

**Manawatu Car Club Inc**

**MAGAZINE**

**FEBRUARY 2017**



**Something for Everyone**

## EDITORSPEAK...

Gosh, a month down in 2017 already!! Welcome back to reality.

There are plenty of awesome events to tempt you this year, plus some further ideas still in the pipeline, so make sure you check the full calendar at the end of this issue. I have also included some of the other regional events from the WMSA calendar (thanks Jeff and Wayne Gair), especially the Engine Room Rallysprint Series events being co-ordinated by the Dannevirke Car Club because these are close. I can personally vouch for most of the roads included in this series, so I'd suggest all the gravel bashers register your entries now via the Series Facebook page.

It was so sad to hear of the passing of Bruce Wilson on Christmas Eve. I shouted myself his book for a Christmas present and have thoroughly enjoyed reading it (nearly finished!!) over the holiday period. There are some fascinating snippets in there and it is well worth the incredibly good value price just for the photos, many of which have never been seen before. As an aside, Bruce ended up with my old Twin Cam Escort back in the early Eighties and fully restored it, later selling it to one of the McCarthy family in Auckland. I never saw it when he had finished it, however knowing how fastidious he was, I'm sure it was perfect. It was later advertised in the UK as a "never welded" car. If only they knew that every time I drove through a big puddle the front seat passenger got wet feet because the floor had a severe case of tin worm!! Bruce's work must have been very good.

Richie wrote of the appalling Xmas road toll last month, and his personal observations of some of the poor decision making that can lead to accidents (Should they be called accidents ?? By definition an accident is an unexpected occurrence, and many road "accidents" are an expected outcome to a wrong decision by a driver). Forgive me if I am preaching to the converted, however I am compelled to write about my pet topic after reading the latest outlandish dribble from Assistant Commissioner of Road Policing Dave Cliff, calling for increased fines from speed cameras in an effort to curb the road toll.

The background to the story was the release of figures for the 2015/16 year that showed some

170,000 fines being issued by fixed and mobile speed cameras. The top 10 cameras brought in a cool \$11.6 million in fines, including the notorious Ngauranga Gorge one in Wellington which captured over \$ 2 million alone.

Cliff's outrageous logic was that we need to severely increase the fines because "some drivers were running the risk of speeding because they knew the fines were very, very low". He went on to say that "we really want to deter people from speeding" and cited a 1kph decrease over the entire population as leading to a 3 - 5% reduction in injury. The latter statement may be so (though I suspect there is no credible evidence to back this up, and it comes within the bounds of statistical error), there is a MAJOR flaw in his argument. He used the emotive angle to press home that "complainers should look at the road toll including 18 deaths over Xmas" and "you can't let a vociferous minority drive a road safety programme". But what if that minority are right??



**"Oh, no, a speed camera."**

OK. Let's take the central issue, that of speed cameras not achieving the desired result of significantly lowering the overall average road speed. Why is that?? The major flaw in Davies argument is that with current speed camera use you do not necessarily know that you were exceeding the speed limit until 2 weeks after the fact when the dreaded brown envelope arrives in the mail. How can this possibly have the desired result of decreasing average speeds?? It can't. In most cases the fines are low because the offending is minor (i.e. less than 10 kph over the posted limit). The cameras are neither visibly marked (as they are in Europe so that you can automatically check your speed) nor deployed in high accident areas (despite what NZTA claim). This strengthens the argument that they are revenue collection devices.

The AA's Dylan Thompson very reasonably stated that "the value of the fine was just one piece of the puzzle and there were plenty of other measures to reduce speeding that should be considered as more of a priority". Even Clive Matthew-Wilson (whose comments on anything motoring I would usually disregard as idiotic) disagreed with Davies, earning my begrudging respect.

Logic would also suggest that if a particular camera site was constantly issuing a large volume of tickets, then there was a far bigger issue at that site that needed to be considered. Take, for example, the Ngauranga Gorge, because that is one I am familiar with. The camera there is well known to locals, and was installed on the basis of a historical series of fatal head on crashes on the bend just south of the camera site. Since then there has been a full concrete median barrier installed and other roading improvements implemented, negating the original reason for the camera. Largely the locals brake for the camera then speed back up again to keep the traffic flow going.



As for the Xmas road toll, it would be interesting to see the correlation between current (low) fuel prices, good weather and the (higher) volume of traffic as a result – which carries with it an inherent higher risk of fatal accidents.

Quite how Assistant Commissioner Davies remains in his job and acting as a frontline spokesperson, harping on with the same old message, when the speed kills campaigns have failed so appallingly to achieve their goals is beyond me.

The NZ Grand Prix is shaping up to be an awesome event, with a huge amount of work going in by the Manfeild staff to ensure it is so much more than just a race meeting. Broadening the appeal of the race meetings is just one of the business objectives they have, and if the Grand Prix plans are laying a foundation for the future, then they are on the road

to succeeding. There are still a few tickets available to the Chris Amon celebration dinner, with guest star Jacky Ickx, so if you don't already have one, make sure you book promptly. This dinner promises to be something very special, and the chance to meet a star like Ickx, who has raced so extensively, and in period with Amon, is not to be missed.

Although the magazine is a collaborative effort, I cannot finish this month without firstly acknowledging our newest contributor Samantha Stanley (who has taken up my challenge to write a warts and all account of her first racing season – welcome aboard Sam) and secondly Russell Harris for the amazing input he has each month. His knowledge is extensive (and eclectic) and his list of contacts reads like a Who's Who of NZ motor sport. How he manages to work for the Higgins Group, commentate at Manfeild and the Speedway, research the Car Club archives for his current "project", and fit in writing for the magazine I don't know – and all this as he gets closer to 80 AND fights health issues. However, thank you so much Russell for helping make this such a great read every month.

Remember to keep the rubber side down

Trevor

Email Trevor at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)



## MCC COMMITTEE MEMBERS - 2017



**President:** Richie Arber - 027 2900 668



**Vice President:** Tim Wilde - 0274 729 664

**Secretary:** Jeff Braid - 027 477 3337

### Committee:



Jeff Braid



Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



Gareth Stanley



Aaron Walker



Kerry Halligan



Simon Barry

**Patrons:** Fordy Farland Deceased, Fred Parker Deceased, Robert Lester, Stan Turner, Terry Rush, Russell Harris.

**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, Stan Turner, Raymond Bennett.

**Archivists:** Terry Rush, Geoff Boyden, Russell Harris

**Editor:** Trevor Weir

### "Track & Yak"

**Time:** 7pm to 9pm

**Date:** Tuesday 14<sup>th</sup> February 2017.

**Place:** **Rose and Crown Olde English Pub**

– Terrace End Carpark, Palmerston North

**Why not join us!**

**Feel free to bring your husband, wife,  
partner or friend along.**

### Race Licences

We now have 5 licence examiners within the Manawatu, these people are:

|               |              |
|---------------|--------------|
| Richie Arber  | 027 290 0668 |
| Danny McKenna | 027 240 1291 |
| Jeff Braid    | 027 477 3337 |
| Dennis Martin | 021 216 5815 |
| Peter Edmond  | 06 326 9741  |

For your race licence or renewal please contact any one of the above who are keen to get you out on the track.

