

Manawatu Car Club Inc

Magazine July 2020



RACE WITH US!



What a great start to the FAE Winter Series the first weekend of June was. Although I was up in Auckland for the weekend I was able to keep track of the racing through the results that were continuously appearing on Facebook, and the odd video clip that was posted. Excellent, and at the committee debrief it was noted that this had generated plenty of positive comments. Just another way to engage the MCC family in view of the Covid restrictions that were in place. Roll on Round 2 and a return to more or less full normality.

I've made the comment before but driving backwards and forwards from Palmy to Auckland to Palmy regularly I believe I get a pretty good picture of the standard of driving in this country. And believe me, it's not that flash. I am not about to say I'm perfect, because I'm clearly not. I make mistakes too. However... the people that piss me off the most in my travels are not the ones that make odd mistakes, regardless of how rookie they are. I can forgive them because they are human, and hopefully they get away with it and learn, just as I did – and still do. The ones that really get on my goat are those that drive in a consistently poor manner, and one of the behaviors that really rankles is those that can't maintain a consistent speed. The best you could say they are consistently inconsistent. I followed a couple of such wombles last time I came down, and for no apparent reason their speed would fluctuate by about 15 kph, even on the straight bits, except of course for the passing lanes when they were straight to about 115 kph !! Frustrating in the extreme!! The same goes for people that cannot negotiate roundabouts correctly, lane sweepers and orange/red light runners. Grrrrrrrr.

I don't agree with many of the decisions our current Government is making, but you can't fault them on their Covid 19 response from the point of view that once a decision was made there was a clear and consistent front given. I reckon they must have been taking lessons from the MCC Committee!! Which nicely segues to my next, more relevant, point. We reluctantly accepted the resignations from committee of Aaron Walker and Sean Browne recently. Both have been an integral part of the Committee and have made an excellent contribution, bringing new ideas to the table to enhance the Club. While one vacant position has been ably filled by Nick Stewart, the other one remains open. It was during the discussion around encouraging a younger Club member to come onboard that someone had the bright idea of finding the average age of the committee. Well, I think we were all staggered when it was eventually revealed - 57.5 years!! While there is a degree of wisdom that comes with age, there is a vitality and fresh ideas that come with youthful enthusiasm. My point?? We need new blood to continue on once all us old buggers retire to race our wheel chairs, so if you can help bring that average down and have ever wanted to get more involved please talk to a current committee member.

And while on the subject of Committee meetings, the last one featured pizza and cupcakes – a great incentive to go along even if the conversation was muted for a short time as everyone dug in!! A certain Honda owning member (whose wife also races a Honda) was overheard asking if “we needed to spend more time finding funds”, presumably for more pizza!!

You can't change history. Shit happened. It might have been good or bad depending on your viewpoint, but it happened. Accept it. Learn from it. Don't apply current morals. The past should not dictate the future. It has passed. Grow up. Move on.

That's it for another month. Keep the rubber side down if and stay safe.

TW





JULY

- Saturday 4th MCC Test Day
- Sunday 5th Feilding Auto Electrical Winter Series Round 2
- Saturday 18th Drift Tutoring Manfeild main track (rescheduled from the 16th May) **(Sold out)**
- Sunday 19th Transpec/GT Oils Manfeild Open Day



AUGUST

- Saturday 1st MCC Test Day
- Sunday 2nd Feilding Auto Electrical Winter Series Round 3
- Friday 7th North Island Endurance Race Driver Series Practice Day
- Saturday 8th North Island Endurance Race Driver Series Race Day
- Sunday 16th Transpec / GT Oil Back Track Autocross
- Friday 21st 4 & Rotary Jamboree Day 1
- Saturday 22nd 4 & Rotary Jamboree Day 2
- Sunday 23rd 4 & Rotary Jamboree Day 3



SEPTEMBER

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

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OCTOBER

Saturday 10th Drift Tutoring Main Track
Friday 23rd Manfeild Test Day
Saturday 24th OctoberFAST! Day 1
Sunday 25th 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 Day 1
Sunday 6th Mitre 10 MEGA Summer Series Round 1 & NZ Superkarts Nationals Day 2



“Special Track & Yak”

Event: “A Night with Tim Gibbes”

Time: 6.30pm to 10pm

Date: Tuesday 14th July 2020

Place: MCC Clubrooms, 120 Kawakawa Road, Feilding

Book Online: <https://manawatucarclub.org.nz/event/a-night-with/>

**Less than 20
tickets left!**



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 2020 Committee:



Jill Hogg



Noel Beale



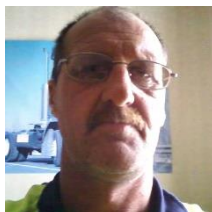
Jodie Bell



Greg Browne



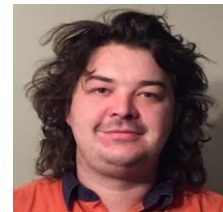
Gareth Stanley



Phillip Keith



Kaye Flannagan



Nick Stewart

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

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN



Well what an awesome month June ended up being... I spent much of the first week of June travelling around the country catching up with Transport Companies that I had not seen much of (in person) over the past couple of months. It also gave me a bit of time back in the drivers seat, dodging the motorists who couldn't drive before lock-down and had just had a month off from being behind the wheel, in readiness for the first round of the Feilding Auto Electrical Winter Race Series! Oh and what a first round it was, even though some of fields were smaller than usual, the racing was still just as intense... and fun! I came away with three second places in the SF Club which I was more than happy with, and when asked why I didn't win I replied that in most instances it is always polite to finish second.

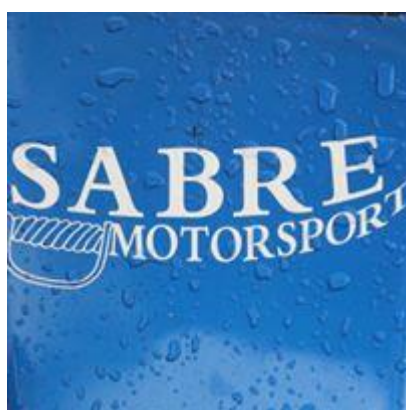
We had three other events in June, The Drift Practice day, and the GT Oil / Transpec Bent Sprint and Open Day. All of which were supported well and everyone who attended them had a great time with lots of time spent on the track. The crowd to the Drift Practice day was huge and the atmosphere was one of fun and a relief to be back on the track. Also the caliber of the cars was incredibly high with some D1NZ teams turning up to test their cars out for the following weekends competition.

We are also mindful of doing a few events off of the track, so for the next few months we will endeavor to hold an event every month that is not a Motorsport event. The first of which is the first night of a series that we are calling "A Night with..." and what a way to start, the one and only Tim Gibbes will be our first special guest. It is free to attend the night but we do ask that you register online so that we can keep a track of the number of people attending (we are limited to the number we can have) and the names of those attending. You will see the details on one of the following pages as to the where, when and the how to register... There will be some finger food served on the night, and some refreshments will be available, but you are more than welcome to bring your own refreshments if you would like.

The first MCC Committee Meeting since lock-down was held in June, we had a lot to discuss so the meeting went for nearly three hours. Since we knew it was going to be a long one we held it somewhere different this time around to help reactivate the creative juices, and it was slightly warmer and a little more comfortable than our usual meeting place, and we brought some Pizza's, Chips and Cake to help fuel everyone to the end. One of the topics touched on was the age of the Committee, as Trevor has already mentioned in his piece, the average age of the 12 people in the room was 57.5 years old. Had Jodie (at 25) not been in the room the average would have gone up ever so slightly to 60. By the way I was the second youngest there at 48... just saying team! But it did highlight something that we have talked about previously and what we will spend a bit of time on this year and that is the future of the club and what that may look like. Given that two of our younger members of the committee have stepped down due to personal reasons, we are keen to replace them with people of the same age, so Nick Stewart has come on board and we are in negotiation with one other club member as I write this, so I will hopefully be able to share that news with you in the next MCC Magazine.



MCC Tyre Deal - As part of delivering more to our club members as part of your membership, we have signed up a new tyre supplier to our club. Hankook have come on board as a preferred tyre supplier to the club, everything from road tyres to race tyres (Slicks, Semi Slicks, Wets) can be had at very good prices. All you have to do is give Jerry a call at Tremaine Energy Centre, they are looking after the logistics side of the deal for us, and tell Jerry what you are after and how many and he will get you a very good price, and believe me the prices are very good. Jerry's number is 021-653-779



SpeedSport Scholarship Fund

Sponsorship was hard to get pre-Covid, post-Covid has seen this become a whole lot harder with the likes of Pub Charity not having any funds available for what could be the rest of this year. Dennis Martin and the team at Sabre Motorsport rely on funding for their SpeedSport Scholarship. If you don't know who Sabre Motorsport are or what they have done for some of NZ's top motorsport drivers such as Shane van Gisbergen, Richie Stanaway, Nick Cassidy, and Liam Lawson to mention but only a few then I suggest you search the internet to see how they have helped shape the careers of those drivers aforementioned, and

many others. Dennis Martin is one of the nice guys of motorsport, his passion and commitment to seeing young drivers succeed is rarely seen in this sport, especially as he has no agenda attached, or does he seek any accolade for doing what I know he utterly loves to do. So the Manawatu Car Club has pledged to help Dennis and the Sabre Motorsport Team out by donating some money to them for this worthwhile cause. What that amount ends up being will be partially up to you, our MCC members and entrants to our Race Meetings.

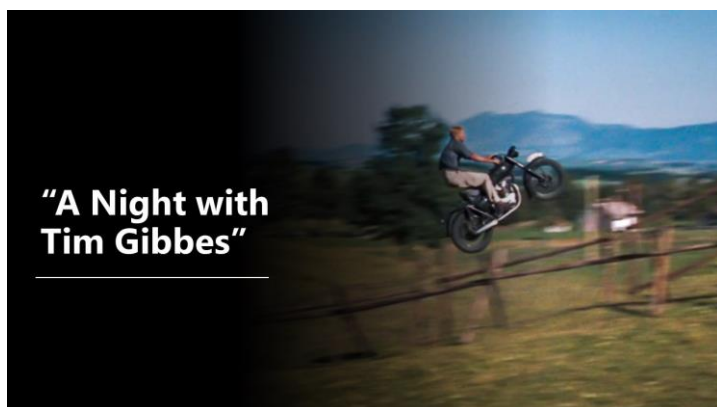
As you will remember, MSNZ released its "Back in Motion" document at the start of June, this saw a reduction in Motorsport Licence renewal costs and permit / participation levies for all Motorsport Events until the 31st December 2020. As part of our entry fees for all of our events for the next six months you will be given a choice when you enter online on our website. You can take the discounted rate for entry and enter. Or you can choose to donate to the SpeedSport Scholarship Fund. There will be a dropdown box that you can choose what amount you would like to donate, that amount starts at just \$5... and it goes up from there. There will also be an opportunity to donate money on any one of our Race Days, just see Jeff Braid or myself and we will tell you how, alternatively you can email me at president@manawatucarclub.org.nz and I will give you a bank account number that you can transfer money to.

July is looking like another busy month. We start the month off with a MCC Test Day on Saturday 4th July, so if you are looking to enter the second round of the FAE Winter Series the following day – Sunday 5th July, and you haven't had the car out for a while, this Test Day is the perfect day for that. Then on the 18th July we have the first of our Drift Tutoring Days which has already sold out. The following day is the second of our Manfeild Open Days where anyone over the age of 12 can have a go. For more information on any one of these days please visit our website www.manawatucarclub.org.nz or feel free to contact either myself or Jeff Braid – you will find our details on the MCC Committee page.

This coming weekend marks three years since our MCC 70th Anniversary Celebrations. I was looking back on some of the pictures of that weekend recently where we opened up the clubrooms for everyone to come and have a look at all of the memorabilia we had on display as well as the clubrooms itself, and of course of the formal dinner that night where we have 150 people join us to reminisce about those 70 years so far. We had a lot of laughs that weekend and we recalled a lot of history, some of it you would just not be able to get away with in the mad PC world that we live in today, but most of all we made a lot of great memories of our own that weekend and I was glad to be a part of it. So that means in around two years' time we will be 75 years young... Definitely something to look forward too!

I am also looking forward to catching up with many of you all this coming weekend for Round 2 of the Feilding Auto Electrical Winter Race Series.

Richie



"A Night with Tim Gibbes" - 14th July 2020 at the MCC Clubrooms, 120 Kawakawa Road, Feilding. Doors open 6.30pm, nibbles and refreshments will be served.

