine in 2017 Porsche had not only designed it, they had already built one and the 1.6 litre V6 motor was on the test bench! Apparently, a large number of components and processes were used in their Formula E car that finished second in its first race at Diriyah in November. Porsche back in F1 would have been rather interesting...



Changing roles. Two-time winner of the Le Mans 24 Hour and two-time World Endurance Champion Timo Bernhard has made the decision to retire from driving to become a Porsche ambassador and concentrate on forming his own team. The popular German has explained that Team 75 Bernhard, which he runs in conjunction with his father Rudiger is expanding this year, as well as two Porsche 911 GT3-Rs in the ADAC GT Masters the team plans to run a second car in the GT4 feeder series. Bernhard also plans to establish an in-house karting squad 'to build a nice progression to bring people through from karting'. The 39 year old picked his outright Le Mans victory with Porsche together with Brendon Hartley and Earl Bamber as the highlight of his career. 'I felt like everything came together for that dramatic race. An outright win at Le Mans with Porsche was the last piece missing in my Porsche career'. (Bernhard's first win at the Sarthe circuit was in 2010 when he was on loan to Audi). For Brendon and Earl a great compliment...

A Xmas present from the boss? December brought the long expected news that Scott McLaughlin would be travelling to America to test with Penske Racing, the big surprise was that it would be in an Indycar. 'The Captain' knows a thing or two about racing and this test is an interesting choice when everyone thought it

would be in a NASCAR. So on Monday 13 January Scott will be at the Sebring International Raceway for the Indycar Series Rookie testing programme and strapped into a Chevrolet powered Penske Dallara, the car that dominated the 2019 Indycar Series in the hands of Simon Pagenaud and Josef Newgarden who finished 1-2 in the championship, Pagenaud also winning the Indy 500. Mr Penske is also involved with ISMA where he runs the Acura Team Penske Prototypes international programme on behalf of the brand - only 'The Captain' knows what he has in mind for the young Kiwi's future, there's no shortage of options! The mention of the Sebring name serves as a reminder that it was at this track where little more than 60 years ago Bruce McLaren won his first F1 race, the 1959 US Grand Prix, and Jack Brabham won the first of his three world titles. There's a lot of history at Sebring...

Did you know? You go to google looking for one thing, then find another. Over the past few years NZ motor racing legend Reg Cook and his team have been setting land speed records on the famous Bonneville Salt Flats. The 70 + year old drives two cars, one a streamliner, the other a highly modified Datsun Sunny which is the model that he raced so successfully on our country's circuit many moons ago. For the Cook Motor Racing team setting a new mark becomes the challenge to beat next time they're on the salt, speed costs money and it becomes a matter of how fast you want to go. One of CMR's enthusiastic members is the MCC's Struan Robertson who responded to a call for helpers. Is there no end to that man's talent...



Test drive. Andy Higgins won the 2017/18 New Zealand Formula 5000 Revival Series, he recently crossed 'the ditch' and headed to 'The Bend' where he tested a \$5000 open wheeler, the same BRM Team car that had been driven in anger by Rubens Barrichello and Anton de Pasquale. 'It was really good to have a proper drive of the car which is very different to the old F5000 for obvious reasons. Technological progress means that it's a fairly refined package in comparison, although it retains the essence of the brute V8 that characterised Formula 5000'. The reason for the trip was to look at a possible seat in this year's series. 'I'm one of those who believes you really have to have a good test of a car to know where you'd like to go with it - and yes, having driven it I'd like to race one'. So will Andy Higgins become the first Kiwi driver to actually race a \$5000? Richie Stanaway was the first to drive one when he was involved in some of the early testing. For Higgins, it must be hard to resist the six round \$5000 Series that starts at the Australian F1 Grand Prix and includes a non-championship outing at Mount Panorama. Decision pending...

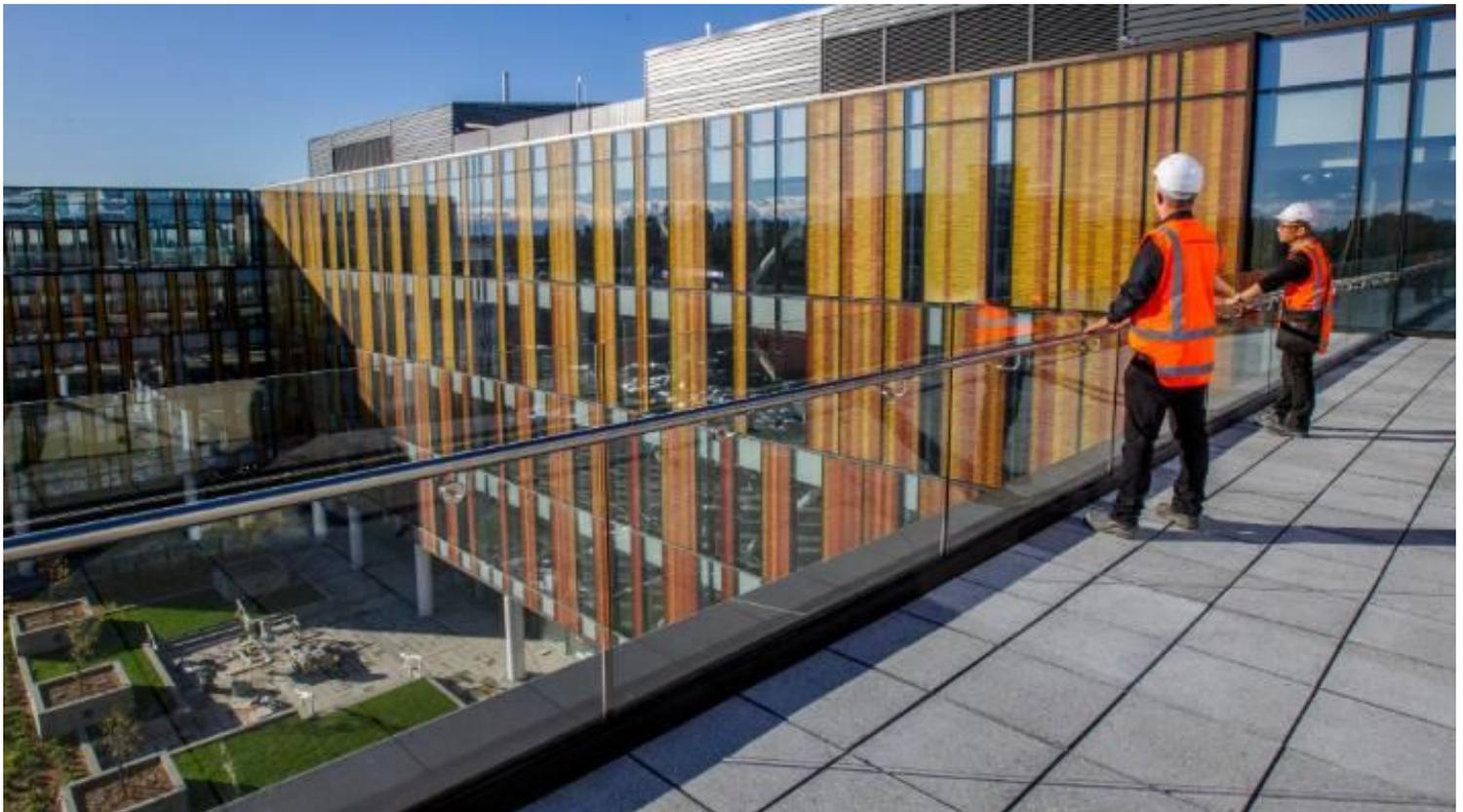
A couple of interesting items have passed over the auction block recently. One of Ayrton Senna's distinctive helmets, worn by the World Champion in 1998, sold for NZ\$151,000, easily surpassing the winning bid for one of Michael Schumacher's 2001 helmets at \$71,000. If a new helmet wasn't your thing a 1996 Schumacher race suit might have been, but again deep pockets were called for - it made nearly \$17,000.