## FROM THE PRESIDENTS PEN...

Here I sit at my desk at work on my day off with my ears still ringing loudly to finish my piece for the MCC Magazine. I guess further explanation is needed here... well I am having a day off as Lydia and I (and plenty of others) went to the Guns n Roses concert last night in Wellington so we thought it was wise to take the following day off (a good decision), this explains the ringing ears, and I am at work as I have a rather large computer screen which makes things easy to read! Yes I probably need reading glasses but I have a race car to build so they can wait! Oh and I needed to wait until after our AGM to finish my bit as I wanted to report on this as well, so no Mr Editor I am not being slack, just trying to be informative... and yes possibly a little slack.

Our AGM was held two nights ago as I write this... We were having a little panic attack as the apologies rolled in that we might not have enough members to make a quorum for the AGM as our membership numbers have jumped up substantially over the past year so we needed more members at the AGM (10% required) but we managed to get there by one on the night which was a relief as we did not want to reschedule. They say a quick meeting is a good one and we were done and dusted in under an hour so we could enjoy the nibbles and drinks that followed, thanks to Lydia for getting the food ready and for manning the drinks. My Presidents Report will be loaded onto our MCC website soon so you can read it if you want to.

Tim Wilde was appointed Vice President unopposed for a second term, and we had three new committee members join the team, they are Graeme Bretherton, Gareith Stanley and Simon Barry. Seven committee members are returning from the previous year's committee. Congratulations and thank you to you all for wanting to be a part of the MCC Committee and I look forward to working with you all over the coming year.

So what will be the goal for the MCC Committee this year? Well we have plenty of them I can assure you but for me it is none more than to be able to keep Motorsport an available option to all that want to do it, it is as simple as that... Oh and to increase the number of MCC Members we have for the fourth year in a row is another. We have lots of exciting things lined up for the coming year that the previous committee had started work on, and I know Jeff Braid has been working hard on events that are a little bit different for the coming year, so our first committee meeting will focus on cementing these so we can start to tell you what they are.

What we can mention now is that we have a new sponsor on board. EnviroWaste came to us just before Xmas to express an interest in sponsoring some events over the coming year. With the Manawatu Toolshed changing hands just before Xmas and with the new owners saying that they did not want to continue the sponsorship of the Track Day Series, we had a gap so we happily accepted EnviroWaste's offer and we are going through the finer details of what this is going to look like now. What we do know is that every "Clubsport Event" (Track Day Series, Autocross, Back Track event etc...) will have the Envirowaste name associated and these events will come under what will be known as "Envirowaste Clubsport Events". A huge thank you to Gareith Stanley for organizing this sponsorship package for us. Remember to call Envirowaste for all of your waste service needs.

The logo for EnviroWaste, featuring a stylized green leaf icon to the left of the company name "EnviroWaste" in a bold, blue, sans-serif font.

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Our second round of the Mitre 10 Mega Summer Race Series at Taupo was supported very well indeed and despite the inclement weather (mainly cold and wet) everyone had a great time, except maybe those that were involved in a couple of unfortunate accidents. I was racing in the SF Cup class that weekend and was in the race that saw the four car pile-up at the end of the front straight, in fact it happened right alongside of me. The race started as a dry race and within two laps the torrential rain came and you could not see ten feet in front of you, less when you were following another car. The standing water on the front straight saw the cars involved in the accident aquaplane straight on at the end of the front straight, I remember seeing them all coming in my left-hand mirror so wisely decided not to turn into turn one at that moment and they all went silently (as they were aquaplaning) pass me and unfortunately hit the MX5 that was in front of me that had just started turning into the corner. Luckily no one was hurt and hopefully the cars can be mended. It is funny how just a week can change things as Lydia and I were back at the Taupo track just a week later and we had bright sunshine for both days and temperatures in the high twenties, early thirties...!!!

A few of our Manawatu Car Club Marshalls have been in Taupo recently helping out the Taupo Car Club with the three race meetings that they have had over three consecutive weekends, which included our Summer Series Meeting. Over the second weekend Phillip Keith (PK) called up the control tower to report something but he must have forgotten where he was because he said over the radio "PK to Manfeild..." the resulting laughter from the other MCC Marshalls that caught the call over the radio could be heard above the racing.



PK doing his first tow job of the Historic GP weekend at Taupo

## Join the Army – Arber’s Army.

We are recruiting special troops for a key assault mission, the target is the MCC Clubrooms. There is no medical required, battle fatigues will need to be worn and they will be dirtied. The time has come to serve your club, hours will be from 0900 until lunchtime on a Saturday or a Sunday, troops will be fed and watered and this will consist of a lunch of buns, bangers and beer (other beverages are available if required).

Enlist now, join this elite platoon by contacting the Commanding Office – Richie Arber on 027-2900-668 or by emailing [richie.arber@trgroup.co.nz](mailto:richie.arber@trgroup.co.nz)

Please let me know if you would be available to help out with a few odd jobs over the coming year and we will put together a roster for the year to get these odd jobs done! We will soon have a list of weekends that we have available and can work with you to see what weekends suit you to join with us to make a difference.

Richie Arber

## **MCC CLUB MEMBER OF THE MONTH...**

**(Every month we will bring you a profile on one of Club Members)**

**NAME:** Kaye Flannagan

**BORN:** 1964 in Palmerston North

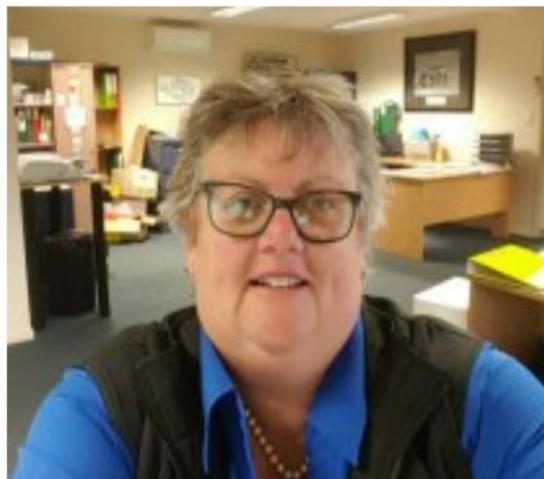
**OCCUPATION:** Administration @ Uzabus

**RACE CAR:**

Can Am Quad Bike (FIV) or "Greenie" (4x4 Recovery Vehicle)

**EVERYDAY DRIVE CAR:** Honda CRV

**DREAM CAR:** Austin 7



**YOUR BEST MOMENT IN MOTORSPORT?**

My first meeting as CotC (Clerk of the Course)

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

No recollection of anything in particular

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

Meatloaf, GT (Garth Tander) and Hugh F (who was my driving instructor and taught me how to drive in his Volvo FH16 Truck & Trailer

**WHO WOULD YOU PLAY IN A MOVIE?**

Absolutely no idea!

