

Manawatu Car Club Inc

MAGAZINE

March 2020



Something for Everyone



I'm going to start with a confession this month. I really, truly, believed in our health system until a recent experience that has shown me just how superficial some of the treatment is. I have recently spent 2 days in hospital with a back muscle spasming (yes you can call me spastic now) and creating excruciating pain to the point I couldn't stand up or walk. While they did a great job of doping me up on painkillers, the A&E doctors seemed more intent on kicking me out than anything else. Needless to say, as soon as I could walk a few steps I was out on my ear. Funny that. It was a great relief to be taken to a good osteopath who immediately found the trapped nerve that was causing all the grief and half an hour later, stiff and sore, I was on the road to recovery. In truth, I was disappointed that I lost 2 days of my life and it was left to me to find a remedy as apparently there was "nothing wrong" with me. Whinge over.

I guess if you bother to look the same scenario applies to many situations in life. Treat the symptoms not the underlying issue. Take the recent TRS summer series rounds. Plenty of entries, some great racing, international talent and enough classes with variety to keep everyone entertained, so on the surface absolutely nothing wrong. Indeed, the Grand Prix meeting at Circuit Chris Amon was apparently a great success with a good crowd and even better racing. But. There clearly is a fundamental issue here. Why did the public (with the GP exception) stay away in droves, especially the rounds closest to our largest population base? I saw coverage of both Pukekohe and HD rounds and the spectators probably all knew each other on a first name basis. Why then, for example, did the teaser Facebook post on our page communicating the return of truck racing to Manfeild create such a stir when it could be considered a narrow, niche market?

Surely there is something that can be done to attract spectators back to the sport? Publicity and marketing is definitely part of the answer, after all you can't go to an event if you don't know it's on. But is that enough? There are plenty of entertainment options available every weekend, so perhaps giving the public what they want is the key. The tricky part is establishing exactly what it is that they want. Clearly historic racing is popular, as are big banger saloons and some of the lesser formulae that offer plenty of entries and very close racing (I'm thinking the BMW series, MX5's, Formula First, Formula Ford and the like). As alluded to last month, sometimes those involved in the sport are too close to it to be truly objective, could this be the case here?

Certainly the old adage of "build it and they will come" doesn't seem to apply so much to a generation that appears to have a short attention span and is hugely influenced by social media so I am pleased to see Manfeild are pushing their Facebook presence more and more. Afterall we know how well it works as a Club. (On a side note, I am constantly amazed at the response to our Facebook postings here at work. Just today we sold a vehicle 30 minutes after it went up, and that is not as uncommon as you might imagine).

So, what's the answer? In my opinion, a huge social media campaign prior to the events, classes that touch, move and inspire people, and rapid fire races with no delays from one to the next. Sounds like our events doesn't it? Perhaps MCC should expand and contract to run the whole TRS series?? Comments welcome!!!!

And a quick comment on the AGM, which was over in very quick time, and with the existing hierarchy of the club re-elected for a further term. So, expect more commitment to making the MCC THE best motorsport club in the country to belong to.

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

TW



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 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 Series Round 2
- Sunday 19th Transpec / GT Oil - Manfeild Open Day



AUGUST

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



SEPTEMBER

- Saturday 12th Test Day
- Sunday 13th Feilding Auto electrical Winter Series Round 4
- Saturday 19th Feilding Auto Electrical Winter Series Prize Giving
- Sunday 20th Transpec / GT Oil - Back Track Autocross



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 - Back Track Autocross
- 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 Series Round 1



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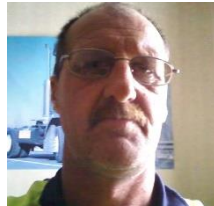
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Aaron Walker



Phillip Keith



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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



Wow what a month February was, it felt like it was over before it began, I sit here at home while everyone else in the house is asleep, thinking about all of the events and time spent on Motorsport in the month... whew! I usually write down things throughout the month that I reflect back on and then write about, this month I didn't even have time to do that, so the following is all from my memory... yep it could be a short piece 😊

I couldn't believe how relaxed the NZGP meeting was, it showed how professional and well organized the whole MCC Team is, the meeting ran with the precision of a Swiss watch. Once again we were told that this meeting was the best run meeting of the TRS Series. Congrats Team, you are all truly outstanding and I could not be more proud of you.

An interesting stat from the NZGP weekend, the V-Force consumed over 700 bottles of water and cans of Coke / Lemonade over the three days... the heat might have had something to do with that...



I took this picture of our awesome Grid Marshalls as I went to check out some of the weekends racing, kind of sums up the relaxed mood of the weekend really.

Another interesting stat... you have to be over a certain age to be a part of the Grid Marshalls team, anyone care to guess what that age is...

Ten days after the NZGP Meeting and we held our MCC AGM. Nearly 50 MCC Members turned out for the meeting which was great to see. We achieved a lot in the

2019 year, if you didn't hear my Presidents report at the AGM then you can read it on our website here <https://manawatucarclub.org.nz/wp-content/uploads/Docs-Presidents-Report-2019.pdf> and we are in a healthy position financially too, have a read of the Financial Report here <https://manawatucarclub.org.nz/wp-content/uploads/Docs-Financials-2019.pdf> however we have a lot that we want to do as well so 2020 is going to be a big year. So the whole 2019 Committee has been re-elected for 2020 because we want to continue the strong momentum of 2019. I am grateful for the faith shown in my Presidency of the club over the past few years so I was happy to be re-elected for another term also.

Another interesting stat... I was told that this AGM was the quickest ever... imagine how quick it could have been if my report wasn't three pages long... oh you found that out when you clicked on the link above before reading on 😊

I believe 2020 is going to be the biggest year the club has ever seen event wise. With the increase in Drifting events, an extra Summer Series Round and a few other events on and off of the track, I believe we will set a new benchmark with regards to the number of events and the number of days spent at these events, there will certainly be something for everyone that's for sure.

Speaking of having something for everyone, we need more contributors to the MCC Magazine. Jodie Bell has joined the team this month with a cool piece on the February Fugu Drift Event, thanks Jodie, but we want more. So if you have an interesting story that you would like to share with the rest of the MCC Family, and beyond, then feel free to put pen to paper (so to speak) and email it to me at president@manawatucarclub.org.nz or to our chief editor Trevor Weir at blumoo1959@gmail.com

We all like to keep the cost of going racing as low as possible, so we have been working on a deal with a supplier that will hopefully do this for all of our MCC Members. I was hoping that we could announce it in this month's magazine but unfortunately there are still a couple of minor details to sort through so watch this space next month.

So what's happening on the home / work front... well both Emily and Jack are getting bigger by the day, every night I come home I say to Lydia that I swear they have grown since I saw them last (probably that morning) and she just rolls her eyes at me... They all joined me at the February Flatfoot Meeting and absolutely loved it, Jacks a social butterfly and made many a new friend and Emily loves being held by just about anyone so she was passed around many of the ladies that were there on the day for "baby cuddles" which are the best cuddles you can get.

The new job is going well, I have done about 5,500kms in the last month travelling around the country meeting people from all sides of the Transport Industry. Most I knew from my previous role, but I have met around 90 new people from the likes of the NZTA and City Councils throughout the lower North Island and have learnt a hell of a lot during that time. My work vehicle is a new model Mazda 6 station wagon (with a tow ball 😊) and I am amazed at the technology in it, radar cruise control, downhill decent control, lane wandering control, something else control... indeed I drove back late from New Plymouth a couple of weeks ago and I hardly touched the foot pedals, the car started and stopped by itself and kept itself a safe distance from the car in front and within the lane it was in. So all good you say, well it got me thinking, why has all this technology come about, I mean if you are concentrating on driving you would not need all of these safety features would you, indeed I could have been on my phone the whole way home such is the level of technology..., which is not really the point of it is it?



When is a Suzuki Swift not so swift? Well when it is sitting still obviously... One of our Committee Team came out to their beloved Swift to see that someone had backed into it and had opened it up like a can of (I was going to say sardines, but I don't like them) Spaghetti... bugger!!!

February ended on a high, the February Flatfoot meeting saw a bunch of IRC Classes and the ever popular Superkarts come out and play with us at Manfeild: Circuit Chris Amon. Technically not February, the 1st of March saw the 3rd Round of the Mitre 10 Mega Summer Race Series. Lots of cars (just on 60 over the four classes), lots of fun and lots of seriously

cool racing was had. Just like the NZGP it was seriously hot, we saw 31deg in the pits so I hate to think what some of the temperatures reached inside the cars. The fun continued after the racing had finished too when lots of people came to the Refueller Bar for a... well, refuel. There were lots of fun stories from the day and a more than a few laughs which was the best part of the weekend for me.

So what next, well the Committee meets soon to finalise plans for the year, we have the next Track & Yack night on the 10th February and we have the first of our revamped Open Days (our old Track Days) on the 4th April and then we have the last round of the Mitre 10 Mega the day after on the 5th April. Then we have Easter, hopefully everyone gets a well-deserved break, before we have our Mitre 10 Mega Summer Series Prize Giving on the 18th April. If you missed last years Summer Series Prize Giving you won't want to miss this one.

So until then, take care on our roads and I will see you at one of our upcoming events.

Richie



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Septic Tank Clearing & Portaloo Hire

Suppliers of Portaloo's to the Winter Series.

