

# Manawatu Car Club Inc

## Magazine

### January 2021



# RACE WITH US!



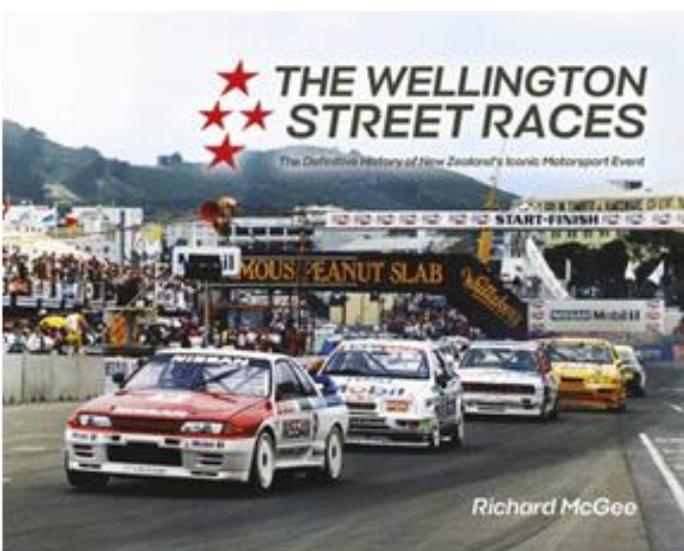
Happy New Year. Let us hope that 2021 is a bit more positive than 2020 has been. The Club has plenty to look forward to, as alluded to by Richie last month, so watch out for some awesome new stuff as we continue to innovate and keep the current momentum going. We certainly don't intend to fall into the trap of not keeping up with the times.

A couple of observations for you to ponder over, over your New Year break.

I was confused to begin with, so, let me get this straight in my mind. The Police are culling the old Holden Commodores from their current fleet of 3,250 odd vehicles in favor of 2,000 nice shiny new Skoda's under a contract covering the next 5 years. The whole evaluation and contract negotiation process has taken a considerable time and has just been put in place. The Government then announces that all Public Sector agencies must be carbon neutral by 2025. So, I see a huge problem here, and surely I can't be the only one?

The first issue - the Police will need to find an EV or hybrid that meets their operational needs, which I would have thought will currently be mission impossible for a response vehicle, and this is the role the Skodas are taking. Because, at present, an EV or hybrid is only really best suited to "around town" and non-essential work they will only be able to, at best, carbon neutralize part of the fleet. At a guess they will end up having to purchase carbon credits to balance the books and meet the target. Which actually does nothing at all to address the climate/pollution/greenie issue. Moreover, more money will get diverted from actual policing (which is already under severe pressure) into expensive initial cost EV's with a limited use and a scheme that could best be described as "smoke and mirrors". I can't honestly see a lot of real world commonsense here.

I've already openly admitted to being a bit of a climate change skeptic - agreed we aren't helping the situation as a species - but while the major polluters of the world are taking little or no action, I believe all we are doing as a country is ruining our standard of living just to be seen to be "world leaders". As a matter of interest transport contributes some 12-15% to global pollution. I'm not at all sure "doing our bit" in terms of vehicle pollution will have the slightest effect on the planet. Feel free to discuss and send me your thoughts, I'm very happy to publish any viewpoint.



On a lighter note, I've just finished reading Richard McGee's book on the Wellington Street Races, a very good read and a great trip down memory lane, even if it does gloss over much of the politics that went on behind the scenes (and leave out almost all of the off-track escapades!). Those of us old enough to have been involved remember it with a great degree of fondness, the concept was just awesome, the setting as good as you could get and there was certainly some great racing. Manfeild supplied the volunteers to run the event on the day, with the circuit volunteers (supplemented by Wellington Car Club members) spending the race weekend in the City. There was scope for some hilarious hi-jinks. The quality of the teams was stunning, and NZ got to be part of the best tin top racing in the world until it all started unravelling. A book well worth buying in my humble opinion.



Is anyone else following the court case of the Palmy based Waka Kotahi NZTA employee Laura Brown who pulled out in front of a motorcyclist resulting in his death?? I'm not about to comment on the actual accident but I will on the fact that she was driving on a learners licence, had been for 9 years, and was quite obviously in breach of the conditions. I have struck this before at work. Seemingly normal 30 something year old's still on a restricted licence. And 20 somethings on a learners, usually ferrying the kids around to boot. Where is the personal responsibility?? Some laws are clearly poorly drafted and largely ignored, but the graduated licencing system has a fairly well proven track record so surely it isn't that hard to either follow the rules or upgrade the licence appropriately?? Personally, I'd like to see a strictly enforced limit on the length of time one can hold an L or R licence before going for your full. This will probably take a culture change, so how do we do it?? How do you get across that guiding an 1800 kg missile at 100 kph actually takes some skill and thought??

And the final slightly negative observation from recent experience. OK, so tell me what's wrong with this scenario?? We are told by both the Government, health officials and our national carrier that we must wear masks on all domestic aeroplane flights. Then the Air NZ staff serve food and drinks during the flight. Does anyone else see the absurdity of this situation??

On a positive and personal note, Colleen and I have now purchased and moved into our new Manawatu home, finally unpacking things that haven't seen the light of day for some 5 years or more. We are still waiting for the transport companies to ramp up again so that we can move the sheep from the endless sun of the north to the balmy Colyton climate, but that's the last part of the jigsaw puzzle. What it means is that I will have a little more time for motor racing, the Club in general, and an opportunity to do a bit of a revamp of the magazine over the next few months (If you don't mind, I will give myself a month or so to settle in first!!). It was such a wrench to leave our Awhitu lifestyle and the friends we had made, but it now feels right, and at the end of the day, for us, it's our wider family that really counts and is important in our lives.

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

TW





## JANUARY

- Saturday 23<sup>rd</sup> MCC Test Day / Marshalls Training Day
- Sunday 24<sup>th</sup> Mitre 10 MEGA Summer Series Round 2

## FEBRUARY

- Friday 12<sup>th</sup> SpeedSport NZ Championship meeting test day
- Saturday 13<sup>th</sup> SpeedSport NZ Championship meeting
- Sunday 14<sup>th</sup> SpeedSport NZ Championship meeting
- Saturday 27<sup>th</sup> Drift Practice Day - Full Circuit

## MARCH

- Saturday 20<sup>th</sup> Parororangi Rd Rallysprint CRSS Round 2

## APRIL

- Saturday 10<sup>th</sup> Transpec / GT Oil Manfeild Open Day
- Sunday 11<sup>th</sup> Mitre 10 MEGA Summer Series Round 3
- Saturday 17<sup>th</sup> Mitre 10 MEGA Summer Series prize giving
- Saturday 17<sup>th</sup> 4 & Rotary Jamboree
- Sunday 18<sup>th</sup> 4 & Rotary Jamboree

## MAY

- Saturday 1<sup>st</sup> Alfa May Madness
- Saturday 15<sup>th</sup> Otara Road Sealed Sprint / Touge Drift Demo
- Saturday 29<sup>th</sup> Drift Tutoring – Back Track



## JUNE

- Saturday 5<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 test day  
Sunday 6<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 Race Day  
Sunday 20<sup>th</sup> Transpec / GT Oils Manfeild 4.5km Bent Sprint

## JULY

- Saturday 3<sup>rd</sup> Feilding Auto Electrical Winter Series Round 2 Test Day  
Sunday 4<sup>th</sup> Feilding Auto Electrical Winter Series Round 2 Race Day  
Sunday 18<sup>th</sup> Transpec / GT Oil Manfeild Open Day  
Saturday 27<sup>th</sup> Drift Practice Day - Full Circuit  
Saturday 31<sup>st</sup> Drift Tutoring – Back Track

## AUGUST

- Saturday 7<sup>th</sup> Feilding Auto Electrical Winter Series Round 2 Test Day  
Sunday 8<sup>th</sup> Feilding Auto Electrical Winter Series Round 2 Race Day  
Saturday 14<sup>th</sup> Drift Tutoring – Back Track  
Sunday 15<sup>th</sup> Transpec / GT Oil Back Track Autocross

## SEPTEMBER

- Saturday 4<sup>th</sup> Feilding Auto Electrical Winter Series Round 2 Test Day  
Sunday 5<sup>th</sup> Feilding Auto Electrical Winter Series Round 2 Race Day  
Saturday 11<sup>th</sup> Feilding Auto Electrical Winter Series Prizegiving  
Sunday 19<sup>th</sup> Transpec / GT Oils Manfeild Open Day

## OCTOBER

- Saturday 9<sup>th</sup> Drift Tutoring – Back Track  
Friday 22<sup>nd</sup> OctoberFAST!! Test Day  
Saturday 23<sup>rd</sup> OctoberFAST!! Race Day  
Sunday 24<sup>th</sup> OctoberFAST!! Race Day

## NOVEMBER

- Sunday 7<sup>th</sup> Transpec / GT Oil Manfeild Open Day  
Saturday 20<sup>th</sup> ShowVember

## DECEMBER

- Saturday 4<sup>th</sup> Mitre 10 MEGA Summer Race Series Round 1  
Sunday 5<sup>th</sup> Mitre 10 MEGA Summer Race Series Round 1



# TRACK & YACK

7.00PM TO 9.00PM

TUESDAY 12TH JANUARY

ROSE AND CROWN  
OLD ENGLISH PUB  
TERRACE END CARPARK  
PALMERSTON NORTH



Manawatu Car Club  
Memberships expiry on the  
30<sup>th</sup> September 2020

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

It's easy to renew, just go here:

[https://manawatucarclub.org.nz/  
product-category/renewmember/](https://manawatucarclub.org.nz/product-category/renewmember/)

**RACE WITH US!**



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**Club Secretary / Events Manager:** Jeff Braid - 027 477 3337  
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**Your 2020 Committee:**



Jill Hogg



Noel Beale



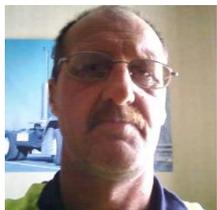
Jodie Bell



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...



Welcome to 2021 everyone, I do hope that you have had a nice break over the festive season, and you got to spend plenty of time with your family and friends. Lydia, Emily, Jack and I had a nice, relaxed break, spending heaps of time with each other and enjoying those small moments that you tend to miss when you are busy with work. One of the small moments was that Emily got up one day and pretty much decided that she was going to walk (well, run really), a few days later and she is acting like she has done it most of her life... not bad for turning the big 1 year old on the 2<sup>nd</sup> Jan 2021. We had a big party for her with family and friends, similar to our Xmas Day only a week earlier, it was nice to be able to sit and talk with people without having to worry too much what was going to be happening tomorrow. The one funny thing about the break was that the kids did not sleep past 6am once, come the first day back at work on the 5<sup>th</sup> January and they both slept until well past 7am... little buggers!!!

Outside of the relaxing days and the parties, I managed to get a fair bit of stuff done around the property. I water-blasted and painted the fences and managed to distribute (by hand I might add) the 10ton of stone that had been sitting in my driveway for a number of weeks now, I also managed to find out that I am no longer twenty-something anymore and the days after those workdays were the “relaxing” ones as I nursed a sore everything! It was good to get it all done though, however next time the word might be put out for some help with the promise of a BBQ and a few drinks afterwards.

As you will see by the updated calendar for the coming year, there are lots of events coming up in 2021, we have been busy over the past month getting these finalised as there continues to be lots of things changing still happening in the world of Motorsport in NZ. We will be reviewing how we run each event / series for the coming year at our first committee meeting of the year to see if we can improve the enjoyment of the day for everyone in attendance, as there is always improvement to be had.

You will also see below that our AGM date has been booked for the 17<sup>th</sup> February 2021, this will be held once again at the MCC Clubrooms. We will review what was the 2020 year (which is from 1<sup>st</sup> October 2019 – 30<sup>th</sup> September 2020), and we will elect our Vice-President and Committee Members – Voting papers will be sent out with the February Magazine. Hopefully we will also get plenty of time to mix and mingle as well as we have a bit of making up to do on that side of things given the events of 2020.