Free Entry but you must book your spot as we are limited for numbers, so reserve your space here: <https://manawatucarclub.org.nz/event/a-night-with/>

Tim Gibbes' story is one of the most remarkable and diverse in New Zealand Motorsport.

Tim was a factory rider for two English motorcycle makers and was instrumental in creating the iconic Woodville motocross, being responsible for bring the first international riders to the event. His later career included rallying, both at home and abroad, he was a driving force to establish rally-cross at Manfeild, followed by endurance and saloon racing.

A highly successful businessman, Tim was a leading administrator involved in the Castrol Six Hour races and the FIM World Superbike Championship at Manfeild, he's been honored for his services to motorcycling.

Tim and his wife Joan operate their timing system at circuits and diverse events around the country, the first installation being at Manfeild. There are so many facets of his life, possibly the most talked about over the years was Tim's involvement as a stunt rider in the outstanding 1963 WWII movie 'The Great Escape' that starred Steve McQueen. Was it Tim Gibbes who jumped the fence on a motorcycle during the escape? All will be revealed on the night.

Tim's life has been lived to the full on two and four wheels with amazing stories and a lot of laughs and fun along the journey. The night will be entertaining for young and old alike, join us and be part of the recollections...



NAME: Dave Jenkins

BORN: Melbourne, Australia

OCCUPATION: Driver Trainer

RACE CAR: Toyota Starlet

EVERYDAY DRIVE CAR: Holden Colorado and Commodore SS

DREAM CAR: DeLorean DMX-12

YOUR BEST MOMENT IN MOTORSPORT?

2nd place in 1-hour endurance race at Taupo



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

Train Driver. Because as a kid we used to ride the trains in Melbourne a lot.

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

Peter Brock, George Lucas, Craig Lowndes

WHO WOULD YOU PLAY IN A MOVIE? Homer Simpson

THREE WORDS THAT BEST DESCRIBE YOU... Bloody good Aussie

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Toyota Corona, reliable and just keeps going.

WHAT IS YOUR SECRET VICE? Bundy Rum

PEOPLE WOULD BE SURPRISED TO KNOW THAT... I used to be a European Tour Driver

FAVOURITE QUOTE... "If arseholes could fly, this place would be an airport"





Approaching Mach 1. Fans of the blue oval badge will be rejoicing with the news that one of the most famous Ford badges is being revived. In 1969 the Ford Mustang received a performance upgrade package that included a new model name - Mach 1. Today it's one of the most revered cars in the history of the Ford Mustang, and the reintroduction of the name will be welcomed by hardcore Mustang enthusiasts wanting more than what the current 5.0 litre range offers in terms of performance. The new Mach 1 will have a more powerful engine with upgrades to the suspension and brakes, no doubt there will be styling changes to make it stand apart like the original did 50 years ago. The new Mach 1 is expected to break cover later in the year, but it isn't all good news, word is that it won't be coming south of the equator. That's a bitter pill to swallow...



Centenarian. Back in the late 1950's there were two Christchurch brothers who were classic Kiwi backyard engineers, Maurice and Charlie Stanton. They designed and built two cars that became equally famous and still exist today, both held NZ Land Speed Records. The first was the remarkable Stanton Special single-seater powered by a de Havilland Gypsy Moth aircraft engine, the second was the Stanton Corvette sports car that was the world's first rear engine race car with a large capacity American V8 motor - it was a car that enjoyed great success in

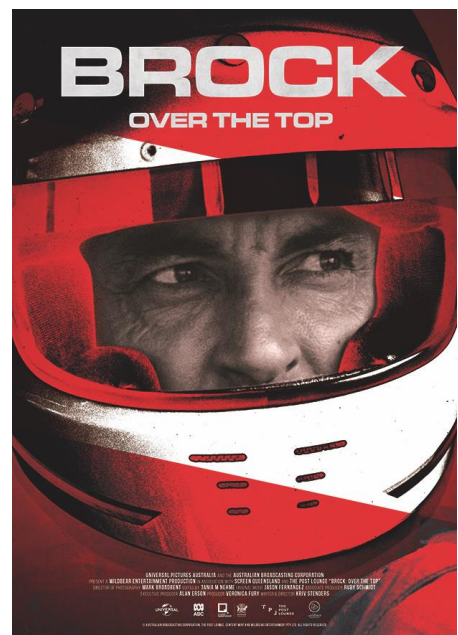


the hands of Morrie and several other drivers. Morrie relocated to Australia many years ago where he passed away. In the mid-late 1960s Charlie worked with the Brabham F1 team, rebuilding the Repco V8 engines. On 05 June Charlie celebrated his 100th birthday at the Summerset Home at Stoke near Nelson and as part of the celebrations the current owner Russell Greer brought the car over from Blenheim. Charlie had no hesitation climbing into the passenger's seat for a drive around the retirement village, a sight and sound not usually associated with this type of establishment! Charlie carries his age remarkably well and his mind remains as sharp a tack, talking memories with extraordinary detail. He still has a lap top computer and is an avid 'googler' to keep up with what's happening. The Stanton Brothers were very clever thinkers...

For book lovers. Tru Blu Ford fans will be rejoicing with the release of a book with the title - '40 YEARS OF CARS 1980 - 2019'. The pages tell the history of Dick Johnson Racing and DJR Team Penske through the achievements of each individual race car over a remarkable four-decade period. It's a hard cover book with a limited-edition print run of 3,000 copies that feature 'never before seen' photographs, each book is individually numbered and signed by Dick Johnson. The price is AU\$119.95, available via V8 Sleuth Bookshop

in Oz, check their website to order. It will be a most interesting read with its strong kiwi connection. The book SOLD OUT in a shorter time than a Bathurst 1000 weekend...

For movie lovers. Four years ago TEN Network produced a two-part dramatisation of the life of Peter Brock for television. Simply titled 'BROCK', it covered his racing career from the early racing days until his tragic death in the Targa West Rally in Western Australia in 2006. Now there's a 105-minute biopic movie about to hit the big screen, 'Brock: Over the Top', scheduled for release on the 5th of this month. For anyone with an interest in motorsport this movie should be on the 'must see' list. No doubt Holden and Brock supporters will be at the front of the queue on the first night. '05', a very special race number...



The waiting finally ended. The COVID-19 pandemic has caused massive disruption to every aspect of life, but the light at the end of the tunnel is shining much brighter. For motor racing fans NASCAR led the way back in May, Indycars returned with the Genesys 300 at the Texas Motor Speedway on the 6th of June, our trans-Tasman neighbours got back into racing when the Virgin Australia Supercar Championship resumed with the BP Ultimate Super Sprint on 27/28 of last month at the Sydney Motorsport park. The Manawatu Car Club returned to its core business at the earliest possible date with Round 1 of the 2020 Feilding Auto Electrical Winter Series on 6/7 June, now global calendars are starting to emerge with some question marks removed. Lockdowns have brought a completely new look to the number of races, in Formula 1 there will be back-to-back grand prix at the same circuits (Austria / Silverstone) after many races were cancelled, the European phase of the season being compressed into 10 weekends that started on the first weekend of this month. Formula E is back next month in Germany with an extremely tight schedule, while the WRC still has big question marks with the scheduled New Zealand Rally now cancelled. Racing might be back but there will be very difficult times for promoters with circuits devoid of spectators, a critical income stream has gone, viability is all about the dollars. The return isn't happening overnight, but it is happening, real motorsport is back after watching week after week of e-racing. There's nothing quite like the real thing...

Major milestone. The resumption of the Supercar Championship saw Jamie Whincup achieve a remarkable milestone, his 500th Supercar start. Race 1 at the Sydney Motorsport Park was # 499, Race 2 the magic # 500. The milestone should have been reached more than three months ago at the Melbourne 400, but the overnight cancellation of the F1 Australian Grand Prix meeting led to the long wait. What's the next target for the seven-time Supercar champion...



Not in 2020. The latest revised Virgin Australia Supercar Calendar is not good news for New Zealand or South Australia. The championship will now conclude in the current calendar year, to run into 2021 would create too many problems for team owners and their driver/sponsor contracts. Two more rounds in Oz have been cut with the benefactor being Sandown who will host the pre-Bathurst round at the expense of 'The Bend' in South Australia, though it won't be an endurance race. It now appears likely that the Pirtek Enduro Cup will not be awarded this year with the Bathurst 1000 the only endurance race. Also cut from the calendar is the season finale at Mount Panorama that was to be a support race for the Bathurst 12 Hour race, at the present time it's expected that the 2020 championship will conclude with the Sydney SuperNight on 12/13 December. Gone are the Gold Coast, Newcastle, Auckland and 'The Bend' which means

there's nothing for Kiwi V8 race fans until next year, but there could be possible changes to the latest calendar with imposed travel restrictions, both inter-state and international. It's a far from easy time for sport's administrators with their juggling skills being severely tested...

Not in 2021 either. Following on from the news that the 2020 WRC Rally of New Zealand has been cancelled because of the coronavirus travel restrictions, the draft WRC calendar for next year shows that the closest the cars/drivers/teams get to our shores could be Australia. The regular Coffs Harbour venue won't host the event because of its distance from major cities (it's halfway between Sydney and Brisbane) and low spectator numbers, Perth in Western Australia is making a big push to host the final round of the 2021 championship. For Kiwi enthusiasts that's the wrong side of the country...

No Murph. Viewers watching the Sydney Super Sprint would have noticed two of the regular commentary team missing. Jessica Yates, Mark Scaife, Craig Lowndes and Neil Crompton were the 'front' team as usual, but Mark Larkham had the entire pit lane to himself. Fellow reporters Riana Crehan and Greg Murphy were absent because of the coronavirus restrictions. Murph is expected to cross 'the ditch' shortly to resume duties following the mandatory lockdown period. 'Larko' will be pleased to have company again...

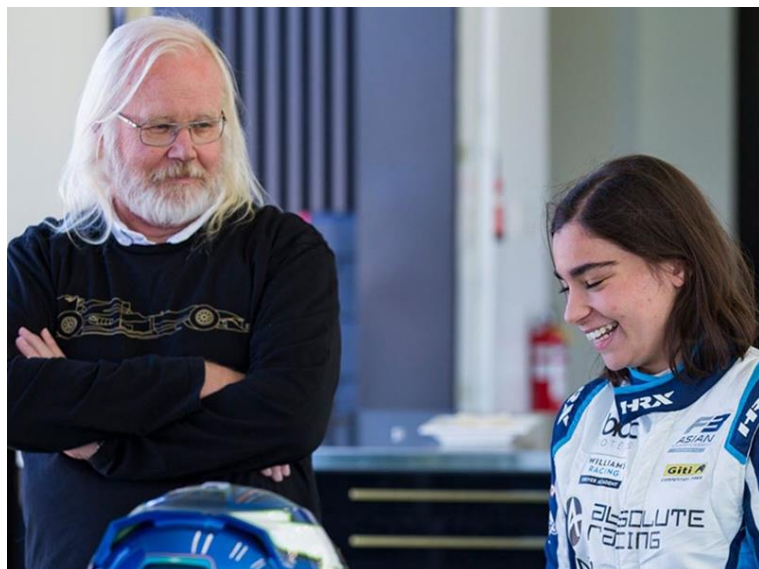


A face in the crowd. Across the ditch the National Rugby League (NRL) have moved heaven and earth to get back playing while including the Warriors in the Telstra Premiership competition. The NRL and its partners have come up with a number of innovations to involve fans, probably the best is the 'Fan in the Stand'. For AU\$22 (NZ\$23.80) they can have their photo printed on a 100% recyclable full-size cut-out that's placed at their team's current home venue. The photographs are closely vetted so there are no Hitlers, Saddam Husseins or their like in the crowd. It appears that the brilliant concept has drawn global interest with people from around the world wanting to be seen as a 'fan in the stand'. The 'people' look great and many grandstands are full. It's not quite the same as being at the game, but...

One dayers. It's popular in cricket, could it become popular with top level motorsport? Last month's Indycar race at the Texas Motor Speedway saw practice, qualifying and the Genesys 300-night race all take place on the same day, TMS was also the race debut for the new aero screen safety device. After qualifying second Scott Dixon scored his 47th Indycar victory to equal the great AJ Foyt's record of driving into victory lane in 18 successive seasons. No spectators, crews wore face masks and observed social distancing (?). All very different...