However, for astounding prices what about the 4 page promotional pamphlet put out by Ferrari in 1954 for the launch of the 250 Europa, one of which recently fetched \$247,000. Yep, almost a quarter of a million good old NZ dollars. Why so much?? Well, it's thought to be one of 3 still in existence and the reason being due to Enzo's perfectionism. It's said that Enzo Ferrari had stamped down on the edition because he didn't like the brochures. At that time only a few copies had already been sent to interested parties - hence why they're so rare today. I guess if you spent \$4.8 million on the car then the brochure to accompany it is cheap!!



Things just 'aint the same. That was the title of the 1997 hit by Canadian singer Deborah Cox. I spent Christmas with my family in Christchurch, the first time we had all been together for more than 10 years, it was also the first time I'd visited my home town since that fateful day, 22 February 2011, when the 6.3 magnitude earthquake struck at 12.51pm. Being shown around the area was a mix of emotion and wonderment with the visual devastation, how did a building escape when next door or across the road didn't? On the eastern side of the city where the liquefaction was worse I expected to see an overgrown wilderness. All the houses had long gone, but replaced by thousands of acres of lawn, the vast expanses broken by the myriad of trees that were on the properties, a special memorial in its own way. There's a multitude of stunning new buildings in the city with amazing architecture featuring massive steel beams and glass, you marvel at the designs. There is no sadder sight than the Cathedral that's always been the city's most famous landmark, its future unknown, there is the extraordinary Earthquake Memorial Wall on the banks of the Avon River, so beautiful in its simplicity of design, a place of great tranquillity where the flow of the river has been slowed to resemble a pond. Time was spend looking for familiar landmarks, many have gone, others await demolition, some have been rebuilt, some still await finality on their fate. Only the original main gate of the city's iconic Lancaster Park remains, the ground behind barren. The amazing and colourful container shops, some multi-story, have gone following the rebuilding of that area. The rebuild could continue for decades but this year will see the completion of the magnificent 2,400 seat Convention Centre and a tall crane is erected on the site of the massive new sporting complex as work is about to commence. Seeing my hometown as it is today was a mix of emotion and wonderment, from the rubble has emerged an exciting vibrant new look. But so much defies logic...

RH





DID YOU KNOW?

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

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

**WANT TO
GET
REALLY
CLOSE TO
THE
ACTION??**



ADVENTUROUS SOULS WANTED FOR THE MCC RALLY TIMING TEAM. MUST BE GREAT TEAM PLAYERS WITH A SENSE OF HUMOUR. WEEKEND WORK AT SOME OF THE BEST LOCATIONS IN THE COUNTRY. WANT TO KNOW MORE?

TALK TO BARBARA NOW ON 027 640 5737



2019/20 MITRE 10 MEGA SUMMER SERIES - ROUND 1



JAROD CARRUTHERS PHOTOGRAPHY

Sunday 09 December was anything but a summer's day, heavy early morning rain greeted competitors and the forecast was enough to convince a number to stay at home. The rain ceased for a period then began again as qualifying started, leaving a wet track that never completely dried. There were occasional light showers, mid-morning was heralded with thunder and lightning, the track was completely dry for a two hour period after lunch, then damp again before the Superkarts were able to all run slick tyres for the first time in the final two Grand Prix races. The air temperature was nudging 20 degrees as the day progressed.

The meeting doubled as the final round of the New Zealand Superkart Nationals in the Rotax Max and Superkart categories, they had practice/qualifying and one heat on Saturday with three more heats and the Grand Prix races on Sunday.

The meeting drew the biggest grids for a decade across five classes and nearly double the number at the 2018 title meeting at Hampton Downs! In the premier International class Auckland's Ryan Urban has won the title three times and rarely been beaten at Manfeild. Regular rivals Andrew Hall, Steve Sharp, Martijn Weiss and Teddy Bassick were on the grid together with the 2017 European champion in the 250cc single cylinder class, Jordie Forde from Australia.



Chloe Senk Photography

It was classic New Zealand versus Australia between Urban and Forde, the pair ended the weekend with two wins each and equal on points after Urban easily won the 12 lap Grand Prix. It took a countback to decide whose name would be engraved on Superkarting's coveted Pommie Trophy that's presented to the New Zealand Champion - Jordie Forde Australia.

The RS Cup drew a field of 11 cars for the opening round with Qualifying headed by the Toyota Corollas of Brock Cooley and Mark Allen who were split by 1.7 seconds with a 7/10ths gap to Hamish Clark's BMW and 2/10ths to the third Corolla in the hands of Spencer Morris.

The Scratch race saw the Corolla trio finish 1,2,3 (Cooley, Allen, Morris) and covered by 1.2 seconds, Clark was two seconds back in fourth with 5½ seconds to Cam James and Cameron Antrobus rounding out the first six home. Cooley made it two from two in the Reverse Grid with a convincing win by 10 seconds over Darryl Hunter's howling Ford Falcon with 4/10ths back to Allen who was closely followed home by Morris then came James, Clark and Antrobus.



The Handicap was decided by the weather, with a dry track, breakout penalties came into play. Cooley gave away 35 seconds to Brent Paton and Tammie Boyden who were first away, but an outstanding drive came to nought with 110 seconds added to his race time, 11th/11. Allen and James each copped 70 seconds, Clark and Hunter also received penalties so the official results were a very different read compared to the order when cars took the checker flag, David Penfold was the eventual winner. Cooley did set the class fastest lap with 1.26.500, a full six seconds quicker than his qualifying time!

Twelve cars faced the starter in the SF Cup with Matt Smith setting the Qualifying pace, 2.2 seconds ahead of Greg Browne then a further 1.6 to Gareth Stanley who was a full second ahead of Sean Browne. Darren Walker and Samantha Stanley would share row 3 for the first race.

Smith made it look very easy in the Scratch 6 lapper, scoring a 12.3 second win over Gareth Stanley with Greg Browne 1.1 behind in third, with a big break to Josh Graham, Hailey Sinkinson and Sean Browne who were split by margins of more than 5 seconds when they crossed the line. The excitement in the race came on lap 2 when Chester Rowles had an off entering the esses, went right through the gravel trap and surprisingly was able to drive back onto the circuit to finish 10th.

The track was drier for the Reverse Grid and it was Greg Browne's turn to shine, beating Smith home by a surprising 12½ second margin with Gareth Stanley 5 seconds back in third. The racing wasn't as close as

expected with the smallest margin between cars being half a second between Trent Smith and Rowles who were fighting over 7th and 8th places with a similar gap between Samantha Stanley and Hilary Ashworth in the battle for 9th and 10th. Walker was a DNS and Shaun Browne a DNF after failing to complete the first lap.

Onto the Handicap where Greg Browne gave away 30 seconds to Ashworth, 25 seconds to Samantha Stanley and 20 seconds to Rowles. Matt Smith and Gareth Stanley were flagged away five seconds ahead a Browne but all three ran foul of the breakout time - Smith incurred 100 seconds in penalties, Browne 80 and Stanley 20 seconds. Again, the crossing the line order had to be adjusted which put them at the back of pack in the order Stanley, Browne, Smith. Second-across-the-line Samantha Stanley claimed the win by 7 seconds over Trent Smith with a similar margin to Josh Graham, then came Sinkinson, Ashworth and Rowles, the trio covered by 6/10ths. Following his DNF in the reverse Grid Shaun Browne was a DNS this time.