**MITRE 10
MEGA**

PALMERSTON NORTH

SUMMER RACE SERIES

**Round 4
Manfeild: Circuit Chris Amon
Sunday 5th April 2020**

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 10th March 2020.

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

**So why not pop down and have a chat about what is happening
on and off of the track.**



CLUB MEMBER OF THE MONTH

NAME: Matt Podjursky

BORN: 01/07/1999

OCCUPATION: Apprentice Mechanic

RACE CAR: 1996 Honda EK Civic

EVERYDAY DRIVE CAR: 335i BMW E91 Wagon

DREAM CAR: E92 M3

YOUR BEST MOMENT IN MOTORSPORT?

Biggest winning margin in a NZV8 class – (1 lap)

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

GT Porsche works driver

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

Senna, Brock, Earl Bamber

WHO WOULD YOU PLAY IN A MOVIE?

Vin Diesel – Fast and Furious

THREE WORDS THAT BEST DESCRIBE YOU...

Determined, Outgoing, Hardworking

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

McLaren P1, well-engineered and a nice-looking car

WHAT IS YOUR SECRET VICE?

Too Much Motorsport. Live and breathe it

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I was born with club feet which means I can't do some stuff, for example, I can't run, and train for racing differently. Makes the reward so much better

FAVOURITE QUOTE...

"If a person has no dreams, they no longer have any reason to live. Dreaming is necessary, although in the dream reality should be glimpsed. For me this is a principle of life."

Ayrton Senna



GRID TORQUE



Simply Holden. The month of February was completely dominated with the shock news that the iconic Holden brand is to be 'retired', three years after production ceased in Australia. For General Motors viability became a numbers game, the figures didn't stack up with no significant RHD markets to balance the books and the plug had to be pulled. Holden has thirty-one dealerships and twenty service agents in this country, each will have an individual transition plan that includes compensation. Passenger car sales have dropped significantly in recent years as our market changed dramatically with people switching to utility vehicles in big numbers. The Holden Commodore has been popular with fleet owners, for many years its been the choice of the New Zealand Police, so where to now for those bulk buyers? For motor racing enthusiasts the big question is the future of the Virgin Australia Supercar Championship without Holden on the grid after the 2021 season. For half a century touring car racing down-under has been full-on Holden against Ford, red against blue. Ryan Walkinshaw, head of the Walkinshaw Andretti United team says 'I know there's a lot of manufacturers that do want to come into our sport, given the right scenario, given the right investment opportunity, given the right access to the teams they'd want to have represent them. Some small changes

HOLDEN - GONE BUT NOT FORGOTTEN

to the chassis and how we look at what our product is would allow entry to these manufacturers. I think that where the focus should be'. But who remains the question? It should be remembered that the fans didn't fully embrace the badges of Volvo, Nissan and Mercedes - it was only Holden and Ford that mattered. The coming days/weeks/months will be interesting as the leading Holden teams meet with General Motors hierarchy to discuss the situation, will elements of Gen3 be introduced earlier than planned, will the Chev Camaro become the Commodore's replacement? But they can't replace the famous 'bow tie' Chevrolet badge with a Holden one and say the Lion is still roaring. It's an extraordinary situation bearing in mind that of the twenty-four cars on the 2020 Supercar grid sixteen are Holdens. At least the week ended on a good note for Holden loyalists with two Armor All Ultra Poles and winning the first race of the season on the streets of Adelaide. It doesn't hide the hurt though...

Coincidence? In the same week that the 'no-more Holdens' news rocked the automotive world one of the most famous Holden Commodores was offered for sale. It's one of six Brock/HDT built Group A VK SS race cars, it also has the best history. It's the car that was shared by Brocky and Allan Moffatt in the 1986 James Hardie 1000 at



Bathurst and famously crashed by Moffatt in the lead-up to the great race, the car ending up perched on the concrete barriers approaching Skyline, the car was repaired overnight and the pair finished fifth in the race. This VK is also the last Holden to win a race under the HDT banner, the 1987 Nissan Mobil 500 on the Wellington waterfront circuit, again shared by Brock and Moffatt, the car's transmission tunnel is signed by both drivers. Coincidence, you be the judge...

Formula E getting a new look. The evolution version of the second-generation all-electric racer will be seen in the 2020/21 season, it's a largely cosmetic upgrade that dramatically improves the visual appearance of the cars. The side pods remain the same, but the front and rear wheel arches have gone, a WEC/F1 style shark fin has been added and the rear wing revised, so it looks like a real racing car with a slight Indycar influence. The following season will see the introduction of a more powerful third generation car which suggests that e-power racing will get better and better. At least visually...



Getting to grips. Cars like a Formula 5000 take time to adjust to and extract the maximum performance. Former NZ Formula Ford champion and MCC member Kevin Ingram got locals excited last year when he acquired one of the 'thunderships', a Lola T332. The initial year was a steep learning curve, but the recent 2020 Historic Grand Prix and Skope Classic 2020 meetings showed that the Feilding driver is a quick learner who has adapted well to his 5-litre open wheeler. At Taupo's Bruce McLaren Motorsport Park there were seventeen cars on the grid with Englishman Michael Lyons completing a clean sweep of all three races from rising Kiwi star Michael Collins, the winning margins varying between 1.3 and 9 seconds. Lyons and Collins topped the qualifying times with Ingram 3.5 off the pole time in P4. Following a DNF in race 1, Kevin finished third in the second 8 lapper followed by fourth in the feature 10 lapper. It was across the Strait and the Ruapuna Park circuit for the Skope Classic that included a round of the SAS Autoparts MSC Formula 5000 Series. Collins was quickest in qualifying, was second behind Steve Ross in Race 1 and won the next two, while Ingram clocked the seventh fastest time in the 18-car field. There was an encouraging 5th place in Race 1, a more encouraging 4th in Race 2 but Race 3 ended after two laps and 2.54.27 of race time with a DNF. It seems to be all coming together for the Feilding Flyer...



Not the same luck. Tim Rush was at the same meetings with the stunning Rush Collection McLaren M22, Taupo went well enough with P13 in qualifying, an encouraging three position gain in Race 1 to cross the line in 10th place, followed by 9th in Race 2 and 11th in Race 3. Down at the Skope Classic the familiar orange M22 was sixteenth on the Qualifying time sheet but Tim must have left his lucky charm at home when it came to the actual racing. There was a DNF in Race 1 after 2 laps, another DNF in Race 2 after 3 laps and the car didn't make the grid for Race 3. Not much return after the long trip to the track on the outskirts of Christchurch. The only consolation was the amount of interest that the Rush transporter attracted, but then the magnificent Holden V8 powered Morris Type J is rather special. A true wolf in sheep's clothing...

Why not at Manfeild Circuit Chris Amon? The Skope Classic is the second longest continually running meeting after the MG Classic, but the southern meeting seems to attract a more exciting entry list year after year. There were 25 cars on the grid for the Historic Touring Cars with a driver line-up that included Jim Richards, Greg Murphy, Steven Richards, Paul Radasich and Trevor Crowe. The MCC was represented by Philip Hoffman and Dean Curtis in the Ron Sylvester Saloon races that attracted 32 cars. The Hoffman Shelby Mustang was a front runner, Philip was fifth fastest in Qualifying and his meeting scorecard made good reading - 2, 1, 5, 7, the last two races being handicaps. Dean elected to run his 'new' and rather special Mk 1 Ford Escort and left the circuit at the end of the weekend with a best placing of 19th in Race 2 after Qualifying P17. For classic racers in this country the Skope is the Holy Grail...



Time for a Coke. After an absence of more than twenty years the Coca Cola brand is returning to the Australian motor racing scene. The first car to carry the iconic words was Allan Moffatt's legendary red Ford Mustang TransAm Boss 302 that appeared in 1969 and won 101 races from 151 starts during its career. It wasn't until 1996 that the brand reappeared, this time on the Group A Holden Commodore driven by Wayne Gardner, the 1987 500cc grand prix motorcycle world champion, and team mate Neil Crompton. The 'Coke Commodores' ran for four seasons with the VL and VT models following on from the original VS - there is a WGR Commodore in the

Rush Collection. Between the cars of Moffatt and Gardner the American drinks giant sponsored the M3 BMWs of Paul Morris and Geoff Full in the 1993 Australian Touring Car Championship and later Morris and Geoff Brabham in the Australian 2-litre Championship, however these cars carried 'Diet Coke' branding. In last year's Australian F1 Grand Prix the McLarens carried the Coca Cola logo on the engine covers and side aero deflectors. For decades the 134-year-old company has enjoyed major alliances in American motor racing, and now the brand returns to the Virgin Australia Supercar Championship as a backer of a new Sydney-based team. Once again it's 'Time for a Coke'...