## **Manawatu Car Club 73<sup>rd</sup> Annual General Meeting**

The AGM is to be held at the Manawatu Car Club Clubrooms  
120 Kawa Kawa Road, Feilding  
Wednesday, 17<sup>th</sup> February 2021 @ 7.30 pm sharp.

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

So if you are just easing back into things now, don't forget we have the second round of the Mitre 10 Mega Summer Series coming up in the not too distant future, being that it is on Wellington Anniversary Weekend you can go racing on Sunday and relax on Monday (if you live in the right / best part of the country) which is not a bad way to spend the long weekend. Unfortunately, I won't get to make the second round as the car won't be repaired in time from the coming together that we had at the first round in December. After it is repaired, I have decided to sell the mighty Corolla that appears in the heading of this section, and take the time over the rest of the summer to work on some aspects of the car club that need a bit more input, and put the money from the sale of the Corolla to help finish another project that we have been working on for a number years now. It will be sad to see it go as it is a awesome car, and I always said that I would keep it as it would be a great little car for Jack to learn in, but things change and there will always be other race cars I am sure. So if you are looking for a good reliable race car, or know of someone who is, then I am keen to move it on, so feel free to get in touch with me and we can arrange a time for it to be viewed and then I am more than happy to let anyone interested in it to go out on a test / open day to try it on for size, I can guarantee that you will not be disappointed, especially if you like braking late!



**MITRE 10**  
**MEGA**

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**PALMERSTON NORTH**

**SUMMER RACE SERIES**

**Round 2 – Manfeild: Circuit Chris Amon – Sunday 24<sup>th</sup> January 2021**

I am looking forward to the year ahead, there are lots of things in the pipeline that are exciting for our club, some we have been working on for a while now, the one thing that is for sure is that we will never stand still, instead we will continue to dream big and keep pushing ourselves to bring you even better events throughout the year, both on and off of the racetrack, so I do hope that you will enjoy the year as much as I know I will.

And lastly, I was once again saddened to see that too many people lost their lives on our roads over the holiday period. Eleven people died unnecessarily over this period and once again we call for better, safer roads, and better driver education, and while we hope that one day soon our politicians will finally hear us, I feel that our calls will once more fall on the deaf ears of those who could make the necessary changes. So I ask, what is it going to take to make our calls be heard, 20, 30, 40 people dying over this period? When does the number of deaths on our roads finally become too much, and we as a nation do something that actually works to lower the road toll?

Richie



**NAME:** Troy Brown

**BORN:** 24/11/1983

**OCCUPATION:** Self-employed mechanic

**RACE CAR:** Nissan 180sx

**EVERYDAY DRIVE CAR:** 2005 Corolla wagon

**DREAM CAR:** big power R32 GTR

**YOUR BEST MOMENT IN MOTORSPORT?**

3rd place at the MCC ShowVember Drift Comp

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

Train driver, that's what my dad does for a job



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

Bob Marley, Ayrton Senna, and Naoki Nakamura

**WHO WOULD YOU PLAY IN A MOVIE?** Jason Statham in "The Transporter"

**THREE WORDS THAT BEST DESCRIBE YOU...** beard, chill, motorised

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

One of those army tanks that runs on multi fuels, like cooking oil, kero, diesel, petrol etc... then I can keep driving long after most vehicles run out of fossil fuels

**WHAT IS YOUR SECRET VICE?** Ruthless hangovers, I don't drink much...

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...**

I've had the rb 180sx since 2004

**FAVOURITE QUOTE...**

"For every dark night, there's a brighter tomorrow"





## GRID TORQUE...

JAROD CARRUTHERS PHOTOGRAPHY

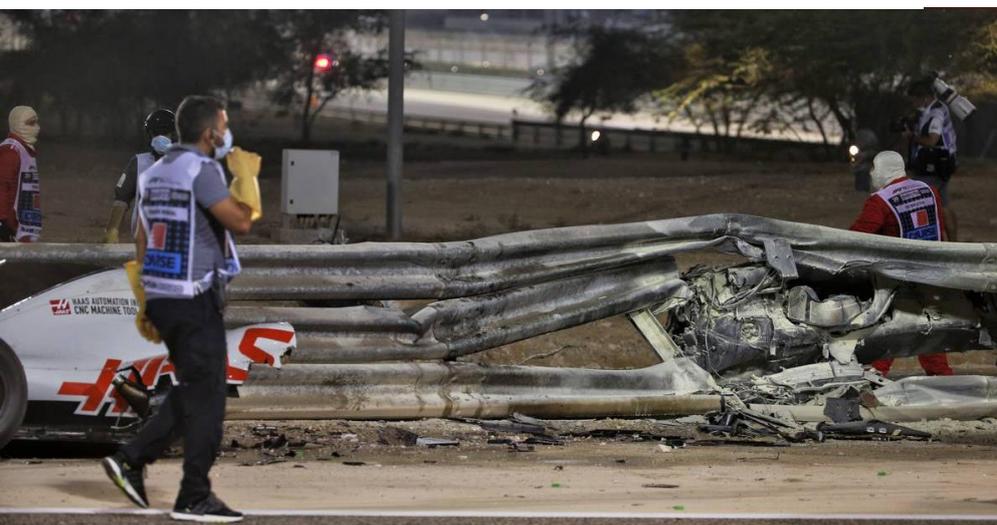
Oops Department. There was an oversight in the '#35 MG Classic Debrief' in the December issue. In the paragraph of 'double duties' the name of Anna Collins was deleted. The fast lady running in the SAS MSC Formula 5000 was mentioned in another paragraph, but Anna also ran a 1968 Vauxhall Viva in the Class 3 Classics category, qualifying 14th in the 26-car field and less than a second outside the Top Ten. Anna's only start in the 'tin top' was the Sybil Lupp Handicap where she finished 11th and posted the 8th fastest lap of the twenty-nine starters. No doubt she noticed a considerable difference in the performance of the two cars with 2.3 litres against 5.0 litres, best laps of 1.26.69 against 1.06.55. Definitely a giant step from one to the other...

*Hidden treasure. At the MG Classic the Manfeild Stadium was utilised as a pit area, there was lots of activity under its roof over the weekend. There was also an old car sitting on a trailer, it looked like a 'barn find', it had its original black number plate CY4976 and a readable # 139 on the doors, so it had obviously been a race car at some stage of its life. It was one of our country's most famous Allcomer racers, the 1937 Willys coupe that was driven by Red Dawson in the 1960s. Red replaced the 60 horsepower 2.2 litre 'Go-Devil' four-lunger with a 327 Chev V8, fitted a hot cam and twin four-choke carbs, drive was through a T-10 four-speed gearbox, the body had very distinctive front-end styling that was easily recognisable. (The 'Go Devil' motor was used in the famous WW2 Willys Jeep). Over the period of a decade Red Dawson raced single-seaters along with Mustangs, Camaros and finally the Dekon Chev Monza that ended his career following a serious crash at Manfeild in 1976, the Willys was long forgotten. Apparently the car ended up in a Christchurch backyard, its condition deteriorating until eventually being acquired by an older hot rod enthusiast through auction, it was restorable so was rebuilt to run at classic meetings and the Leadfoot Festival. Today the legendary Red Dawson Willys coupe has an important place in a private Feilding collection, most who saw the car in the stadium would not have been aware of its significance. Shame that...*



The calendar we've been waiting for. The dates and venues for the 2021 Repco Supercar Championship have finally been set, no doubt subject to 2021 being COVID-19 free. New Zealand fans have an 11 month wait and the venue remains undecided! The championship begins on 26-28 February at Mount Panorama followed by Albert Park (AGP) in March, April sees the return to Symmons Plains in Tasmania, there's a double for May with The Bend and Winton, June it's up north to Darwin, July has Townsville then down to NSW in August and the Sydney Motorsport Park. The teams cross the continent in September for a return to Wanneroo Raceway in WA, then back to NSW on 7-10 October for the Repco 1000 at Bathurst. Across the Tasman to our shores for the ITM Auckland SuperSprint on 6-7 November then back across the ditch for the championship finale that sees a return to Surfers Paradise on the first weekend of December. No Sandown though it is on standby, no Newcastle either but it's already confirmed that it will host the opening round in 2022. This year's Repco championship is certainly covering a lot of territory...

*The scariest accident in decades. Romain Grosjean's crash on the opening lap of the Bahrain Grand Prix will have been viewed millions of times around the world, and multi-times by individuals. FIA officials and F1 teams would be closely studying the footage to piece together the sequence of events when Grosjean's Haas hit the Armco barrier at very high speed, broke in half and burst into flames. It was incredulous that the car split the rows of the barrier with the carbon-fibre 'tub' jammed between them, amidst the inferno miraculously the driver was able to extricate himself from the cockpit which would not have been easy and climb over the barrier reaching out to the FIA Medical Doctor, then walking assisted to the ambulance to be fully checked out and admitted to hospital with burns to his hands and feet. In reviewing the accident there are a number of factors that saved the French driver's life - the controversial halo must be at the top of the list, the fact that the 'tub' penetrated the barrier so far that it allowed Grosjean to get out of the car, the accident happened on the first lap when the FIA Medical Car follows the field, the key was the quick reaction of the fire marshal who crossed the track and directed the extinguishing of the inferno, Grosjean has since publicly credited him as the man who probably saved his life. Perhaps the over-riding factor is that the driver was uninjured and displayed remarkable presence of mind when surrounded by fire with the heat so intense his helmet visor was melting. The incident conclusively proved the integrity of the driver's 'survival cell' and silenced every critic of the halo device, they combined to save Romain Grosjean's life. Our own Brendon Hartley discovered the benefits of the halo during the final practice session for the 2018 British Grand Prix at Silverstone, approaching Brooklands Corner travelling at 320 km/h, he touched the brakes and the left front suspension collapsed without warning, his Toro Rosso was pitched through the gravel trap and into the barriers with huge force. Brendon was uninjured and walked away from the scene, the car required an overnight rebuild. It might not be an object of beauty, but the 'halo' finally has the respect it deserves...*



Big moves. The current movement in the Supercar world is almost unprecedented with drivers switching teams, young drivers being signed while engineers and management are moving on. One of the biggest moves is the departure of Shane Van Gisbergen's engineer from Triple Eight Race Engineering after a successful six years with the team. Grant McPherson first came into prominence in 2015 when he engineered for Craig Lowndes, the following year SVG joined Triple Eight, McPherson moved to car # 97 and the combination won the Supercar Championship. It's been a winning partnership that culminated with victory in last year's Supercheap Auto 1000 with Garth Tander sharing the driving duties. The relationship between driver and engineer is a critical element of the sport, the best example being Scott McLaughlin and excitable Frenchman Ludo Lacroix. So the 'Giz' needs a new engineer and Grant McPherson moves over to Walkinshaw Andretti United, but has to take six months 'gardening' leave before starting with his new outfit. More big moves can be expected...



*Two good old timers. For almost as long as can be remembered regular attendees at classic car meetings have been a driver and a car that have both been on planet earth for seventy years. Neil Moore hails from Auckland and he purchased his 1951 Jowett Jupiter when it was 30 years old, both are folklore in the classic car fraternity. The sporty Jupiter was manufactured by Jowett Cars Limited in Bradford, England, the company produced vehicles from 1910 until 1953 with every model having one thing in common, Jowett's trademark horizontally opposed engine. The Jupiter's engine was a 1468cc four cylinder that produced 62.5 bhp @ 4,500 rpm, the 4-speed gearbox had a column change while the bench front seat could accommodate three people. In 'The Motor' magazine's road test top speed was 86.1 miles an hour which was very fast in those days, 0-60 mph was*



18 seconds. Today's generation will scoff at those figures, but the Jupiter did have an impressive track record - a class win the 1950 Le Mans 24 Hour, a class one-two finish in the 1951 Monte Carlo Rally and winning the 1951 Lisbon International Rally outright. Now to the modified Moore car with engine capacity increased to 1506cc, compression raised from 8:1 to 10.1, power output from 62.5 to 75 bhp @ 4,600 rpm (53 at the wheels), top speed upped to 92 mph, 0-60 mph down by two seconds - those figures would have made the Jupiter a very quick car 70 years ago, particularly remembering the engine size. Only 900 were made over a 4-year production period and they weren't cheap, 1,086 pounds compared to 1,263 pounds for a XK120 Jaguar. That's the car, as for the man, the irrepressible Neil Moore is 80 plus years old, has been a Jowett Club member since 1966 and regularly competes in club events, hill climbs and classic racing. Since 1992 the pair have travelled more than 100,000 miles, there's no flash trailer, he races how it used to be by driving his car to and from meetings. Long may Neil and the blue # 51 Jowett Jupiter enhance Manfeild Circuit Chris Amon in true classic style.