There were better numbers for the IB Cup with 18 cars on the grid. The Moorman boys dominated practice with Kieran a full two seconds ahead of Logan with 4/10ths back to Peter Edmond, Graeme Wall was 4th fastest ahead of Nick Stewart and Matthew Elliott who were followed by the 'taxis' of Kerry Tong and Barry Maunder, the top eight cars being covered by 9 seconds.

The Scratch race followed qualifying form with Kieran Moorman crossing the line 4.7 seconds ahead of Logan Moorman, there was a unusually large 17 second break to Stewart who gained two places from his starting position to claim third, helped by Edmond not making the grid and Wall retiring a mid-distance. Six second back was 4th placed Ross Gordon with Maunder narrowly heading Tong to complete the first six finishers.

In the Handicap there was a surprise with Nick Stewart being last away and conceding a 5 second start to a five car group that included the two Moormans, first away were Neil King and Graeme Wall with a 40 second start advantage. Ian Thompson was in the second starting group (5 seconds) and took full advantage to take the checker 2½ seconds ahead of Wall with a 9 second gap to third placed King, a close group comprising Tong, Elliott, Maunder and Edmond were next home, the quartet covered by four seconds. The back markers struggled to overcome their handicaps on the still damp track, Stewart climbed his way from 16th to 10th, two places and 5 seconds ahead of Kieran Moorman, Logan Moorman was 15th and a whopping 50 seconds behind the winner who started 30 seconds ahead of him!



Missing from the GT Cup were the Mitsubishi Evos of Messrs Thurston, McIntosh and Cheetham together with defending GT-B Cup champion Paul Bass, as a result the field was reduced to five cars.

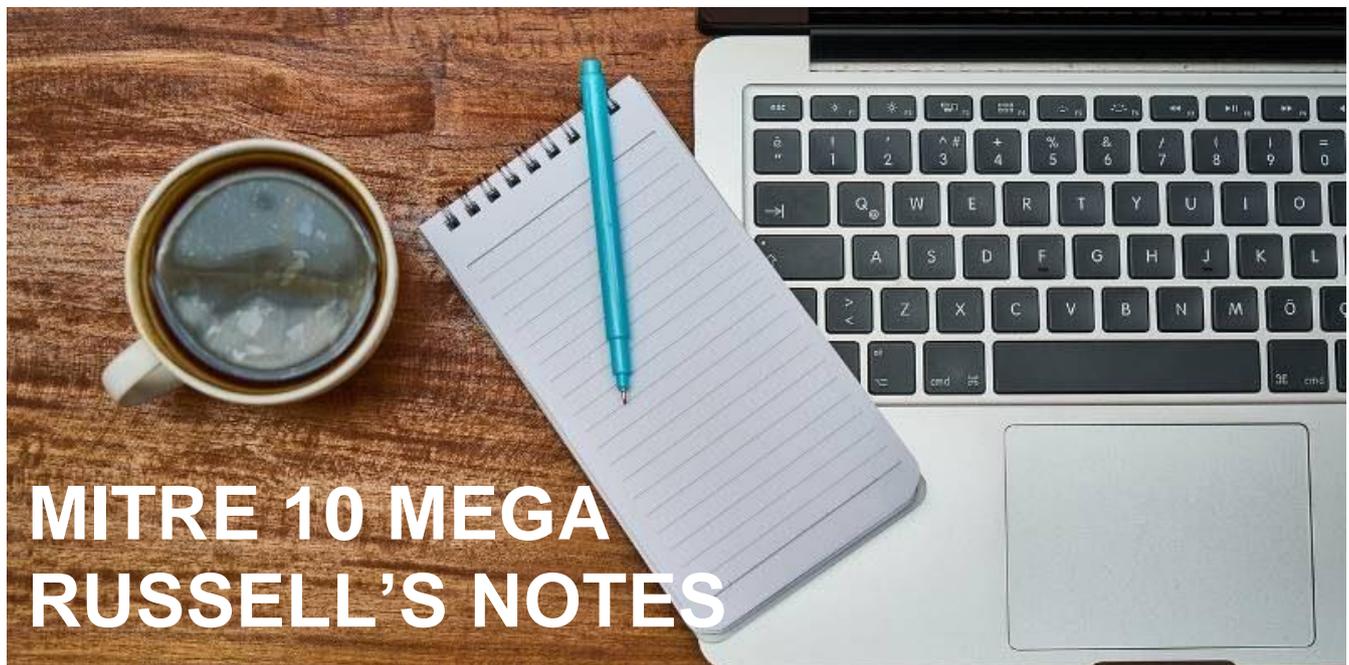
A 1.22.007 lap put Struan Robertson at the top of the Qualifying Sheet, 4.6 seconds ahead of David Thomsen with a further two second gap to Michael Jury. Andrew Wasley posted a best time 14 5 second slower than Robertson with Phil Dravitski nearly half a minute away from the pole time.

In the Scratch 6 lapper it was Jury who pushed Robertson hardest on the drying track, 2.9 seconds behind at the flag, the New Plymouth driver running a best lap 8 seconds quicker than in qualifying. Thomsen was 6/10ths away in third with half a minute back to Wasley who finished very comfortably in front of Dravitski. In the Reverse Grid the first three places were the same finishing order (Robertson, Jury, Thomsen) with gaps of 5 and 11 seconds respectively. Dravitski found his mojo and crossed the line 2½ seconds behind Thomsen with Wasley bringing up the rear on this occasion.



So, it was a challenging day for both the forty-seven competitors and V-Force officials, hopefully the weatherman will provide a fine day and a dry track for Round 2 of the 2019/20 Mitre 10 Mega Summer Series on Sunday 19 January...

RH



Car swapper. Peter Edmond didn't have a good start to the day when his regular Volvo 850 retired from the first race, but a man is only as good as his plan B. Mr E returned for the Reverse Grid and Handicap races but with a different Volvo that was a familiar cream colour. Kolin Yannakis is its regular driver, he was entered but failed to arrive thanks to the major road flooding north of the capital, so mate helps mate, and the car went racing while its driver went home. *Stort tack* (big thanks) Kolin...

Which tyre? From the start of Sunday the karters were forced to make critical tyre choices as the track conditions changed for each heat race. It wasn't until the two 12-lap Grand Prix races that ended the day's racing that all the competitors ran 'slick' tyres. New fastest lap times were the result...



Fast movers. When the single clap of thunder and a flash of lightning hit the area, the two officials on the starter's stand vacated the structure in world record time. Great reactions and a wise call when a lightning strike could have had very serious consequences. Fortunately the pair soon returned to their post so couldn't be charged with dereliction of duty. Heroes for hire.....

Beating the clock. On time every time appears to be the challenge for the people running the MCC meetings, and Round 1 of the Mitre 10 Mega Summer series was no exception. A programme with four qualifying sessions and twenty races and the need to keep things close to time is a very big ask. Qualifying commenced right on time but ended four minutes late. After 52 laps of racing covering six categories the lunch break was called at 11.30am, 14 minutes early which allowed plenty of time for the officials and V-Forcers to enjoy their only break during the day, and plenty of time for the Charity Circuit Cruise. Racing resumed two minutes ahead of schedule at 1.03pm for the twelve race afternoon programme with the chequer falling at 4.00pm to signal the finish of the NZ Superkart Grand Prix - 40 minutes ahead of the race's scheduled start time! There were a

number of kart recoveries which all take time and that makes the performance of the officials/V Force even more impressive. A further reminder to other circuits as to why the MCC crew are regarded as the best in the business. Take another bow...