Kiwiland support. She's the current W Series World Champion (Women's Series) but the name of Jamie Chadwick is probably not well known in our country. The 32-year-old Englishwoman has an impressive CV, the first female and youngest driver to win the British GT Championship and current development driver for the Williams Grand Prix F1 team. Ms Chadwick spent time in our country back in March, more specifically at Mount Lyford in North Canterbury. It's the home of Australian entrepreneur and businessman Dave Dicker who created the Indycar Cosworth V8 powered Rodin FZed single seater racing car after he purchased the Lotus 125 project. It wasn't exactly a holiday, the good lady spent her days testing the car on the Rodin Cars two circuits, communicating her technical knowledge back to the designers and engineers developing the forthcoming FZERO. As a result of this connection Rodin Cars and Jamie Chadwick have entered into a long-term partnership that will see the Brit entering the Formula Regional European Championship with the highly rated and successful Italian Prema Powerteam whose graduates include Ferrari F1 star Charles Leclerc. Currently on their books are NZ's Marcus Armstrong and Mick Schumacher, the son of the great 'Schumi'. Seems the right team to be with...



Did you know. Back in the days when the late Chris Amon was testing new Toyota models (Corolla/Corona) to improve the chassis to better suit New Zealand roads, the vehicle that was used as the benchmark was a Peugeot 504 saloon. Apparently the French manufacturer was the only car maker who made their own shock absorbers that were tailored to suit individual models. The outcome was the world's best handling Corollas and Coronas, the result of many hundreds (thousands?) of laps around Manfeild and kilometres out on the roads of the Manawatu. Chris was a master of making Toyota cars better cars...

Progress. Construction continues on the first of the buildings that are part of the National Driver Training facility on Manfeild's 'Back Track'. The Colspec chippies are nearing completion of the framework, once the roof is on and the walls closed works starts on the interior, a much more pleasant environment during the winter months. It's well and truly underway...



New boss lady at Erebus Motorsport. No, the irrepressible Betty Klimenko hasn't stepped down. Shannen Kiely, the General Manager of Communications has been promoted to the role of Managing Director. The 27 year old worked for Walkinshaw Racing and Lucas Dumbrell Motorsport before joining Erebus four years ago as its Public Relations and Media Manager. Erebus CEO Barry Ryan says 'Shannen is exceptional and passionate about her current role and I know that giving Shannen more authority to make the harder and bigger decisions will assist Betty and myself to focus on the core business and its growth'. Kiely will be a busy young lady as she also retains the communications portfolio. Erebus Motorsport, the people's team, has made another interesting move...

Hurting financially. A major downside to COVID-19 was that the thousands of pokie machines around the country weren't going 'ka-hing ka-ching' during the period of the lockdown. That meant there was no income to provide funds for distribution to charitable causes with an inevitable effect on many programmes. The power of the pokies...

A good keen man. David Anstis went shopping in Nelson for a car to add to his stable, on his way home he called into Manfeild Circuit Chris Amon on the day of the Transpec/GT Oil Bend Sprint on the full 4.5 kilometre circuit, the perfect opportunity to give the car its first competition outing. David's new 'toy' is a Mini 1000, absolutely immaculate like it's just come out of the showroom. Not surprisingly the 'brick' attracted a lot of attention...

In good company. With no racing because of coronavirus, Red Bull's Max Verstappen filled in some of his spare time by shopping for a new set of wheels. At the top end there are many supercars to choose from, and the 'Flying Dutchman' made an interesting final choice. He placed his order for a Ferrari Monza SP2 with its 6.5 litre 810 bhp V12 engine and 1.6 million euro (NZ\$2.8 million) price tag. Other SP2 owners include football star Zlatan Ibrahimovic and celebrity chef Gordon Ramsay. The 22-year-old now awaits delivery from Maranello to his home in Monaco. Worth waiting for...



Another 'short' championship decided. The 2019/20 BNT V8 title has been claimed by Andre Heimgartner for the second time following the cancellation of the final two rounds. The decision was made following consultation between the series organisers, competitors, sponsors and MotorSport NZ. Runner-up was Australian fast lady Alexandra Whitley with Brad Lathrope claiming third. Now the BNT V8 organising team are focussing on the process of importing and selling its new TA2 platform, a category that's proving to be a big success story. The Tranzam like TA2 cars quickly became very popular with Australian fans, they have a common chassis and powertrain, covered by Ford Mustang, Chevrolet Camaro or Dodge Challenger bodies - great looks, great sound. They also offer the opportunity to create a meaningful trans-Tasman and international series, the question is will they take-off on this side of the 'ditch'? It sounds exciting, but....

Going, going... Another important piece of Australia's motor racing history has gone under the Lloyd's auctioneer's hammer, this time the first factory-built Holden HT Monaro GTS 350. The car was the legendary Harry Firth's first major project for General Motors Holden under the umbrella of the Holden Dealer Team, the HDT name was used to circumvent General Motors ban on factory-backed motor racing. In 1969 the car made its debut in a 3-Hour Production race at Sandown driven by the star pairing of Kevin Bartlett and Spencer Martin, but brake failure ended their race after 45 minutes, the brakes had cooked themselves, the car crashed

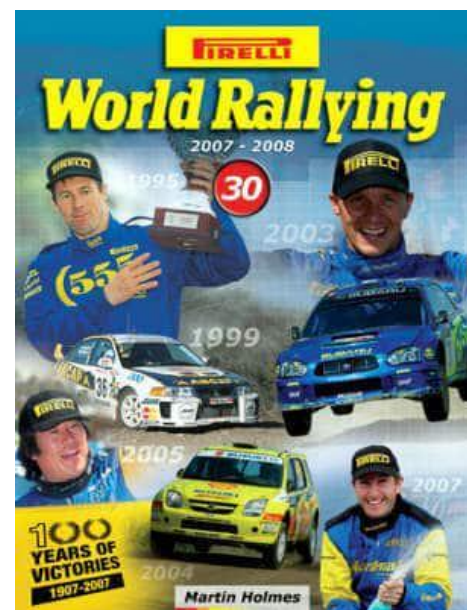
and caught fire with a 25 gallons of fuel on-board following a pit stop, the Monaro being engulfed in flames - as a result of the incident changes were made to the other HT Monaro race cars. Later in the year Colin Bond and Tony Roberts won the Hardie-Ferodo 500 at Bathurst to give the Monaro its first major success with Peter Brock and Des West third in the sister car. The HT that went under auction certainly had a colourful background and being the first Harry Firth/HRT car had special significance, it also has a story that will never be forgotten by Holden fans! Pre-auction estimates said it would fetch at least seven figures, but when the hammer fell shortly after noon on 27th June the bidding had reached AU\$715,000. Going, going, gone...



Keep up with the play. MX5 Cup racer Richard Bosselman is one of this country's leading motoring journalists, his writing and analytical skills means he road tests desirable vehicles of all types, unfortunately the COVID-19 pandemic put a halt to overseas launches in exotic and not so exotic places. Mr Bosselman puts a great deal of effort into his own website with the latest word about what's happening in the motoring world, a great addition is the weekly addition of a podcast from Jim Hinkley in the USA complete with appropriate background music. Motoringnz.com. Check it out...

Walking rally encyclopaedia and British journalist Martin Holmes was sadly lost us last month. A regular visitor to NZ with the WRC Martin was a respected and well-liked member of the press corps, whose vast knowledge of rallying and the personnel involved was unmatched. As a competitor he made it to the highest level as a co-driver, but he is possibly better remembered as author / editor of the excellent "World Rallying" series of books which spanned some 30 years of rallying.

Ever wanted to have a racetrack in your own back yard?? Turns out you can, you just need to move to America with a fist full of cash. Oregon Raceway Park, just east of Portland, and in the middle of the grain belt, is currently for sale. With a 3.7 km 40 foot (12 m) wide track with 16 corners, elevation changes of 400 feet (120 m), 12 garages, a paved paddock area plus 100 acres of surrounding countryside it would have to be the ultimate "middle of nowhere" hideaway. Apparently the first in with US\$15 million will get to own it



Just when you thought the world record price for a Mustang was safe (NZ\$5.2 million for the original Bullitt car) along comes another challenger. The original 1965 Shelby GT350R prototype is going to auction in the USA, and it's tipped to break the current record. Chassis 5R002 was the first R model competition car built by Carroll Shelby and the first to race, winning on it's debut with Ken Miles at the wheel. Used to introduce the GT350 to the public and as the homologation car shown to the FIA the car was sold by Shelby in 1966 for \$4000 and continued racing. Parked up in 1972 as "just another old Mustang" the car was rediscovered in 1989 and spent 14 years on display in "as found" condition at the Shelby American Museum before its next owner started restoration of the car. Four years of painstaking work has the car back to its original specification and former glory and ready for a new home. The release of Ford vs Ferrari won't have harmed its value either. Definitely deep pockets needed



Has anyone else been following the 1972 Holden Belmont station wagon listing on Trade Me? One owner from new (who is now 90), it's apparently all original, has no rust, has a logbook for every expenditure on it since new and some great period accessories included in the sale. Be interesting to see where it ends up when the auction finishes on July 4th. One thing is for sure, whoever buys it had better not play about with it, you just can't replace originality.



I always knew Kerry Tong was hot stuff when he was behind the wheel on the track, he's got his fair share of trophies and awards to prove it, but I wasn't aware that that extended into his personal life too. When he requested a replacement certificate recently the big question asked was, was it spontaneous combustion that caused his MCC Competition Award to go up in flames or does he indeed have superhero powers??



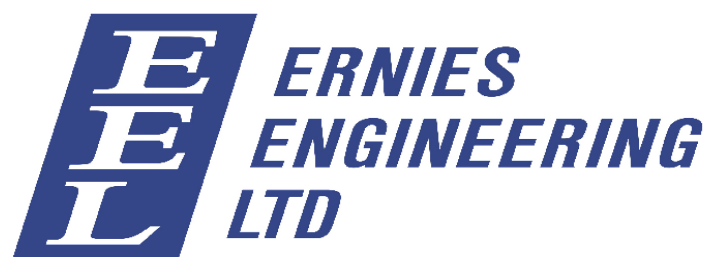
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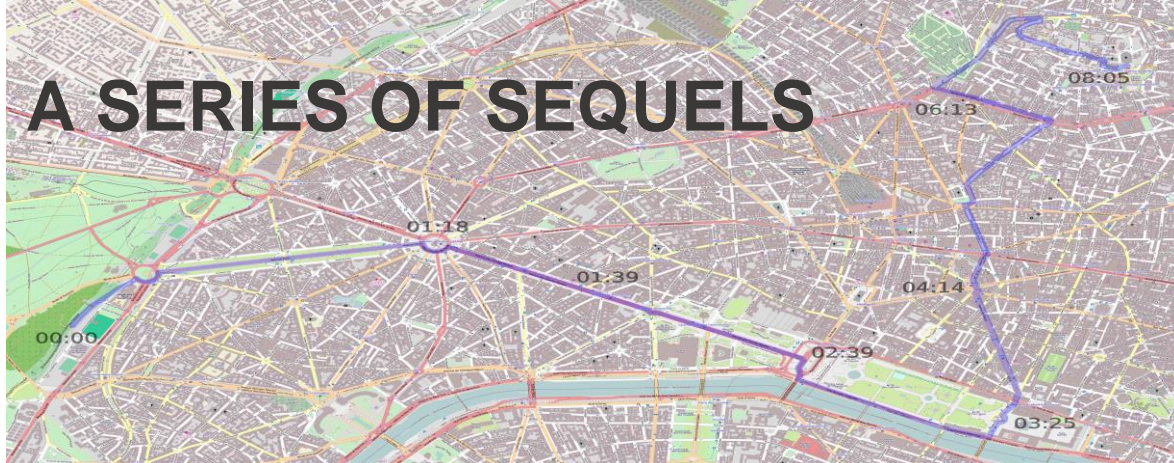


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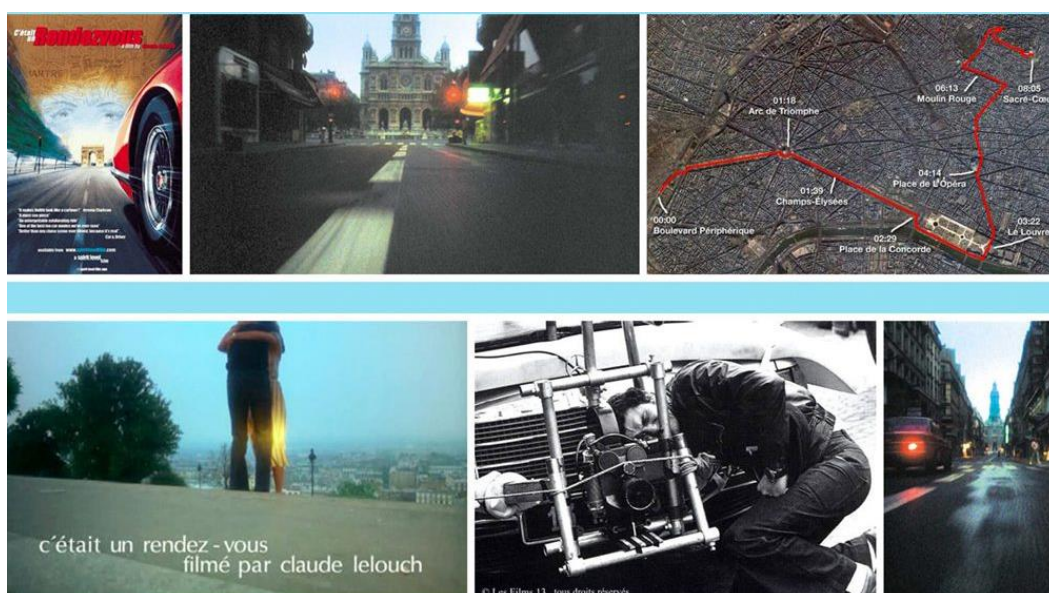
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The Holy Grail of short car films is *C'était un Rendez-vous*, the infamous nine minute film in which the driver takes viewers on a high-speed (200 km/h) dash through the streets of Paris at 5.30 in the morning to meet his Miss Sweden girlfriend Gunilla Friden.