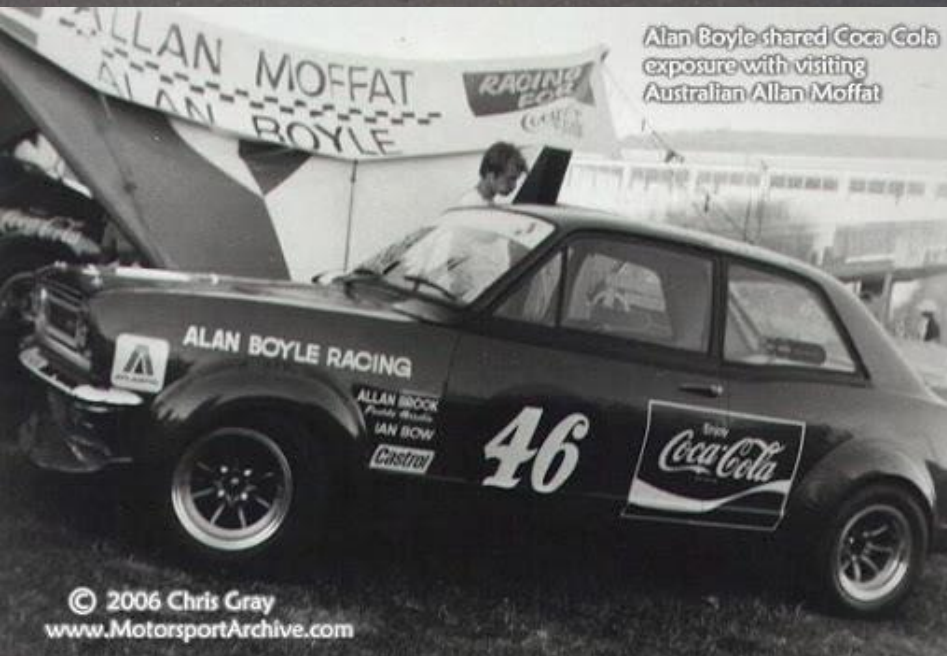
Who are the 'newbies'? Remarkably the appropriately named 'Team Sydney' is the first Supercar outfit to be based in the New South Wales capital for 15 years. Headed by Jonathon Webb, 'TS' is Tekno Autosports who have rebranded and shifted their operation from the Gold Coast in Queensland. Three Kiwis drove for Tekno, first were Scott McLaughlin and Jonny Reid who were paired for the Sandown and Bathurst enduros in 2012, but the driver who put the TEKNO name on the map was Shane Van Gisbergen in the VIP Petfoods VF Commodore during the 2013 season when he won a race at the Clipsal 500 and won the Sydney 500. 'The Giz' remained with Tekno until he was replaced by Will Davison in 2016 and moved to Triple Eight Race Engineering, that was the year of the dramatic finish to the Bathurst 1000 after an incident involving three cars in the

closing stages, the first car across the line getting a 15 second time penalty, and victory going to Davison/Webb

from Van Gisbergen/Prémat, the winning margin was 0.1434 of a second! Now Tekno has an all-new look under its new name - a fourth NZ driver with Chris Pither in their line-up alongside James Courtney, new major sponsors (Coca Cola/Boost Mobile), new HQ in Sydney and a garage team without Supercar experience. It will be an interesting start to the season...



But. What about Coke on this side of the Tasman? You have to go back nearly fifty years to find the answer. Alan Boyle was one of this country's top saloon driver back in the late 1960s and through the 1970s, he raced two cars during that period that carried Coke decals, the first a very quick 1-litre Mini and a Vauxhall Viva GT that he first campaigned in the 1971/72 Bank of New South Wales New Zealand Saloon Car Championship. At that time the Ford Escort Twin Cam was fashionable, but Boyle wanted something different and built the Viva from an insurance write-off. The car was fitted with all new Viva GT running gear from the Vauxhall specialist Blydenstein outfit in England, while the 2-litre single overhead camshaft motor was fitted with fuel injection to extract more power. One of the reasons for Boyle's choice was the fact he could run a bigger 2000cc motor compared to the 1650cc of the Ford



engine Escorts. Coca Cola got great exposure on the circuits of this country with Boyle's immaculate 'Coke Viva' that was trailed behind one of the company's vehicles. Now the famous drink is back on the Australian motor racing scene. Funny how things go full circle...

Our man is back in the main game. For five weeks Chris Pither was 'touring' the country with the Toyota Racing Series circus in the role of 'Driver Standards Advisor'. Following the NZGP series finale at Manfeild Circuit Chris Amon, there was a very early start to catch a flight from Wellington to Sydney, board another flight to Adelaide, then make the 100 kilometre drive to 'The Bend' for the scheduled Supercars BP Ultimate Super test the following day. It was at 'The Bend' that the rumours/stories were confirmed with Chris officially named as the driver of the Team Sydney # 22 Commodore for the full season, the car's bonnet featuring 'Share a Coke with Chris' branding. A bright red 'Coke Commodore' on the grid with a club member behind the wheel. It's a good feeling. Chris plans to return home to Palmerston North following the Auckland ITM 400 at Hampton Downs in April, so if the stars are aligned look forward to a special club night. His is an inspirational story...

Blue oval badge swap. For the past three seasons Steven Johnson has ruled the roost in the Australian Touring Car Masters at the wheel of his 1969 Ford Mustang Fastback, this year he defends his title in a tribute car of great significance, dad Dick's 1980 XD Falcon. The 'new car' ran its first laps on 09 February at

the Lakeside Circuit in Queensland, it was blue and carried the famous # 17 but was carrying alternate signage. The livery on the 'tribute' car is loosely based on the # 17 that Dick drove and won the 1981 Australian Touring Car Championship, but with a modern twist to recognise those responsible for the XD's built. That means no Tru-Blu Steel Tubing/Palmer Tube Mills/Bryan Byrt Ford decals, replaced by Full Throttle Custom Garage and



Kubota, with the car being known as 'New Tru-Blu'. You can appreciate the reason for the new livery, but it just doesn't look right, well not to the oldies who remember the original! The 'New Tru-Blu' made its official race debut at the opening round of this year's Gulf Western Oil TCM Championship on the support programme at the Superloop Adelaide 500 meeting last month. Famous name, famous car...

More nostalgia. It appears that the 2020 Touring Car Masters will have quite a new look to the grid. Word emerges of the Johnson XD Falcon one day, the next day the news is that two 'new' VB Holden Commodores will be lining up. The VB model was launched in October 1978, it was a big sales success and won many accolades, most importantly within a year that showroom success flowed into competition success when the Holden Dealer Team's three car entry in the gruelling Repco Around Australia Reliability Trial finished 1,2,3 with the winning car co-driven by Peter Brock and Matt Phillip with Noel Richards navigating. The VB's circuit debut was just as successful with Brocky and HDT winning the coveted touring car triple crown in 1980 - the Australian Touring Car Championship and the Sandown 500 and Bathurst 1000 endurance races. It was the beginning of a remarkable period in which fifteen Commodore variants have won 394 ATCC/V8 Supercar Championship races, 12 ATCC/V8 Supercar titles and the Bathurst 1000 an astonishing 22 times. The VB is back as the Holden Commodore celebrates its 42nd Anniversary. Another famous name, another famous car...

The numbers game. This year's Virgin Australian Supercar Championship sees all cars carrying those dinky little LED panels with the racing number, one on each rear side window and another on the driver's side of the windscreen. BUT, the height of the Commodore rear window is much greater than the Mustang, so the numerals will be reduced in height to be the same. Wait, there's more. The dayglow numbers on the side windows will remain with orange numerals for the championship leader and yellow numerals for the other drivers, like the LEDs they will be reduced in height to 150mm. But then came a problem because not enough LEDs could be produced for the Adelaide 500 meeting, so now they will be seen at this month's Australian Grand Prix. Why not forget all that digital stuff and get back to basics with those large easy-to-read numbers on the doors, its good enough for NASCAR. So simple, so effective...



The best driveway in New Zealand. It can be found at 280 Link Road, Hahei, little more than a half an hour drive on SH25 from Whitianga on the Coromandel Peninsula. The property is named 'Leadfoot Ranch' and the residents are Rod and Shelley Millen. Once a year the driveway is used for an event that's certainly the equal of the famous Goodwood Festival in England, better in a number of aspects because it's a serious climb on the appropriately named 'Millen Mile'. We're talking about the Leadfoot Festival that draws people and vehicles from around the world, and Kiwi enthusiasts in their thousands. Two MCC members were included in the entry list for the 2020 event, Ross Thurston and Richard Ransom, while Club Secretary Jeff Braid took in the action from the spectator areas. This year three marques were featured, Porsche, Ferrari and Subaru and they had impressive stands. Porsche had the very clever 'transformer' hospitality unit that has been seen on the Manfeild embankment on a couple of occasions in recent years, their star vehicle was the new 2020 all-electric 'Taycan' with driving duties shared between Porsche ambassadors Earl Bamber and Mark Webber. Ferrari pulled out all the stops and their stand featured the new 812 GTS Spider and the extraordinary Monza SP2 - all these cars were demonstrated in untimed runs. So too were Dave West's 1,600 horsepower Freightliner Argosy Super Truck, from the USA came 'The Ghost', a custom-built race car with its chopped 1936 Chevrolet Sedan body hiding a 850 horsepower Chev SB2 V8 motor, the creation of its driver former Hendrick Motorsport Crew Chief Ray Evernham. Todd Stewart was behind the wheel of the fabled 1976 PDL Ford Mustang 2, while from much earlier days there was an American 1915 LeFrance Speedster and a magnificent 1935 Bugatti Type 59/50S. Perhaps it was appropriate that Subaru claimed the outright honours for the fourth straight year with the ex-Possum Bourne Vantage Motorsport WRX Impreza in the hands of former WRC star Alister McRae, the Scotsman blasted the now 22 year old Sooby up the driveway in a best time of 48.31 seconds, just 4/10ths outside his own record set last year. Running a new set of 'super sticky' tyres on the familiar Mitsubishi Lancer Evo 6 Ross Thurston clocked a best 54.37 seconds in his five runs while Richard Ramson powered his 1996 Ford Mustang Cobra with its 5.4 litre supercharged GT500 Shelby engine up the hill to a best 58.10 seconds. Host Rod Millen drove his 1973 Mazda RX3 and 1994 Pikes Peak Toyota Celica, sons Rhys and Ryan also had two vehicles each, there was Paul Radasich (2004 Nissan March), Hayden Paddon (2020 Semog Crosskart), Mad Mike Widdett (2017 Mazda MX-5 3-rotor/2015 Mazda B2000 Stadium Truck) and Greg Murphy (2019 Rodin FZED Cosworth V8), the list went on and on with over 100 drivers accepting the Leadfoot challenge. With its combination of the drivers, the vehicles, the scenic venue and the atmosphere, Jeff Braid summed up Leadfoot as 'an outstanding world class event'. It has to be this country's best motorsport event...