Changed appearance. Struan Robertson's stunning white Porsche 997 was quite different in appearance from when it last appeared at Manfeild. Yes, there was visual front and rear damage from its previous outing at Pukekohe, and yes it sported a differed race number, P81. What really made the car look so distinctive was the stunning graphics on the rear panels. Apparently, the striking design was the result of a project undertaken by a group of students. Well done Struan, well done students. Initiatives like that are so rewarding...



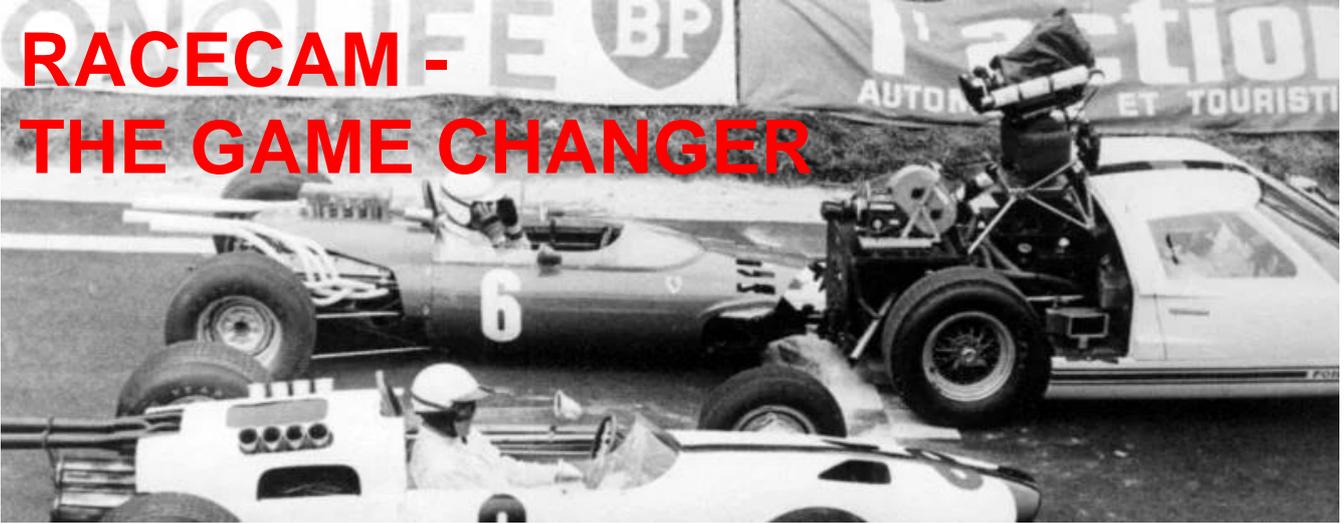
Dauids and Goliaths. Brock Cooley is one of the most talented drivers down our end of the island and he showed that he can win in cars of any size. In the past we've seen him at meetings running a big Chev Nova with considerable success, there's been a very quick Mazda RX7, for the opening round of the Mitre 10 Mega Summer Series he downsized again. This time he was behind the wheel of a late 1980's front-wheel-drive Toyota Corolla. Brock was the fastest qualifier in the RS Cup, won the Scratch and Reverse Grid races but was beaten by the handicappers in the final 6 lapper, some consolation was setting the fastest RS Cup lap of the day. Give that man a good car and he'll make it a winner...

The MCC's Top Level Trio. Those with inside knowledge could suggest that possibly the busiest people at a MCC meeting are tucked away in their own room on Level 2 of the Control Tower. This reference is to the timekeepers who have had to build up a new team since the departure of the highly experienced and long serving Jackie Mannes. For Jacky Braid it was very steep learning curve, when you're put in the deep end it's either swim or sink. With the ever reliable Tom alongside, and using the knowledge of people like Jamie Glen, the team is now right on top of their game with the timing and have even grown to a third member. Nadia is the 'Girl Friday' with a number of tasks to ensure the operation is running smoothly to keep officials and competitors happy. To drivers any delay in making the results available immediately after a race is like the world has ended! Timekeeping is a crucial department that's working extremely well. Hat's off to the Top Level Trio...

What's with the rear window Mr Browne?? Some sort of secret weapon??



RACECAM - THE GAME CHANGER



Not surprisingly the initial 'RaceCam' experiment at Bathurst in 1979 had its share of problems, the technicians were working in a completely different environment with many unknown factors. But for viewers it was like something out of science fiction seeing the actual race from inside the Toyota Celica of Peter Williamson, seeing the cars racing side-by-side, overtaking and being overtaken from a completely new perspective.

Though impressed by that initial in-car footage, viewers would have had no idea of the progress that would be made over the next 40 years with a concept that would eventually be used in many other major sports and refined to a level that was unthinkable at the time.



Going back four decades in time, the older generation may recall the remarkable footage of the great Juan Manuel Fangio driving his Maserati 250F at the Modena Autodrome testing facility in Italy in 1957. That footage was recorded on a large cinematic camera mounted on sturdy frames attached to the car, clever editing removed the cameras! Impressive features of the footage were the steadiness of the camera and the angles used to capture the action for viewers.

There were early full length motor racing movies like 'The Racers' (1955), 'Grand Prix' (1966) and 'Le Mans' (1971) that used the same concept as the Fangio footage together with camera cars that were an

integral part of the action. How much easier it all would have been for Directors with the mini cameras and drones of today.

Initially, the men behind RaceCam were John Porter and Geoff Healey who were technical engineers at ATN/7 which later became Channel 7 in the Australian television network. They would be joined by the innovative thinking Peter Larsson who became the key player in advancing plans on the international stage.

During the 1970s the trio were working to develop systems using wireless microwave cameras to improve Channel Seven's coverage of Australia's blue water classic, the Sydney to Hobart yacht race and realised the potential for motor racing.

But where did the idea of an actual in-car camera come from?

In Healey's words quoted from an Australian Muscle Car magazine story - *'I was driving my son to school and he said 'Let's video the drive'. He held our small video camera out the window and when we looked at the result with the camera's wide-angle lens it looked fast, really fast. I started to think maybe this would work at Mount Panorama'*.

The men worked closely together, it was much more than simply installing a camera in a car, it would take a series of microwave radio transmitters positioned around the track and helicopter relays to a Broadcast Van to make it work. The 1979 Hardie-Ferodo 1000 race at Mount Panorama was selected for the debut with the length of the circuit and the elevation changes adding to the challenge.



Healey would become Seven's Technical Director and a team led by Porter continued with a development programme that would see drivers wired for sound to talk directly to the commentators, Dick Johnson was unique because he did his own colourful commentary while racing! Camera locations varied from the early 'over-the-shoulder' view, in 1983 they introduced a rearward looking camera, six years later one was positioned on the front of the car, in 1997 on the roof, the possibilities became endless and it was up to the Director's imagination what he wanted viewers to see.