**THREE WORDS THAT BEST DESCRIBE YOU...**

Blunt, an Indian (not a chief) and a Petrolhead

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

Volvo FH16 Tractor Unit

**WHAT IS YOUR SECRET VICE?**

Knitting (but that's not really a secret)'

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

I use to be a very shy person

**FAVOURITE QUOTE...**

Welcome to my world

Tacklin' the hill. The Leadfoot Festival is one of the most unique events on our motorsport calendar and could be described as the southern version of the famous Goodwood Festival of Speed. Since the inaugural event in 2012, creator Rod Millen has personally invited drivers and cars from around the world to race up the purpose-built 1.6 kilometre driveway of his 140 acre Leadfoot Ranch property on the Coromandel Peninsula. The event brings together virtually every type of vehicle, and for many it's also a step back in time with participants and spectators in period dress. This year's event was on the weekend of 4/5 February. Leading the MCC charge up the hill was Jason Easton, but not in his Targa Mustang. Racin' Jason reverted to two wheels and rode his unique Aprilia engined Tigcraft Formula 3 bike that took him to a New Zealand Road Racing Championship title. The Leadfoot Festival is definitely the place to see and be seen and would be on the bucket list of most motorsport enthusiasts. Is it near the top of yours?



*Festival headliners. For 2017 Rod Millen combined two famous American names, Stutz and Unser, as the main drawcards. One of three built for the 1915 Indianapolis 500 race, the Stutz is one of the most prized exhibits in the Southward Museum. Al Unser Jnr enjoys legendary status in his homeland, and for good reason. Twice winner of the Indy 500 (1992/1994), CART Indy Car World Series (1990/1994), 24 Hours of Daytona (1986/1987) and International Race of Champions (IROC) (1986/1987). "Little Al" would have had a good physical workout manhandling the big 4.8 litre four banger up the hill, but he wasn't the only star. The now*

*54 year old was joined by Scottish rally driver Alister McRae and USA Rally Cross sensation Tanner Foust, the trio being joined by more than 120 other competitors. It's an event where there is something for everyone...*

Walking the talk. The Manawatu Gorge Walks have become major attractions for the region, the number of vehicles in the car park is a good indicator how popular the walks are, irrespective of the weather. Lydia Arber, Tammy Boyden and Jacki Ransom (Charlie's Angels?) have become regular "trackers" on the 4 kilometre Tawa short loop that also allows people access to the "Big Slip Lookout" that was built by the NZTA. Now Jeff and Chrissie Braid have caught the bug. Hopefully these members are wearing MCC T-Shirts to promote the fact that the club is more than motorsport...

*Sharing the challenge. In the GT column in January's newsletter there was mention of Brendon Hartley's outstanding result in the gruelling 85 kilometre "Huka Challenge" mountain bike race in the Wairakei area. Word has come to hand that Brendon's fiancé Sarah Wilson competed in the 60 kilometre "Huka Steamer" race that included the best scenic tracks of the "HC" and had a shorter total climb of 1,654 metres. Both are keen cyclists but the Wairakei events were their first competitive mountain bike races. On trips back home they spend time riding the popular Kahuterawa Loop tracks on the outskirts of Palmerston North. From their home base in Monaco recreational road cycling plays a big part in their lives, there's talk of trying competitive road racing, so is the Tour de France on Brendon's horizon...*

Busy girl. Sarah has left her position with a European motor racing team and is now Brendon's full-time PA, and it's a busy life organising his life. Porsche factory racing driver, Porsche ambassador, freelance driver (with Porsche's permission), ambassador for exclusive Swiss watch and jewellery maker Chopard, promotional work - the list goes on, and in between commitments there has to be time for serious training and having a personal life. Brendon and Sarah are living the dream that is the envy of most, but finding the right balance can't be easy...



*sheep on the grid at the end of the NZGP...*

*Desert beauties. Victory Lane at the end of the International Enduro Series Dubai 24 Hour race was certainly unique in one aspect. In the city that's the hub of Emirates Airline, with cabin crew who look straight out of the pages of a top fashion magazine, it would seem surprising that there were no "grid girls" when the first three cars parked in pit lane for the presentations. Forget the glamour, to add an authentic regional touch, behind each car was a camel. (the camels are used to transport the drivers to the podium apparently - Ed) Now that's what you call different, but don't expect to see merino*

History unveiled. In preparation for the MCC's 70th birthday in June, a small and dedicated volunteer group has begun the daunting task of sorting the club's archives and scanning the myriad of photographs and documents. There are boxes and boxes to go through, and each one to date has revealed a hidden treasure of significance. It's an interesting and time consuming exercise for the people involved, but the end result will certainly justify the effort. It's a job that has to be done, and done properly...

*Unique record. During research for the "Mystery Deepens" story there was a reminder of an interesting piece of motor racing history involving the late Chris Amon. He's the only man in the world to have driven two makes of Grand Prix cars in races on the same day, and it happened at Ohakea. You have to wind the clock back 55 years to April 1962. During the Dunedin Road race Chris tangled with another car and his Maserati made heavy contact with a power pole, sustaining front end damage in the process. The car was returned to Hunterville for Bruce Wilson to repair and it was late arriving at the airfield for the two-heat Ohakea Trophy race. Chris was offered Bob Smith's Ferrari Super Squalo for the first heat, in which he finished second behind the more powerful V12 engined Ferrari of Pat Hoare. The Maserati 250 F arrived in time for the start of the second heat, but Amon's race ended prematurely with a con rod failure that ventilated the block. A good news bad news day when history was made...*



Fazza facts. The Ferrari that Chris Amon drove at Ohakea has its own story to tell. It was one of two Super Squalos that English drivers Peter Whitehead and Reg Parnell bought to New Zealand for the 1957 international series. The pair dominated the results sheets with each winning two races - Parnell the NZ Grand Prix and the Dunedin Festival Road Race, Whitehead the Lady Wigram Trophy and the New Zealand Championship Road Race at Ryal Bush in Southland. The Whitehead car was sold and raced by well-known Auckland businessman Tom Clark with

some success, there were also two major crashes in Australia, the heaviest being at Bathurst. Bob Smith was the next owner but he was unable to master the Squalo's known tricky handling and on two occasions offered the car to drivers who would go onto much greater things. The first was Bruce McLaren who finished 4th in the 1961 Ohakea Trophy Race, and as you have already read Chris Amon drove it the following year. The racing life of chassis FL9001 in this country ended in a very different guise. It formed the basis of the extraordinary Morrari saloon that was driven by Garth Souness during the mid-sixties - an unusual combination of the Ferrari chassis, Chevrolet V8 engine and a low-light Morris Minor body!! When the car was retired from racing it was rebuilt for Christchurch enthusiast Gavin Bain as the original FL9001 Super Squalo and went overseas, exchanged for a 1953 Ferrari 375MM sports car. The car's log-book had some big names in it - Giuseppe Farina, Piero Taruffi, Mike Hawthorn, Bruce McLaren, and Chris Amon. That's an impressive list with two world champions, a land speed record-breaker and winner of the 1957 Mille Miglia road race, and the two Kiwis who won the 1966 Le Mans 24 Hour...