There is also a tale to tell that involves MCC Secretary Jeff Braid who on this particular day was travelling north from Palmerston North on SH1. Jeff was in happy mode listening to the music on his car's radio and enjoying the drive, then out of nowhere the radio began making static noises that got louder and louder. As a car approached the static peaked then reduced as the car disappeared down the road. It was Neil in the Jupiter, the engine's electrics devoid of suppressors! Who else...

It went to Oz. It could be suggested that if you haven't watched one of Ken Block's Hoonigan 'Gymkhana' series on YouTube you haven't lived. We aren't talking about some club event in a farmer's paddock. With the co-operation of authorities Block performs on the most diverse and extraordinary sites that are closed to traffic, from US city streets to the famous Tiemen Mountain road in China to outside Buckingham Palace in London. The American is the master of drifting and absolute car control while possessing an uncanny judgement of distance that's right on the edge, literally, Ken Block is also the ultimate showman. His vehicles are varied, all high horsepower and highly modified for the task in hand. One of the most spectacular programmes is 'Gymkhana Nine : Raw Industrial Playground' in which he drives his 2016 FIA World Rallycross Championship car, the Monster Energy Ford Focus RS RX. This particular programme was shot in an industrial area of Buffalo,



New York, and attracted more than 45 million views in its first year of release. Originally the plan was to perform the stunts in Sydney but the NSW Police said no because it would encourage 'hooning' from other drivers! Surplus to requirements, the high-tech Ford went to auction in America last year where it attracted great interest, the hammer falling at US\$200,000 with all of the proceeds going to the Team Rubicon Charity whose mission is to provide relief to those affected by disaster, no matter when or where they strike by pairing the skills and experience of military veterans with first responders, medical professionals and technology solutions. It turned out that the mystery international bidder was Australian Porsche racer Stephen Grove which meant he parted with 270,750 Aussie dollars, the Grove family intend to use the 'Hoonigan Focus' to raise funds for charities they are involved with. The car will join others in their growing collection that includes the 'Sandman' Supercar that was secretly built by Triple Eight Race Engineering around Jamie Whincup's 2013 race car to celebrate the 40th Anniversary of the iconic Holden Panel Van. Mr Block's castoff is in very good company...

*Super recycling. Larger-than-life Aussie Paul Morris is a man of many hats - entrepreneur, racer, car owner, circuit owner, advanced driving school, owner/instructor, he's also one of motorsport's great characters. His Norwell Motorplex in Queensland is a world-class training facility that been taken to another level. Always keen to improve things in life Mr Morris has resurfaced the 2.2 kilometre track with a new ground-breaking asphalt product called 'Carbonphalt', 2,500 tonnes of the material was laid using 25,000 tyres that were destined for a landfill site. Two Queensland companies were involved in the production of the material, the tyres were broken down to recover the carbon char, re-usable steel and fuel oil, in the processing the carbon char becomes a fine powder that is used to create the 'Carbonphalt' mix while the fuel oil is used to fire the plant. The claims are superior durability, improved stiffness and increased scuffing resistance for the Super School cars to enjoy a faster and safer surface, time will tell how bold the claims are. If it does work, it could help solve a major global problem regarding used tyres. Several years ago NZ owned Fulton-Hogan joined with the Christchurch International Airport to develop an asphalt mix made with recycled waste plastic incorporated into a bitumen binder, the product was known as 'Plastiphalt'. Specifically designed for heavy to extreme vehicle traffic loading and using 3,100 4-litre plastic oil containers, two hundred and fifty tonnes were laid on the airport's hardstand, more recently 'Plastiphalt' has been used at the Auckland International Airport. Wind the clock further back when the laboratory at Higgins Contractors in Palmerston North developed a bitumen that allowed water to drain through the surface which dramatically reduced the 'rooster tails' and spray in the wet, Manfeild's intermediate straight was the global test section. It was a great success...*



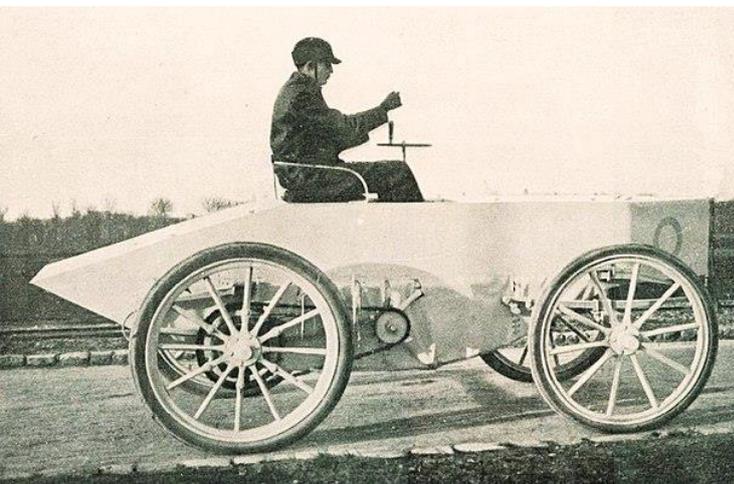
Joining the party. More than three years ago there was talk within AMG Mercedes of producing a road car based on their Formula 1 car. They have walked the talk with a road going hypercar that's nearing the end of its testing programme, the Mercedes-AMG One. The engine is directly derived from the 1.6 litre turbocharged V6 petrol hybrid used in the F1 cars with a pair of MGU-K on the front axle, the result generates 745 kW (1,000 hp) with the added benefit of all-wheel-drive. Major attention has focussed on the car's active aero package that's integrated into the design of the bodywork and the final testing is being carried out at the famous Nurburgring Nordschleife before production of the 275 examples begins this year. The names of Hamilton, Bottas and Rosberg are near the top of the waiting list, with discount for services no doubt...



*Big news from Ingolstadt. Audi has confirmed that after a five year its involvement with Formula E will conclude at the end of the coming season, they've also withdrawn from the DTM Championship to focus on its own e-powertrain that it will be using this year. On the plus side, and it's a big plus, Audi is returning to sports car racing and has plans to run an all-electric Dakar Rally car, both vehicles will be seen in 2022. Audi exited the LMP1 category at the end of 2016 following the Volkswagen 'diesel gate' scandal, having won the WEC title twice and winning the Le Mans 24 Hour race thirteen times between 2000 and 2013. They've been enticed back by the new Le Mans Hyper sports prototype rules that will be introduced to the FIA WEC and America's ISMA Sports Car Championship next year, the new category having two 24-hour highlight events, Daytona and Le Mans. There are suggestions that Porsche are also considering a return with a LMH car which would have to be good for the sport. Audi has a remarkable record in the World Rally Championship with its series of never-to-be forgotten Quattros, however the Dakar is a whole new ball game that provides a number of technical freedoms. When it appears in next year's event the all-electric prototype will create great interest and confirm how much the car maker with its four-ring badge is embracing electromobility. Electromobility, the word of the future...*



Audi in, VW out. As part of a 'realignment and further focussing' of the brand towards a mobile electric era, Volkswagen is terminating its motorsport activities. In recent years the company has been scaling down, including its highly successful WRC programmes and TRC customer racing operations. VW won the both the World Rally Championship Constructors and Drivers Championships four times and scored 43 victories between 2013 and 2016, they also won the Dakar Rally in three successive years, 2009/10/11. In recent time Volkswagen's flagship programme has been the ID.R full electric prototype that was designed to tackle the iconic Pikes Peak International Hill Climb and set an outright lap record for the Nurburgring Nordschleife, it set record times at the Goodwood Festival of Speed Hillclimb and the 11 kilometre road up China's Tianmen Mountain with its 99 hairpin corners, the regular driver was Romain Dumas. The VW ID.R first displayed its potential on the 20 kilometre Pikes Peak climb, 9-time WRC champion Sebastien Loeb held the unlimited record driving the 875 hp/875 kg Peugeot 208 T16 that was specially built for the climb, he clocked 8.13.828 which equated to an average speed of 150.9 km/h with 218 km/h thru the speed trap. Dumas and the 680 hp/1,000 kg ID.R powered through the 156 corners before taking the checker at the summit after 7.57.148, extraordinary. The 20.83 kilometre Nurburgring-Nordschleife is arguably the world's most intimidating circuit with 154 turns and 300 metres of elevation change, Jackie Stewart called it 'The Green Hell'. In 2018 the special 1,000 + hp Porsche 919 Hybrid EVO Tribute driven by Timo Bernhard recorded a 5.19.6 lap to erase a record that had stood since 1983. The following year Dumas and the VW ID.R challenged the new outright record but came up short by 45 seconds at 6.05.3 - a consolation was setting a new all electric powered record, topping the previous time set by a 1,340 hp NIO by forty seconds. Records are made to be broken, it's been that way for more than 120 years, the first land speed record was set in 1898 by French racing driver Gaston Chasseloup-Laubat at the controls of a Jeantaud Duc, his speed was 63.15 kilometres an hour and the car was electric powered. Funny how things go full circle...



*BMW out. Following hot on the heels of Audi, the BMW Group has confirmed its withdrawing from Formula E at the end of the new season, having 'essentially exhausted the opportunities to develop its electrical technologies in Formula E'. Like Audi, BMW was there from the start of FE seven years ago and will continue to give full support to its BMW | Andretti Motorsport Team who topped the times in the pre-season testing at Valencia. Also like Audi, BMW is pulling out of the German DTM Touring Car series. So where to now for the pride of Bavaria...*

Porsche back in. The famous German maker has confirmed it will return to Le Mans in 2023 under the new LMDh rules that allows manufacturers a choice of four chassis - Dallara, Ligier, Multimatic and Oreca. Porsche's last season in LMP1 was 2017, the 17-time Le Mans 24 Hour winners will also contest the 24 Hours of Daytona and 12 Hours of Sebring. The Hybrid track war is starting to warm-up...

*Champions' choice. Nico Rosberg was the 2016 F1 World Champion and can claim to have beaten Lewis Hamilton for the title in identical AMG Mercedes cars. The Finn isn't short of a few euros so selecting a new drive car was not a financial consideration, so what did he spend his money on this time? Nico is one of 150 people who will take delivery of the Rimac C-Two all-electric Hypercar, 1,408 kW (1,900 hp) of power, a top speed of 412 km/h (256 mph) and a 0-100 sprint time of 2.5 seconds - the C-Two is Rimac's vision of the sports car of the 21st century. Rimac Automobili was founded by 32-year-old Mate Rimac in 2009 with its headquarters in the Croatian city of Sveta Nedelja. The firm specialises in advanced electric technology developed entirely in-house, the factory employing more than 700 people and supplies electric motors and battery technology to Aston Martin, Keonigsegg and Pininfarina with Porsche and Hyundai being significant shareholders in the company. Watch out Tesla, they're coming after you...*



Very very strange. Fernando Alonso is returning to Formula 1 this year driving for Renault alongside Daniel Ricciardo, the Spaniard has an impressive racing record. In F1 he's started in 311 GPs recording 97 podiums with 32 wins and back-to-back world championships in 2005/2006. He has twice competed in the Indianapolis 500, twice won the Le Mans 24 Hour and the World Endurance Championship, won the 24 Hours of Daytona and finished 13th in last year's Dakar Rally - all that makes him one of the most experienced drivers in the sport. In an extraordinary move the 39-year-old was given the 'green light' by the FIA to take part in the test days at last year's final GP at Abu Dhabi that are normally for those who are from one of the team's young driver programmes with no more than two world championship races against their name. Fernando Alonso was running with drivers around half his age! Very, very strange...