Only three people knew about the drive in which there was complete disregard of red traffic lights, blind intersections, work vehicles and other traffic. The single-take film was the work of acclaimed director Claude Lelouch who drove the 6.9 litre Mercedes-Benz 450 SEL camera car, the roughly matched Ferrari V12 soundtrack for the extraordinary footage was added later, Le Lelouch's personal Ferrari 275 GTB.

Filed in 1976, *C'était un Rendez-vous* was available on video before being officially released in 2003, becoming as famous as it was controversial.



In 2017 Claude Lelouch was involved with a short film named *ReRendezvous* to mark the 40th anniversary of the original clip, this time using a 360-degree camera and virtual reality technology. This film was the idea of GTB (Ford's WPP global agency) in partnership with Lelouch using a 2017 5.0 litre Ford Mustang GT. Unlike 40 years earlier, the filming was done with the full co-operation of the Paris authorities.

In 1966 the French director won an OSCAR for his acclaimed movie *Man and a Woman* in which the main character drove a Ford Mustang in the Monte Carlo rally, this explains the connection. It wasn't possible to recreate the original route because some streets no longer exist, though it does include the prominent landmarks Arc de Triomphe, Sacré Coeur Basilica and Montmartre. A point of difference on this occasion was the driver of the Mustang being shown as a woman.

The following year there was another 'tribute' film featuring a 4.7 litre V8 engined Maserati Gran Sport and a male driver. It has a very interesting story line with a lot of variation in the camera work. Some of the same streets, same landmarks, same ending. The title is *21 Heurs : C'était un Rendez-Vous Homage - A Maserati Movie*.

Earlier this year the same Claude Lelouch directed a sequel to his original, though with a very thread. Set in Monaco, 'Le Grand Rendez-vous' was filmed with the full co-operation of the local authorities who closed the streets used for the Circuit de Monaco between 6.45 and 9 am on Sunday 24th May, the day that the 89th Monaco Grand Prix race was scheduled to be run prior to its cancellation because of the coronavirus outbreak.



In 1976 Le Lelouch used only a single camera mounted on the front of the car, this time there were seventeen cameras placed around the streets and on the car to capture the high-speed blast around the iconic circuit, a second car was used for head-on shots. The storyline captures elements of the original, but with a modern twist, and very cleverly acknowledges the pandemic that cancelled the grand prix race.

Premiered on 13 June, the 2020 version features Ferrari's latest supercar, the SF90 Stradale with its 986-horsepower hybrid turbocharged 4-litre V8 powertrain. Appropriately Ferrari's rising Formula 1 star Charles Leclerc is the driver (he's a Monégasque), co-stars are Rebecca Blanc-Lelouch who is the grand-daughter of Lelouch and Friden from their relationship captured in the original movie, and His Serene Highness Albert II, the Sovereign Prince of Monaco and avid motoring enthusiast.

Lelouch's concept never intended to replicate the unmatched original Paris drive, what it does do is give viewers an amazing high speed (240 km/h) perspective of the tightness of the Monaco circuit that passes under the balcony of Brendon and Sarah Hartley's apartment! What it does have in common with the original is the ending.

Four films with a similar theme but all quite different in their story lines. Four cars, four different exhaust sounds. Which is the best? You choose.

Are the three sequels better than the original. Yes or No? You choose...

RH



FAE WINTER SERIES ROUND 1



JAROD CARRUTHERS PHOTOGRAPHY

With the COVID-19 pandemic at Level 2, motor racing returned for the MCC with the opening round of the 2020 Feilding Auto Electrical Winter Series taking place on the scheduled first weekend of June, albeit in a very different form to meet the strict restrictions regarding people numbers and social distancing. To achieve this the meeting was split over two days to accommodate the eighty-two competitors and was closed to the public.

DAY 1 - 06 June

A chilly overcast start to the day with a damp track, the sun appeared occasionally throughout the day, the 15 degrees high air temperature seemed optimistic.

The programme covered the Formula First, Formula Ford, RS Cup and SF Cup categories with a total of 22 competitors, the schedule allowed a 15-minute test session, 10 minutes qualifying and the normal three races for each class.

There were four entries in the Total Truck Spray Formula First, three 'rookies' alongside seasoned regular Louis Redshaw. Keith Miller was the only entrant in the National Road Carriers Formula Ford and ran with the VW cars.

In Qualifying Miller clocked a best 1.19.133, his Formula Ford being seven seconds quicker than the leading Formula First in the hands of Redshaw (1.26.146), the three rookies really got down to their work, all improving their times by around 20 seconds before the session ended - Hayden Bakkerus 1.27.125, Rob Baker 1.31.293 and Toby McCormack 1.31.870.

In the first Scratch 7 lapper, Miller lost the lead on lap 3 when he went-off the circuit in Turn 1 but quickly regained position to cross the line 16.5 seconds ahead of Redshaw, both scoring maximum class series points. Twenty seconds down the track was Bakkerus who stalled at the start with another 10 to Baker, McCormack's debut ended on lap 5 when he parked in the tyre wall at Higgins. In Race 2 Miller made no mistakes, Hakkerus stalled his car for the second time when the lights went out but showed good pace to make his way into second place on lap 4, Redshaw made it two from two by 23 seconds over the

Aucklander while further back Baker comfortably headed McCormack.

Race 3 proved to be a disaster for Miller, on the opening lap he cut across the wet infield grass through the esses, the wet tyres had no grip at the hairpin and he abruptly exited stage right into the tyre wall. There was a Safety



JAROD CARRUTHERS PHOTOGRAPHY

Car intervention to allow the recovery of the car and reinstate the barrier, racing resuming on lap 5 with Redshaw leading Bakkerus, Baker and McCormack, the order remaining the same to the flag with a 2.1 second gap between 1 and 2, behind them McCormack had his best moment of the day when he took the inside line through Turn 7 to pass Baker and won the race to the line by 7/100ths. Most encouraging was how much the three first timers improved their respective lap times.

There was also a small field in the Danny's Auto Services / BT Advisory RS Cup with only six starters that dropped to five during the test session when David Penfold's Peugeot 206 had a front brake pad dislodge itself! Qualifying ended with Warren Cleland in P1 by 4/10ths over Tracey Cooper, 1.7 seconds back was Michael James who was nearly 3 seconds quicker than Gareth Stanley, Rodney Penn completed the time sheet with the five cars covered by six seconds.

In the Scratch race breakouts dictated the final outcome. Cooper got the best of the start but James made an audacious inside move at the hairpin to go from third to first, but the power of the Holden Commodore had Cooper in front on the back straight with James and Cleland locked in a fierce battle for the minor placings, both drivers made ground on the leader through the tight infield but that was negated on the two straights. Half distance had Cleland in second by a car's length and the trio maintained that order to the flag, but, on lap 4 both Cooper and Cleland recorded sub-1.30s and incurred 10 second penalties. That handed the win to James by 6.2 seconds over Cleland with 9/10ths back to Cooper, the gap was much bigger to Gareth Stanley and Penn.



Race 2 was the double-spaced Reverse Grid with Penn in P1, James and Stanley shared Row 2 with Cooper and Cleland on Row 3. Using the available power Cooper hit the front in Turn 1 but got a surprise in the esses when James passed on the inside and Cleland on the outside, the cars three abreast! The trio continued to lap in close formation, at half distance Cooper led Cleland by 8/10ths with 6/10ths back to James, 10 seconds away Penn and Stanley were involved in their only little battle at close quarters. On lap 5 Penn took Stanley at Turn 1, Cooper was drawing away from the chasers and crossed the line well clear of Cleland who fended off a Turn 7 move by James to claim second by 3/10ths, back at the rear Penn and Stanley never eased up and were split by 0.9 at the flag. Cooper got pinged on the two final laps with 20 seconds added to his race time, the beneficiary on this occasion was Cleland by 0.326 over James with the relegated Cooper 17 seconds behind the winner in third.

In the Handicap the question was can Cooper show the necessary restraint to avoid penalty? Penn had a 10 second start on Stanley, 15 seconds back was James with Cooper and Cleland giving Penn a 40 second start over the six laps. Penn held his lead until Lap 4 before Cooper hit the front in Turn 1, Cleland was through to third followed by James and Stanley, three kilometres later the # 11 car had extended its lead to 5.2 seconds over Cleland with 1.4 to James, 3/10ths ahead of Penn. Cooper eased slightly on the final lap to finish 4.5 ahead of Cleland's Starlet, there was a 3.2 gap to James with Penn's Altezza heading the Stanley Honda Wagon for the second time. But the posted result was quite different after Cleland offended twice and Cooper on four occasions. James had his second win of the day, this time by 2.3 seconds over Penn with another six to Stanley - Cleland headed Cooper by 15 seconds for a distant fourth.

It was much more encouraging in the GEARTECH Automotive SF Cup with eleven drivers facing the starter and several cars of more than a passing interest. Brendon Murphy was more than four seconds ahead of the pack in qualifying, his 1.21.405 was way under the 1.25 breakout time! Closest was Hailey Sinkinson who was back to her best form with a 1.25.652 lap, less than a 10th ahead of Kolin Yannakicvs. Richie Arber, Trent Smith and Mark Allen rounded out the top six times while Peter Beauchamp was 10th quickest and only 9 seconds behind the pole-sitter. Stephen Howl's day didn't get off to a great start, in the test session he spun his immaculate Ford Escort exiting Turn 7 and nudged the tyre barrier, completing only two qualifying laps with a time 10 seconds behind the pack.

The 1.25 breakout would prove to be a problem in the racing. As expected, Murphy and his Mazda RX7 scorched off the line, so did Sinkinson and Arber moved from 4th to 3rd with a bold move on Yannakis in the esses. On lap 2 Sinkinson pulled off the circuit exiting Turn 1 while Howl was charging through the field, his qualifying problem resolved. At the halfway mark Murphy had a big lead over Yannakis who was coming under pressure from Howl, Arber and Trent Smith were involved in their own duel while Beauchamp had moved through to sixth. The race ran out with Murphy the easiest of winners over Howl, but breakout penalties spoiled their efforts, gifting the race to Yannakis by 4.8 seconds over Arber who had a one second advantage over Smith, Beauchamp was elevated to 4th with Marvyn Towers and Spencer Morris completing the top six, spread by 23.6 seconds. Howl was relegated to P8 and Murphy a very distant P10.



Messrs Murphy and Howl were in trouble again in the Reverse Grid. Sinkinson was on the front row of the grid with Samantha Stanley as company, Morris and Mark Allen shared Row 2. At the end of lap 3 Murphy was in the lead from Howl and Sinkinson while Yannakis pitted in the big Volvo. As the race ran out there

were ever increasing margins at the front of the field, further back Arber and Beauchamp were locking horns. With the first two cars receiving significant breakout penalties Sinkinson claimed maximum points 11.2 seconds ahead of Arber with Beauchamp 0.5 away, within two seconds were Morris and Towers. Again, Howl and Murphy were down the back, P9 and P10 respectively.