Through this period there was no shortage of innovative thinking regarding the positioning of cameras to create different perspectives for viewers. In the 1983 Bathurst 1000 the JPS Team BMW entry carried a RaceCam unit that had a periscope lens protruding up through the roof of the BMW 635 driven by Jim Richards and Frank Gardner, the following year JPS Team BMW entered a second Group A spec 635 for Denny Hulme and Bavarian Prince Leopold von Bayern, this car had the RaceCam mounted in a headlight unit



The same year Healey stayed home when the development team moved permanently to the United States, formed Broadcast Sports Technology and recruited other staff from Channel Seven. BST would expand its activities to include the 1987 America's Cup and Olympic yachting with on-board cameras, The Aussies have claimed ownership of many things not theirs over the years, best remembered in our country are the pavlova and the race horse Phar Lap, the 1979 Bathurst 1000 wasn't the first motor race to feature 'RaceCam' in its television coverage, it was the 1979 Daytona 500 that took place on 18 February, more than seven months before the Bathurst classic.

That year's Daytona was the first occasion that a 500 mile race had been televised live from start-to-finish across the United States and CBS introduced their mass audience to the 'in-car' camera and the low angle speed shot. The 'in-car' camera was fitted to the Chevrolet Monte Carlo driven by Benny Parsons and the home viewers watched an extraordinary 200 lap race with leaders Cale Yarborough and Donnie Allison colliding on the back straight on the final lap, handing victory to Richard

Petty. As Petty celebrated a fight broke out on the infield between Yarborough, Allison and Allison's brother, both post-race events were shown live to an audience of 15.1 million!

Four years later RaceCam debuted at the Brickyard for the 1983 Indianapolis 500, it was also the first year that ABC Sports used a female television reporter in their crew. The cars of Al Unser Snr and Rick Mears carried the on-board cameras but both units failed partway through the race, Unser finished second and Mears third with Tom Sneva driving into Victory Lane.



Cameras had been mounted to Formula One cars during testing, but the concept of using a live on-board camera in a race didn't actually happen until 1985 when a single camera was attached to the Renault driven by Francois Hesnault for the German Grand Prix with the Frenchman not being eligible for championship points. He was forced to retire after only 8 laps with clutch failure but the feedback was positive, it was thought it would only be a matter of time before every car would have a camera, it took 13 years!

BST had a simple idea that worked beyond any Director's wildest dreams, put the viewer in the driver's seat. Watching sport from the comfort of the lounge couch had never been so good, and it continued to get better.



Paul Larsen's extraordinary vision, technical knowledge and engineering skill would see the RaceCam concept move into golf in the mid-1990s then expand into NASCAR, Indycar, Olympic Games, ESPN's X Games, Formula 1, Commonwealth Games, Presidential Inaugurations and NASA where imaging systems were fitted to astronaut's space suits.

1993 was the year that 'Stump Cam' was introduced to cricket by English company Fearnley Cricket Sales. Two micro cameras with different width angles were fitted into the middle stump with underground wiring carry the pictures to the broadcast truck.



In 1996 BST was purchased by Wescam who specialised in gyro-stabilised aerial cameras to become Broadcast Sports Inc, what didn't change was the level of innovation and the transition from analog to digital systems in the first decade of the new millennium, there were also advances in microphone and communication technologies. It hasn't stopped. By 2015 the company had been sold twice (current owner Slate Capital Group employs more than 200 people), expanded into the United Kingdom and formed a joint venture with Gearhouse Broadcast in Australia, today BSI services more than 500 venues around the world, including more than 200 golf courses and over 100 motor racing venues.

For 40 years the challenge to improve the RaceCam concept has continued. The camera in Peter Williamson's Toyota Celica weighed 8 kilograms and drew power from the car's electrical system that the alternator could barely cope with. Today an in-car 'kit' with four cameras, transmitter and

battery pack weighs less than 4 kilograms and draws less than 2 amps.

To celebrate the 40 year milestone, at the 2019 Bathurst 1000 each car in the race carried two on-car cameras with nearly half equipped with four cameras to capture the action - the roof, the boot, one looked at the driver and the other was a 360 degree panoramic camera mounted on the roll cage. With micro cameras on the car's suspension, safety barriers and ripple strips, the result was unprecedented coverage of 'The Great Race'.

Eight time Emmy Award winner Peter Larsson says *'Every single series we do has some different aspect to it, and we have to be able to serve all customers flawlessly. The only thing that's constant in this business is change, and we're always making sure we're ready for what's coming next'*.

Today virtually every type of competition have multi units covering every conceivable angle thanks to the evolution process. Remotely controlled miniaturised cameras that can tilt and zoom to bring viewers closer to the action.

So, what is next for an idea that came from a young kid being driven to school...

RH



QUOTE OF THE MONTH

“Joy got her hip, I’ve got my trip” - Terry Rush on his planned trip to the UK later in the year!!

THE HARTLEY FILES



December brought Brendon's year to an end on a high note, the month beginning with an important international recognition and ending with spending the festive season with family and friends at their new house with its view of Lake Taupo. December was also tinged with a degree of sadness, it was time to bid 'Abschied' (farewell) to Porsche after four successful years driving their amazing 919 Hybrid that brought 13 WEC wins, two World Endurance Championships and victory in the famous 24 Hour Le Mans classic. 2019 was involvement with the development and testing of the Porsche's Formula E challenger, now the link with the world's most famous team in sports car racing history has ended.

First up, on 02 December arriving at the FIA Headquarters in Paris to attend a special ceremony where Brendon was one of 29 inductees into the FIA Hall of Fame as the sport recognised the winners of the World Endurance Championship since 1981.

'Endurance racing occupies a special place in the history of motorsport as well as in my heart, and the legendary 24 Hours of Le Mans is a major event on the WEC calendar.'

Even though the discipline has evolved significantly over the years, the passion remains intact. I look forward to the Hypercar's arrival in September 2020 that will mark a turning point in the Championship's life'

It is, therefore, my greatest pleasure to inaugurate 29 FIA WEC title winners in the FIA Hall of Fame, which is growing with a new discipline joining those that have been previously celebrated, Formula 1 and the World Rally Championship' - FIA President Jean Todt.



Brendon was in great company with the list of inductees including Jacky Ickx, Stefan Bellof, Hans-Joachim Stuck, Derek Bell, Tom Kristensen and Fernando Alonso, together with his Porsche co-drivers Mark Webber, Timo Bernhard and Earl Bamber, and Toyota team mates Sébastien Buemi and Kazuki Nakajima.

At both of the FIA Headquarters in Paris and Geneva there are galleries celebrating the achievements of all inductees into the Hall of Fame covering Formula 1 (33), World Rally (17) and now World Endurance Champions.

Our man is up there with the greatest drivers in FIA motorsport history, another fully deserved accolade.

From the glitz of Paris it was back to racing with the 8 Hours of Bahrain, Round 4 of the 2019/20 WEC and the longest race in the current series.

On day 1 there were two 90 minute practice sessions, one in daylight, one in darkness. In FP1 Brendon and co-drivers Kazuki Nakajima and Sébastien Buemi completed 40 laps in the session with the # 8 TS050 Hybrid and were third fastest, 2.66 seconds behind the quicker of the two LMP1 Ginettas and half a second slower than the sole Rebellion.

There was a 9 degree temperature drop for the evening's FP2 that saw the Rebellion finish the session 1.4 seconds ahead of the Ginetta, the # 7 Toyota was 1.75 seconds behind the Rebellion with the # 8 Toyota 2.25



seconds behind and fourth on the time sheet. Its three drivers were battling against the maximum success handicap that imposed limits on hybrid boost and fuel use per lap, the class highest equivalent of 2.72 seconds a lap.

Brendon - *'It has been a smooth day with no problems and a lot of good test items to look at overnight. We put most of our focus on long runs with high fuel levels and doing high tyre mileage. We know pole is maybe out of reach so put a lot of focus on the race and we do not stop fighting, but qualifying will be tricky'*.