Promotion. Genius engine builder Nelson Hartley has been elevated to the rank of Race Engineer for the Feilding-based Olivecrona Drift Motorsport Team. Nelson is the man responsible for the build and development of the car's extraordinary 5 litre quad cam V12 engine that started life in a Toyota Century limousine that was first produced fifty years ago, so his new official title makes a great deal of sense. ODM supremo Kester Olivecrona has given son Jarron an even more serious weapon to contest this year's

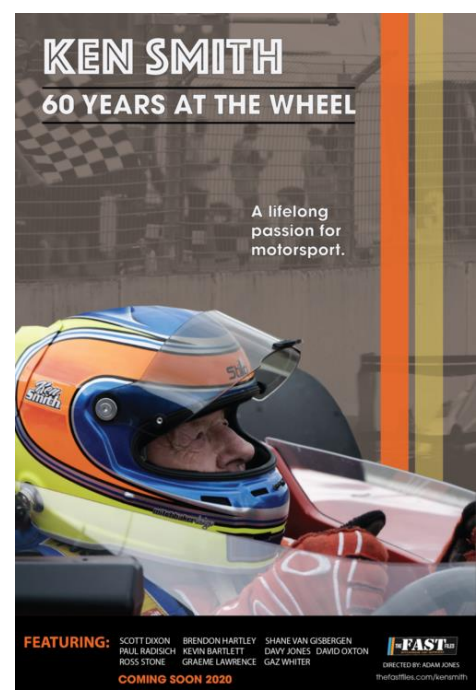




Valvoline D1NZ Championship Series, the # 12 PartsTrader NZ Nissan Silvia has a completely new look with its striking livery from the computer screens at AWS Graphics and Red Star Signs being responsible for the application, outstanding team work. Nelson Hartley did his bit too with the high-revving twin turbo V12 now pumping out close to 1,000 horsepower as the ongoing development of the car continues and the ODM Silvia remains the star car wherever it appears. It looks great but OMG, the sound...

Major change. Confirmation has come from MotorSport New Zealand that the BNT V8 category will lose its NZ Touring Car Championship status after 14 years, but it won't happen until the 2020/21 season. The NZTCC will become the property of TCR, the global category that enjoyed such an impressive debut in Australia last year. The Competition Manager for MotorSport NZ Elton Goonan says 'Touring car racing is changing across the world, particularly the cars being utilised for competition. We believe TRC better reflects what local vehicle distributors are selling which increases the potential for support from them'. It's well known that the inaugural TCR New Zealand Championship was scheduled to commence as a support category for the just-ended Toyota Racing Series but was pushed back to the end of this year because of the lack of interest from competitors that was blamed on the tight five week schedule. It will be very interesting to see where the two-litre cars will be sourced from, where sponsorship will come from, who will be driving them and the public reaction. Like Oz, NZ is V8 country...

Thursday night at the movies. On 13 February Cinema 7 in the Downtown complex had the 'full house' signs out for the one-night screening of the documentary movie '60 Years of Racing', the Kenny Smith story. During the 90 minutes every aspect of Kenny's career was covered with some amazing historic footage of his racing and family who were a very integral part of his life, and still are. Two years ago the Manawatu Car Club was one of the small group of local sponsors who provided the necessary funding to allow Kenny to compete in his 47th New Zealand Grand Prix, it was very satisfying to see the club logo displayed on his car when they spoke about that meeting and



showed action footage on the veteran's favourite circuit. The average age of the audience was on the high side, the man himself was in attendance and there was warm applause as the cinema lights came up at the end. Another night to remember...

A Kiwi who really flies. Scott McLaughlin became the talk of the US Indycar scene following last month's tests. The first two days were at the Circuit of the Americas, the cold and wet conditions curtailed activity on Day 1 because the 10-degree track temperature was considered too low. For the twenty-seven drivers involved in the first official pre-season test conditions improved on Day 2 that saw Scott's lap times near the top of the time sheets for most of the 8½ hour duration. At the end of the day Team Penske's Will Power had the fastest time, two tenths quicker than Alexander Rossi from Andretti Autosport with Scott third fastest just half a second behind Power, 2019 Indycar champion Josef Newgarden was 1/10th of a second behind McLaughlin with Scott Dixon 9th on the time sheet. From COTA Team Penske shifted camp to the Texas Motor Speedway for a private test session that was Scott's first taste of running on a Super Speedway. Strapped into the Dallara Chevrolet he completed 150 laps during the day with a best lap average speed of close to 214 miles an hour (346 km/h). 'It was unbelievable, my first out lap I went faster than I've ever gone in a race car. It was pretty wild. I really enjoyed the experience'. The last time Scott drove an open wheel car was a Formula Ford 10 years ago. He would have noticed the speed difference...



How super is Super5000. The new generation 5-litre V8 open-wheelers will have a full field of seventeen cars on the grid at this month's Rolex Australian Grand Prix thanks to very hard work by the team at Garry Rogers Motorsport. Former Ferrari F1 driver Rubens Barrichello returns from Brazil to head the entry list that includes former Supercar driver Alexander Prémat and reigning New Zealand Formula Ford Champion Jordan Michels who will also be on the grid for Round 2 of the S5000 Championship at the Sydney Motor Sport Park. Meanwhile Barrichello has confirmed that he will return to the land of skippy to participate in the one-off Bathurst International weekend in November, his first visit to the famous circuit. S5000s at the Mountain. Simply mind boggling...

An unusual talent. When the TRS arrived at Manfeild Circuit Chris Amon all the talk was about former SpeedSport Scholarship winner Liam Lawson scoring a NZGP/TRS Series double back-to-back. The pundits seemed to overlook 20-year-old Igo Fraga. The unknown Japanese born Brazilian gave a master class over the weekend to claim both the major piece of silverware and the Chris Amon Trophy, shattering Kiwi hopes in the process. The major sponsor of Fraga's # 17 Tatuus FT-60 was Gran Turismo who produce video games. You see Igor is a highly successful e-Sport racer who won the inaugural FIA Gran Turismo Nations Cup in 1918 and last

year won the FIA Gran Turismo Manufacturers Series racing for Toyota. These global championships are a series of Gran Turismo Sport Tournaments managed by a Japanese game development studio, the series is currently promoted by Toyota, TAG Heuer and Michelin with the winner of each series being presented with a TAG Heuer watch and glass plaque, they are also honoured at the annual FIA prize giving ceremony, so it's a very big deal. The GTS series serves as a basis for virtual players to start a career in e-sports before moving into real world motorsport. Igor Fraga is proof of its success...



Familiar face in a familiar place. Over the GP weekend some older generation race drivers and fans may have recognised a figure from nearly 40 years ago. The man spent a great deal of his Manfeild weekend in the M2 Competition garage but was also seen happily chatting to people and some of his rivals from the past. His name is Roberto Moreno who won the NZGP at Pukekohe in 1982 driving a Formula Pacific/Atlantic Ralt Ford and took the checker in the series round at Manfeild, it was a category that brought him much success as he won the Australian Grand Prix on three occasions (1981/83/84). The Brazilian went on to start in 42 Formula 1 Grand Prix for teams including Benetton, Lotus and Jordan. He also contested 120 races in the CART and Champ Car World Series. But why was he at Manfeild? Roberto Moreno is the mentor/coach of Igor Fraga. With Igor's dad joining in the celebrations the trio departed the circuit *sempre felizes* (happy people). And why not...



Credit where credit's due. Well done to the Manfeild Circuit Chris Amon ground staff, the presentation of the facility was outstanding. Well done to the weather gods for playing their part in the success of the weekend. Well done to the MCC V-Force for continuing their tradition of excellence, again the MotorSport NZ officials were high in their praise of your work to reinforce your ranking as the best in the country. Well done to the public for turning up in such numbers on both days to support the event, by far the biggest crowds of the five-round series. You combined to make the grand prix meeting worthy of its status...

Interesting to note the Mercedes F1 team trying a new steering system spotted in recent testing. The "DAS" – short for dual axis steering, system uses a push / pull action on the steering wheel itself to change the toe angle of the front wheels, increasing toe out to give better turn in to corners while decreasing it for less tyre drag through the corner and on straights to aid tyre life and increase speed. Clever cookies those engineers, but I wonder how the drivers found it to use, maybe under braking when you naturally move forward it's easier than you might think??