*Grid sizes revealed. Motor racing grids are normally set two by two with plenty of space, Formula 1 is one by one because they need more space to race. Go back to the golden days of meetings at Ohakea and it was very different picture. One of the discovered programmes revealed when they lined up for the start of the 1956 Trophy Race there were 38 cars on the grid, and 14 were on the front row!! Of course the Cooper 500s and their like didn't take up too much room as they had a 3 foot 7 inch track measurement and very narrow tyres. To get the full picture, check the photographs in the entrance hallway of the club rooms sometime, they also show that safety seemed a relatively low priority in those days...*



Helping the needy. Back in the 80's the Manawatu Car Club did a "Meals on Wheels" driving day each month. Wendy Lester was the convenor of this important community activity that required volunteer helpers to give 1 to 1½ hours of their time one day a month. Drivers met at the Hospital, collected the prepared meals and the delivery list of 12 to 15 people, serve the meals onto waiting dishes during a quick chat then onto the next address. For many people the service was, and remains, a life-line...



*Local Bimmers southern odyssey. Jonathan Hogg (BMW CSL) and Warren Dunn (BMW M3) are crossing the Strait for three big classic meetings. It starts at Christchurch on Waitangi Weekend with the 26th running of the iconic Skope event at Ruapuna that has drawn more than 300 entries with the programme including the Historic Formula Junior cars. Then its two hours down SH1 to Timaru and Levels Raceway, followed by the long haul to Invercargill and the Teretonga Park circuit. The focus is definitely on motor racing, so there will only be limited time for sightseeing, but expect to hear that the party visited the outstanding motor museums in the country's most southern city. Bryce Hogg is also going, but with his tool box, he'll be doing the dirty stuff on the Batmobile while dad relaxes in a deck chair...*

Very interesting man. Chatting with Graham Davidson from Manawatu Towing Limited is always an interesting and revealing experience, and were are talking much more than recovering all types of vehicles over a very long period. The big fella enjoyed a special association with one of this country's most brilliant engineers and racing drivers, Graham McRae. The relationship began when McRae was building his National Formula 1.5 litre single-seater in the late sixties and GD was the "gofer". A couple of times each day he was given a "shopping" list of

items as the car took shape. Promotion came in the form of having the responsibility for transporting McRae's racing cars both at home and abroad, highlighted by the years of contesting Formula 5000 in England and Europe under the Iberia Team McRae banner in the 1970's (Iberia is the national airline of Spain). McRae's GM1 carried the familiar number "22" that was adopted when he first entered Formula 5000 with the Crown Lynn McLaren M10 B, his first sponsors were Auckland businessmen Tom Clark and Ross Jensen. "22" had been Clark's number when he raced the Ferrari Super Squalo mentioned earlier in the Grid Torque column. The journey of the two Grahams is a fascinating one. Among club members there are so many amazing stories and memories that need to be shared...



*Back on track. "Gabrielle" has had a makeover and looks all the better for the TLC that she received during the latter half of last year. Who is "Gabrielle"?? Clues are, she is famous, she has a very strong kiwi connection and her code name is HRT 033. "Gabrielle" is the Holden Commodore that won the 1996 AMP Bathurst 1000 driven by Craig Lowndes and Greg Murphy, a victory that made them household names overnight and set-up their future careers. HRT 033 received a full restoration using original parts, including the seat and dashboard, along with the correct number engine. 033 was the class of '96, virtually unbeatable as the "kick ass kids" had earlier won the Sandown 500 and Lowndes had claimed the newly named V8 Supercar Championship. Regarded by many as "the car that made HRT", Gabby will be returning to the race track, two decades after being consigned to a Melbourne storage shed. Holden fans will be rejoicing...*

A warning fellas. The ladies are taking over across the Tasman and it could happen here. Last year two of Australia's major motor sport titles were won by female drivers, but their achievements seem to have flown under the radar. Thirty-six year old mother of two Leanne Tander won the National Formula Ford Championship, 19 years after husband Garth Tander achieved the same feat. During her career Tander has also driven in Formula 3, the Konica and Fujitsu V8 Supercar Series, the Australian Production Car



Championship, Australian Drivers' Championship, Touring Car Masters and twice competed in the Bathurst 1000. She raced at Manfeild in the 2006/2007 Toyota Racing Series. Off the black stuff, 28 year old Molly Taylor won the Australian Rally Championship overall classification, driving a Subaru Impreza WRX STi. It's the high point in an impressive list of successes that include twice being crowned British Ladies Rally Champion, and being awarded a FIA World Rally Championship Academy scholarship which allowed her to compete in the 2011 WRC with a funded drive in the one-make Ford Fiesta R2 class, winning a stage in the Wales Rally Great Britain. Australia has Molly Taylor, New Zealand has Emma Gilmour, which one is the new Michelle Mouton...



*Personal mechanic? MCC committee member Greg Brown enjoys his motorsport activities, both as a "roundy-roundy" and a "gravel-rasher", he's what could be called a "motorsportaholic". On the track his turbocharged Toyota Starlet is a stand-out in the RS Cup class, it's quick, in fact it's too quick and Greg has become something of a "breakout" specialist. Now we can expect to see him going faster than ever as son Sean is learning the power game in the best possible environment, at Hartley Motorsport. By working alongside Bryan and Nelson, Sean has the opportunity of a lifetime to gain experience with two of the cleverest and most lateral thinking*

*people in the engine-building game. He'll be soaking up the knowledge like a sponge and the humble Starlet could benefit big-time. Then it could be a simple matter of which class it competes in - IB Cup, SF Cup, GT Cup...*

Crystal baller. In the GT column of the January issue a prediction was made that Liam Lawson would win the 2016/2017 National Formula F1600 Championship (ex-Formula Ford), the brave call being made after the first meeting at Timaru. Since that meeting Lawson has contested the rounds at Ruapuna and Teretonga to end his South Island campaign with a record of 10 wins from 11 races (in the first race at Teretonga Lawson was beaten by 0.163 of a second). At this stage Craig Finlayson looks to be right on the money with his prediction, what else can he tell us from his crystal ball gazing activities...?

*Nice pressie. Nelson Hartley clicked over another year at the end of December and the gift from Bryan, Linda and Brendon was a brand new Porsche, a 911 GT3. Brendon has one as his "company car", the major difference is that Nelson had to build his from 2,704 pieces and it's only 1:8th scale, bugger. On the plus side it is the top-of-the-range RS version and looks stunning in the only available colour, Lava Orange. This extraordinary Porsche is the latest offering from Lego's Technic range and the set is described as "beautiful, desirable and slightly scary - not unlike the actual car". It's a masterpiece of plastic engineering and took three years to develop, part of this Lego experience is assembling your own Porsche just like the real thing, working from an A4 size 570 page instruction manual that's an inch thick!! Nelson has always been up for a challenge, this one was more than a little different, and when asked what he did for the weekend could simply answer, I built my own Porsche...*

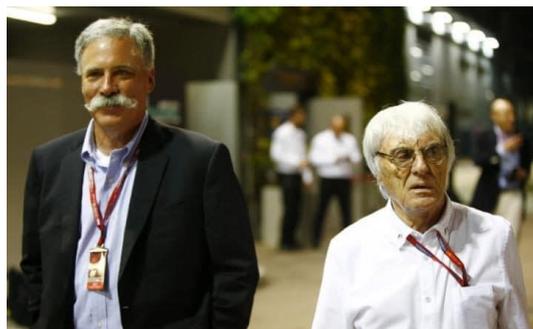
Family connection. The Lego Porsche 911 GT3 RS set had an official launch in a Porsche garage at a racing circuit. The top secret model was in the middle of the floor, hidden by a cover. At the appropriate moment the car was unveiled and the assembled people gasped in astonishment at what Uwe Wabra and his design team had created. The man chosen to reveal this GT3 RS to the world was Porsche Ambassador Brendon Hartley...