FP3 was the first ever wet session for a WEC race at Bahrain and Brendon revelled in the conditions, setting the fastest lap 1/10th of second quicker than the #5 Ginetta before heavier rain fell for the final 30 minutes which meant that the early times counted the most. The sister #7 Toyota posted the 5th best time.

When Qualifying ended the two Gazoo Racing TS050's would start the race from Row 2 of the grid. Brendon and Kazuki combined to clock a time 3/10ths faster than the #7 Toyota despite running a slightly higher success penalty

Mike Conway (# 7 car) - *'I don't think we kind of absolutely maximised our car, but yeah it was a good lap from Brendon. He put us up there'.*

Ahead were the Rebellion on pole position and the quicker of the two Ginettas, the four LMP1 cars being covered by 0.863 of a second. With the advantage of the success handicap the Ginettas were the pre-race favourites.

Split over four classes, 31 cars were on the grid for the rolling start at 3pm, but soon after the lights went green drama unfolded at Turn 2 when the two front row cars collided and spun, the # 7 Toyota avoided the melee but Buemi wasn't so lucky, the # 8 car was hit, sustaining damage to the front bodywork and dropping down the field before its driver regained the track.

The incident handed the lead to the # 7 Toyota and scattered the LMP1 rivals, barring an accident or mechanical issue it was effectively game over for Conway, Kobayashi and Lopez as they took control of the race. The Ginetta that triggered the incident lost two laps as repairs were made and after 30 minutes of racing the LMP2 cars in the field held all nine placings behind the lead Toyota!

The # 8 car dropped off the lead lap when the front bodywork was replaced at the first pit stop when Brendon took over for his first stint. Into Hour 3 the Rebellion was in second place holding a 50 second advantage over the # 8 car when life was made easier in the Gazoo Racing garage, the Shanghai winning Rebellion lost three laps to the leader with a gear selection issue, a major blow for the Swiss privateer team. The Ginetta challenge for the lead never eventuated, one car retired early in Hour 6 with mechanical issues, the other pulled into its garage later in the same hour.

Following a full course yellow with 40 minutes left on the clock that helped conserve fuel the race ran out with the Toyota's 1-2 when the checker flag fell at 11pm - the # 7 car covering 257 laps, one more than its sister car with a further two laps to the Rebellion that completed the podium.



Post-race, Buemi said that the # 8 crew were driving the car in ‘survival mode’ due to damage from various incidents during the race. Following the opening lap damage, later Nakajima made contact while lapping a GTE class competitor, damaging the floor and rear deck which caused a loss of downforce. The team opted not to replace the floor because of the time factor and the possibility of losing second place.

Twitter - ‘P2 in the 8 Hours of Bahrain. The race didn’t go our way but capitalised with some good points. We picked up a bit of damage here and there and then didn’t have the pace to challenge the sister car. Nice drive by the number 7 crew. Coming home’.

The result meant that Brendon and his co-drivers dropped from first to second on the championship table behind the # 7 trio, eight points is the gap heading into Round 5, the Lone Star Le Mans at the COTA track in Austin Texas.

The race will see the WEC debut of the new rear engine Corvette C8R that will run in the LMGTE Pro category against AF Corse Ferrari, Aston Martin Racing and the Porsche GT Team.

Next in the Hartley diary was flying to New Zealand to join Sarah and seeing their new home together for the first time, in many ways the most exciting moment of an extremely busy year that saw Brendon have only one week when he wasn’t on an aircraft going somewhere!

After enjoying their new home and celebrations with family and friends, Brendon and Sarah’s 2020 racing calendar starts on 18 January with Round 3 of the FIA Formula E Championship in Santiago, the capital city of Chile.

On the road again...

RH



THE ULTIMATE HILLCLIMB?



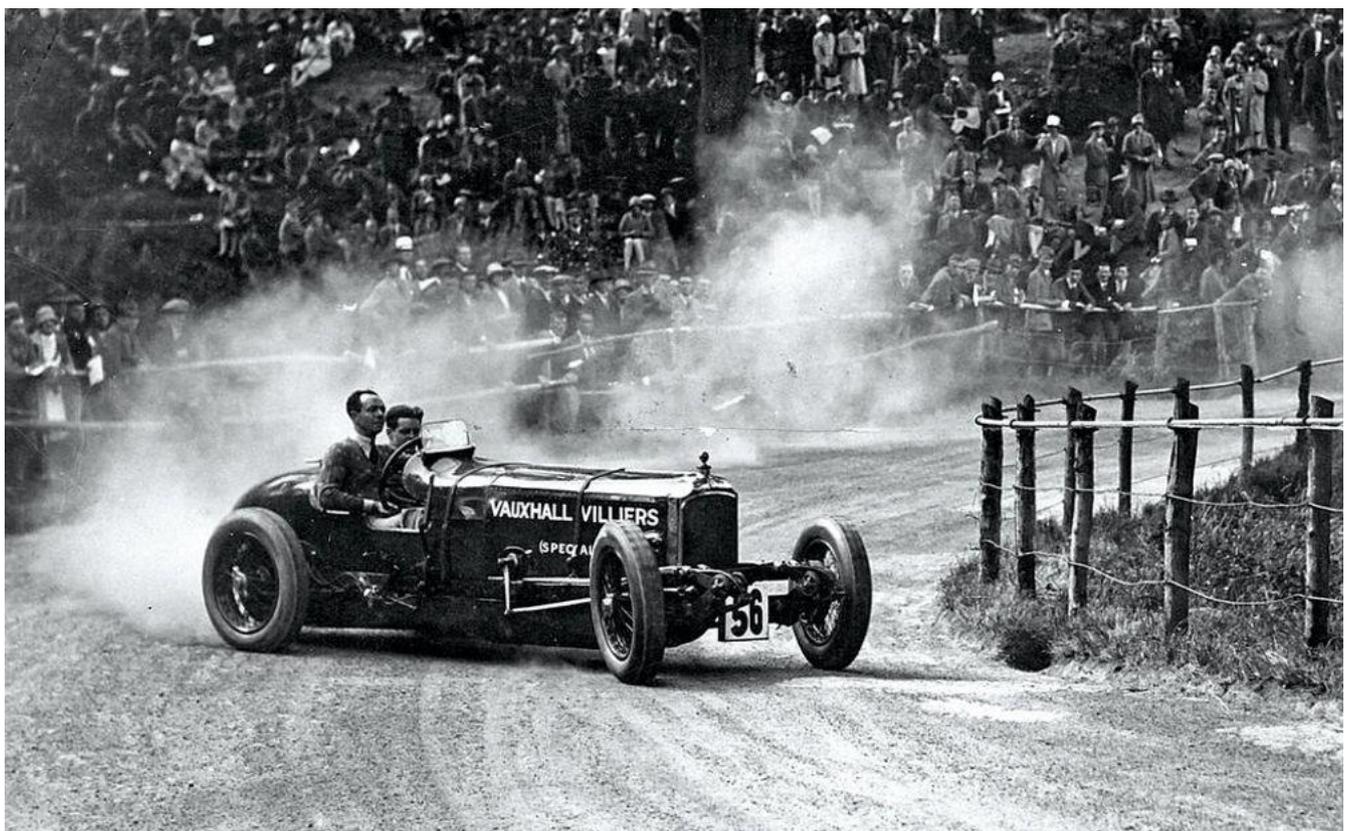
Which is it?? It's one of those questions where there's no definitive answer.