*Olé, olé olé olé. When Sergio Perez took the checker flag at the completion of lap 87 of the Sakhir Grand Prix it capped a remarkable drive after being the last runner at the end of the opening lap, it was also the first Formula 1 win by a Mexican driver in 50 years! Pedro Rodriguez won the South African Grand Prix at the Kyalami circuit in 1967 driving a 'works' Cooper Maserati, three years later in 1970 he claimed his second and last win at the wheel of a Yardley Team BRM in the Belgian Grand Prix at Spa-Francorchamps. Hearing the name Pedro Rodriguez is a reminder that he came to our shores to compete in the 1968 Tasman Cup series driving for the Owen Racing Organisation with Bruce McLaren his teammate, McLaren had a 2½ litre BRM V12 and only contested the NZ rounds, after two DNFs he finished 5th in the Lady Wigram Trophy before winning at Teretonga. Rodriguez had a similar V12 car as well as a 2.1 litre V8 and contested all eight rounds on both sides of the Tasman, there were four DNFs with the best result 2nd place in the final race at Longford in Tasmania. Jim Clark won that series (his third win), tragically he died a month later in an unresolved crash in a Formula 2 race at Hockenheim in Germany. Pedro Rodriguez had an equally gifted young brother Ricardo who was the first Mexican to compete in a Formula 1 race when he drove for Ferrari in the 1961 Italian Grand Prix, he was 19 years old and today remains the famous Maranello team's youngest F1 driver. Both of the Rodriguez brothers were killed in race crashes, Pedro when he was 31 years old, Ricardo only twenty. Motor racing has never been less than dangerous...*



Is it the man or the machine? When Lewis Hamilton became a COVID-19 victim prior to the Sakhir Grand Prix the question was who would fill the hottest seat in Formula 1 racing. The obvious choice was Mercedes AMG Petronas reserve driver Stoffel Vandoorne, but team boss Toto Wolff sprang a surprise when he named George Russell, the 22-year-old Brit who drives for the Williams Team that continues to struggle despite enjoying the Mercedes AMG power unit. Russell has been part of the F1 scene for the past two seasons, with Williams he's had two 11th places in 35 races and no world championship points. He's an over six-footer so is significantly taller than Hamilton which meant he was uncomfortable in the W11 car, but a chance is a chance. He surprised by topping the timesheets in the first two free practice sessions, dropped a few places down the sheet in FP3 because he ran hard tyres, then came back in Qualifying to be P2 alongside teammate Valtteri Bottas on the front row of the grid. Russell led the race until his second stop when both drivers were double stacked under a Safety Car, simple wheel changes became 'clowns in a circus', they sent Russell back out with the front tyres meant for Bottas who was eventually sent out with the same tyres he drove in with! Running mixed tyres is against the rules so Russell had to pit again to resolve the problem, the mix-up cost the team a 20,000 euro fine. He was sensational to watch with his overtakes and rapidly closed on the leader (Perez) when his car suffered a puncture, his 4th stop of the race and 3rd in 15 laps! Russell re-joined in P15 and out of contention,

but the young Brit got up to 9th at the flag to score his first championship points, the two he got should have been 25 for winning. To emphasise his ability, he set the fastest lap of the race (55.404 secs) and was fastest through the speed trap (230.214 km/h) to complete a weekend that will be talked about for a long time. George Russell's performance at Sakhir left more questions than answers, is it the man or machine? Maybe Lewis Hamilton should drive the Williams to really show how good he is...



*EBR expanding big time. Hot on the heels of the news Earl Bamber Racing was expanding its North American activities this year, the ambitious Bamber brothers Earl and Will confirmed their programme across the Tasman with another new EBR team. Supported by Porsche New Zealand, the three GT3 Cup cars will be driven by talented young Kiwis who will race under the Team Porsche New Zealand banner with their base on Queensland's Gold Coast. Looking at the drivers, 17-year-old Matthew Payne will be on the grid for the Porsche PAYCE Carrera Cup Australia series, Payne is the national KZ2 kart champion and last year raced in Europe as a factory driver for the Italian Birel-ART team. TPNZ will field two cars in the Porsche Michelin Sprint Challenge series, one driver is 17-year-old Callum Hedge who won the 2017/18 NZ Formula Ford Championship, the following season he won the Toyota 86 title, the other is 20-year-old Madeline Stewart who has driven a Brad Jones Racing Holden Commodore in the Australian Super3 Series for the past two years and has tested with EBR at the Sepang International Circuit. The three youngsters are ready to give 'em a taste of Kiwi on home soil...*

Stunning backdrop. Appropriately the Team Porsche New Zealand unveiling took place in the showroom of Giltrap Porsche on the Great South Road in the Auckland suburb of New Lynn. Possibly more interesting than the announcement was the backdrop, a Le Mans 24 Hour winning LMP1 Porsche 919 Hybrid. Brendon Hartley won Le Mans and two WEC titles in those cars so could Mr Giltrap please bring it down to Palmy for a day or two for the benefit of our Hartley supporters and race fans in general? A TVOne news item revealed that Earl Bamber was most travelled NZ sportsman in 2020, despite the COVID-



19 pandemic and travel restrictions of many countries, he clocked up 95,000 kilometres. That's a big bucket of air points...



*We know where, we want to know who? Motorsport New Zealand has confirmed the New Zealand Grand Prix will be the feature race of the opening round of the 2021 Toyota Racing Series at Hampton Downs on the full 10 turn 3.8 kilometre course. Back in the 1950s, 60s and 70s the GP was always at the first meeting of the International and Tasman Championships, so the idea definitely isn't new. MNZ has also confirmed that series is now open to a limited number of international competitors who will need to arrive in New Zealand between the 3rd and 6th of January and serve the required 14 days in quarantine. But who is entered? We know that Kenny Smith will be on the grid to contest his 50th NZGP and wildcard entry Shane Van Gisbergen is taking on the TRS challenge for the second time (SVG was runner-up in the 2006/07 series), initially it was subject to his racing programme in the Repco Supercar Championship and the little matter of isolation periods, then Queensland opened its border to New Zealanders and all seems tickety-boo again. But who are the young Kiwi drivers who will be taking their next step towards possible fame and fortune? All very secret squirrel...*

Another return to the Brickyard. When rookie Scott McLaughlin takes his place on the grid for the 105th running of the Indianapolis 500 he will be joined by two-time winner Juan Pablo Montoya. It will be the 45 year old Columbian's sixth '500' appearance, this time part of the three-car Arrow

McLaren SP-Chev team alongside Patricio O'Ward and Felix Rosenquist, Montoya won with Chip Ganassi Racing in 2000, fifteen years later he drove into Victory Lane for Team Penske. The former CART FedEx Champion and Le Mans 24 Hour winner will have a busy year as he has a full-time drive in the FIA World Endurance Championship and will defend his American ISMA sports car series title. Juan Pablo, has he still got what it takes...?

*Palmy's miracle worker. There are many very clever people in our world, Tim Lloyd, the owner/trainer/driver of Octane Automotive and Engineering in Bennett Street is up there near the top of the list. You will recall that at Manfeild's MG Classic Meeting in November the '07' Ford Mustang Fastback driven by Craig Boote was involved in a high-speed crash into the tyre barrier on the intermediate straight. The damage to the entire car was unbelievable, it was barely recognisable as a Ford Mustang sitting on the deck of a recovery truck. There was much talk about the incident, there was also much talk that the car would be on the grid at the SpeedWorks Motorsport NZ Championship round at Pukekohe that was only three weeks away! The sorry sight was delivered to OA&E and the fabricator extraordinaire went to work with the tightest of deadlines, Tim walked the earlier talk and the car was delivered on time, the '07' Ford Mustang Fastback looking like it had just come out of the showroom. Well done Timo, we knew you could do it...*



A good weekend for some. There were some very good outcomes for some familiar names at the SpeedWorks Motorsport NZ Championship round at Pukekohe early last month. In the TradeZone GT1/GT2 category Mitre 10 Mega Andrew Stewart backed up his maiden victory at the MG Classic with an 11, 6, 4 scorecard against extremely strong opposition, Simon Barry opened the day with 9th in his first race, unfortunately followed by a DNF followed by a DNS. Struan Robertson suffered battle damage in the opener, then responded with a 5th and a 2nd where he finished only 0.381 behind the winner. Sean Browne had an interesting day in GT3/GT4 behind the wheel of his diminutive Star car, his results of DNF, 7, 13 were overshadowed by something completely different. Picture this - he is strapped in his car ready to go when approached by an official, always a nervous moment for a competitor. He then enters the history books by being the first driver randomly selected by MSNZ to undergo a breath test! It was negative. Star of the day was Chris Symon in the three Hi-Q Components Formula First 8 lap scratch races, Chris won all three with winning margins of 0.008, 0.243 and 0.057, another illustration of which class provides the closest racing meeting after meeting. That haul of points surely helps Chris's cause to win his first national championship. No one deserves it more...



*COTY time. Our man Richard Bosselman is a member of the highly esteemed group known as the New Zealand Motor Writer's Guild who are charged with finding the New Zealand Car of the Year, the Guild has done this for the past 33 years. Twenty-four unnamed members of the NZMWG are on the voting panel and last year ten vehicles made the final cut - Audi Q3, Ford Fiesta, Kia Seltos, Land Rover Defender, Mazda CX-30, Mercedes-Benz EQC, Mercedes-Benz GLB, Peugeot 2004, Skoda Kamiq and Toyota Yaris. The twenty-four wise men came up their winner last month and it was the third electric vehicle to be awarded the coveted Peter Greenslade Memorial Trophy. Applause please for the \$140,000 all-electric Mercedes-Benz EQC. The EQC is a five-seater compact luxury SUV that's driven by electric motors on the front and rear axles for 4WD, the combined power output is 300 kW (408 bhp) which gives the EQC a 0-100 time of 5.1 seconds, the top speed is a regulated 180 km/h. Which of the ten contenders would you have gone for...?*



Happy ending. December's Track & Yak at the Rose & Crown Olde English Pub brought out the most members for a long time, fourteen keen yackers sharing stories from the first round of the Mitre 10 Mega Summer Series, the happenings of the past 12 months and what the festive season and beyond would bring. The T&Y is a very important element of the club's social side...

Unhappy ending. For two top New Zealand racers 2020 ended with the news they would not be continuing as Porsche factory drivers in 2021. Earl Bamber is one of six drivers leaving the works driver programme while Jaxon Evans' time with the Porsche Junior Team has also ended. This year both will drive 'customer' cars, Bamber a GT3 R with Laurens Vanthoor in the American ISMA SportsCar Championship while in the GT World Challenge Europe EB's co-drivers will be Michael Christensen and Frenchman Frédéric Makowiecki. Evans plans have yet to be finalised, but he will be racing a customer Porsche 911 RSR. Fourteen drivers remain employed by the Weissach outfit including their LMP1 919 Hybrid 'big hitters' Romain Dumas, Neil Jani and Andre Lotterer, Swiss miss Simona de Silvestro is also retained. Auf Wiedersehen Earl and Jax...

*Changing teams. Fabian Coulthard has been thrown a life-line for this year's Repco Supercar Championship. Dropped from Shell V-Power Racing in the major shake-up following the departure of Team Penske (Roger Penske) and Scott McLaughlin who opted for the greenback pasture of Indycars, Dick Johnson signed Will Davison and Anton De Pasquale for the 2021 season, Coulthard was offered a co-driver role that he turned down. It was a gamble, but McLaughlin's # 2 has secured a full-time drive with Local Legends Team Sydney as the replacement for Will Davison, it will be the first time in six years that the 38-year-old will drive a Holden in Supercar racing. With no word, is it safe to assume that Chris Pither will continue to drive Team Sydney's # 22 Coca Cola backed car? Hopefully, two Kiwis who will fly...*





# MCC 2020 FAMILY DAY / PRIZEGIVINGS

Saturday 12 December was a triple header for the club with a Family Day and prizegiving for both the 2019/20 Mega Summer Series and 2020 Feilding Auto Electrical Winter Series, attracting around 120 people to our Kawa Kawa Road site.