*Romance is still alive and well. A well-known couple with strong MCC connections were looking forward to a much deserved holiday as a break from their busy working lives. Their break came immediately after the normal holiday period. There are so many options available, both near and far, so where did he take his good lady? To the movies in Palmerston North, all of 15 minutes from their rural home. His choice, and they shared popcorn!! Then there was fence painting (bloody miles of it), water blasting the exterior of the clubrooms, more fence painting at the clubroom... The week topped off with the man-of-the-house having to endure the Manawatu Gorge Walk. That lasted only half the time of the movie and there was no popcorn, but it was great for bonding. Sounds like a holiday week that was all about sharing and caring. The "A Team" love it when a plan comes together..."*



*Richie is the shorter of the two fellas in the photo!! - Ed*

New ruler for Formula One. After 39 years of running the F1 circus Bernie Ecclestone has gone in what many believe is a long overdue change at the top. The sport has had new owners since September when American



company Liberty Media gained Formula One's commercial rights and appointed Chase Carey as F1 Chairman. The American businessman has spent the time since his appointment familiarising himself with the sport and has clearly indicated its future direction with an emphasis on the importance of traditional circuits and expanding F1 in the Americas. The news about traditional circuits will be widely welcomed, they have great history and without exception are the most challenging, in sharp contrast to the sanitised designs of one man in countries

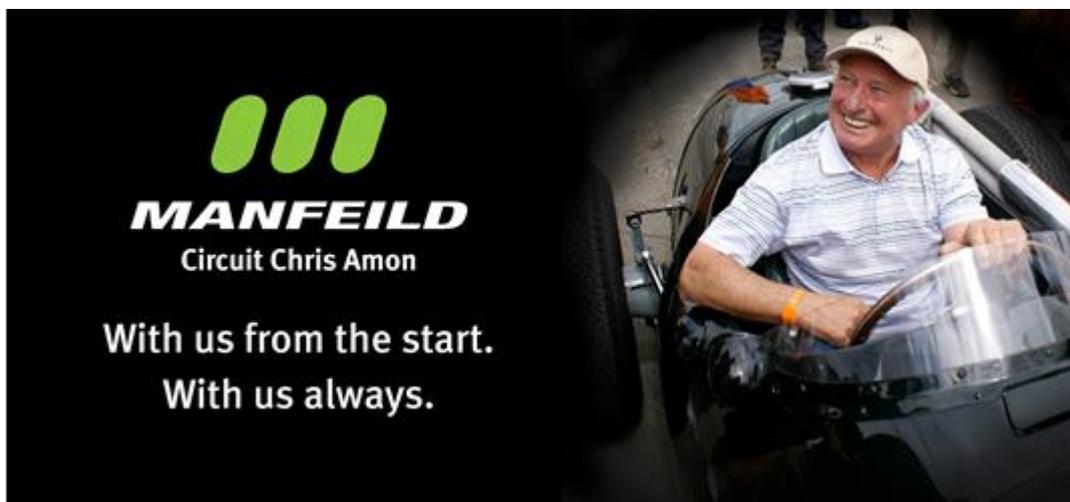
with little or no interest in the sport, but with the money to effectively buy a round of the world championship. In fairness, it must be said that Bernie Ecclestone took Formula One to a new level of exposure through the medium of global television, it also made him a multi-billionaire along the way...

Useless information. Three New Zealand drivers have won the Australian Touring Car Championship, and it's been achieved with three different engine configurations. 4 cylinder - Volvo 240T, Robbie Francevic 1986. 6 cylinder - BMW 635 CSi, Jim Richards 1985. 8 cylinders - Holden Commodore VF, Shane van Gisbergen 2016. Try dropping that into a conversation sometime...

Your contributions to Grid Torque can be sent directly to Russell at [russellharris@clear.net.nz](mailto:russellharris@clear.net.nz) or to Trevor at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)



**Track & Yack – Tuesday 14<sup>th</sup>  
February @ 7pm  
Rose & Crown Olde English Pub  
Terrace End Carpark  
Palmerston North**



## LATE NEWS...

Our man gets a drive. Life isn't all doom and gloom for MCC member Chris Pither. Naturally there's disappointment that Super Black Racing won't be part of the 2017 Virgin Australia Supercar Championship series, but Chris has picked up a drive in the Liqui-Moly Bathurst 12 Hour race at Mount Panorama. He will be co-driving one of the Wall Racing Nissan GT-Rs in the Class A - GT3 Am category. The race is on 05 February...

*Bubble bursts. After victory in the Dubai 24 Hour race the Rolex 24 at Daytona brought a disappointing result for Brendon Hartley. The race produced a one-two result for the Wayne Taylor Racing Team that had finished second in the race on four previous occasions, their pair of Konica Minolta backed Cadillac DPi-V.R's completed 659 laps, with a driver line-up that included retired NASCAR star Jeff Gordon who shared the winning car. The main challenger to the Cadillacs was Brendon's Tequila Patron ESM Ligier Nissan, but an incident in the 10th hour cost the team any chance of winning. The # 22 car had stopped for fresh rain tyres and on the out-lap Brendon twice ran wide onto the infield because of the difficult conditions, another car made contact with the Ligier and bounced it off the wall, which damaged the steering. The car was retrieved by a flat-bed truck under a full course caution, but the repairs cost too much time and the disappointed team finished 17th overall, 23 laps down on the winners. Such were the cold and rainy conditions that during the third quarter of the race the field ran behind the safety car for a 97 minute stint. The only consolation for Brendon was being the highest placed kiwi driver, Scott Dixon's Chip Ganassi Racing Team Ford GT finished 27th, covering 624 laps, while a Riley Motorsport Mercedes AMG GT3 with Shane van Gisbergen one of the drivers retired after 13 ½ hours, and classified 48th. Maybe next year...*

No ordinary Caddy. The Cadillac name is not usually linked to endurance racing, but in reality GM's leading luxury brand has been seen in famous races for more than six decades. A basically stock Cadillac Series 61 DeVille coupé driven by two brothers finished 10th outright in the 1950 Le Mans 24 Hour race, compared to the other cars in the field it was big, very big, and nicknamed "LeMonstre" by the French press. The latest DPi-V.R prototype race car is a very different beast in every respect except for the V8 engine configuration. A Dallara designed chassis with state-of-the-art aerodynamic bodywork covering the naturally aspirated 6.2 litre engine and transverse X-TRAC sequential transmission. The 600 horsepower engine has mandated air restrictors and a maximum allowable 7,600 rpm limit that allows the car to compete in the ISMA Sports Car Championship Daytona Prototype International (DPi) series. The 2017 Caddy had an impressive debut, is there more of the same to follow...