So would the pair's speeding tendency improve in the Handicap? Unlikely given Murphy was conceding a 10 second start to Howl, 20 seconds to Arber, Sinkinson, Beauchamp and Smith, 50 seconds to Samantha Stanley. She was never headed but behind the Integra it was all happening, at half distance Murphy was a DNF and down the order Morris was involved in a mighty scrap with fellow Corolla pedallers Towers and Allan, Arber had them in his sights and Howl was faster than all of them in a relentless chase, Beauchamp became the second DNF. One lap to go and the lead was down to 6.4 seconds from Arber with Howl up to 6th place in the bunched field. On the back straight the # 43 Escort took three cars and a possible victory was in sight, but Samantha wasn't to be denied a chocolate fish and took the flag two seconds ahead of Howl, Arber was 8/10ths away in third, 3/10ths ahead of Morris with less than two seconds to Towers and another 2/10ths to Allen - then the penalties hit, five breakouts in six laps for Howl and last place with an impressive quickest lap of 1.21.990, but in Race 1 Murphy clocked 1.19.446 for the class FTD. The Official Result showed the finishing order Stanley, Arber, Morris, Allen and Towers covered by 5.2 seconds - great handicapping.



A good start to the 2020 FAE Winter Series despite the lower entry number, some exceptional races, some not so good, but that's motorsport. The weather held-up and everyone were on their way home before 1500 hours. What would Day 2 bring?

DAY 2 - 07 JUNE

Another chilly start with a 5-degree air temperature but there was blue sky and the sun was shining, the track was very damp from overnight rain and took most of the day to completely dry as the thermometer climbed towards 15.

The programme included MX5 Cup, GT Cup, IB Cup and Classic Cup/Manfeild Muscle Cars, sixty-three cars in total with the same programme format as the previous day.

The Max Tarr Electrical MX5 Cup had eight entries with a driver of particular interest, Formula Ford racer Zac Stichbury, the most notable names missing were defending champion Bryce Hogg and runner-up Scott Topham. An intense Qualifying session ended with the field covered by five and a half seconds, Hoskins was 0.52 ahead of the impressive Stichbury at the top of the board with 8/10ths back to Dennis Churcher, 0.11 to Tim Wilde and another 3/10ths to Mark Smith, all covered by 1.8 seconds. Rounding out the field were Jack Cleland, Richard O'Brien and Tony O'Brien.

The Scratch Race was a great opener for the day. Second rowers Churcher and Wilde led at the end of lap 1 from Hoskins, Stichbury and Smith. Things began to happen on lap 4 with Hoskins moving into second place, going into the penultimate lap Churcher led by 0.18 with a second splitting Hoskins and Wilde, the last lap could be a thriller. Hoskins made an outside move on Turn 7 but Churcher held on to win by 0.199 with Wilde 2 seconds back. There was a surprising 8 second gap to Stichbury, more surprising was Cleland crossing the line last nearly 30 seconds behind the winner.

MX5 racing is often unpredictable and the Reverse Grid showed why. Starting from P5 Wilde hit the front on lap 2 relegating Tony O'Brien to second, Churcher and Hoskins were battling over 3rd with Cleland best of the rest. Lap 4 saw Churcher was two wide with Hoskins at the Hairpin and Smith came into the equation, the lap ending with Wilde leading Smith, Churcher, Hoskins, the two O'Briens with Stichbury and Cleland dropping to the back of the pack. There was a storming finish, at the line Wilde claimed the win 0.8 ahead of Smith, Hoskins was 6/100ths behind in third with Churcher on his tail, Stichbury held out Tony and Richard O'Brien in their three-way fight for 5th with 3/10ths covering the trio, again Cleland disappointed and was more than a second back.



The good news in the Handicap was Cleland finding his mojo. On the grid they started in two groups split by 5 seconds behind Tony O'Brien. Stichbury led after 2 laps, one lap later the Napier driver was 6th with Tony O'Brien taking the lead followed by Cleland, Smith, Churcher and Hoskins, 6.4 seconds covered the field. There was an amazing final lap with two very close groups of four cars jockeying for position - it was Churcher who won the drag to the flag out of Turn 7 to beat Cleland by 0.32 with 2/10ths to Tony O'Brien and a similar margin to Smith. There was a narrow gap to Stichbury, Hoskins and Richard O'Brien who had a 4/10ths spread, surprisingly Wilde was the final finisher. That shows how good the racing was.

The Ernie's Engineering GT Cup drew a field of fourteen that became 13 when Ross Thurston's mega-power Mitsubishi Evo suffered clutch failure after three laps in the test session, neither the car or driver were on the track long enough to get warm! That left Anton Cheetham as the only GT-A entry, so the main action would come from the GT-Bs and they didn't disappoint.

With the pre-meet favourite out for the day it was Anton Cheetham who qualified quickest at 1.16.458, the fastest of the GT-B cars was surprisingly close to that time with Bayley Walker recording a best 1.16.866, David Thomsen posted 1.17.349 and eleven of the twelve cars were within 5.30 seconds of the pole sitter.

The session was red flagged when Daniel Gordon went straight on at Turn 1 after locking his brakes on the damp surface, at that stage he had posted the fastest time but ended Q4, Gordon was a DNS in race 1.

Not surprisingly the Scratch race went the way of Cheetham's Mitsy Evo, the Geartecher rocketed off the line leaving Walker in his wake and the opening lap ended with Cheetham leading Thomsen by 1.8 seconds with Walker, Andrew Wasley and David Coe next over the line followed by the always impressive Stephen Samuelu who started alone on the back row. On lap 2 Walker took a 'Drive Thru Penalty' and retired with a gearbox problem, out for the day. At half distance Cheetham led Thomsen by six seconds with 4.0 back to Wasley and a similar gap to Samuelu and Coe. The leader wasn't easing his pace, going into the final lap the advantage was 9.8 over Thomsen with 3.50 to Wasley, at the flag the gap was 14.0 between one and two, 3.5 seconds back was Wasley followed by Samuelu, Chris Huska and Jamie Potts. So both Cheetham and Thomsen were both class winners to take the big points.



The Reverse Grid had a missing front row (Gordon & Walker) which meant Coe and Tony Allpress would lead the charge towards Turn 1 with Michael Jane and Garry Cammock behind them. After lap 2 Richard Clulee led after starting P8, 3/10ths ahead of Cammock with half a second to Jane, Huska, Potts and Cheetham who had made up six positions. Cheetham was through to the front on lap 5 and opened up a 2 second break over Clulee and Cammock, behind them was Thomsen who also started from the back row. The four finished in that order ahead of Samuelu, Potts, Wasley and Huska. This time Clulee joined Cheetham as a winner.

The Handicap saw Cheetham giving a 5 second start to Thomsen and other five to Clulee, on the front row Coe and Jane had a 30 second start. Jane held the lead on lap 3 from Coe, Samuelu, Potts, Cammock and Wasley and the gap from first to last was down to 15.7 seconds, at the end of lap 4 that gap was 10.1, on lap 5 Clulee made a rare error at Turn 1 to be a DNF and the first to last gap was down to 5.7 with the order Jane, Samuelu, Potts, Wasley, Coe and Thomsen, Cheetham was in 8th place and his charge continued at unabated speed but he only picked-up two more places, his fastest lap was an impressive 1.13.975, nearly two and a half seconds quicker than in qualifying on a near dry track. Samuelu took the checker 0.351 ahead of Potts followed by Wasley, Jane and Thomsen who was 3/100ths in front of Cheetham, the six covered by 4.4 seconds - Cammock, Coe and Allpress completed the finishers. Exceptional handicapping again.

Anton Cheetham and his GearTech Mitsy Evo will be hoping for some GT-A opposition in Round 2 after leaving Manfeild with maximum points, GT-B had a good field that produced quality racing with three different winners.

There was a marriage of three classes - Coresteel Buildings IB Cup, GT Radials Taxi Cup and Manfeild Muscle Cars to bring together a field of 25 competitors. The IB Cup and Taxi Cup drivers had their own Qualifying session before officials made the decision to merge the three.

Seventeen IB Cup and three Taxi Cup cars participated in the 10 minute Qualifying session, Graeme Wall topping the times at 1.19.655, 1.4 seconds quicker than Justin Allen who was fastest in testing behind the wheel of his colourful NAPA Auto Parts Asia Pacific Toyota 86. Nick Stewart was only 4/100ths slower closely followed by Jeremiah Raine, Russell Chapman and Gerald Watson. Kerry Tong was the quickest Taxi by half a second over Barry Maunder, the pair being P8 and P9 overall on the sheets. The third Taxi driven by Leo Van Berkel recorded the slowest time but was less than nine seconds away from Wall. Unfortunately, Wall's best time was under the class 1.20.0 breakout, incurring a penalty of 50 championship points.



The five Manfeild Muscle Cars qualified alongside the GDM Retails Systems Classics before they split. Steve Hildred was back to his best to head the times, 1.23.985, Paul Dewar ran an encouraging 1.25.888, Ian Williamson 1.28.956 with Greg Cuttance half a second away and Ken Lupton posting 1.32.957.

In the Scratch race Raine made the best start from Row 2 to be the early leader from Stewart, Allen, Chapman and Maunder, by lap 4 Stewart was the front runner followed by a charging Brian Hamilton, Allen, Raine, Chapman and Gerald Watson, on the next lap Hamilton took the lead while Raine and Graeme Bretherton became DNFs. At the checker Hamilton was 8/10ths ahead of Stewart, two seconds back were Allen, Chapman, Ian Thompson and Watson in tight formation. In his haste Hamilton had broken out three times which dropped him to 18th overall, Stewart getting the win from Allen, Chapman, Thompson, Watson and Mike Marsh. Tong was first of the Taxi Cup runners by nearly 3 seconds over Maunder with Van Berkel six seconds back in third, while in the Manfeild Muscle Cars Hildred had a relatively easy run to take the race honours, crossing the line five seconds in front of Williamson, ten seconds back Lupton and Cuttance were locked in their own battle that was resolved in Lupton's favour by 6/10ths. Dewar had a race to forget, the combination of 800 NASCAR horsepower and a slowly drying track was more than a challenge for the Dodge Challenger and he finished much further back than he would have liked.

Would the Reverse Grid throw up any surprises? Raine and Bretheron should have been on the front row but were DNS's, Stephen Hamilton and Simon Manthel were on Row 2, behind them were Robin Greenland and Neil King. Dewar and Williamson were on Row 11 at the head of the Muscle Cars. Sean Browne started P11, by mid-race he had taken the lead from Stewart and Stephen Hamilton, the trio chased by Greg Browne, King and Van Berkel who had gained two positions and led the Taxi Cup runners. On lap 4 Greg Browne slotted into third while Stephen Hamilton dropped from third to sixth. Next time round the first two positions were reversed, Brian Hamilton had taken over third from Greg Browne with King next inline. On the final lap Brian Hamilton charged past the two leaders to take the flag but again victory came at the cost of breakout penalties, five times in six laps! The outcome was relegation to 20th place and Stewart, Sean Browne and Greg Browne were on the podium, rounding out the top six finishers were Watson, Chapman and Thompson. Tong made it two from in the Taxi Cup with a five second margin over Maunder with a similar gap to Van Berkel, their lap times varying by three seconds. The Reverse grid was much kinder to Dewar who kept it all together to be the second Manfeild Muscle Car home, 1.6 seconds behind the Hildred Monaro and 8/10ths ahead of Cuttance, Lupton finished a lap down.



Onto the Handicap and the last chance for Brian Hamilton to be at the top of the IB Cup Result Sheet. From first to last away the full field was spread over 70 seconds with Simon Manthel and Stephen Hamilton at the front, Hildred at the back and giving a 10 second start to his MMC colleagues. As is usual with handicaps it takes a few laps for the race to start taking shape, on lap 2 King spun in the esses which led to a couple of big avoidances, by the end of lap 3 Hildred had made up 20 seconds on the leaders Stephen Hamilton and Manthel, who were being hotly pursued by Nathan Spencer, Maunder, Greenland, Van Berkel and Greg Browne. The chases continued as the race ran out, going into the final lap the order was Spencer, Greenland, Stephen Hamilton, Maunder, Manthel, Watson, Raine and Greg Browne, Hildred was still 37 seconds from the lead. The last 3 kilometres were a mad dash that ended with the first ten cars across the line covered by 11.2 seconds - Spencer, Greenland, Watson, Maunder, Stephen Hamilton, Greg Browne, Manthel, Raine, Tong and Stewart. Brian Hamilton continued his struggle with the breakout time, he lost again to be classified 20th. Fourth overall and first Taxi Cup car was good reward for Barry Maunder, Tong was ninth and 5 seconds back with Van Berkel 2½ seconds further down the track in 12th overall. Ken Lupton's day finished on a high by winning the Manfeild Muscle Cars class, 14 seconds behind was Steve Hildred. Paul Dewar was 18 seconds behind Hildred at the line while the superb Dick Johnson tribute Ford Falcon of Greg Cuttance was a DNF on lap 2.