The clubrooms and grounds had undergone a clean-up for the occasion, the 'bouncy castle' added colour and fun while the Higgins 'Chill 'n Grill' BBQ trailer with its twin plates made life easy for chefs Richie Arber, Jeff Braid and Kaye Flanagan, inside tables were laden with a variety of salads, bread rolls and sauces to compliment the meat patties (beef/lamb) and sausages thanks to Kaye and Jill Hogg, there was also an assortment of refreshments - there was no reason for anyone to leave hungry or thirsty, they didn't.

The young ones had their fun time from noon with lots of activities organised by Lydia Arber, master magician Andrew Wilson entertained everyone irrespective of age, it was a jolly good time as the build-up to the prizegiving.



Club President Richie Arber presented the Awards following while Jeff Braid interviewed the recipients. First up were the six Volunteer Awards.

**Kirk Trophy - Helpers Award**

**Blair Tennant Memorial Award - Outstanding Club Participation**

**Alwyn Davies Memorial Trophy - Rescue Marshall Ward**

**Rex McIntyre Memorial Cup - Excellence in Your sport - Manfeild Grid Marshall**

**Mike Webster Memorial Trophy - Dedication & Performance in Flag Department**

**V-Force Award - Volunteer Rookie of the Year**

Rod McCardle (Scrutineer)

Jodie Bell

Donna Whale

Ross Bremner

Connor Morigan

Kelly Green



## 2019/2020 SUMMER SERIES TROPHIES

<b>Taxi Cup</b>	Kerry Tong (630 pts), Barry Maunder (351 pts), Grant Anderson (343 pts)
<b>Manfeild Muscle Cars</b>	Ian Williamson (412 pts), Tom Lancaster (323 pts), Paul Dewar (320 pts)
<b>MX5 Cup - Summer</b>	Mark Smith (532 pts), Jeremy Hoskins (475 pts), Scott Topham (399 pts)
<b>RS Cup</b>	Ernie Greenwell (614 pts), Tammie Boyden (503 pts), Darryl Hunter (500 pts)
<b>SF Cup</b>	Matt Smith (583 pts), Samantha Stanley (434 pts), Gareith Stanley (415 pts)
<b>IB Cup</b>	Nick Stewart (552 pts), Ian Thompson (466 pts), Neil King (402 pts)
<b>GT Cup - GTA category</b>	Struan Robertson (502 pts), Ernie Stevens (261 pts), Ross Thurston (62 pts)
<b>GT Cup - GTB category</b>	David Thomsen (711 pts), Jamie Potts (403 pts), Andrew Wasley (50 pts)
<b>GT Cup - Overall</b>	David Thomsen
<b>Champion of Champions</b>	David Thomsen





## **2020 WINTER SERIES TROPHIES**

### **Formula First Cup (sponsor Total Truck Spray)**

Hayden Bakkerus (655 pts), Rob Baker (517 pts), Louis Redshaw (450 pts)

### **Formula Ford Cup (sponsor National Road Carriers)**

Callum Crawley (643 pts), Keith Miller (504 pts), Thomas Boniface (501 pts)

### **Taxi Trophy (sponsor GT Radials)**

Kerry Tong (860 pts), Leo Van Berkel (524 pts), Barry Maunder (419 pts)

### **Manfeild Muscle Cars (sponsor Dewtec)**

Ken Lupton (745 pts), Steve Hildred (638 pts), Greg Cuttance (430 pts)

### **MX5 Cup - Winter (sponsor Max Tarr Electrical, presenter Jonathan Hogg)**

Denis Churcher (741 pts), Jeremy Hoskins (712 pts), Tim Wilde (686 pts)

### **Classics Cup (sponsor GDM Retails Systems)**

Chris Wall (555 pts), Ian Williamson (469 pts), John Gray (441 pts)

### **Saloon Trophy - Molesworth Trophy (sponsor GDM Retails Systems)**

Layton Hammond (605 pts), Brett Tasker (506 pts), Dean Curtis (500 pts)

### **RS Cup (sponsor Danny's Autos / BT Advisory, presenter Ben Boyden)**

Gareith Stanley (625 pts), Rodney Penn (603 pts), Warren Cleland (449 pts)

### **Trudi Ann Trophy - Piston Cup (presenter Murray Crooks)**

Awarded to winner 2nd RS Cup race at 3rd Round of Winter Series. Ernie Greenwell

### **SF Cup (sponsor Geartech Automotive, presenter Anton Cheetham)**

Richie Arber (677 pts), Samantha Stanley (670 pts), Trent Smith (479 pts)

**IB Cup (sponsor Coresteel Buildings Manawatu)**

Sean Browne (641 pts), Nick Stewart (614 pts), Greg Browne (532 pts)

**GT Cup - GTA (sponsor Ernie's Engineering Limited)**

Anton Cheetham (747 pts), Ross Thurston (457 pts), Daniel Gordon (360 pts)

**GT Cup - GTB (sponsor Ernie's Engineering Limited)**

Jamie Potts (712 pts), Andrew Wasley (674 pts), Stephen Samuelu (671 pts)

**GT Cup Overall**

Anton Cheetham





Hugh and Kathy Allen from Feilding Auto Electrical presented the final four awards.

**Otago Car Club Cup - Best Performance by a Woman  
Round 1 Winter Series**

Tracey Cooper (169 pts)

**Archer Memorial Trophy - Highest Overall Points by a  
Woman**

Samantha Stanley (670 pts)

**Winter Series Spirit Award**

Greg Browne

**Champion of Champions Cup**

Layton Hammond

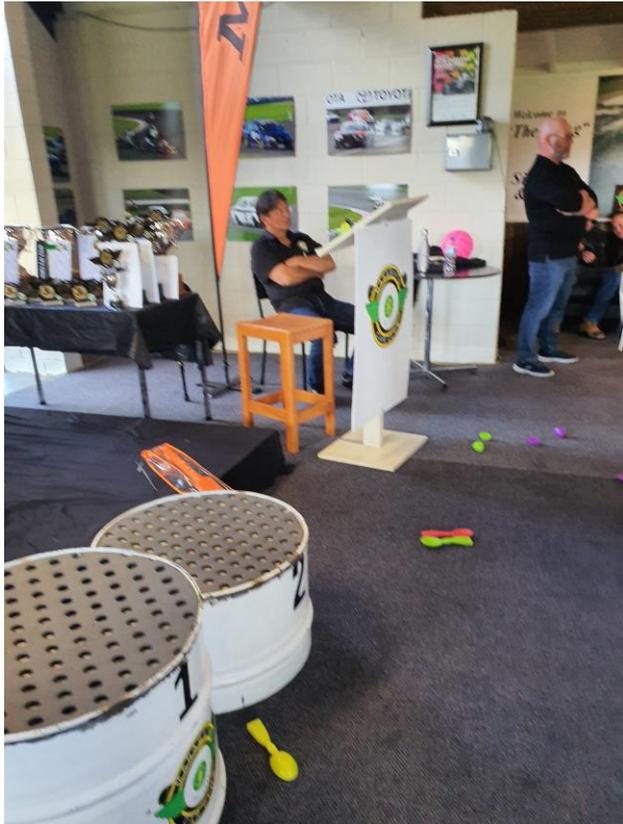


MCC President Richie Arber handled all trophies other than those presented by attending sponsors. Both the Otago Car Club Cup and Archer Memorial Trophy are linked to NZ's famous woman driver Sybil Lupp and were donated to the club from her collection.

Special mention must be made of Teresa Browne who took the photographs shown in the pictorial record of the awards.

The mix and mingle completed the afternoon, ending a rollercoaster year for both the club, its members and their families with the great uncertainty following the initial COVID-19 outbreak nine months earlier. The fact that the club was able to jump all the hurdles and complete its full event programme is tribute to the vision, commitment and belief of its management team with their 'can do' attitude...

RH



Was Jeff having a wee nana nap in the middle of proceedings??

Three quarters of our presidential family below





## THIS THING WE HAVE – THE MANAWATU CAR CLUB

I'll start this piece by introducing myself for those who don't know me. I'm Markku Braid, member of the Manawatu Car Club since ~2003 and son of "THE" Jeff (I know, we have several great Jeff/Geoff's in the Club). I've been a past member of the MCC committee and now that I've returned, I again find myself attending committee meetings each month. Personally, I find it rewarding to be involved and like to do my part to help the Club.

I've just moved home. Back to Palmerston North from the bustling metropolis of Hamilton - the city of the future. After 8 years away and a few hard times, I decided it was time to return to the nest. A large part of my motivation to return was to attend more Manawatu Car Club events and spend more time at Manfeild. My time away has given me an immense appreciation for the culture and opportunities that exist in our local motorsport community here in the Manawatu. In my experience, it's like no other place in New Zealand. We are blessed with one of the best race circuits in New Zealand - fast and flowing with great spectator viewing, yet technical and rewarding for racers. In my opinion, the Manfeild circuit is one of the top attractions in the entire Manawatu-Wanganui region. For those who haven't spent much time living outside of the region, I implore you to appreciate this asset for what it is. Manfeild is a wonderful place that allows people of many different creeds to come together and enjoy our sport of motor racing.

I'll open up to you all now. The last couple of years of my life have been tough. I've been through a couple of jobs, had a relationship breakup, spent over a year living with my ex-partner (thanks covid), and have left my home and life in Hamilton to return home. This all took its toll on me! Before these events, I never truly understood how anxiety and depression can affect people's lives. I now understand this all too well. I also didn't understand how a great network of people can help a person to get "out of their funk" and start to contribute to a community again. Moving home has taught me the value of community and how a good group of people can turn your life around.

Since I've been back, I've spent time with good friends (most of which were developed through car racing) and have fostered new relationships with Manawatu Car Club members I'd never met before (a lot changes in 8 years!). Spending time at the track makes me feel at peace, even if the righthand side of my car has just been stoved in \*cough\* December 6 at Manfeild \*cough\*. For me, the track is the best place to spend time with friends, feel proud of my achievements and have enjoyable banter with new people. We have such a great thing going here. Honestly!



The vibe around the pits at MCC events is second to none, and I've attended loads of events around the country. I have absolutely no doubt in my mind when I claim that Manawatu Car Club events are the BEST club race meetings in New Zealand. For this I must say THANKS to everyone who attends our events. You have all created the enjoyable and jovial environment that we have each weekend at the track. The helpful and can-do attitude around the pits make MCC events a joy to attend. I feel that our current club morale is the highest I've seen in my ~17 year membership of the club.

Well done to everyone for making people feel welcome and providing a great environment for the development of our sport.

I'll close this off by extending an invite to anyone who's having personal troubles or anyone who would like to get more involved with the club to get in touch with me. My line is always open to discuss things (those who know me, know I like to chat...) If you need anything, I'm available on 0274 444 222 or [m.braid55@gmail.com](mailto:m.braid55@gmail.com)

I'm happy to give back to the club that has provided me with so much over the past 17 years. Thanks, and happy racing!

Markku Braid

\*Special thanks go to the following people: Jeff Braid (Dad), Chrissie Braid (Mum), Nick Stewart (SAFEngineering), Greg Browne (GT Oil), Geoff Spencer (Coresteel Buildings Manawatu), Jeremy Hoskins & Scott Wild (Tremaine Energy Centre) and the Hogg family.



MITRE 10  
MEGA

# MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES AT MANFELD

FREE SPECTATOR ADMISSION



**Round 1**  
5-6th December 2020  
Featuring NZ Superkarts and 2K Cup

**Round 2**  
23-24th January 2021  
Featuring TCR NZ/Super Production  
Championship and NZ Six

**Round 3**  
11th April 2021  
Featuring Russell's Relay Race

**Prizegiving**  
17th April 2021

Manawatu Car Club

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www.manawatucarclub.org.nz

**NATIONAL RACE CLASSES**

GT-A, GT-B and IB Cup

**CLUBMANS CLASSES**

RS Cup and SF Cup

All entries online via [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)



## 2020/21 MITRE 10 MEGA SUMMER SERIES - Round 1

The opening round of the new series began on Sunday 05 December, it was a double header weekend with the Saturday programme involving test and tune sessions for Mitre 10 Mega Series cars, New Zealand Superkarts and the 2K Cup category, the 2K Cup later having a qualifying session and two races (Scratch & Reverse Grid) of 33 minutes duration and the karts qualifying and one 7 lap race.