*Trip cancelled. Warren Dunn will not be doing the southern tour with his BMW M3 as mentioned in Grid Torque. At the Historic GP Meeting in Taupo the crankshaft broke, plans cancelled. Most upsetting was the fact that the engine had done only six hours running since a major rebuild!! For more than 30 years the Bimmer M3 four bangers have enjoyed an envied reputation for reliability, but unfortunately not in the pristine TicTac car...*

Brilliant scheduling, not. The last weekend in January was a particularly busy one on the national motor racing scene. There was a meeting at Pukekohe, not far away was the round of the International Castrol Toyota Racing Series at Hampton Downs, while a couple of hours down SH1 was the Historic GP meeting at Taupo. In the South Island there was a meeting at Christchurch. The scheduling of the major meetings at Hampton Downs and Taupo on the same weekend is extraordinary, and both events had a great deal in common with the Rugby Sevens at Wellington's Westpac Stadium - tickets too expensive, embarrassingly small crowds, with even the corporate ticketers staying away despite the lure of free entry, free food and free beverage. It's a worrying sign...

RH

## MYSTERY DEEPENS...

There are a number of special trophies in the MCC Clubroom cabinets with interesting histories, one is the Molesworth Trophy. It's believed that the imposing piece of silverware was imported from England by a New Zealand racing club but never used. It was subsequently bought by the late Selwyn Molesworth, an early Manawatu Car Club Patron, who donated it to the club for presentation to the winner of the New Zealand Grand Prix at Ohakea in 1950, John McMillan, driving the Jackson Special.

There were no grand prix races in the next three years, but in 1954 the race returned to the calendar at the Ardmore airfield and promoted as the New Zealand International Grand Prix, it being won by Australian Stan Jones in his Maybach Special. There was a new cup and the Molesworth Trophy effectively disappeared.

At some stage the cup was "loaned" to the Motor Sport Association of New Zealand (MANZ) for presentation to the winner of the New Zealand Saloon Championship with Roger Anderson the first recipient in 1968. The trophy was awarded annually until 1993 when Craig Baird claimed the title for the second time, the winner's names being engraved on the trophy itself. It was later returned to the Manawatu Car Club and put in storage at the clubrooms, but last year the decision was made to present the magnificent silver Molesworth to the overall winner of the MCC Winter Series. The trophy is an outstanding example of English craftsmanship and remarkably it hasn't suffered any damage in nearly 70 years. In 1950 the cup was valued at 200 pounds, today that figure is very significantly higher.

Studying photographs of the original Molesworth Trophy begs the question - what happened to the original three-tier base with a miniature racing car that appears to be the same silver as the trophy itself??

Then there's the mystery of the Ohakea Trophy, Google searching revealed the following winners:

|      |                 |                     |
|------|-----------------|---------------------|
| 1950 | John McMillan   | Jackson Special     |
| 1951 | George Smith    | Gee Cee Ess Special |
| 1952 | Arnold Stafford | Cooper Mk IV Norton |
| 1953 | Alan Freeman    | Morgan Plus 4       |
| 1954 | Bob Gibbons     | Cooper Mk V JAP     |
| 1955 | George Smith    | Gee Cee Ess Special |
| 1956 | Tom Clark       | Maserati 8CM        |

But when sorting through the archives, a programme was found for the Ohakea Motor Races, Saturday 15th December 1962.

The first page noted the organisers and the 14 race schedule that included motorcycles, saloons, production sports cars, sports/racing cars and a New Zealand Gold Star Championship race. What was more interesting was the page heading - Twelfth Ohakea Trophy Races.

So where are details of the Ohakea Trophy races 8 - 11, and much more importantly, where is the Ohakea Trophy?

Seeking help, but can't find Sherlock Holmes, Hercule Poirot or Miss Marples in the phone book...

RH

**MANAWATU CAR CLUB 70<sup>TH</sup>  
ANNIVERSARY CELEBRATIONS**  
**SATURDAY JUNE 24 2017**  
**UPDATES ON FACEBOOK &  
MCC WEBSITE**

## “SAM SAYS” - MOTORSPORT 101...

I'm taking up the editor's challenge to write a blow-by-blow monthly account of getting into motorsport. I voluntarily volunteered – there was no shoulder tapping or arm twisting involved.

My name is Samantha Stanley. I am just one of the awesome women who race in the RS Cup. Discovering that normal people like me can actually get into motorsport locally, for relatively little money, was a life-changing moment. I've always wanted to drive my cars fast, ideally legally, but I thought you had to have heaps of money and a racing contract to do it. Turns out you don't!

My husband was the one who told me we could just join a club and get into it. He was a member of Taranaki Car Club when he was a hot blooded teen and has been wanting to get back into it ever since. This was part of his sales pitch for the Subaru Impreza STI you may have seen us tootling around in. While he was rattling off all the performance figures of the car, I was musing on why on earth we'd spend a fairly nice holiday's worth of cash on a car we couldn't really make the most of on public roads. When he explained that we could join the Manawatu Car Club and take the STI to track days and maybe even race in real races if we wanted (**not** in the STI!), I didn't really believe him so I looked into it myself. It was true! So, I let him buy the car and we joined up.

We've been members of the club for just over a year now. I started off driving the STI in single car sprints and decided that was quite a lot of fun. I tried it again and again and agreed with my first impressions – this is really, really fun and most certainly scratches that speed itch! I even took out the rookie class in last year's track day series (best woman driver). So not only was it fun, I wasn't terrible at it.



My husband could see me getting the bug so he hatched another plot to get further into motor racing. He bought a potential race car for \$2000 on Trade Me – sight unseen – and suggested that perhaps we go and pick it up in Christchurch and tack on a little road trip afterwards to test the car out. That little blue Civic faithfully completed a 2000km road trip down the West Coast and firmly planted itself in my husband's heart. He set about getting it track ready so he could compete in last year's winter series.

The stock standard 1600cc engine with pod filter was good enough for the weight of the car, even without VTEC. It needed race tyres, so he bought a set of rims with R888s from Trade Me for \$500 rather than shelling out for new tyres at the tyre shop. This meant there was a spare set of wheels so the race tyres didn't need to stay on all the time (they ride a little rough on the open road). He installed a fire extinguisher (\$45) and upgraded the brake pads and brake fluid (\$100). That was it – it was ready to race for under \$2700. Add the race licence fee, helmet, overalls and boots and you're looking at a little over \$3000 in total.

Turns out 'little blue' wasn't quite fast enough for my husband so he bought an Integra and offered me the Civic to race. I must say I was quite apprehensive about driving a car fast

alongside other people in faster cars who have more experience than me. After a little bit of friendly pressure from my fellow girls who race in the RS Cup, I took the plunge and got my race licence in time for the second round of the winter series last year. I didn't earn any placings, nor did I expect to, however I was happy to be racing, developing my driving skills and I was especially proud that I had (wo)manned up enough to get myself out there. You never know if you never try.