A really good integration of classes, a big combined field, and despite a near 10 second variation in lap times there was no vehicle contact. Racing as it should be.

The GDM Retail Systems Classic Cup produced sixteen entries with several prominent names missing from the entry list, despite that it was a high-quality field that included long-time rivals Dean Curtis and Michael Eden. The racing would be interesting because all three were Handicaps.

Eden and Curtis kept swapping times in the Qualifying Session, Eden coming out on top by 2/10ths with both in the mid-1.20s. Layton Hammond was third quickest on 1.24.034, Kevin Gimblett clocked 1.25.355 followed by Dennis Roderick, Brett Tasker and Ross Francis who were covered by 6/10ths of a second.

In Race 1 Stephen Marks was first away, 5 seconds later Bill Richie followed with John Blaikie next. In the early laps there were few positional changes but by mid race the back half of the field were beginning to make good progress through the pack. At mid-distance it was still Marks, Richie and Blaikie out front but a lap later Cam Neill came into the picture while Gimblett, Eden and Curtis also looked threatening. It was frantic final lap as the field bunched and the run to the flag produced one of Manfeild's great finishes - Marks led out of Turn 7 but left the inside line open, Neil saw a chance, went for it with the BMW and Chev coupe momentarily locked side-by-side as they crossed the line, thanks to electronic timing the cars could be separated, Neill the victor by 9/1000ths of a second. Just 6/10ths back was Gimblett closely followed by Curtis and Eden who split by less than 2/10ths and 3 seconds behind the winner. Richie was pushed back to 6th at the flag with Hammond and Sandra Eden next home. Great handicapping by the Level 2 team first up.



Race 2 saw Blaikie flagged first away, Mark's first race performance pushed him back down the start order, at the back of the grid the fast boys were conceding a 70 second start! Don McIntyre and Sandra Eden looked contenders being third away at + 20. Blaikie led by 3 seconds at half distance from Richie, McIntyre was duelling with Sandra Eden for 3/4, Ian Williamson had moved to a challenging P5 while further back Michel Eden had a 4/10ths advantage over Curtis with 7/10ths to Gimblett. Marks was really flying and when lap 5 ended was in second place behind Blaikie, Richie was hanging onto third but under threat from Sandra Eden. On final lap Blaikie went from first to seventh, Marks looked like a being a comfortable winner but Williamson pulled a super quick lap out of the box to claim victory by a narrow 0.617 margin, Marks being relegated to second 5½ seconds ahead of Sandra Eden with a 4/10th gap to Brett Tasker, Chris Wall and Curtis completing the first six, the handicap too much to overcome. Unfortunately, the delight in winning

race one turned to disaster for Cam Neill, on the final lap the big Chev went off at Higgins and made very heavy contact with the tyre barrier, the front of the car sustaining very significant damage. Two races, two different winners, who would claim the chocolate fish in Race 3?

There were similar handicaps to the previous race except for Marks who was pushed further back down the start order, winning comes at a cost! With the 99% of the field safely on their way there was drama on the back row when the Curtis Ford Escort failed to move, necessitating a hasty red flag to clear the car from the grid. The first incident came on lap 3 when Michael Eden had a 'tank slapper' exiting the esses and made a great recovery without losing track position! At the end of the lap Blaikie was maintaining his lead over Richie from Sandra Eden and Ross Francis, that pair followed by McIntyre and Tasker with Gimblett leading the next group. On lap 5 the changes in the mid-field began, the first four cars were the same order but Roderick who started at plus 40 seconds was now fifth and looking a possible winner, behind him were Gimblett and Hammond who had both passed McIntyre and Tasker. How quickly things can change in the final lap, the leaders quickly lost positions while Roderick continued his impressive charge to pass four cars and take the win 1.23 ahead of Sandra Eden, Gimblett and Hammond stormed home to be third and fourth followed by Francis and Tasker. Michael Eden was unable to overcome his big handicap and placed 10th at the flag, 17 seconds behind the winner. The race wasn't good news for John Blaikie, he was disqualified for not taking a Drive Thru Penalty. Three races, three winners ensuring the series points were well spread.

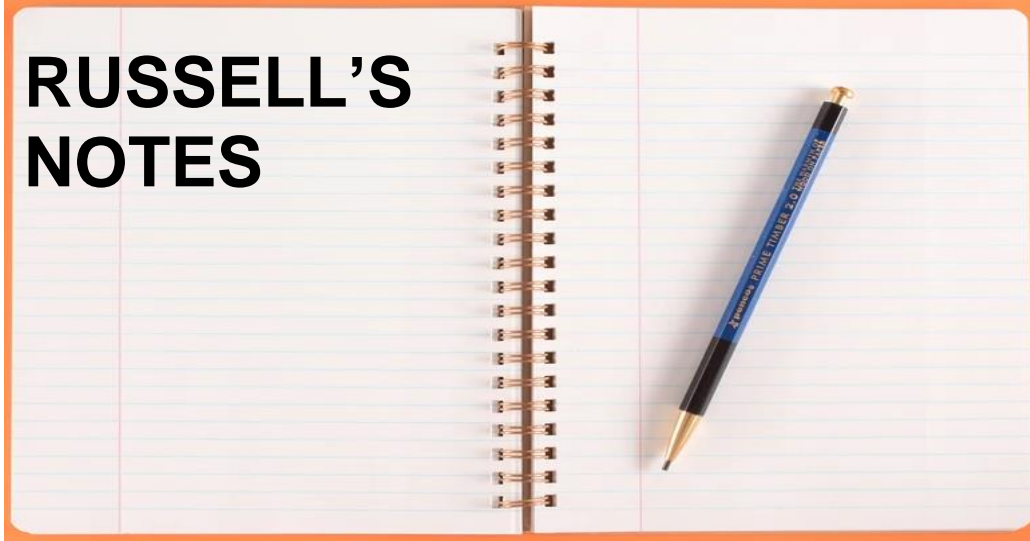


For the 12th and final race of the day the cars were on the track 20 minutes ahead of the scheduled 1530. An almost superhuman effort by everyone concerned to keep things moving, particularly with a couple of vehicles retrievals and realigning the tyre wall thrown in to test all departments.

Two very good days to begin the 2020 Feilding Auto Electrical Winter Series despite the limitations imposed by the COVID-19 pandemic. The electronic entry system worked well, Richard Bosselman did an outstanding job as gate 'Security Chief' ensuring people signed-in, and people generally respected the rules regarding social distancing. Full marks to the incomparable V-Force, back-to-back days in chilly conditions (Saturday very chilly) was a big ask, but they delivered as always. Overall, another 10/10...

RH

RUSSELL'S NOTES



Another MCC first. Round 1 of the FAE Winter Series was the first motor race meeting held in New Zealand under the COVID-19 lockdown restrictions. To stage the meeting on the planned date was a very big call, careful planning and the co-operation of competitors made it work. Pats on the back all round...

On time, every time. Under the COVID-19 restrictions it was not practical to print race results for collection but Chief Timekeeper Jacky Braid came up with the solution. Immediately each result was made official she put it on the club's Facebook for competitors, or anyone interested, to view. But there was more, if drivers required a copy of their lap times they were emailed on request at the end of the day. It was a brilliant solution that worked extremely well and certainly something well worth considering for future meetings - instantly available, no printing expenses, no congregation in the office. Clever girl that Jacky...

Another cheapie. From time-to-time Gareith Stanley arrives with cars a little different from the norm that he's bought at bargain price. A couple of years ago there was the top-of-the-range Honda Legend with its V6 engine, plush leather interior and gold badges to adorn the bodywork. For this series Gareith invested in another unlikely Honda race car, a large Accord station wagon! Our man acquired the 'project' vehicle just two hours before the COVID-19 lockdown began, parting with a negotiated thousand dollars. The wagon wasn't in the happiest of states but the next four weeks brought it back to full life in a race condition. The 2.2 litre four lugger was deemed a 'non-runner' because of a blown head gasket, the head was removed, shaved and a new gasket fitted - problem solved. Other relatively minor items were attended to and the Accord was ready for the track. Lap times were down following the loss of the engine's all-important V-Tech, something in the electronic wizardry had gone AWOL. Gareith's promised that all will be good for Round 2 and beyond. There's lots of potential in the Stanley speed wagon...



Speed loss. One of the mysteries of Day 1 was young Jack Cleland being well off the pace during Qualifying and first two Mazda MX5 Cup races. Then he turned in a blinder in the Handicap 6 lapper to finish second, 3/10ths of a second behind a very in-form Dennis Churcher. People scratched their heads before the reason was revealed at the June Track and Yak night. Jack is a most honourable young man and confessed that it was purely down to the driver not being in the zone until late in the day. Refreshingly honest Young Jack...

A bit fishy. Coresteel Buildings IB Cupper Brian Hamilton was a man in a hurry on Day 2. Was he running his trusty Ford Capri on jet juice because he was producing remarkable lap times, the downside was a high ratio of breakout penalties and subsequent dropping to the bottom end of the official result sheets. Winning is the name of the game but the prize for being first across the finish line was only a chocolate fish. Did Brian go to the meeting with the intention of winning at all costs to receive fish? He won two fish, was he planning to start a chocolate fish farm or start a breeding programme? Sounds all very fishy...



The Italian job. For many years a familiar sight at classic and historic meetings at Manfeild is Bill Richie's rossa 1968 Alfa Romeo Giulia Super, Bill is also a regular at MCC events. In the mid-1960's the boxy four-door Giulia enjoyed considerable success in our long-distance races thanks to its 1.6 litre twin overhead camshaft four cylinder motor, one of the greatest classic engines of all time. The Richie car posts surprisingly quick lap times, it looks 'standard' but there are significant changes under the skin. The engine's internals have been upgraded with the capacity increased to 2.0 litres, the gearbox is a standard Giulia 5-speed and the differential a standard Alfa LSD item. The car still runs original size solid brake rotors and callipers, definitely non-original are the Bilstein adjustable shock absorbers. The Alfa Romeo Giulia Super is an important piece of our country's motorsport history and Bill's latest project involves one of the 1995 Benson & Hedges cars. Mr Richie is a true Alfista. Forza Italy...



An interesting day. Dennis Roderick was one of sixteen entries in the GDM Retails Systems Classic Cup category, he was 5th quickest in Qualifying with a 1.26.199 lap. In the first Handicap race the # 32 car placed 10th with a fastest lap at 1.21.754, in the second he gave 45 seconds to the first car away and had four cars behind at the start. During the race he ran three laps in the low 1.22's with the last 1½ seconds slower, he was last man home. For Race 3 the distance was increased to seven laps and the handicappers generously moved the Paraparamu driver five seconds forward in the starting order, was it the turning point for the day because Dennis produced a stunner. One by one he moved up places before things really lived up on lap 6 as the cars bunched, he crossed the line in fifth place behind John Blaikie, Bill Richie, Sandra Eden and Ross Francis with 3 kilometres of racing left. He produced his own 'lap of the gods', a superb 1.18.758 to pass the four cars and take the flag with a 1.237 second winning margin! Zero to hero...



Car swappers. Gareith and Samantha Stanley are great Honda fans, for this meeting Sam's regular four-door Civic was out of action, fortunately she was able to 'upgrade' to Gareith's distinctly sportier Integra as Mr Stanley had secured a new thoroughbred for their stable, a 1999 Honda Accord station wagon. Sam won her last race, but one chocolate fish between two people is hardly a substantial meal. The Stanleys, two happy Hondaers...

Back to form. For many years one of Manfeild's favourite driver/car combinations has been Steve Hildred and his red #21 Holden Monaro. The two had been having a lean patch but Sunday was just like the good ol'days with both car and driver performing at the top of their game. Two wins and a second from three starts. Near perfect...

What's the hurry driver? Over the course of the weekend a 'break-out' pandemic hit Manfeild Circuit Chris Amon. It was known that drivers were keen to get back to racing but a few were overly keen, five break-outs in a six lap race could be deemed excessive! The resultant loss of points may have a major impact on the outcome of the 2020 FAE Winter Series. Speeding costs, on both road and track...