The 2K Cup are an extremely keen group of racers, thirty-three entrants with the closest to Manfeild living in Wellington (1), Hawkes Bay (1) and Taupo (2), the remainder travelled from the Bay of Plenty, Waikato and Auckland regions. The driver who returned home happiest was Karl Gains who topped the qualifying times by 0.003, all 33 cars were covered by 8.1 seconds, the fastest eight by less than a second. Gains finished second in the Scratch race by 0.440 and won the Reverse Grid by a relatively comfortable 2.203 seconds, 2K Cup is remarkably close racing.

Sunday really was summer with the temperature reaching 21 degrees and no chilly breeze to spoil the day, M10MSS entries totalled 58, add in the 49 Superkarts and there were 107 competitors all up.

The NZ Superkart Drivers Championship had five classes ranging in size from four karts in Rotax Max Heavy to twenty in Rotax Max Light, each class being dominated by a single driver on this occasion. In the premier Karts International Ryan Urban remains the man to beat, winning all but the final race when a mechanical issue dropped him back to second, Palmerston North's Darryl Currie was unbeaten in the highly competitive KZ2, likewise Craig Rowe in DD2, Mark Ongley in Rotax Max Heavy and fast lady Rianna Omeara-Hunt in the 19-strong Rotax Max Light class.



The Mitre 10 Mega Summer Series drivers had four 'test' sessions on Saturday with a 10 minute Qualifying period for each category on Sunday morning.

The RS Cup were first out on the track with eight cars and four of the just introduced MPVs. Cameron Antrobus headed the Qualifying times by 0.005 over Tammie Boyden with a second back to Alice Staddon. Kane Anderson, Ernie Greenwell, Paul Rodgers and Rodney Penn were next, all within three seconds of the fastest time. Gareith Stanley posted the best MPV lap ahead of Markku Braid by three seconds with 9/10ths back to Bryce Hogg, putting the trio 8th, 9th and 10th on the grid for the first race. The bad news was that both Boyden and Antrobus had exceeded the 1.30 break-out time at a cost of 50 championship points.

In the 6-lap Scratch race Tammie Boyden made a great start and was never headed, it was race with little positional change. Behind the BMW the order was Anderson, Greenwell, Rodgers, Antrobus who had dropped four places, Alice Staddon, Stanley and Penn. Antrobus got ahead of Rodgers and Greenwell on lap 4 to be third, on the next lap Rodgers had a real 'tank slapper' in the esses but gathered up the Toyota Levin without losing a place. Down the field Stanley and Penn were locked in earnest battle, while Hogg retired the Honda Odyssey, later followed by Braid in his Mitsubishi Chariot, not a good start for the MPVs! The race ran out with Boyden taking the flag ahead of Anderson and Antrobus, followed by Greenwell, Rodgers and Staddon. But four drivers had broken-out, so the official result had Greenwell the winner by 3½ seconds from Alice Staddon with five seconds back to Dave Burroughs in third, Penn was next followed by Stanley and Rodgers.

The Reverse grid should have had an all MPV front row with Hogg and Braid but the latter was a DNS because of an electrical issue, Row 2 was an all Feilding affair with newcomer Ryan Valilly in his MPV and Peugeot man David Penfold. Boyden was also missing from the grid so Antrobus was alone at the back, the field reduced to nine runners. Rodgers race was over in a matter of seconds but Penn made a brilliant start from the outside of Row 3 to lead the opening lap from Greenwell, Burroughs, Stanley, Staddon, Hogg and Penfold. There was no change until Lap 3 when Greenwell took over the front running from Penn, Burroughs, Staddon, Stanley and Hogg, that's the way it stayed to the line, the excitement coming in Turn 7 on the final lap with Penn and Burroughs side-by-side for the run to the flag, Penn's Toyota Altezza got home by 7/100ths, the trio well clear of Staddon and Stanley. Good news, no breakouts.



Penfold was first away in the Handicap with five seconds over Valilly, Staddon had to wait for 55 seconds, so did Greenwell, Penn and Burroughs. Penfold and his 'Pug' held the spotlight for three laps, Turn 1 on lap 5 saw Hogg make his move for the lead, Stanley had progressed to third, ahead of Valilly, Greenwell and Burroughs. Into the last lap the two MPV's led from Penfold with Stanley on a hard charge in the quicker of

the two Honda Odysseys, he was forced to take the outside line through the final corner but they emerged side by side with Hogg having his nose in front, Stanley came down the outside and crossed the line with an elapsed race time of 10.12.867, Hogg's race time was an identical 10.12.867, a miraculous dead heat with Greenwell 0.612 away in 3rd followed by Burroughs, Penn and Staddon, four second back were Penfold and Valilly who got swamped in the final three kilometres. Hogg's fastest race lap was 1.37.526, Stanley's 1.33.428 which makes the dead heat even more extraordinary.

A big field of 24 cars were on the track for the SF Cup Qualifying, at the end of the session all twenty-four were covered by under 10 seconds. Ian Humphrey was at the top of the time sheet, 1.7 seconds ahead of Dennis Churcher with Liam How a further 10th back, the trio followed by Matt Smith, Tessa Field, Neil King, Richie Arber and Cam James who were all less than three seconds behind the #171 Falcon XR8, Trevor Weir was best of a very close rest. Mr Humphrey's best lap was 1.23.511, the class breakout is 1.25, resulting in a loss of 50 championship points.

The Scratch race saw How make a lightening start from the second row to take the initial lead from Humphrey and Churcher, next time round the first two had swapped positions with Humphrey in front, a lead he would hold to the flag, not such good news for Arber who felt the might of the Yannakis Volvo in the right-hand side of the #46 Corolla GT, day over. Meanwhile Neil King was on the move, starting P7 by the end of lap 3 he was up to 2nd as How drifted back into the pack, Matt Smith held 3rd followed by Churcher, How, Trent Smith and Kolin Yannakis, another lap and Churcher had overtaken Trent Smith, at the end of lap 5 Trent Smith was back in 3rd place, down the field there was a good battle behind Yannakis led by Samantha Stanley from James, Peter Beauchamp, Jack Cleland and Jonathon Hogg, How finally headed into the pits. There were few changes on the final lap, Humphrey taking the flag from King, Matt Smith, Churcher, Trent Smith and Yannakis with Stanley still at the head of her group. That was how it finished on the track, then came the breakouts - Humphrey (4), King (3), Churcher and Yannakis one each. Adjusting the race times saw Matt Smith, Trent Smith and Samantha Stanley 1-2-3 followed by Churcher, James and Beauchamp, King was relegated to P17 and Humphrey P20, the XR8er was promoted to IB Cup status.

Arber was missing from the front row of the Reverse Grid, on his own was Craig O'Brien with How and Darryl Hunter sharing row 2, down the back were the promoted from RS Cup Tammie Boyden, Mark Smith and Cameron Antrobus. The opening lap ended with How leading O'Brien, Hunter, Sean Rowles, Lance Prouse, Tessa Field, Cleland and Stanley, lap two saw Rowles move up one place with Stanley had got ahead of Cleland and Field, Stanley continued her charge and next time round was in 4th. Rowles elevated himself to 2nd on lap 4 while Hunter retired to the pits, lap 5 saw Cleland catch and pass Stanley, behind her were Prouse, Matt Smith and Hogg. How went on to take the win, holding out Rowles by half a second with O'Brien retained third, chased by Cleland, Stanley and Matt Smith who had passed Prouse. Cleland incurred a 10 second breakout penalty which dropped him to 11th in the official results which moved the



next seven finishers up one place.

The field was covered by 30 seconds for the Handicap race, Tammie Boyden was first away with a 10 second advantage over Kane Anderson, Mark Smith and Gary Maddock, down the back was a group of six cars, How, Hogg, Rowles, Matt Smith together with Cleland and Churcher in their MX5s.

The upgraded Boyden made the most of her start to lead the first four laps from Anderson, Mark Smith, Chris Greaney, Maddock, Prouse and Field who was leading the charge from the 20 second start group ahead of Antrobus. On the 5th lap Anderson went to the front, Boyden remained 2nd followed by Mark Smith, Field was up to 4th with Maddock, Antrobus and Weir next in line, the big guns at the back weren't firing. The race ran out in that order, Anderson's winning margin was 3.4 seconds with 6/10ths separating Boyden and Smith, Weir was 7th over the line and 9.8 seconds behind the winner, of the 30 seconders How did best in finishing 13th ahead of Matt Smith, Rowles and Churcher, but How had broken out on the first lap (flying start?) and copped 10 seconds which put him P20 and last.

The IB Cup attracted a 14 cars grid, Simon Hetterscheid clocking the quickest qualifying lap 0.991 ahead of David Coe with Nick Stewart a tenth back, very close behind were Nathan Spencer and Kieran Moorman, twelve of the 14 cars were within 3 seconds.

In the Scratch race Coe took off like a scalded cat from the outside of the front row to lead Hetterscheid, Spencer, Stewart, Kieran Moorman, Gerald Watson who make his customary rapid start from P8 on the grid, and David Anstis. On lap 2 Stewart passed Spencer, behind them Watson overtook Kieran Moorman and Anstis was keeping Donald McIntyre at bay. There was no positional changes until lap 5 when McIntyre finally got past Anstis, behind them were Andrew Manderson, Kieran Moorman and Watson who had dropped off the pace. On the final lap Manderson gained another two places which made the finishing order Coe with 4/10ths to Hetterscheid, Spencer, Stewart, Manderson and McIntyre, just one breakout which dropped Hetterscheid from 2nd to 4th in the official results.

The Reverse Grid had Hayden Rau on his own at the front with Graham Barr a DNS, Graham Moody and McIntyre shared Row 2, Hamish Paterson and Watson were together on row 3. Watson launched his Datsun 1200 rocket ship from P6 and led out of Turn 1 followed by the Mazda RX7s of Logan and Kieran Moorman, Paterson, pole sitter Rau, Coe, Anstis, Moody, Hetterscheid and Manderson. Paterson moved to 2nd on lap 2, Stewart was on a charge from P11 while Rau drifted back through the field, eventually retiring on the final lap. After starting P14 Coe came into the picture and by the end of lap 4 was up to 4th place ahead of Hetterscheid, Stewart and Logan Moorman, out front Paterson had taken the lead from Watson and Kieran Moorman. Lap 5 saw Hetterscheid pass Kiernan Moorman, on the final lap Coe overtook Watson to make the finishing order Paterson by 3.4 seconds over Coe who crossed the line 4/10ths ahead of Watson, followed by Hetterscheid, Kieran Moorman, Stewart and Manderson who was 8 seconds behind the winner.

Twenty seconds covered the grid in the Handicap race with 14 cars facing the starting flag, at the back were Spencer, Paterson and Hetterscheid, with Neil King, Graham Moody, Logan Moorman and Yannakis the first group away. That was the order for the first three laps, behind the quartet Hetterscheid was out after one



lap, Anstis, Kieran Moorman and McIntyre led a chasers followed by Stewart and Watson. Lap 4 brought many changes in the running order as the handicapping came into play, as they crossed the line with two laps to run King led Moody, then came Anstis, McIntyre, Coe, Stewart, Manderson, and Yannakis, lap 5 saw McIntyre overtake Anstis for third, as the field headed for the checker Moody and King were together into the final turn and side by side onto the home straight, the Moody BMW inched ahead to win by 7/10ths with a gap of 4.2 seconds to McIntyre who had got past Anstis, with Coe, Stewart and Manderson crossing the line in very close formation covered by 8/10ths, good handicapping with eleven cars covered by 10 seconds.