So, what was the first race like? You'll have to wait until the March magazine to find out.

SAM



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## PERFECT START TO THE NEW YEAR

A new year, a new car, a new team and the first 24 hour race win of his career. Brendon Hartley had much to celebrate in mid-January when the chequered flag was waved to signal the end of the opening round of the 2017 International Enduro Series, the Hankook 24 Hour Dubai.

The seven round series is for GT and Touring Cars running in 14 classes. At Dubai 92 cars started and 65 were classified finishers in a race that had twenty-two “Code 60” interventions, more on that later.

For Brendon it was his second-ever GT race and his first in Porsche’s latest challenger, a 911 GT3-RSR entered by the Herberth Motorsport team that appropriately carried the race number “911”. This latest version of the Porsche 911 is quite different from its predecessors in one major respect. The engine and transmission configuration have been reversed to create a mid-engined layout. The major benefits are better weight distribution and improved aerodynamics with a larger rear diffuser.

For the series the Kiwi WEC star has four new co-drivers - Daniel Alleman from Switzerland and three Germans, Ralf Bohn and twin brothers Alfred and Robert Renauer.

A Mercedes AMG GT3 started from pole position, the front row shared with a Lamborghini Huracan GT3 and the Herberth Porsche. The Mercedes led for the first hour and a half, but from that point on it was a pair of the new Porsches that dominated the race. They exchanged the lead several times during the night but in the 16th hour the Manthey Racing entry sustained damage in an incident with another car



that dropped it off the lead lap and cost valuable time. The team recovered to finish two laps behind the # 911 Porsche with a Mercedes AMG GT3 a lap further back in third place. It was Porsche’s fifth victory in the race, with the winning car leading the final 227 laps of the 578 covered on the Dubai Autodrome circuit, a total distance of 3,115.42 kilometres.

Brendon - *“It was an awesome experience, the first time for me in a 911. I had a great team, great team mates, I really enjoyed it. Hopefully that form will continue onto the WEC”.*

Brendon Hartley is the second New Zealand driver to win the Dubai 24 Hour race. In 2008 Craig Baird shared the triumphant VIP Petfood Porsche 997 GT3-RSR with Tony Quinn, Klark Quinn and Jonathan Webb, the ANZAC quartet covering 505 laps.



A unique feature of the Dubai 24 Hour is the Creventic organisation's "Code 60" system which is used as an alternative to deploying safety cars. When there is an incident requiring the field to be brought under control, marshal's posts display very distinctive purple flags or lights, requiring the field to reduce their speed to no more than 60 kilometres an hour.



The system is simple, well respected, sensibly enforced, and can be monitored visually or with GPS / lap time data, while the Race Director retains the opportunity to utilise a Safety Car should the situation demand. The advantages are obvious as nobody is penalised and it allows the racing to resume in the same way before the "intervention" was called.

The International Enduro Series resumes on 17/18 March at the Mugello Circuit in Italy with the final round at the Circuit of the Americas (COTA) in Texas in early November.

There's a change of mount for Brendon's second event of the year, the Rolex 24 at the famous Daytona International Raceway, North America's premier endurance race. He will be driving the new LMP2 specification Ligier JSP-217 with three new driving partners - Ed Brown, Johannes van Overbeek and Bruno Senna, the nephew of the late Ayrton Senna, the three time F1 world champion.

An interesting feature of the Ligier is the Nissan engine. Gibson Technology is an English company with considerable experience in engine development and manufacture who have enjoyed great success in one-make formula and endurance racing and forged a strong link with Nissan NISMO. The FIA has selected Gibson as the single engine supplier for the LMP2 sports car category from this year through to 2020, the unit being a 4.2 litre V8 producing 600 horsepower.

Daytona won't be the first time that Brendon has been powered by Gibson Technology, the company prepared the engines when he contested the prestigious Formula Renault 3.5 series earlier in his career...

RH



# Chris Amon

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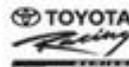
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## **Mitre 10 Mega Summer Series - Round 2 Bruce McLaren Motorsport Park Taupo**

Wellington Anniversary Weekend seemed to be the perfect time to hold Round 2 of the Mitre 10 Mega Club race series and the Taupo Car Club were the perfect hosts.

Saturday 21<sup>st</sup> test day/fun day was free of charge. The TCC organisers were thanking their marshals and volunteers with various activities on the circuit. The day was split into three session groups; follow-the-leader at 100km/h, hot laps and race car testing. Plenty of drivers took advantage of the opportunity for free testing and likewise plenty took a passenger for a skid. The weather was warm and windy but unfortunately the forecast was for showers and more wind on Sunday. Summer eh?

Sunday dawned soggy, overcast and cold, but by the time drivers briefing came around the heavy rain had stopped but the track was still wet. The Taupo circuit has an amazing capacity to dry out; by the end of the first race there was a dry line and by the end of the second it was as if it had never rained at all! It wouldn't/couldn't last as the showers came over in waves all day; one race was wet, the next was dry and another was both! Crews were constantly changing tyres from slicks to wets and back again.

Unfortunately a few drivers threw in the (wet) towel and went home, not prepared to risk their cars on the tyres they had. From other reports competitors had a ball, having to judge the weather and drive to the changeable conditions. The MX5 drivers were doing fine avoiding the moisture until a red flag had them stationary on the grid in the rain. I hope they pushed the bungs out of the floor!

We had a good line-up of RS Cup, SF Cup, and IB Cup cars, but the GTs and the Classics stayed away with only two of each entering. The Taupo Car Club invited SS2000/K-Sport Sedans and Super Mini Challenge to join for a total of 74 cars competing. They also offered free cross-entry for those who wanted to run in two classes and a good few took up the offer. I know that Markku Braid had two qualifying sessions and six races and went home with a ute-load of trashed tyres!

There were a couple of collisions that marred the event, but everyone was ok and when it was time to head home they'd organised to have their cars repaired. It sure helps that one of the drivers was a panel beater.

I could list the winners and losers here but am mindful that this will take another page and you already have enough to read in this magazine... Results can be found here- <https://speedhive.mylaps.com/Events/1358358>.

Round 3 of the Mitre 10 Mega Summer Series is on Sunday April 2<sup>nd</sup> with prize-giving together with the volunteers and marshals awards night on Saturday April 8<sup>th</sup> at the Manawatu Car Club Clubrooms.