The English would claim their historic Shelsley Walsh Speed Hill Climb is the best, certainly it's one of the oldest motorsport events with the first climb held in 1905. The course was 907 metres (992 yards) long but two years was standardised at 914 metres (1,000 yards), it's remained at that for nearly 115 years. Shelsley Walsh is steep, it rises 100 metres (328 feet) over its length with the steepest section 16% (1 in 6.24), it was also narrow with the gravel road 3.66 metres (12 feet) wide in several sections.

The first winner on the 1,000 yard course in 1907 was T W Bowen in a Talbot who clocked 67.2 seconds, the magic minute barrier being in 1913. The 1930's were a golden era, the course was sealed and that allowed Raymond Mays to set a new record of 37.37 seconds in 1937. Post WW2 the record was broken on numerous occasions but it wasn't until 1971 that a driver posted the first sub-30 second climb, achieved by David Hepworth in his self-built four-wheel-drive Hepworth FF. But problems were emerging with the increasingly uneven road surface making smooth runs more difficult.

For the host Midland Automobile Club there was also a problem, the original lease on the land taken out in 1905 was for 99 years. The land-owners wouldn't sell outright but were prepared to extend the lease for another 99 years, but it would come at a large cost. The Shelsley Trust was formed with one objective, to raise over a million pounds to secure the future of their climb. Within a year the money had been raised and the new lease was signed in 2005.

The track record stood at 25.34 seconds for nine years until a driver clocked 24.85 and collected 1,000



pounds for being first to complete the climb in under 25 seconds, in 2008 Martin Groves clocked a record 22.58 seconds, the mark that still stands today. .

On the famous event's 113th Anniversary a New Zealand driver set a new record for an electric powered vehicle with a time more than six seconds faster. Despite being hampered by a slippery track Mitch Evans powered his Formula E Jaguar I-Type 2 up the 1,000 yard climb in 30.46 seconds, nearly seven seconds quicker than anyone else on the day!

There is another Kiwi link. Four-time British Hill Climb Champion Roy Lane had many successes at the Shelsley Walsh venue, between 2002 and 2006 he drove a McRae GM1, the car being chassis number '003' which is now owned by Aucklander Peter Burson who is a regular competitor on the Formula 5000 circuit on both sides of the Tasman.

Shelsley Walsh is the 'Best of British', it has great tradition, but is it the ultimate climb?

On the other side of the Atlantic is the United States of America and the State of Colorado, home of the famous Pikes Peak Highway. The contrast with Shelsley Walsh couldn't be greater.

Timed runs begin at the 7 Mile marker on the Highway, ahead of competitors are 19.99 kilometres of road with 156 turns, starting at 4,720 feet above sea level with the finish line 14,115 feet above sea-level which is nearly 2,000 feet higher than Aoraki Mount Cook!

The first official climb took place in 1916 while the road was still under construction, won by 22 year old Rae Lenz in his diminutive two-cylinder Romano Demon Special with a time of 20 minutes 55.60 seconds. That inaugural event drew 29 entries with the majority being motor cycles - Harley-Davidson, Indian, Excelsior and Thor sent factory riders with the fastest time achieved by Excelsior's Floyd Clymer with a best 21.58.41, despite that big initial interest motorcyles didn't return to the Peak until 1954.



Over the years the names of many well-known American drivers have been engraved on the coveted Penrose Trophy - Bobby Unser, Al Unser, Al Unser Jnr, Mario Andretti and Rick Mears, but the 'Race To the Clouds' was strictly American until 1984 when the first European drivers competed. First were rallycross star Martin Schanche (Ford Escort Mk3 4x4) and Michelle Mouton (Audi Sport Quattro), the Frenchwoman winning outright the following year. The brilliant Walter Rohrl triumphed in 1987 at the wheel of an Audi Sport Quattro E2, the following year Finland's Ari Vatanen took the honours in his Peugeot 405 Turbo 16, his success leading to the production of an award-winning short film with the

title 'Climb Dance'.

During the 1980s the fastest growing division was for trucks, and a new division for electric powered cars was introduced.

Despite Rod Millen warning that sealing the highway would put an end to the event, paving began in 2002 with around 10% of the climb being sealed each year, 2011 being the last occasion when the race included dirt sections and it was a memorable occasion. Nobuhiro 'Monster' Tajima became the first driver to go into uncharted territory by breaking the 10 minute barrier in his Suzuki SX4 Special to win the Unlimited Division, crossing the line in 9.51.278.

A year later, and contrary to Millen's prediction, the fully-sealed course drew record entries, ironically the outright winner was Millen's son Rhys!

With the fully sealed road the big rigs in the Truck Division became more powerful and faster, drivers running 2,400 horsepower Freightliner and Kenworth tractor units were completing the climb in around 12½ minutes.

2013 was a remarkable year for the remarkable climb. Kiwi Rhys Millen smashed his own record by 44 seconds with a run of 9.02.192. Multiple World Rally Champion Sebastian Loeb had arrived with a Peugeot specially designed with one purpose, to record a sub-9 minute time. The Frenchman responded to the challenge in spectacular style with a sensational run that was completed in 8 minutes 13.878 seconds. It was a time thought to be unbeatable.



Electric powered cars had occasionally featured at the PPIHC since the early 1980s, in 2015 Rhys Millen clocked 9.07.222 in his Drive eO PP03 to win outright. The battery powered car with the unusual name was designed and built in Latvia, it featured six electric motors, three on each axle, which gave a combined figure of 1,368 horsepower and 1,539 ft lbs of torque to power the car up the hill at an average speed of 127.98 kilometres an hour (79 mph).

The world was well aware of the remarkable progress being made with e-Power and that was confirmed in 2018 when Volkswagen arrived to tackle the iconic Peak with a car that weighed little more than 1,000 kilos and powered by two electric motors producing a combined 507 kW (680 bhp) with a torque figure of 479 ft lbs. Their all-electric VW I.D.R was the car, Romain Dumas was the driver. In front of a record crowd the VW/Dumas combination produced an electrifying run to break the 8 minute barrier for the first time, the official timing clock stopped at 7.57.148. Mission accomplished in an impressive display of the power of electricity. Dumas averaged a staggering 150.9 kilometres an hour (93.77mph) with a maximum 218 km/h (127.58 mph) through the speed trap. So what is the next barrier to be broken?

New Zealand's father and son Rod and Rhys Millen won the famous climb outright a total of seven times between them. Rod in 1994, 1996 and 1997 in his Toyota Celica 4WD, 1998 and 1999 in a Toyota Tacoma, Rhys drove a Hyundai Genesis Coupe to victory in 2012 and won again in 2015 in the Drive eO PP03 electric car.

The Pikes Peak International Hill Climb holds a very special place in American motorsport folklore. The 20 kilometre stretch of road with its 156 corners, big drop-offs and altitude change could be considered the ultimate challenge for man and machine, but is it the ultimate climb?

Then there's the 'Race To The Sky' in the 'Land of the Long White Cloud' that was held at Easter each year between 1998 and 2007, the event being staged in Central Otago's Cardrona Valley, a 45 minute drive from Queenstown.

The hill climb course was a 14.5 kilometre gravel road with an average gradient of 1:11, the climb started at 450 metres (1,500 feet above sea level) and 135 turns later finished at 1,500 metres (5,000 feet above sea level). The weekend format was simple with qualifying on Saturday and racing on Sunday with the 10 fastest competitors in each category running in the order tenth to first.