With several cars away at the GTRNZ round at Pukekohe there was a small field of only eight cars for the GT Cup category. David Thomsen finished the Qualifying session 2.7 seconds ahead of Markku Braid who was driving a Toyota Trueno on this occasion, third quickest was Justin Allen 3.3 seconds away from the pole time, followed by Russell Chapman, John Rongen, Sam Bleakley, David Scott and Chris Huska, the field covered by 6.6 seconds, Thomsen and Bleakley were the two drivers in the GT-A class, the others were in GT-B with its 1.15 breakout time.

In the Scratch race Thomson was slow off the line, it was Braid and Chapman who led into Turn1, it was Bleakley who led out after starting from P6 on the grid! Thomson was quickly up to 2nd ahead of Rongen, Chapman, Scott, Allen who has started P3 and Huska, Braid heading for pit lane at the end of the first lap. Scott took Chapman on lap 2 with Braid returning to the fray after losing a lap, Thomson began losing ground and was back to 6th at the end of lap 3 with only Braid behind him. Allen and the NAPA Mazda RX7 suddenly found their mojo, jumping from 5th to 2nd on lap 4, Scott's V8 MX5 drove into the pits for a DNF, promoting Chapman to 3rd ahead of Rongen. Allen's charge continued on the final lap and he closed to within 0.846 of Bleakley's Nissan Skyline with 5½ seconds back to Chapman and another two to Rongen, Thomson eventually took the flag 67 seconds behind the winner with Braid remaining a lap down.

Common sense prevailed for the Reverse Grid, Braid and Thomson should have been on the front row but were repositioned to P4 and P5 respectively, leaving Huska on the front row, Scott was a non-starter. Thomson nailed the start this time and hit the front before Turn 1 but was second behind Bleakley's silver bullet at the end of the first lap, Bleakley was on the back row of the grid and had made eight overtakes! Braid was 3rd then Huska, Rongen, Chapman, Cameron Barr who started P4, and Allen who started alongside Chapman. By half distance Bleakley led by 1.8 seconds with 7 seconds separating Thomson and Braid, Huska had retired for the second time in two races. By Lap 4 Braid and Rongen were running in very close company, a lap later the gap was 4/100ths as they crossed the line, then disaster at Turn 1 when Rongen made an ambitious overtake on the inside, the cars collided, their races over with the Nissan suffering damage to the left front corner and the Trueno a big dent in the driver's door. While that drama was going on Thomson caught and passed Bleakley to win by 0.35, more than 18 seconds back was Barr who inherited third place with a gap back to Allen and a much bigger gap to Chapman in a race that that began with eight cars and ended with five.

Rongen was a non-starter for the Handicap that had Bleakley and Thomson conceding 15 seconds to Barr and Braid, 20 seconds to Allen and 40 seconds to first away Huska. Barr pulled off the track on lap 2, at the



end of lap 3 Huska still had a good lead over Scott, Chapman, Allen and Braid, Thomsen was next with Bleakley at the back and still 37 seconds from the lead. Lap 4 saw Scott heading for the pits (again), Allen moved up three places to take the lead, Chapman advancing to 2nd with Braid chasing, then Huska, Thomsen and Bleakley, lap 5 Thomsen made his move into 2nd but still 2.9 seconds behind the leader. His chase was relentless, the gap kept closing and it was another photo finish, Thomsen got there by 0.071, Braid passed Chapman to claim 3rd six seconds back, Bleakley finishing fifth 12.8 seconds behind Thomsen after the pair started side-by-side with Huska making it home for the first time in his three races.

The meeting was a great start to the new Mitre 10 Mega Summer Series, it boded well for the next three rounds. Perfect weather, some seriously good racing with some seriously close finishes including a world first dead heat, there were the MPVs that certainly added to the entertainment factor. On the down side several cars suffered un-necessary body damage. Best of all, the FIA Stewards at the meeting had little to do with no visits to headmaster's office..

RH



## RUSSELL'S NOTES

The impossible became possible. What are the odds of a dead heat in motor racing when the timing is done to one thousandth of a second, the same accuracy as Formula 1 and other major categories including Indycars. The miracle result happened in the final race in the RS Cup class, the 6 lap Handicap and involved the two Honda Odyssey MVP's of Gareith Stanley and Bryce Hogg. Side-by-side through Turn 7 with Hogg on the inside pushing Stanley high and wide, then the drag to the flag with Hogg on the inside holding a slight advantage, Stanley was on the outside and took to the whip to hurry up his mount, the Odyssey responded, and he drew alongside, the two locked together as they crossed the line after Stanley had given Hogg a 25 second start. So, who got the chocolate fish? The problem was resolved by Jeff Braid, he cut it in half...

The irrepressible Malcolm Glenn is the man responsible for the handicapping, the timing team give him a read-out of competitor's times from the previous two races, he waves his magic wand and hey presto the grid is done with the appropriate time gaps. The race that followed the RS Cup Handicap was the GT Cup Handicap, it was also extremely close with the winning margin 0.071 of a second. Little wonder Mr Glenn was a very happy chappy...

Are MPVs the next big in racing? Their first outing got a huge tick from most people because they brought the 'e' word back, 'entertaining'. They lean at unusual angles in the corners, they look good visually and made an interesting contrast to the regular RS Cupper cars, they weren't exactly snails either. There are more in the pipeline too, Round 2 could see a People Mover invasion with lots of colour, there's even talk of a Toyota Previa! You have been warned, the MVP Mafia is coming...



During the first race Bryce Hogg felt something amiss in his front end and pitted, the cause was loose nuts. The left front wheel of the new acquisition with 350,000 kays on the clock had the wrong type of retaining devices. Down to the local Feilding Repco shop where there was a scavenger hunt in the bins, found enough of the correct size and type, problem solved. The Hoggster now enjoys racing in comfort with the luxury of leather seats and the radio tuned to his favourite station, only the rear seat is removed for track work. Fiancé Alice Staddon has been seen driving the racing Honda Odyssey around town, after all that's what it was originally designed for...



Double driving became double trouble for Markku Braid who also became the club's first 'charioteer'. Joining the MPV 'raiders' he opted to run a Mitsubishi Chariot with its 2.0 litre SOHC 16-valve four-cylinder motor and five-speed manual gearbox (the Hogg Odyssey is a 2.3 litre VTEC with a 4-speed auto, the 'newer' and quicker Stanley Odyssey is a 2.4 litre VTEC with tip-tronic 5-speed auto, the Chariot split the two in qualifying). After five laps of the RS Cup Scratch race the Mitsy's coil said enough is enough, no more spark, no more racing (a Chariot of no fire!!). A weekday visit to Feilding Auto Electrical soon resolved the problem with a shiny new one. In the GT Cup Reverse Grid Markku's Toyota Trueno took a heavy hit in the driver's door courtesy off an errant Nissan 350Z in a three-into-one-doesn't-work move, but was able to make the grid for the final race and score a 3rd place result. The Trueno has been fitted with a 2.0 litre Toyota Altezza 'wrecker' motor and pre-meet tuning produced an additional 16 kW (21.4 hp), it also has an interesting family history as at an earlier stage its owner was club secretary Jeff Braid, Markku's dad...



In the 'bugger' department, Jonathon Hogg's Toyota Levin showed clear evidence of too close racing with a not quite standard looking driver's door that appeared to have an Alfa Romeo imprint. Richie Arber's Toyota Corolla GT was on its trailer early, it was just back from an extensive and expensive rebuilt of the rear end from a previous meeting. After bedding-in new brake pads prior to the qualifying sessions, Richie was a DNF after only 5½ minutes of SF Cup racing when the little Jappa took a big hit from the big Swede on the right-hand side, the damage extending from the rear guard to the door pillar, day over, possibly series over. David Anstis got a nudge that removed his back bumper, John Rongen's Nissan 350 Z was another casualty and early finisher after clashing with Markku Braid's Trueno in the GT Cup Reverse Grid race, the Zed's left front corner and the Trueno's driver's door told the story. Incidentally, the shade of orange used in the multi-colour paintwork of the Nissan looked familiar, suggesting the hi-tech V6 Zed car was part of the one-time Palmerston North based MIKE Racing 96 stable...

The efficiency of the team running the MCC meetings sets the standard for this country's circuits, the first round of the 2019/20 Mitre 10 Mega Summer Series was no exception. The first of the four qualifying sessions began 4 minutes early, after six races the meeting was 20 minutes ahead of the clock and the call was made to run two post lunch races before taking the scheduled break. The move shortened the number of afternoon races from 10 races to 8 with track activity resuming nine minutes early, the checker falling on the final race at 3.10pm which was 33 minutes before it was due to start! The English dictionary defines efficient as 'functioning effectively with little waste of effort', that's our super team... RH



Races where two vehicles cannot be separated at the finish are incredibly rare, since electronic timing was introduced it has been thought impossible.

Radio Frequency Identification (RFID) was first used in motor racing in the late 1980s and within the next decade the technology formed the basis of all electronic sports timing, the era of handheld stop watches was coming to an end.

Prior to the Manfeild finish there had only been two recorded dead heats in motor racing, one well before the introduction of RFID. In the non-championship 1967 Syracuse Grand Prix in Sicily the two SEFAC Ferraris driven by Mike Parkes and Ludovico Scarfiotti were much quicker than the other cars, by three quarter distance they led by two laps. The pair contrived a dead heat and actually rehearsed it several times, on the final lap the two red cars crossed the finish line side-by-side and a dead heat was declared with the two timekeeper's stopwatches both showing 1.40.58.4. Several of the Sicilian officials believed that Scarfiotti was fractionally ahead, perhaps him being Italian influenced their thinking!



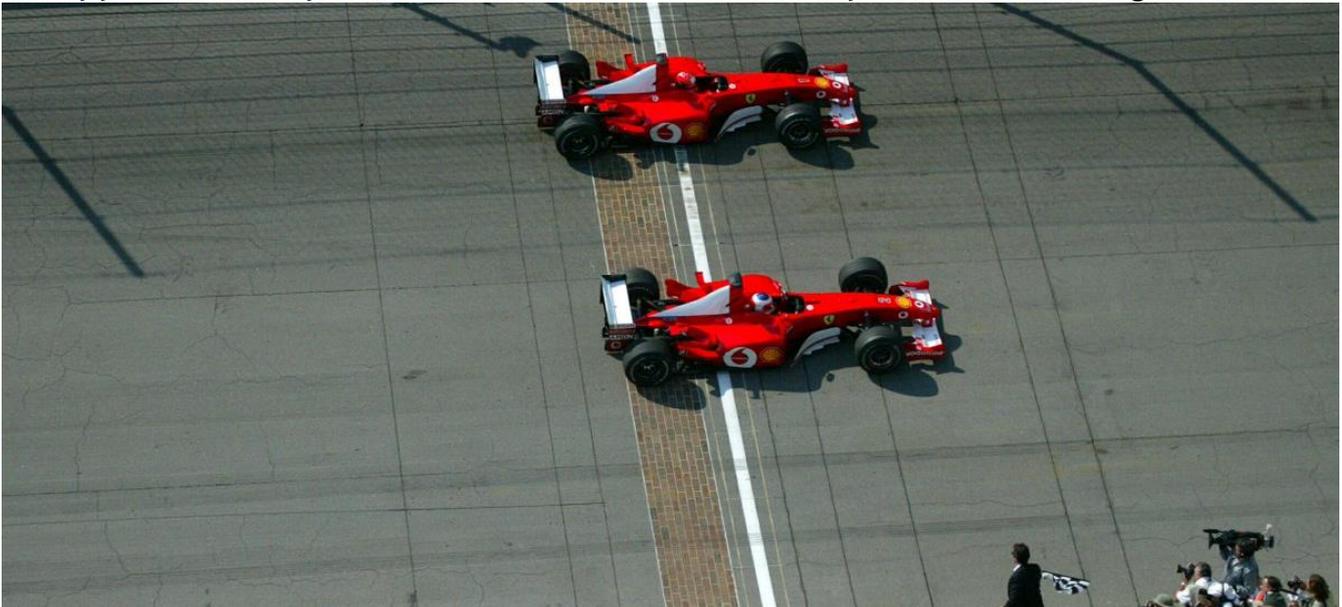
The other recorded dead heat was in the 2011 125cc German Motorcycle Grand Prix at the Sachsenring in Germany when Aprilia rider Hector Faubel and Derbi's Johann Zarco couldn't be separated in the photo finish. Faubel was declared the race winner with a rider's fastest lap being the tie-breaker.