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MITRE 10 MEGA

MITRE 10 MEGA Summer Series

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R2
Wednesday 2nd January
Sunday 19th Jan 2020

R3
Sunday 1st Mar 2020

R4
Sunday 6th Apr 2020

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Manawatu Car Club

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NATIONAL RACE CLASSES
IB Cup entry fee \$240 (MCC members \$220)
GT Cup GT-A and GT-B entry fee \$240 (MCC members \$220)

Supplementary Regs and Entry Forms available on website

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MITRE 10 MEGA

Manawatu Motor Club

MITRE 10 MEGA SUMMER SERIES ROUND 2 REPORT

In contrast to Round 1 it was a perfect summer day for Round 2 of the Mitre 10 Mega Summer Series, it brought out the competitors as well with the overall numbers up by 50% to 77 spread across the four classes.

At this meeting there was a new group that ran with the GT cars, the Manfeild Muscle Cars who fronted with eight runners which meant that the GT field increased from the five cars in Round 1 to an astonishing twenty-four! They were well matched, the MMCs starting with a split grid in the Scratch 6 lapper to minimise the risk of contact on the opening lap. There was also a change to the format. Prior to the Qualifying Sessions there were two 15-minute periods for bedding in brakes and tyres, the IB and GT Cup were grouped together as were the RS and SF Cup fields. There were also four races for each category, added to the programme was a 'Marble Draw' race - a longer day, a more interesting day and a day when competitors got a lot of bang for their buck!

As usual the RS Cup got the day underway, Qualifying saw Brock Cooley edging out Hamish Clark by 9/10ths for P1, there was a 1.2 second gap to Spencer Morris with Cameron Antrobus 6/10ths away, Max Bevin and Ernie Greenwell rounded out the top six in the 10 car field.

In the near perfect condition breakout penalties would play a big part in the day's racing, Clark and Cooley led Darryl Hunter and Antrobus across the line in the Scratch race, but Clark had accumulated 90 seconds in penalties, Cooley 40 seconds, Hunter and Antrobus both 30 seconds. That dropped the quartet to the back of the field and Ernie Greenwell became the official winner, a full second ahead of Paul Rodgers with nearly 13 seconds back to Bevan in third place. Despite picking-up a 10 second penalty Morris was best of the rest, followed by David Penfold who held out Tammie Boyden by 0.172. Clark posted the fastest lap of 1.27.551, the breakout is 1.30!

There were no penalty problems in the Reverse Grid that saw Morris beating Cooley by 8/10ths in a close finish with Hunter holding out Clark by a similar margin in the race for third and fourth, followed across the line by Antrobus and Bevan.

The Handicap 6 lapper had Cooley giving Tammie Boyden a 40 second start, Greenwell and Penfold 30 seconds, Rodgers 25 seconds and Hunter 15 seconds. When the checker fell Greenwell had secured his second win of the day by more than 3 seconds over Hunter who overtook Tammie Boyden in the latter stage of the final lap. Penfold was a close 4th over Clark with Roger's Peugeot 1/100th of a second behind the Aucklanders BMW. Bevan was a non-starter and Cooley unfortunately retired after only two laps.

The Marble Draw produced an interesting grid while the breakout penalties produced an interesting result. Hunter and Clark got 20 seconds each, Greenwell and Morris 10 seconds. Hunter and Clark were first across the line, but it was the penalty free Rodgers who was the official winner with Greenwell less than half a second behind, despite the penalty Greenwell retained the runner-up points with Morris 1/10th back in third spot, followed by Hunter and Clark on the result sheet.

In the SF Cup entries jumped from 12 to 21 with Brock Cooley running in two classes. Qualifying was extremely close with Darren Walker 0.116 ahead of Gareth Stanley and 8/10ths back to Kolin Yannakis, the closeness continued with Hailey Sinkinson, Matt Smith, Brock Cooley, Richie Arber, Richard O'Brien, Trent

Smith and Russell Chapman crossing the line in that order - the top ten were covered by two seconds and the entire field by 8.6 seconds!

Five drivers incurred breakout penalties in the Scratch race, Walker's 30 seconds dropped him from first to 16th with the win going to Matt Smith by five seconds from Kolin Yanankis who overcame a 10 second penalty, Trent Smith was close behind with Arber another 8/10ths back, Cooley and Jonathon Hogg completing the first six home, all covered by under 10 seconds. Sinkinson was second of the track but her 20 seconds added time placed her officially 12th behind Samantha Stanley and Jack Cleland.

Everyone had clean sheets in the Reverse Grid that saw Gareith Stanley score a surprisingly comfortable 12 second win over Walker, there was a further 1.8 seconds to third placed O'Brien before the gaps were measured in tenths of a second between the next five to cross the line - Chapman, Greg Ward, Arber, Cooley and Matt Smith. Good clean close racing.

The 6 lap Handicap saw Walker at his best to overtake the entire field after conceding 25 seconds to first-man-away John Ward, but it took until well into the last lap to hit the front when he passed Samantha Stanley and Hilary Ashworth who finished in that order, the gaps being 1.5 and 1.2 seconds. Matt Smith was half a second away in fourth, followed by a tight bunch that included Cam James, Greg Ward, Arber and John Ward. Walker's fellow back marker Dave Crook paid the price for one lap too fast, the 10 second penalty took from 8th place to 17th. More good clean close racing.

In the Marble Draw Tony O'Brien, Chapman, Walker and James picked the prime spots on the front two rows, Greg Ward and Tessa Field shared row 3 with Ashworth and Gareith Stanley behind them. The marbles didn't favour John Ward and Richard O'Brien, but neither lined up on the grid, pole sitter Tony O'Brien was another DNS. Walker made the best of his start position to score win number two for the day, albeit narrowly from Crook, but 20 seconds of breakout penalties pushed Crook back to 12th and elevated Matt Smith from third to second. It was another close finish with Chapman third followed by Arber, Gareith Stanley, Sinkinson, Cleland and Samantha Stanley who crossed the line 8.6 seconds behind the winner. Even more good close clean racing.

In Round 1 there were 18 runners in the IB Cup, in Round 2 that number grew to 28 in a field that included six Taxi Cup cars. Like other classes Qualifying suggested close racing with the quickest ten cars covered by less than four seconds. Peter Edmond topped the sheet by half a second over Nick Stewart with 2/10ths to Graeme Bretherton, 3/10ths to Troy Howard, 2/10ths back was Ian Thompson with similar gaps down the line to Chris Huszka, Mal Chamberlain, Ben Boyden, Todd Carswell and Donald McIntyre. Mike Marsh topped the Taxi Cup times by a surprising 1.7 second margin over Kerry Tong, Barry Maunder was 2½ seconds further back with a similar gap to Grant Anderson.

Edmond and the Volvo were back to their best form and led the big field home, followed by Huszka and Howard but all three picked up a 10 second time penalty in the process which elevated Bretherton to first place in the official results, a few tenths ahead of Thompson with a four second gap to Stewart, on his bumper were Edmond, Gerald Watson and Boyden, the trio covered by 6/10ths, with the penalised Huszka and Howard 7th and 8th. That pair were followed by Marsh and Tong at the front of the Taxi Cup pack, the two split by 4/10ths, much closer than qualifying suggested.

Edmond continued his domination in the Reverse Grid to take win number two, beating Watson, who benefitted from a front row start, and Howard in a close finish, the trio followed by Huszka, Stewart, Boyden and Thompson, the seven cars covered by 8 seconds. Marsh made it back-to-back wins in the Taxi Cup, this time by a much bigger 3.9 second advantage over Tong, with Leo Van Berkel and Grant Anderson split by 4/10ths in their battle for third and fourth.

The Taxi Cup drivers took full advantage of their favourable start positions in the Handicap race to fill the first three places across the finish line, Barry Maunder leading Tong home by 1.2 seconds with Anderson six seconds on arrears. Despite his best efforts Edmond was still 10 seconds away from the winner at the flag, closely followed by McIntyre, Watson and Stewart in a tight group.

Onto the Marble Draw where Marsh and Huszka drew P1 and P2, McIntyre P3 with Edmond P6 and Watson a lowly P19. Only 10 cars faced the starter so Watson gained nine spots before the race started! Away from

the Rolling Start and it was game on in one of the best races of the day with the real action up front. Huszka, McIntyre and Thompson who started from P7 were locked in fierce combat forcing Edmond to work really hard, but the wily veteran was still able to record his third win of the day, albeit by only half a second over Huszka, McIntyre and Thompson, the first four home covered by 2½ seconds. Boyd John started alongside Watson on the back row and had his best drive of the day to finish fifth, overtaking and holding out Stewart by 0.17 as they crossed the line. Ben Boyden posted a DNF, pulling into the pits after two laps. Edmond may have won three of the four races but Huszka went home to Wellington with the fastest lap of the day, set on lap 5 of the first race.

The day's excitement levels increased with the large GT field. Ross Thurston marked his return to the series by claiming the fastest Qualifying time at 1.08.96, the Mitsubishi Evo more than four seconds ahead of Sam Lyle in his V12 powered Jaguar XK120 with 4/10ths to Struan Robertson's familiar 997 Cup Porsche. Paul Dewar's NASCAR Dodge Challenger posted the fifth quickest time (1.15.02) to head the Manfeild Muscle Car times by 3/10ths over Gary McKelvie with a further 6/10ths to Steve Hildred - the signs for the racing looked promising with the ten GT-B cars covered by less than seven seconds, Alan Pearce recording the quickest lap 2.3 seconds ahead of David Thomsen with Richard Clulee 1/10th back and another 4/10ths to Jamie Potts. The eight MMC's were covered by eight seconds.