Who was he hiding from? Brendon Murphy has raced some exciting machinery, on this occasion it was a very quick Mazda RX7 that looked very different because the bodywork had been 'skinned' in a camouflage pattern, the same way manufacturers disguise pre-release models. The RX7 was visually striking and it was damn fast, in the GEARTECH Automotive SF Cup Qualifying session Murphy topped the time sheet by 4.2 seconds, then set the fastest laps in the first two races before a DNF in Race 3 halted his progress, his best lap time was 1.19.946. The class breakout was 1.25, Mr Murphy beat that 14 times during the course of the



day, seems the camouflage didn't fool the electronic time keeping! Mr Murphy had a real need for speed...

Meeting the conditions. Richard Bosselman and his wife Carol live on a lifestyle block on the outskirts of Palmy with various animals in the paddocks including llamas. For the weekend he went to his farming wardrobe for a Swandri and warm clothing, a good call when you're responsible for gate security with no protection from the chilly weather. Richard B had committee members helping on the gate, Kaye Flannagan on Day 1, Jodie Bell on Day 2. A top team effort...

Not his day. Gentleman racer David Penfold arrived at the circuit on the Saturday with the Paul Roger's Peugeot 206 to run in the Danny's Auto Services/BT Advisory RS Cup races but things didn't go quite to plan. During the test session a front brake pad dislodged itself and it was day over for the Pug, but David wasn't beaten. Ever resourceful, he returned to his Mt Stewart residence and arrived back at the circuit with his road 206 and a new logbook ready for scrutineering, unfortunately a couple of important items didn't get the required tick. David was beaten this time...

Sad sight. When Cam Neill's superb 1939 Chevy Coupe made contact with the tyre barrier on the outside of Higgins there was a collective 'oh no' from those who witnessed the incident. The full extent of the damage was revealed when the car was brought back to the pits on the back of the recovery vehicle, a very bent front end. It has to be remembered that back in 1939 cars were designed and built very differently to today with regard to the grille area, bonnet and separate front guards, there was no crash testing back then. It wasn't an easy 'transfer' from the truck onto the trailer, then it was back home to Turangi for a full assessment of the damage and formulating a rebuild plan. It was a day that started so well by winning the first Classic Cup Handicap Race. Motor racing needs cars with character, Cam's bright yellow Chevy is a great example...

It had to happen. Richard Clulee's Bimmer suffered its first damage in four years of racing. A fraction wide in Turn 1, caught the ripple strip which turned the car into the barrier, the result was panel damage to the right front and side panels. Definitely annoying...



Feeding the army. Following the resignation of the club's caterer there was the question of quickly finding a replacement to provide the lunches for the officials and V-Force. Who better than Dean Gerbes, boss of Gala Caterers, Manfeild's long-time purveyor of hot dogs, chips and coffee from their familiar caravans. All freshly

prepared in their café kitchen by the Refueller. It was a very promising start to satisfy the needs of the troops...

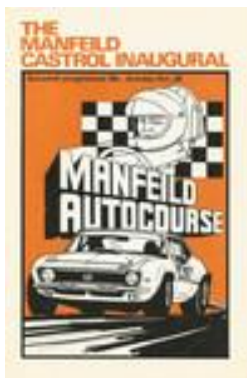
Most welcome additions. There were two drivers who raced cars they are not normally associated with, Zac Stichbury and Marvyn Towers. The Stichbury name is highly respected in Hawkes Bay motor racing circles, his father Ashley died suddenly at 30 years of age, ending a career that included two NZ Formula Ford Championship and the NZ V8 Touring Car Championship titles. Zac was previously seen at Manfeild competing in the 2019/20 National Formula Ford Championship, his move to the MX5 Cup is certain to liven up the racing once he adjusts his driving style to the Mazda. Marvyn Towers switch to a SF Cup front wheel drive Toyota Corolla FX is most interesting as the man from Hawera has been a regular competitor at the MG Classic meeting for many years driving an outrageous MG B GT V8. The Towers' car is regarded by some as the world's fastest MG B, it certainly looks it with the bodywork featuring huge flared guards and a massive rear wing, the car is instantly recognisable and has been referred to as the 'Beast'! Both drivers will bring much interest to the remaining rounds of the 2020 FAE Winter Series...

Supersonic Sunny. There was some chat about Daniel Gordon's very rapid Datsun Sunny, there had to be a reason why it was so quick other than the driver's ability. The word was that under the bonnet there is a 2.2 litre engine with induction via a turbocharger, there were also suggestions that on maximum boost the horsepower figure is around the 800 mark. That is very serious grunt...

Main man missing. October 2020 marks 47 years since Manfeild staged its first meeting, the opening round of this year's Feilding Auto Electrical Winter Series may have created a remarkable piece of history thanks to the COVID-19 pandemic and its Level 2 rules regarding event numbers. To meet the criteria spectators were unable to attend which meant there was no Vern Marshall overseeing proceedings, was this the first time that Lord M had missed a Manfeild meeting since the circuit opened? The answer next month...

RH





WHAT HAS CHANGED?

The following is the President's Message from the programme for 'The Manfeild Castrol Inaugural' held on Sunday 28 October 1973.

PRESIDENT'S MESSAGE

Dear Spectator

You are the key to the success of Manfeild. Without your participation our project will founder. We are, therefore, very conscious of the need to cater for your comfort, as well as provide exciting entertainment. Many complimentary things have been said about the view you all get of the racing, but obviously the standard of seats provided will not meet with everyone's approval. Within the limitations of our budget, we have done our best with these - and they will be upgraded when we can afford to do it.

The Manfeild Board of Control is anxious to balance the high costs of putting on a good day's motor sport, and the considerable debt to be serviced; against the need to attract family groups to Manfeild. The gate charge is inclusive of stand seats in the stand of your choice. The cost of entry must always be measured against the cost of promotion. A full grid of big saloons or single seater racing cars represents a conservative value of \$200,000. We cannot give you this class of entertainment for less than \$2.50; and for any substantial International participation, we are doing our best to keep to \$3.00. Children 12 years and under, and accompanied by an adult, will be admitted free.

We do hope that you enjoy your day. Please drive carefully when you leave - apart from our concern for your welfare, we want you to come back.

Sincerely,

ROBERT LESTER

President

The meeting had a ten race programme featuring GTX Production Championship (Group II and III), Formula Ford Championship, Bank New South Wales Touring Car Championship, Fund of NZ Formula Vee Championship, GTX Production Championship (Group I), Mini Seven and Ace-OSCA Championship.



There were one hundred and fifty entries listed in the programme that included 21 advertisers, the majority being full-page, the names of fifteen of those companies no longer exist.

The list of OSCA competitors was impressive, the stars and cars included Red Dawson (5.9 Chev Camaro), John Riley (5.8 Chev Camaro), Graham Baker (5.6 PDL Mustang), Rod Coppins (5.8 Pontiac Firebird), Rod McElrea (4.7 Shelby Mustang), Trevor Crowe (5.3

Corolla Corvette), Clyde Collins (5.5 Cortina Mustang) - that's what racing was like more than forty years ago.

Times have changed significantly since that inaugural meeting in 1973 with Manfeild having a number of major upgrades over the intervening years, not necessarily all for the better. Reading Rob Lester's

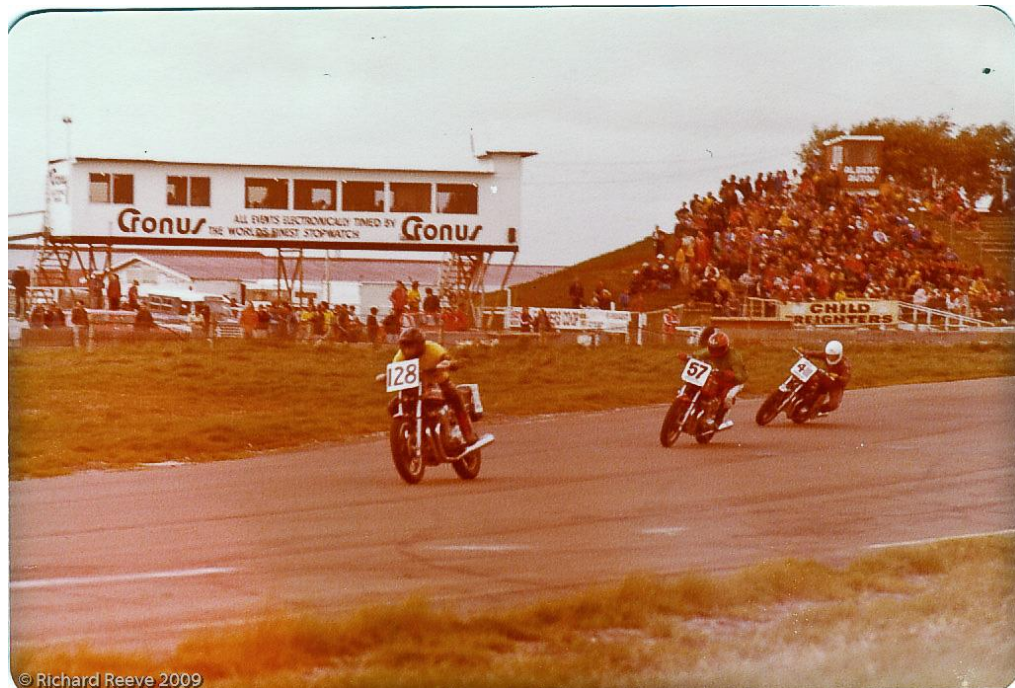
President's Message illustrates Manfeild's emphasis from day one on the public enjoying an affordable experience. At \$2.50 spectators certainly got exceptional value for money. Original viewing areas have disappeared, though a large section of the early wooden plank embankment seating remains. Those seats are now more than 46 years old, perhaps retained as a reminder of how things used to be. *(They will be upgraded when we can afford to do it.)*

Exclude the Toyota Racing Series and MG Classic Meeting, the Manawatu Car Club has

continued with the philosophy of 'enjoying an affordable experience' with its Mitre 10 Mega Summer Series and Feilding Auto Electrical Winter Series for both competitors and spectators. For competitors entry fees are kept to a minimum, for spectators there is no admission fee to watch large and varied grids in short sharp races with a non-stop programme.

It's a win-win situation that's a winner...

RH



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BIG EARNERS

When people make the Forbes Rich List it's an indication that they have been very successful in their chosen career path or have been very lucky in Lotto. In the latest released list three Formula 1 drivers are included among the highest paid sportsmen and sportswoman - Lewis Hamilton, Sebastian Vettel and Daniel Ricciardo.

Forbe's earnings figures include salaries, prize money, bonuses, endorsements, royalties and appearance fees earned between 01 June 2019 and 01 June 2020, the final 100 cut involved athletes from 21 countries representing ten different sports.

World champion Hamilton earned an estimated NZ\$93.4 million to be ranked 13th on the list, Vettel was in 32nd place with earnings of NZ\$58.5 million while Ricciardo banked NZ\$46.7 million to make the top 50 at # 48.

For the first time Swiss tennis great Roger Federer headed the list with his bank account boosted by NZ\$171.3 million in the past year, comprising 6.3 million in salary/winnings and \$165 million in endorsements!

Football stars Cristiano Ronaldo and Lionel Messi were predicted to be 1-2 on the list but the COVID-19 pandemic brought salary cuts to NZ\$162.9 million and NZ\$167.6 million respectively, dropping the pair to 2nd and 3rd. Rounding out the top six were fellow footballer Neymar (NZ\$153.95) and NBL stars Le Bron James (NZ\$142.1) and Steph Curry (NZ\$119.9).

Only two female athletes made the 2020 Forbe's list, both tennis players. Rising star Naomi Osaka became the highest earning sportswoman in the history of Forbe's tracking, the 22 year old Japanese star pocketed NZ\$59.9 million while 20-time Grand Slam winner Serena Williams earned NZ\$58 million.

Spanish player Sergio Ramos was # 100 and last on the list, having earned a modest \$NZ35.3 million for kicking a football - add the combined earnings of the top 100 athletes together and the total is a staggering NZ\$5.77 billion.

Mind boggling money, no New Zealanders included, the highest earning Kiwi is Steven Adams with NZ\$25.8 million, but the big Oklahoma City Thunder centre ranks only 41st on the current American National Basketball League earnings list!

The Top 100, maybe next year...