In the eleven times the event was held there were only four different winners, including two New Zealanders. Japanese hill climb specialist Nobuhiro 'Monster' Tajima won eight of his nine appearances at the wheel of Suzuki Specials, Possum Bourne (Subaru Impreza WRC) claimed victory in 2001 while Rod Millen (Toyota Hilux) triumphed the following year. During that time the climb attracted a small number of high profile international competitors, most notably Rhys Millen and the Scandinavian duo Kenneth Eriksson and Per Eklund, but when the popular Tajima was crowned champion in 2007 it would be the final 'Silverstone Race to the Sky' for eight years.

The initial promoter surrendered his rights for a number of reasons, ranging from financial viability to road access to resource consents, but 'The Race' returned in 2015 under the management of Tony Quinn and the Highland's Motorsport Park with sponsorship from Repco. Scotland's Alister McRae driving the Possum Bourne Subaru was the winner, but it was the end of the road.

Quinn walked away after being unable to reach agreement on a number of issues and battling with Cardrona landowners. They looked at other possible venues but none met the criteria, the most important being a road longer than 14 kilometres.

The record books show that the climb record was set by 'Monster' Tajima in 2006 with a time of 8.01.17 at the wheel of his Suzuki Escudo Hill Climb Special, and the 'Race To The Sky' became the world's longest gravel hill climb after Pikes Peak was sealed. It will also be remembered as the place where Peter 'Possum' Bourne, the first New Zealand rally driver to have a factory contract, lost his life following a head-on collision while returning down the Waiorua Snow Farm Road during a pre-event recce for the 2003 event.

Without doubt the 'Race To The Sky' was our biggest hill climb, it was also the biggest in the Southern Hemisphere in terms of length, but was it the ultimate climb?

What do our Trans-Tasman neighbours have to offer? Hill Climbing is quite strong in Australia with national championship venues that include Jacks Hill (Western Australia), Ringwood Park (New South Wales) and Bryant Park (Victoria). But the jewel in the country's hill climb crown has a name that's known around the world - Mt Panorama.



One of Australia's oldest car clubs is the Bathurst Light Car Club with a history that spans nearly sixty years, its club house is sited on the inside of Forest Elbow. Each year the club is permitted to hold a limited number of events on the Bathurst track as long as they don't use the entire circuit, and they have not one but two hill climb venues. The 'short' course climbs 750 metres from the top of Conrod Straight through The Dipper and The Esses to above Skyline, while the 'long' course starts at the crest on Mountain Straight up through Griffins Bend, The Cutting and Reid Park before the finish line at Sulman Park, a distance of 1.7 kilometres.

'The Mountain' hosted its first Australian Championship in 1956, forty years later there was a visit by the legendary English hill climb car constructor Mike Pilbeam who accepted an invitation to compete in that year's Australian Championship. He brought his British Championship winning car together with former British champion driver Alister Douglas-Osborne, but opted to put local driver Peter Finlay in the seat. Pilbeam's team was beaten by 3/100ths of a second thanks to a missed gear shift, but the Englishman's visit both upped the game and interest in the sport.

In hill climbing circles the 'Mountain King' is Malcolm Oastler who spent a period as chief engineer with the Jaguar Formula 1 team and is regarded as one of Australia's finest designers and engineers. Oastler built his own car around an English carbon fibre tub, the suspension and aerodynamic devices coming off his own drawing board. The power-to-weight ratio was a critical factor, the engine was a turbocharged 1.3 litre Suzuki Hayabusa superbike motor that developed 260 kW (350 bhp) and the car's weight 305 kilograms, the OMS 28 was a rocket-ship. In Oastler's words - *'it had a rear wing bigger than a bucket from a D9*

Caterpillar, and a front wing and diffuser to match. It's probably got more downforce than a Formula One car'.

Oastler holds the record for the Mountain Straight course - 300 metres from the start the car is at maximum revs in fifth gear (260 clicks) at Griffins Bend! Across the finish line the speed is 220 km/h and the average speed for the 1700 metre run is close to 170 km/h - *'it's like riding a cannonball'!*



2019 was the 8th occasion that Mount Panorama has hosted the premier climb that's staged over two days. On Day 1 the competitors have four timed runs on 'The Esses' course, on Day 2 the action switches to the 'Mountain Straight' course with another four timed runs. Oastler was victorious for the fifth time but it was his first win at his country's best known mountain - *'it's a wonderful privilege to use the track'.*

Mount Panorama is steeped in motor racing history with hill climbing probably the least known events staged on the iconic circuit. The two separate climbs on opposite sides of the circuit that pass through corners that have household names are unique. Speeds are extremely high and there is absolutely no room for error on courses lined with concrete barriers. But is that enough for Mount Panorama to be regarded as the ultimate climb?

So, which of those four is the ultimate climb? Each have their own character and challenge.

Shelsey Walsh is a short sprint climb where a lost tenth of a second can't be regained. In recent years the bumpy road surface has caused traction problems for the most powerful cars.

Pikes Peak is the giant among giants, the ultimate climb before the road was fully sealed. The extreme altitude at the finish line means a loss of horsepower as the climb progresses, unless electrically powered of course.

The 'Race To the Sky' was the classic kiwi gravel road climb. More corners per kilometre and a high number of hairpins. The road is narrow compared to Pikes Peak with intimidating drop-offs and a picturesque background.

Mount Panorama is very different to the other courses because of its two options, many of the corners are 'blind' and getting off-line can have serious consequences with zero tolerance.

In the end it all comes down to personal preference to decide which is the ultimate..

BUT. Though no event has taken place there's a serious future contender for the "Ultimate Hill Climb", and it's in China.

Tianmen Mountain is located in the Hunan Province and to the Chinese means 'Heaven's Gate Mountain'. The Tianmenshan Temple is located at the 1,518.6 metre (4,982 ft) summit and is reached by the world's longest passenger cableway in mountainous country, its total length is 7,455 metres (24,459 ft) with the steepest gradient 37 degrees, there are 98 cars.

In 2018 Ho-Pin Tung drove a hybrid Range Rover SUV up the 45 degree angle staircase with its 999 steps, the feat being featured in a 'Top Gear' programme, but there is a more conventional and exciting way to the top.

It's an 11 kilometre long two lane road that takes visitors to the Tianmen Cave that's a natural arch high in the mountain. It's an extraordinary example of engineering and road construction with its 99 corners, it's not for the faint hearted with its sheer drop-offs - it would make a hill climb like the world has never seen. In September 2019 VW took their all electric ID.R Pikes Peak car to China and Romain Dumas hurtled up the narrow road to record a time of just over 7 minutes and 38 seconds for the torturous and narrow 11km journey. *"The road is incredibly narrow and winding, but the drive was unbelievable fun with the electric power of the ID.R. The huge torque was a big advantage on the short straights, while the aerodynamics provided additional traction in the fast sections."*

But maybe it's best to google **Climbkhanaz** and let Ken Block show you the road up Tianmen Mountain in his 900 horsepower Ford F-150 truck. Just remember to tighten your seat belt first...

RH





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TO EXPERIENCE MOTORSPORT FROM THE INSIDE

MARSHALLS and VOLUNTEERS DAY MANFEILD
SATURDAY JANUARY 18TH

MITRE 10 MEGA SUMMER RACE SERIES ROUND 2
SUNDAY JANUARY 19TH

DRIFT PRACTICE MANFEILD MAIN TRACK
SATURDAY JANUARY 31ST

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

PARTING SHOT



An ultra-rare view of Manfeild showing the three different disciplines that formed the major spectator attractions for some time. The circuit (obviously), the newly created Jet Sprint course (the launching and start areas showing on the left of the picture) and the Equestrian Cross Country course (the under construction water jump in the centre of the photo just behind the front straight wall).