As expected Thurston ran away from the field in the Scratch race, finishing 30.7 seconds ahead of Robertson with a further 3 second gap to Gary Carswell followed Ernie Stevens. Potts led home the GT-B group by 1.8 seconds over Thomsen and Clulee, with Dewar claiming MMC honours, the Levin driver being 3.4 seconds ahead of Hildred with Ken Lupton claiming third place points. Lyle withdrew after four laps but Ian Easton failed to face the starter, the Roush Mustang had been sixth quickest MMC in qualifying.

The drama in the Reverse Grid came when McKelvie, Dewar and Bruce Deihl failed to complete 'drive through' penalties and were disqualified! But that wasn't the only drama, Thurston scorched off the line from the back of the pack but his efforts came to nought on lap 3 when a turbo pipe came loose. So the race ran out with Robertson a clear 17 second winner over Carswell with Stevens three seconds away, Thomsen, David Anstis and Clulee rounding out the first six finishers.

In the interests of safety Thurston would be starting from pit lane in the Handicap, conceding a 70 second start to Tom Lancaster, 45 seconds to Hildred and Dewar and 10 seconds to Robertson. The six lapper didn't start well with the race red flagged after the third group of starters were waved away. No problems at the second attempt but Carswell didn't help his cause by picking up 40 seconds in breakout penalties. Benefitting from their handicaps Ian Williamson took line honours from McKelvie, Hildred and Lupton, their four cars covered by three seconds, Dewar and Deihl were next, the latter just a tenth ahead of the fast finishing Thurston who took the GT-A win by half a second over Stevens. Tony Allpress claimed the maximum points in GT-B by 4/10ths over Thomsen and Clulee. Great handicapping.

The field was down to 12 cars for the Marble Draw that was split into two starting groups separated by half a lap, the GT Cup cars were to start on the front straight, the MMC cars on the back straight after exiting Higgins corner.

It appears that something got lost in the translation because the pace of the MMC front-rowers Dewar and McKelvie was too slow and the field was released as those cars approached Higgins corner! Dewar spun exiting the hairpin on lap 2 and withdrew with a gearbox problem after 4 laps. With Thurston's Evo on the trailer Robertson took full benefit of his front-row starting position and was never headed, though he was kept honest by Thomsen who was 5 seconds behind at the flag and leading a four car GT-B group, Allpress was third, followed home by Anstis and Potts, Stevens completed the first six finishers. Ken Lupton led the MMCs home by a 10 second margin over Greg Cuttance with a further 1.6 second gap to Ian Williamson who completed the Ford trifecta.

It was a long day at the office for everyone involved with the revised and extended programme, but with typical Manawatu Car Club efficiency the meeting finished on time.

RH

RUSSELL'S NOTES

MCC President Richie Arber was one of many who were impressed by the large number of spectators in the stands and the full vehicle park on the bank overlooking Turn 7. It was a nice warm day and they had some very good racing to watch...

There was word around the pits that Kolin Yannakis is getting a new Volvo being built at Peter Edmond's 'skunk works'. Kolin's current car is quick, so if the stories are true expect a very quick Swedish flyer to emerge from Pete's workshop....

Jack Cleland continues to impress. We knew he was good in the club's Toyota Starlet and his move to a Mazda MX5 has created even more interest in the youngster. Running in the SF Cup class, Jack posted the 15th fastest qualifying time in a field of twenty-one, 2.6 seconds slower than Darren Walker who topped the time sheet and 7/10ths outside the Top 10. His score card for the day read 10, 17, 16, 7 and in each race he was involved in close battles where cars were separated by 10ths at the finish. His 1.27.237 qualifying lap was bettered twice during racing with a best 1.26.732. The big test will come in the Feilding Auto Electrical Winter Series when Jack Cleland's bright blue # 18 lines up on the grid in the MX5 Cup...



What a start to 2020 for MCC President Richie Arber. His wife Lydia gave birth to daughter Emily Valerie on 02 January, he began his new role as an Executive Officer for the National Road Carriers (Inc) with his area covering the entire bottom half of the North Island, and finally he had the opportunity to get back behind the wheel of his Toyota Corolla GT for Round 2 of the Mitre 10 Mega Summer Series. And what a good day he had among twenty other SF Cuppers. Seventh quickest in qualifying and 1.8 seconds away from pole position for the first race, after the breakout penalties were imposed Richie was elevated to fourth place. He started the Reverse Grid in P14 and worked his way through the field to cross the line sixth. The # 46 Corolla GT was in the last group away in the Handicap, 25 seconds after the first cars were flagged away, this time the outcome was 7th place. Richie pulled out '14' in the Marble Draw and crossed the line in 4th place after an epic battle with six cars that were covered by five seconds at the checker. Racing over it was straight to 'The Refueller' to start cooking the bangers, meat patties and hash browns for the V-Force and serving the bevies from the chiller. Just another day in the MCC Presidential Office...

Seeing saloon cars with graphics replicating great Bathurst 1000 racers revive wonderful memories. The 1983 XE Ford Falcon of Greg Cuttance replicates Dick Johnson's blue car that carried sponsorship from Palmer Tube Mills/Prudential. Meanwhile Holden fans were equally impressed with Bruce Deihl's stunning Torana A9X in the 1978 Channel 7/ASL Finance/Breville livery from the late 1970s. Is there anything more exciting than seeing Bathurst remembered...



Talking graphics. In a previous issue mention was made of the colourful graphics on Struan Robertson's 997 Cup Porsche that were designed by a group of students. More on that story has emerged. Apparently the group involved were Australians and their teacher was Struan's daughter. Lots of talent in the family...

Ben Boyden was entrusted with Geoff's Castrol BMW 325 for this round. The # 66 was sixth fastest in the IB Cup qualifying session, and sixth in the Scratch race after a great battle with Peter Edmond, Gerald Watson and Chris Huszka. Another sixth in the Reverse Grid was followed by back-to-back DNFs. A day that started so well ended in disappointment. Geoff wouldn't have been impressed to hear about the DNF's, wonder what explanation he got...

Lap record attempt. During the lunch break Bryce Hogg took his massive Chevy Suburban out onto the track, someone suggesting the reason was to set a Manfeild lap record for a Chevy Suburban. Unfortunately, the Hoggster's attempt was thwarted by the fact the time keepers hadn't brought a calendar for recording purposes. Surely the 'Mafia' battle wagon isn't really that slow...

During the day Paul Dewar had half spins in both the esses and the hairpin, but the speeds were not high enough to activate the roof 'brakes' that you see on the high-speed NASCAR ovals. There's no doubt that the ex-Penske Dodge Challenger is one of the most visually spectacular cars in the country at the present time...



Battle damage. Gary McKelvie's Horowhenua Motor Company Monaro was still showing the signs of the damage sustained to both rear guards in the Round 1 start incident. The panels were still wearing their grey primer paint so it's still a work in progress. At the end of Round 2 one car went home showing heavy battle scars down one side, bodywork damage during racing at meetings like the Summer and Winter Series is often avoidable. Drivers should remember that the big prize is a chocolate fish, not a gold mine...

Show and shine. Full marks to teams right across the board for the outstanding presentation of their cars. A little bit of TLC with polish and a cloth does wonders to a vehicle's presentation and it reflects in the public's perception of the sport. Forget adding bling though...

New flaggie. There was a shortage of people for some key roles, a flaggie was needed for the chequered flag and a call was made to Ray Hartley. He had planned to do some gardening, but it didn't take him very long to put the tools back in the shed! He admitted to finding it much harder work than expected waving the chequer flag. Probably much easier than doing the garden though...

Another chocolate fisherman. Ray Hartley started the chocolate fish tradition several years ago at the Feilding Auto Electrical Winter Series, and the delicacy has now become Part of the Mitre 10 Summer Series, so who is the second purveyor of the ocean's finest? Several sources say it's Struan Robertson. To whoever it is, the recipients are most grateful. Little things can mean a lot...

RH



**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

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www.manawatucarclub.org.nz

Supplementary Regs and Entry Forms available on website



A SPECIAL FRIEND...



When he goes racing you see him behind the wheel of an XY Ford Falcon, but it's a very different car from the one that rolled off the Broadmeadows' production line fifty years ago.

Remove the livery and at a quick glance the car basically looks like any XY Falcon on the road, but under its bodywork it's all supercar - this XY is a reminder to 'never judge a book by its cover'.

You'll find its creator down a long driveway at number 29A Corbett Road in Bell Block, New Plymouth. The name above the door is Ernie's Engineering Limited - the Ernie is Ernie Stevens, a man who has, and continues to give, so much to the sport and to the Manawatu Car Club.

Ernie has enjoyed cars ranging from Austin A40 to a GT-HO Phase II, there have been a number of Falcons over the years, but this 1970 model is something rather special, it has to be the ultimate XY.

Under its skin you find state-of-the-art engineering carried out to the highest possible standard. It has Supercar front and rear ends, Brembo/AP brakes and fully adjustable suspension. In the engine room you find a stroked 351 Ford Windsor V8 with SVO heads and the best available internals, there's Kinsler fuel injection and a dry sump lubrication system, with power delivered through a Holinger six-speed sequential gearbox of Supercar origin. Many of the body panels have been reproduced in carbon fibre, internally it's all Supercar here too with the work beautifully executed.