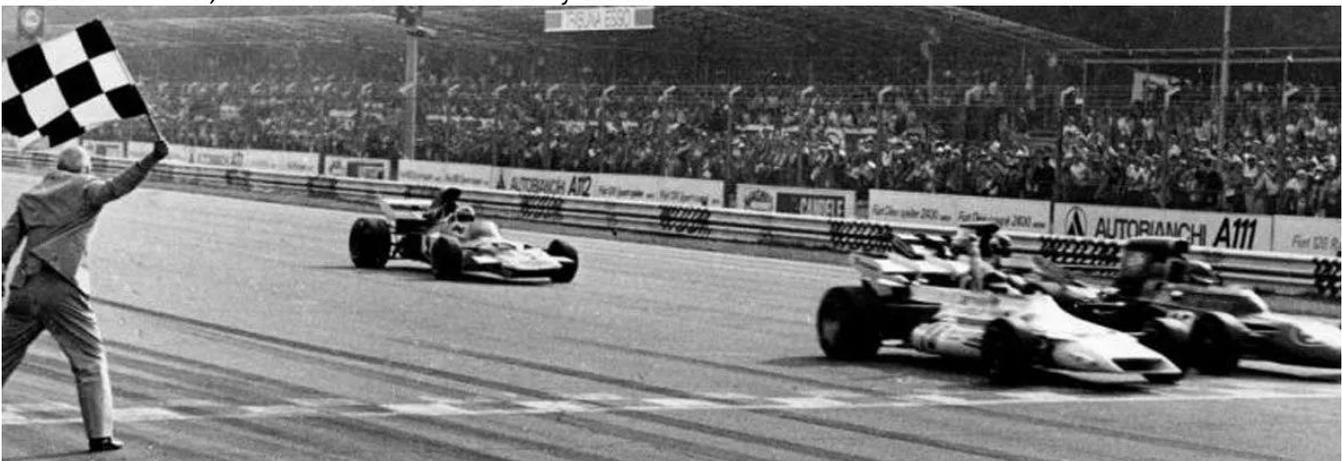
Since 1992 Geneva-based TAG-Heur has been the timekeeper of grand prix racing, their 20-strong team sets-up and monitors the entire meeting, with technological advances their latest equipment measures to within 10,000ths of a second for extra accuracy.

Over the years there have been results where the TAG-Heur wizardry has played a part. In qualifying for the 1997 European Grand Prix at Jerez in Spain three cars posted exactly the same time to within 0.001 - Jacques Villeneuve, Michael Schumacher and Heinz-Harald Frenzen. That was the order in which they set their time and it determined their starting grid positions.

Ferrari drivers Michael Schumacher and Rubens Barrichello attempted a dead heat finish in the 2002 United States Grand Prix that was run on the Indianapolis Road Course, absolutely side-by-side over the line, visually yes, electronically no with Barrichello shown as the winner by 0.011. Close, but no cigar.



The closest finish in Formula 1 history was the 1971 Italian Grand Prix at Monza's 'temple of speed' when five cars swept off the Parabolica in tight formation. BRM driver Peter Gethin took the flag 0.010 ahead on Ronnie Peterson, all five cars were covered by 0.061.



At the legendary 'brickyard', the closest finish in the Indianapolis 500 was in the 1994 race when Al Unser Jr beat Scott Goodyear by 0.043 of a second, the human eye would have said 'dead heat'.

So the Manfeild dead heat was history making, the second in the world since the introduction of electronic timing more than thirty years ago, and the first for four wheel vehicles. And achieved with two of the most unlikely contenders, Honda Odyssey MPVs...

RH



# KIWIS ABROAD

At the end of November and after a disappointing year in the FIA Formula 2 Championship, Ferrari Academy driver Marcus Armstrong had a strong weekend in the penultimate round at the Bahrain International Circuit with two top ten finishes. In the 32 lap Feature Race he crossed the line in 7th place 31.3 seconds behind the winner, 8th was Robert Schwartzman who won the following day's Sprint Race. When the flag fell at the end of the 23 laps Armstrong held 4th place 10.6 seconds behind the Russian, he was also three places and ten seconds ahead of championship leader Mick Schumacher. The final round was the following weekend, again at Bahrain but using the ultra-fast 3½ kilometre Sakhir 'Outer Loop' circuit. In the solitary Free Practice session Armstrong was P5 and 0.493 behind Yuki Tsunoda who set the fastest time, championship leader Mick Schumacher was P6, 4/1000ths behind the Kiwi, but Qualifying wasn't a happy story. Armstrong clocked the 15th quickest lap that was 0.493 behind pole man Tsunoda, Schumacher was three places further back after being involved in a collision with another car.

In the 48 lap Feature race Armstrong crossed the line in 11th place, 17.7 seconds behind winner Tsunoda and four track positions behind Schumacher, the following day's 34 lap Sprint Race had a top 8 Reverse Grid. India's Jehan Daruvala secured his first championship victory, Armstrong finished P14 at plus 21.8 seconds, four places ahead of Schumacher who started P3 but struggled after flat-spotting his tyres at Turn 4 on the opening lap, the German's main rival for the title Callum Illott also finished out of the points.

Mick Schumacher ended the Championship with 215 points, 14 ahead of Illott with a single point back to Tsunoda in third, Marcus Armstrong had only three-point scoring results and was 13th in the standings with 52 points. Schumacher moves up to F1 with Haas while Yuki Tsunoda gained the necessary points for his Super Licence at Sakhir. With his strong Honda links it's likely he will have a F1 seat this year at Alpha Tauri. Armstrong has been driving for French outfit ART GP, but will take part in the post-season Formula 2 testing with DAMS, another French team...



The Japanese Super Formula is the country's premier open wheel championship with 2020 being the 34th season. New Zealander Nick Cassidy is the defending champion, after four of the seven rounds he sits second in the standings, 11 points behind Ryo Hirikawa with a score card reading 6, 3, 1, 7, the victory coming at Sportsland Sugo. Early last month in the penultimate round at Suzuka the weekend started well but ended disastrously with a DNF and the loss of vital championship points. Cassidy was quickest in qualifying so started from pole position, he set a new lap record and led 9 of the 30 laps before stopping on

the outside of Turn 1 with flames coming from under the engine cover of his car, dropping to fourth in the standings 9 points behind the new leader.

The final round was at the Fuji Speedway on 20 December with it likely Cassidy would have a 10 place grid penalty for an engine change on his TOM's Toyota, Fuji would also mark his last race in the Japanese Series before his switch to Formula E this year...



Family outing. At the end of November Liam Lawson took his parents for hot laps around Hampton Downs in the latest Ferrari 488 Challenge, during the day there were also rides for the highest bidders at the Big Boys Toys auction, the rides raised \$8,000 for the Gut Cancer Foundation. The following day Liam headed back to Europe for the end-of-season Formula 2 testing at the Abu Dhabi International Circuit on the weekend of the final F2 races of the year. Formula 2 is the category one above he raced last season and one below Formula 1, the car has more power, is heavier, has more grip and

more aero, including DRS. Both formulas use the 3.4 litre V6 Mecachrome engine, in F3 spec it's normally aspirated with direct fuel injection and rated at 380 bhp, for F2 the motor is turbocharged and power increases to 620 bhp. The first handful of laps would have been interesting...

The 3-day FIA F2 post testing mid-December saw two New Zealand drivers participating, Marcus Armstrong and Liam Lawson who was having his first drive of the more powerful F2 car. On Day 1 2017 NZGP winner Juhan Daruvala from India topped the sheets, 2020 FIA Formula 3 champion Oscar Piastri was 5th quickest, Lawson 11th and Armstrong 14th fastest of the 22 cars. Day 2 saw Ralph Boschung set the pace in the morning session ahead of Lawson who was the fastest rookie, Armstrong was in the top 10 times with the 7th quickest time while Piastri was down in 21st. In the afternoon Daruvala was back at the top with the two Kiwis encouragingly 4th and 5th, while Piastri improved six places to 15th. Day 3 belonged to Swiss driver Louis Delétraz who headed Daruvala, Lawson was only 0.477 off the pace in 5th, Armstrong was 14th quickest in the session but only one second behind Delétraz. Australia's Oscar Piastri, who replaces 2020 F2



champion Mick Schumacher this year at the PREMA team finally found some of his first day form to post the 12th fastest time. For Liam Lawson it was his chance to shine among 22 hopefuls for a coveted Formula 2 seat, for Armstrong it was to show he was good enough to retain his place.

The year ended for Earl Bamber with the final round of the Intercontinental GT Challenge, the Kyalami 9 Hour. The South African circuit is in the Gauteng province and has a length of 4.522 kilometres, it hosted the F1 world championship South African Grand Prix between 1969-1985 and 1992-1993 as well as the 500cc World Motorcycle Championship in the 1980's, World Superbike Championship and World Sportscar Championship, it's also very fast with the lap record average speed 236.89 km/h.

The 2020 Kyalami 9 Hour drew only 12 starters, last year's race had a 33-car field. The weather played a big role in the final outcome with heavy rain in the final two hours the influencing factor, the pole Honda Racing NSX led throughout until the final nine minutes before falling back to 4th but on the lead lap. The finish was extremely close with just 0.22 between the winning BMW M6 GT3 and an Audi R8 LMS, third was a Porsche 911 GT3 R that was 1.7 seconds further back.

The Dinamic Motorsport Porsche 911 RT3 R shared by Bamber, Kévin Estere and Laurens Vanthoor was 7th overall after covering 278 laps, one down on the first five finishers and for EB one place better than in the 2019 race in the same model car. Now Wanganui's favourite motor racing son can take a deserved break from the fast lane...



# RACE WITH US!



With the disappointing ending to the 2019/20 WEC season and an emotional farewell to the Gazoo Racing Toyota TS050 Hybrid, for Brendon and Sarah there was no thinking of Christmas back home in New Zealand. The second testing of GRT's 2021 challenger in the new LMH (Le Mans Hybrid) category took place in Portugal between 15th and 18th of December, getting to Auckland would be followed by a two-week isolation period and there's the problem of obtaining the vital 'Return Home Voucher'. So Christmas was spent with close friends who had recently relocated to Portugal, a contrast to 12 months earlier when they enjoyed a long break at their new home with its view of Lake Taupo.

For Brendon and his team mates the new Toyota Super Sport Hyper car would be an interesting adjustment, despite the fact it's based on the TS050 Hybrid with its twin turbo 2.4 litre direct injection V6 and electric motor giving a combined 735 kW (986 bhp).

The FIA LMH technical regulations were changed in May last year with engine power output lowered from 585 kW (784 bhp) to 500 kW (670 bhp) while e-motors producing no more than 200 kW (268 bhp) may power the front axle for four-wheel-drive. Weight was reduced from 1,100 kg to 1,030 kg, diesel motors are not allowed. Looking at those numbers, the road car is more powerful than the race car by 35 kW or 48 bhp!

Brendon and three other GRT drivers Sebastien Beumi, Mike Conway and Jose Maria Lopez had their first outings in the new car at the Paul Ricard circuit during a 3-day test programme in mid-October, 'all gave positive feedback on how the car feels to drive'.

Brendon returned to his grass roots by getting back into kart racing which he describes as 'the purest form of four-wheel motorsport', it could play a bigger part in his ongoing fitness programme. Mid-December there was a regroup of the Gazoo Racing Toyota hyper car drivers at the superb Portimao circuit that hosted last year's F1 Portuguese Grand Prix, another three days of testing.

With that completed Brendon and Sarah could relax, reflect on the strangest of years highlighted by winning the Le Mans 24 Hour race for the second time and enjoy the holiday break with friends, but maybe not where they had originally planned...

RH





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# PARTING SHOT...



No words needed really. Rob and Wendy Lester were Mr & Mrs Manfeild for such a long time, contributing significantly to what we all enjoy today and to the “why can’t we make that happen” attitude that makes the circuit so special.