RH

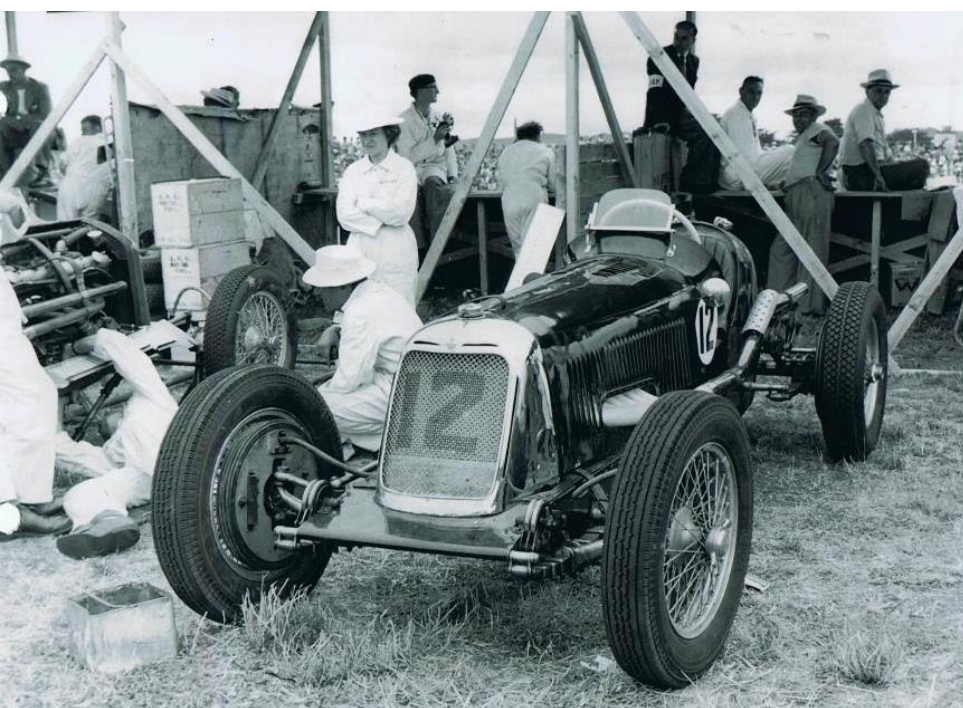




THE TRIDENT

Founded in 1914 by brothers Alfieri, Bindo, Ernesto and Ettore Maserati, Officine Alfieri Maserati S.p.a. is one of the great names in automotive history with a proud heritage in racing and the production of luxury cars with a sporting tradition. The company's logo is instantly recognised, the 'trident' that's based on the Fountain of Neptune in Bologna's Piazza Maggiore.

Maserati is now 115 years old, for 10 of those years the name was closely linked to motor racing in New Zealand with a number of cars carrying the trident badge competing here in 'private' hands. The larger-than-life Lebonese Fred Zambucka imported the first car in 1953, an 8CM built nineteen years earlier, a type driven with great success by the likes of Campari, Nuvolari and Taruffi.



Describing the 8CM, Nuvolari said *'it was very fast and powerful, but by no means stable at speed'*. He modified his car for the 1934 grand prix at Spa-Francorchamps, changing the steering wheel for one with sprung spokes, shortening the steering arm and bolting metal boxes onto the chassis to make it stiffer. The diminutive Italian missed practice so had to start from the back of grid, a lap of Spa was 9 miles long, Nuvolari overtook all of the Alfa Romeos and Bugattis on the first lap and built up a lead of 24 seconds! That Spa race remains part of the folklore surrounding 'The Flying Mantuan'.

Zambucka raced the car on both sides of Tasman, setting the first 100 mile an hour lap at the Orange circuit in NSW where he scored his only win. The car was sold to Auckland businessman Tom Clark who won the Molesworth Trophy at Ohakea, one of only two wins for the car in this country.

In 1955 both Zambucka and Pat Hoare went on 'shopping' trips to Modena. Hoare returned home with a 1948 4CLT-48 but success eluded him, Zambucka secured three cars - a 20 year old 6CM that went through many hands before it was sold overseas, the other cars were the only 8CLT-50s built in 1950 to race at Indianapolis, tested on the Monza banking one recorded 180 mph (290 km/h). When they arrived in NZ neither car had

turned a wheel in anger, they had an unusually long wheelbase, the noise from the 3-litre twin supercharged straight-eight engine was magic to the ears, but only one win was achieved. One car was sold overseas,

following an extensive rebuild the other found a permanent home in the Southward Museum and on one memorable occasion was demonstrated at Manfeild driven by Kerry Grant.

There were much better times with the superb 250F with its classic 2½ litre straight-six engine, the 250F won the New Zealand Grand Prix on two occasions, 1955 with Prince Bira and 1956 driven by Stirling



Moss, this chassis enjoyed more success in the hands of Ross Jensen. In 1957 Ken Wharton arrived with a 250F for the grand prix and a Ferrari Monza, but he died when the Monza somersaulted and crashed in a supporting sports cars race. The following year Jack Brabham brought a 250F here together with a Cooper Climax, he opted to race the Cooper and left the Maserati behind when he returned home. Eventually it was bought, raced and on-sold, that



was later repeated with the new buyer a young driver from Bulls, Chris Amon - today it's one of the most prized exhibits in the Southward Museum.

The Amon car apart, arguably the best remembered 250F's were the two lightweight 'Piccolos' that appeared in 1959, one owned and driven by Jensen, the other entered by wealthy Colorado oil man Temple Buell for Harry Schell/Carroll Shelby. With a long sleek nose featuring small nostrils the 'Piccolo' had 'aesthetic purity' and is widely regarded as the best-looking front engine racing car of all time. Despite racing against the dominating Coopers, the two cars finished 5th and 6th in the NZGP, Jensen being the first NZ resident driver to finish, he later won the Bathurst 100 at Mount Panorama. The two racers attracted much attention in the pits, so did the mechanic of the Buell car, the legendary Guerino Bertocchi who at the time had been with Maserati for more than thirty years! Bertocchi was the riding mechanic for Alfieri Maserati when they won their class and finished 9th overall in the 1926 Targa Florio, Maserati's first competition success.

However, the 250F wasn't the last time that the Maserati name was linked with our country. In 1962 Italian privateer outfit Scuderia Centro Sud entered a pair of Cooper T51s



fitted with 2.8 litre 4-cylinder Maserati engines in the NZGP for Lorenzo Bandini and Johnny Mansell, the pair placing 6th and 9th respectively.

Well before becoming known in our country Maserati enjoyed considerable success in grand prix racing prior to WWII, producing cars with 4, 6, 8- and 16-cylinder engines, the latter being the brother's ultimate creation. The Tipo V5 appeared in 1932, a wider chassis was designed so two of the bored-out straight-eight engines could be accommodated side by side! Both engines were geared together to drive a single transmission.

The brothers produced another magnificent supercharged straight eight racer, ironically the 8CTF had its greatest triumphs on the other side of the Atlantic. Running as the 'Boyle Special', the car won successive Indianapolis 500s in 1939 and 1940 driven by the great Wilbur Shaw, the first non-American car to win at the Brickyard since Peugeot twenty years earlier.

The company relocated from Bologna to Modena at the end of 1939 and when WWII ended Maserati returned to Grand Prix racing, but not with the success they deserved before they finally withdrew in 1958 because of financial difficulties. In 1948 they produced the 4CLT-48 that won first time out and had remarkable success, from 1950 there was a four-year drought until Maserati's greatest grand prix racer appeared - the iconic 250F.

The 1954 championship opened in Buenos Aires where Juan Manuel Fangio won his home Argentine Grand Prix to give the 250F a win on debut, the car scored eight more grand prix victories during its career, bringing 'El Maestro' his 5th world title in 1957, the year that was the swan song of the 250F as a factory entry and produced one of the greatest races of all time.

Fangio showed the car's full potential at the daunting Nurburging Nordschleife - a bungled wheel change saw him resume the race 48 seconds behind the Ferraris driven by Hawthorn and Collins, following an extraordinary chase in which he broke the lap record nine times Fangio caught and passed the Englishmen to win the German Grand Prix by 3.6 seconds - the greatest victory for both car and driver.

The 250F had been, and continued to be, a popular choice for many privateer drivers, as the car's New Zealand record shows.



Maserati contested the world sports car championship between 1953 and 1961 but the title eluded them, runners-up three times. But their sports car racing programme did bring one of motor racing's finest engineering masterpieces, the famous Tipo 61 that was known as the 'Birdcage' because of its unusual and highly complex tubular chassis. When they returned in 2004 with the MC12 (based on the Ferrari Enzo) Maserati won the FIA GT Championship five times as well as the inaugural FIA GT1 World Championship.

Maserati road cars have always been greatly admired since the first series production model appeared in 1957, the 3500GT. The 'trident' has since adorned the 5000GT, Sebring, Mistral, Khamsin, the mid-engined Merak and Bora of the 1970s, Biturbo and Shamal, there have been stunning concept cars. Today the road cars carry the names GranTurismo, Ghibli, GranCabrio, Levante (SUV) and Quattroporte, to be added this year is a new flagship, the Alfieri 2+2.

Despite the team from Modena not enjoying the same level of success as the team from Maranello on road or track, for more than a century the Maserati name and the trident badge have been revered in a similar way as Ferrari and the Prancing Horse - maybe it's the Italian racing red that excites... RH



June was a relatively quiet month for the Hartleys following the success of their 'Racing Local' e-racing series raising money to assist businesses affected by the COVID-19 pandemic. Congratulations all round to those who supported the idea - fellow organisers, drivers, sponsors and the fans who gave so generously.

Relaxing in their new home, out on their bikes or running to keep up the fitness levels, karting, cooking and time playing the guitar has been the lifestyle, now finally it's back to business.

In the middle of last month Brendon and Sarah slipped quietly out of the country to return to their base in Monaco to prepare for the resumption of the FIA Formula E Championship and the extremely heavy schedule that goes with it - six races in eight days!

The good news is that the races aren't spread around the world, they all take place at Berlin's historic and unused Tempelhof Airport in Germany, 1,335 kilometres by road from Monaco, a 14-hour drive. Each of next month's races will be held on a different track layout beginning on 5th August, with the following rounds on the 6th, 8th, 9th, 12th and 13th.

Brendon will be very happy to be strapped back into his Dragon GEOX electric racer - after the six month lay-off it will be interesting to see who's hot and who's not...

RH





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Round 2 – 18-19 July

Round 3 – 16-16 August

Round 4 - 19-20 September + Prize Giving Dinner

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- Worst presented car
- Best presented driver
- Worst presented driver
- Sausage Sizzle and Drinks on Saturday afternoon

Overall winner will win the ITM Series Cup and tickets and accommodation to next year's Super Cars – Event, wherever and whenever it is run!

Saturday – Dual Car Sprints Format

Where all you have to keep an eye out for is the other car starting alongside you. Then do the multi-car sprint at the end of the day which is excellent introduction to racing without worrying about what really goes on in a full-blown motor race. After some social activity with your friends and fellow racers on Saturday evening,

Sunday – Clubmans Format

The officially "low-key" Clubmans race meeting Sunday. Cars and drivers are grouped according to lap time so no need to worry about faster cars coming up behind you.

- Check in and Scrutineering from 3.00pm Friday
- Arrival and garaging up to 9.00pm Friday
- Pits Café opened 7.00am Saturday
- Scrutineering Saturday from 7.00am, Drivers briefing 8.30am
- First on Track 9.00am

Details on <https://www.bruceclarenmotorsportpark.com/whats-on/itm-winter-series/> posted on Monday 11 May



Booking enquires 07-376-5033, or email sales@bmmp.nz



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RACE WITH US

TO EXPERIENCE MOTORSPORT FROM THE INSIDE



MCC MANFEILD TEST DAY
SATURDAY 4TH JULY

FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 2
SUNDAY 5TH JULY

DRIFT TUTORING DAY – MAIN TRACK MANFEILD
SATURDAY 18TH JULY

TRANSPEC / GT OILS MANFEILD OPEN DAY
SUNDAY 19TH JULY

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

PARTING SHOT



This image is from a story run in the Evening Standard on 27th October 1958. “On Saturday last the Manawatu Car Club held a North Island rally. At the completion of the rally a test of driving at speed in and out of posts was held in a portion of the Palmerston North Square. This view shows cars waiting their turn and the crowd watching one car go through the course”. Thanks to the PNCC Manawatu Heritage collection for the shot. Can anyone identify any of the contestants / cars ??