In its own way this 1970 XY Falcon is a mechanical work of art, something which Ernie and his team should be extremely proud of.

The Gold Card holder is presently developing new flag marshal shelters for Manfeild Circuit Chris Amon, the prototype has been checked out by the MCC flaggies with minor adjustments made to the design. Ernie is very generously donating his expertise and time to produce the shelters that will sit on concrete bases and include features to make life more comfortable for the V-Forcers in our variable weather conditions.

Ernie Stevens is one of those people who derives pleasure from giving, and what he is doing for the MCC goes well beyond the club's expectations. Above all, he's a man who enjoys motor racing like it's meant to be enjoyed, for that we salute him.

To parody the popular Benny Hill song of the 1970s -

You could hear the engine roar

As the revs began to soar
The smokin' of the wheels

With the fans demanding more

His name is Ernie, and he drive's the
fastest Falcon in the west...

RH





It's only March, but this story will take a lot beating when the year is reviewed in December.

Englishman Dave Turton is a 28 year old mechanical engineer who spent time in Formula 1 with Williams before designing components for the Petronas Mercedes team, back home he races a Mazda MX5 that was his wedding car, suitably upgraded to meet racing regulations.

Enjoying the comforts of a Ford Transit camper van, Dave and his wife Jo are currently experiencing a leisurely six-month holiday in our country and via social media made comment about attending the NZGP meeting at Manfeild Circuit Chris Amon, the previous weekend the couple were at the Leadfoot Festival.

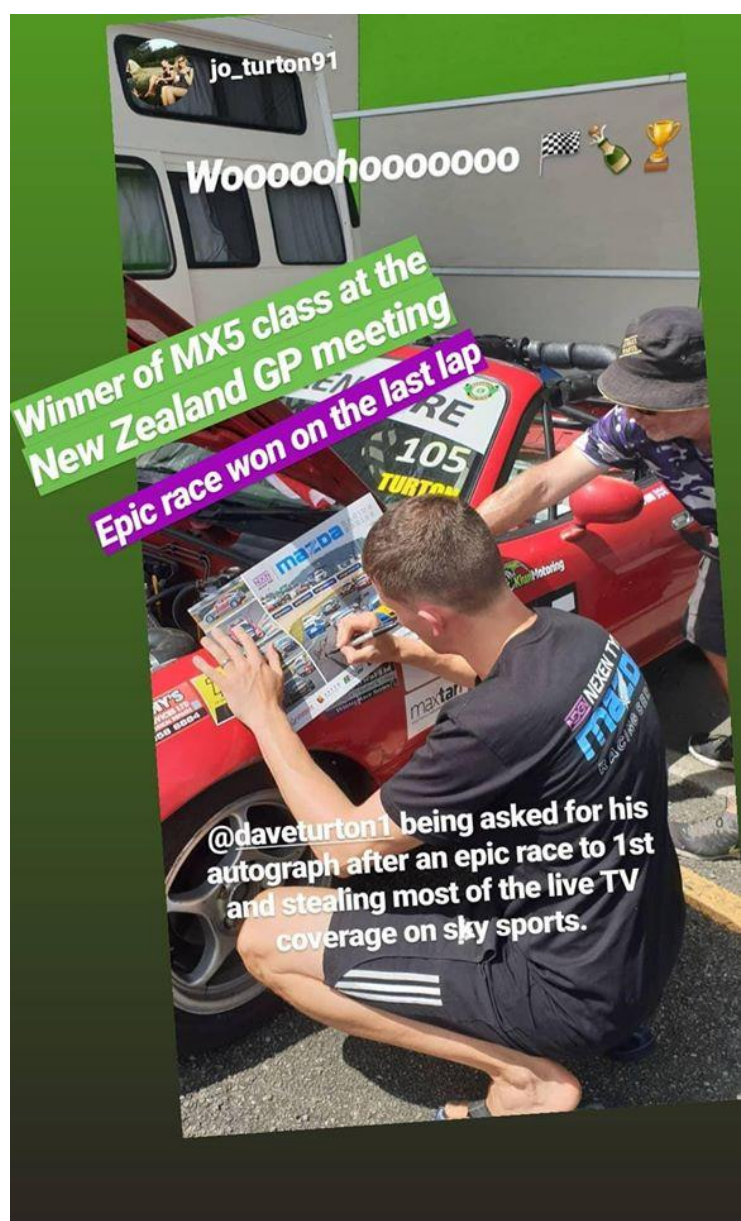
That comment soon set the wheels in motion and instead of watching from the spectator embankment the invitation was extended for Dave to race in the MX5 category of the Nexen Tyre Mazda Racing NZ Series - how good could a holiday get!

Richard Bosselman became the 'intermediary' and worked closely with club secretary Jeff Braid, the pair eventually brokering a 'lend-everything' deal, Jeff provided the car (the one that son Markku races), Richard came to the party with his race suit, boots and gloves (Dave is a tall man), Mike Dunn handed over his helmet and his wife Joanne offered her fireproof underwear! All gratefully accepted.

Jeff worked through the necessary paperwork to secure the required licence, Mike and his mate put up their hands to be the pit crew and Dave Turton was ready to race.

The pack of MX5s on the grid included the names of Jeremy Hoskins, Tim Wilde, Scotty Topham and Matt Dilly, so how did the 'one season of racing' Brit shape up against some of our best.

He missed the first practice session but gave an indication of what was to come by being only 1/100th of a second slower than Hoskins in the second session.



Qualifying produced a best 1.24.41 lap, Topham recorded a 1.25.002 and Hoskins 1.25.085, okay, but racing is a different game. That didn't seem to worry the Englishman...

He won the split grid Race 1, crossing the line 2.2 seconds ahead of Hoskins with more than 10 seconds back to Dilly. Race 2 saw Hoskins restore Kiwi pride, beating the Brit by 7/10ths of a second with Topham a further eight seconds away - ENG 1 NZ 1 with the decider to come.

There were high expectations when Race 3 started and it was an even closer affair between Turton and Hoskins from the time the lights went out to the checker, the pair crossed the line side-by-side split by 0.16 of a second with the visitor claiming victory - ENG 2 NZ 1, Rule Britannia!

The story is a real-life fairy tale, all made possible by social media, the mobile phone and the willingness of a small group of Manawatu Car Club members to make it happen. In the words of the A-Team's Hannibal Smith, 'I love it when a plan comes together'.

When their holiday is over Dave and Jo Turton will return home with many wonderful memories from the Land of the Long White Cloud. No doubt the story of Dave racing at a grand prix meeting on the other side of the world will be told and retold many times.

To Jeff, Richard, Mike and Joanne we should say a big thank you. What you did epitomises all that is good about the Manawatu Car Club and its members...

RH





MANAWATU CAR CLUB

FEBRUARY FUGU // DRIFT PRACTICE

What a way to kick off the 2020 MCC drift season!

Saturday 1st February saw our first drift event for the year and what a huge success it was! Right from the get-go this event really grasped Social Media's attention from drivers all over the country resulting in a sold-out event within only a couple of weeks.

Over 40 cars come through scrutineering and safety inspections on the day, seeing our Chief Scrutineer and legend himself, Kester Olivecrona.

Kester commented on how impressed he was with the continuous high level of standards these cars are being presented in - A big hats off to everyone for keeping up to date with the safety requirements.

As we headed in to our first drift session, we split 40 drivers of similar experience levels into three groups to ensure a smooth and comfortable flow to begin the day. It was truly amazing to see the progression and confidence gained from our new and intermediate drivers throughout the day.

The advanced drivers group brought a huge field of professional and competitive drivers. Currently living in the U.S.A, kiwi born, and international drifter Jake Hakaraia made a debut back to Manfeild: Circuit Chris Amon

Current D1NZ pro-sport round winner Shaun Potroz put on a killer show on the day along with around 10 other Taranaki based drifters.

Co-owner and managing director of Choice Events and Promotions, Guy Maxwell had his very first taste of the high-speed entry drift section and drove impressively well all day.

Over-all I am extremely happy with how well the day flowed, the atmosphere really catered to all the families and spectators who came out to watch and support the day.

As we take a few weeks to replenish the tyre pile we are pumped for our next Drift Tutoring Event on the 16th May 2020. With experienced drift tutors on hand, and a variety of sections from figure 8's, to the mighty cambered hairpin, this tutoring event is the perfect no pressure, no judgement environment to come and learn the art of drifting but most of all, to have fun.

Jodie Bell





THE HARTLEY FILES



February meant putting the TREK two-wheeler in the garage and getting back into four-wheel racing mode for the month's three races in Mexico, the USA and Morocco. The schedule meant revisiting two circuits that he's very familiar with, having raced on them in both Formula 1 and the World Endurance Championship.

First up was Round 4 of the 2019/20 FIA formula E Championship at a revised version of the Autodromo Hermanos Rodriguez in the centre of Mexico City. The F1/WEC circuit was shortened to 2.59 kilometres but included the now famous Foro Sol Stadium section that's so popular with both drivers and spectators.

Kiwi Mitch Evans topped the times in the Group stage, but it was Andre Lotterer who secured Porsche's first e-pole position by topping the times in the Top Six Shootout, 6/100ths ahead of Evans. When the lights went out Evans made the better start and squeezed inside the German entering Turn 1 to grab the lead, trying to defend his position Lotterer was forced wide onto the grass and lost another two positions. His day went from bad to worse when he misjudged a pass, was in a collision and heavily damaged the front section of his car, he received a 'mechanical failure flag' that forced him into the pits on lap 12, but the car couldn't be repaired and he joined the growing list of retirements - in a race punctuated by incidents only sixteen cars were running when the checker flag was waved!

Evans was in outstanding form for Panasonic Jaguar Racing, following the first corner incident he drove a flawless race and was never challenged, eventually scoring a comprehensive 4.2 second win over Antonio Felix da Costa who had started from P10, third after gaining two track positions was Sebastien Buemi, one



of Brendon's co-drivers in the # 8 WEC LMP1 Toyota.

Mexico wasn't kind to the GEOX Dragon Penske team, the two cars were slightly off the pace, being third and fourth fastest in their six car qualifying Group. The Super Pole looked more promising for Nico Muller in the # 7 car, the Swiss was eighth quickest less than half a second slower than pole sitter Lotterer, Brendon was 4/10ths further back and P15 in the 24 cars field.

For Brendon the day was disappointing, though it ended better than his team mate in the 45 minute plus one lap race. At the start of Lap 2 Muller badly misjudged his entry into Turn 1 and slammed into the outside wall barrier, the Safety Car was deployed as it took nearly five minutes to remove the car and restore the barrier. Brendon avoided the dramas and chaos around him along with the large amount of debris on the track to cross the line in 12th place, 36 seconds behind Evans - it was definitely a race of extremes for the two New Zealanders.

The victory was the second for Mitch Evans and moved him up seven places to the top of the championship standings, one point ahead of Briton Alexander Sims who drives for BMW i Andretti Motorsport. Buemi's third place were his first points of the season and moved him up eight positions on the table to 13th and pushed seven drivers down one place, including Brendon who dropped to 20th with the two points he scored for finishing ninth in Round 2 at Diriyah last November, Muller has yet to score his first point.

The Mexico City E-Prix stats reveal that eight cars retired during the course of the race, of the sixteen still running at the finish two were disqualified (one for using more than the permitted amount of energy during the race, the other for exceeding maximum power usage) while Evans fastest race lap was only the sixth quickest.

Twitter - Progress but the results didn't show it. P14 in the Mexico e-Prix. We are all working hard but didn't have the race day we were aiming for. The crowd was awesome as always in Mexico. Gracias.

I'm now in Austin and have a few days off before the WEC race this weekend. I'm not normally a fan of big cities, but it's hard not to love Austin.

There have been consequences for Formula E following the outbreak of the strain of Coronavirus. Chinese driver Ma Qing Hua arrived in Mexico two weeks before the race to observe the necessary 14 day quarantine period and the Sanya E-Prix on Hainan Island in China scheduled for 21 March has been postponed, that was good news for our man because the date conflicted with the WEC race at Sebring.

For Brendon the journey to his next race was a relatively short one, across the border into the United States for the World Endurance Championship round at the Circuit Of The Americas, the Lone Star Le Mans, back behind the wheel of the # 8 Gazoo Racing Toyota TS050 Hybrid.



'I like the track, the combination of corners is nice and the uphill stretch to Turn 1 is impressive. There are a lot of high speed corners, then towards the end of the lap some slower corners with overtaking possibilities, so it's a good mix with plenty of character'.

Thanks to the 'success handicap' Round 5 of the WEC proved to be generally uneventful for the LMP1 entries. The meeting was also compressed into two days which meant the two 2-hour free practice sessions and qualifying were on the same day, putting additional pressure on the teams. With the two works Ginettas absent the LMP1 category had just three runners, the only drama of the weekend coming during FP2 when the Rebellion suffered a major engine problem halfway through the session and the Gibson V8 had to be replaced before qualifying.

Enjoying the least 'success handicap' of just under 2/10ths of a second per lap the sole Rebellion dominated the weekend from start to finish, Brendon's # 8 TS050 carried a 2.21 second penalty while the # 7 TS050 was hit with 2.77 seconds which effectively took them out of contention for victory.

FP1 saw the Rebellion clock the quickest lap at 1.49.957, Nakajima in the # 8 car did a best 1.20.132, a difference of 0.175 of a second. The # 7 Toyota recorded 1.52.460 to be fourth on the time sheet behind the fastest LMP2 car and two and half seconds off the pace of the Rebellion. There were ominous signs in FP2 with the Rebellion pushing the gap to the # 8 car out to 0.654 despite Brendon recording the fastest TS050 lap, while the # 7 ended the session a lowly seventh, but 2/10ths closer to the pacesetter - the top LMP2 cars were proving to be very quick.

The speed trap showed the Rebellion reaching 299.2 km/h, the fastest LMP2 car 293.5 km/h, significantly quicker than the # 8 car (276.9) and the # 7 TS050 (272). That meant the pair of Toyotas were well behind the 8-ball in terms of outright speed and it wouldn't be an easy day come race time.

Qualifying is the average lap time of two nominated drivers, the Swiss Rebellion's time was 1.47.530 which put the # 1 car on pole position for the third successive race. Mike Conway and Jose Marie Lopez combined for a 1.49.161 lap time in the #7 car with the # 8 posting the third best lap of 1.49.431 with Kazuki Nakajima and Brendon sharing the driving - unfortunately Brendon's first lap was deleted for exceeding the track limits so it was a 'what could have been'.

'Qualifying didn't go 100% according to plan on our car. Kazuki had a good lap, then I had a red flag, it got dark very quickly. We didn't get enough temp into the tyres, then I ran wide @ T19 so the lap time was deleted. That meant we dropped a place which is a bit annoying but it's a 6 hour race so it's not the end of the world. We wanted to challenge for pole so it didn't work out'.

When the lights went out the race immediately followed predictions with the Rebellion taking a stranglehold, after the first hour of racing it led the #8 car by 22 seconds with the # 7 TS050 15 seconds



behind its sister car, the success formula was already have its influence with the starting positions now reversed. Sixty minutes later the lead had been extended to 45 seconds with the third placed # 7 car losing another 10 seconds. The lead Toyota was able to hold that gap at the halfway mark but the # 7 had dropped off the lead lap, in the next hour Nakajima cut the gap between first and second to less than half a minute.

As the race headed towards its final stages the talking point was whether the Gazoo Racing Toyotas could save a fuel stop at the end and vault Brendon in the # 8 car back into the lead but that possibility never eventuated. So the Swiss team claimed its second ever WEC victory, the Rebellion taking the flag by 51.5 seconds with the # 7 car two down at the finish but five laps ahead of the first LMP2 finisher. The 'success handicap' certainly worked in favour of the Rebellion, its fastest race lap was 1.49.03, the TS050s clocked bests of 1.50.589 (# 8) and 1.51.790 (# 7) despite the driver's heroic efforts. For Gazoo Racing a double podium finish but not on the top step.

Twitter - *'We did a near perfect race. Kaz and Seb did great stints and our toyotamotorsportgmbh engineers and mechanics were on top of everthing. 2nd was the maximum. I really enjoyed pushing the TS050 to the limits around COTA, felt so good through the fast first sector. Playing with the risk and reward through the traffic is very rewarding when it flows and you get it right, it required trust and respect between all the drivers on track, good feelings'.*

On the Championship tables the combination of Conway/Kobayashi/ Lopez in the # 7 Toyota top the Driver's Standings with 112 points, five ahead of Buemi/Nakajima/Hartley in the # 8 TS050, the Rebellion trio of Nato/Menezes/Senna sit on 93 points. Gazoo Racing Toyota's lead in the Team's Championship has been reduced to 33 points with three races remaining on the calendar.

There was special interest in the race for Americans because the Lone Star Le Mans marked the FIA WEC race debut of the new rear engine Chev Corvette C8.R that ran in the LMGTE Pro category. The Corvette Racing entry was off the pace early in the weekend but the lap times improved significantly in the race itself, the C8.R led home a group of six cars on the same lap to finish sixth in its class and 18th overall in a race that saw all thirty starters being classified as 'finishers'.

Round 6 is the 1,000 miles of Sebring on the 20th of this month, the race carrying one and a half points which will make victory crucial in the race for the Championship titles before the final races at Spa-Francorchamps and Le Mans.

For Brendon there was another quick turnaround and a flight across the Atlantic to Morocco to end his month racing on the streets of Marrakesh, the country's fourth largest city and home of one million people. It was back into his GEOX Dragon gear for the Marrakesh E-Prix on a 2.9 kilometre circuit that's regarded as one of the most energy demanding and technical tracks in the series. It's also the first ever Leap Day Formula E race (February 29). For those who found geography not there strongest subject at school, Morocco is on the coast-line in the north-west corner of the African continent.

RH





RACE WITH US!

**WE WANT YOU TO EXPERIENCE
MOTORSPORT FROM THE INSIDE**



THE ENGINE ROOM SPRINT SERIES ROUND 2 FORDELL
SATURDAY MARCH 14th

TRANSPEC / GT OIL – MANFEILD OPEN DAY
SATURDAY APRIL 4th

MITRE 10 MEGA SUMMER SERIES RACE ROUND 4
SUNDAY APRIL 5th

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!

PARTING SHOT



Another wet meeting in the late 1970's with Leo Leonard in the original PDL Mustang 9 - note the wiper!!
Jim Richards in the Sidchrome Mustang and Jack Nazer in Miss Victorious. Everyone else back in the murk.



RACE WITH US!