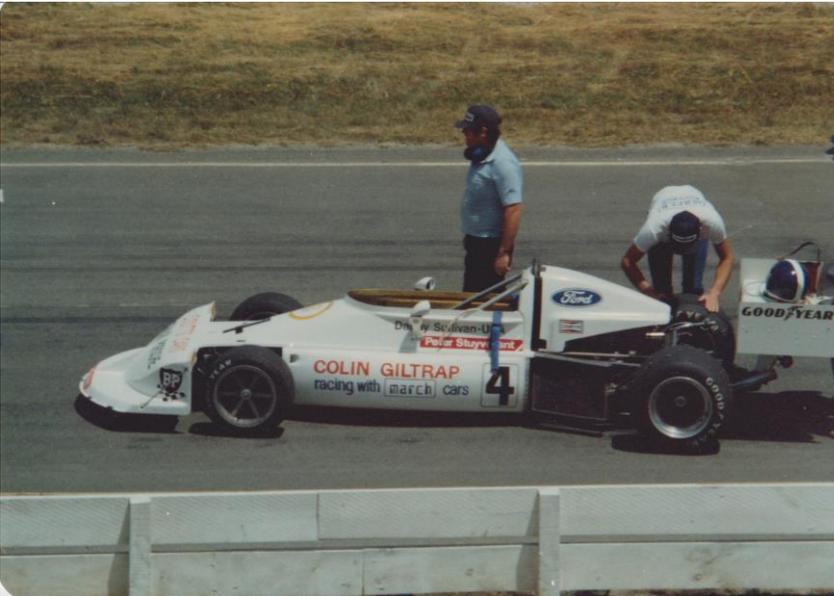
## CONFESSIONS...



More photos from the January 1978 Manfeild round of the Peter Stuyvesant International Series, continuing on from last month.

Top is the Steve Millens Chevron B42. This chassis was 42-78-01, the first production B42, that was used by Ricardo Patrese (later to become a well-known Formula 1 driver) as the factory test car.

Next is a grid shot of Danny Sullivan's March 77B. This car ran under Colin Giltrap sponsorship, as he was the call agent for March cars at the time. Sullivan went on to race a newer 78B in the 1978 North American Formula Atlantic series, along with most of the overseas visitors, including Rosberg who finished runner up. Sullivan eventually finished 8th in the series.



The bottom photo shows Eric Morgan in his Chevron B29. This is 29-75-30, the ex-Brian Redman car referred to several months back, which started it all!! After having the BMW engine replaced by a BDA and being campaigned by David Oxton, it was sold to Morgan to contest the 1977/78 Union Travel Gold Star Series. Note the change of engine cover and the changes to the rear wing from when Oxton raced it.



Remember too that there was sometimes a little bit of skulduggery with the cars (no suggestion of underhand tactics here), and often the cars temporarily imported into NZ did not leave exactly as they arrived. There is even the great (true??) yarn of how Baron Robertson traded his March 772 for the Elfin MR5 with Max Stewart acting as the middle man. The MR5 left Australia, and the March was sent back purporting to be the same car!! All was well until Customs clicked some time later.



David Oxtan in his Chevron B34 in the pit lane (apologies for the mark on the photo, it is on the original). This car was built by Oxtan from a spare Fred Opert Racing tub and was later raced by, amongst others, Heather Spurler. I believe this is one of the cars currently owned by John Wigston. The Falcon Ute behind is the teams service wagon. And check out the Transit of Robbie Francevic, resplendent in his Typhoon range hoods livery. Hard to see, however note also the “angle parking” lines on the far side of the front straight. Those with a long memory will recall these were used for the Le Mans style start to the Castrol 6 hour motorbike races, whereby the riders lined up opposite their bikes ( which were held by mechanics ) and at the drop of the flag ran across the track to leap on and hopefully away.



Middle are the cars of Ross Stone and Andrew Miedecke ( Cuda and March 77B ) on the dummy grid. Isn't it interesting to see how many of the drivers in these photo essays eventually made their names in saloon car racing? The Cuda later morphed into a full ground effects car (more photos next month).



The Ralt RT1 of Australian Larry Perkins in the pits. The car was entered by Scuderia Veloce, the team run by Aussie journalist and racer David McKay. Interestingly, he entered the Amon and Bell Ferraris in the Tasman Series in 1969 ( which Amon of course won ), and also ran the fabulous Ferrari 250LM that Andy Buchanan raced with such good effect in sports car races in New Zealand in 1966/67. Perkins was a well-established single seater racer by 1978, having won the Australian Formula Ford Driver to Europe title in 1971, the Australian F2 title in 1972 and the European F3 title in 1975. This led to Formula One drives in 1974, 1976 and 1977, initially in Chris Amon's AF101 car, then with Ensign, Brabham, BRM and Surtees. None of them top line cars by any stretch of the imagination, however Perkins was noted as a driver of considerable talent. Of course we all know just how well he went at Bathurst and his later V8 Supercar career, but did you he was 4<sup>th</sup> overall at Le Mans in 1988 in a Walkinshaw run Silk Cut Jaguar XJR-9 ?? Or that in 1978 he finished 14<sup>th</sup> overall and 2<sup>nd</sup> in class at Le Mans in a Porsche 911 Carrera RSR?? Or that he won the Australian Rallycross title in 1979 in a VW Beetle?? Truly talented.

## PLASTIC FUNTASTIC...

### **Lego.**

The four letter word that has displaced Ferrari as the world's most powerful brand.

Like a fairy tale, the story began long long ago in the town of Billund in Denmark, a small town with only 300 residents.

Among its citizens was a carpenter, Ole Kirk Christiansen, who made stepladders, ironing boards and other household items in his workshop. In 1932 he began making small toys from surplus scraps of timber, demand grew and two years later the factory was named Lego, the word was derived from the Danish phrase *leg godt* which translates to "play well".

Lego grew in popularity over the years and in 1947 the company started producing plastic toys, which led to a number of new products that included an early version of the now famous interlocking bricks. They were known as "Automatic Binding Bricks" and were a development of the traditional stackable wooden blocks of the time.

As Lego grew, so did the town's population, but even today Billund is the home of little more than 6,000 people. It's also the home of the first Legoland theme park that was created in 1968 and is a major tourist attraction.

The original bricks were manufactured from cellulose acetate but had limited locking ability, the answer to the problem came in the form of ABS polymer material which led to the modern brick being patented in 1958.

From the original block that was designed to develop creative skills in young people, the company has continually read the global market and over the years produced variations of the brick to allow the production of models and specifically themed series to cater for people of all ages and interests. Bricks made today interlock with those made nearly 60 years ago.

The Lego catalogue is truly amazing, so is the fact that an average of 36 billion blocks are produced each year at its global manufacturing facilities - that equates to 1,140 elements per second!!

The themed sets are endless and have proved to be highly successful for the company. Motoring and motorsport Lego enthusiasts haven't been ignored as there have been some complex large offerings that reflect the brilliance of the Lego design team, but it was the introduction of the "Speed Champions" series that gained a much wider market.

The current range includes examples of Audi, Porsche, Ford, Chevrolet, McLaren and Ferrari - some as individual cars, others in pit lane garage or racing scenes with the iconic Minifigures that first emerged in 1978.

Last year Lego produced a set that commemorated Porsche's first Le Mans 24 Hour race victory in 1970. Two cars feature, the winning 917K driven by Hans Hermann and Richard Attwood, and the 919 Hybrid that triumphed in 2015. This large set can be constructed in a number of ways, it's the builder's choice, and to complete the authenticity one of the Minifigure drivers could always be adapted to be a Brendon Hartley look-a-like.

There is a strong New Zealand connection to the latest "Speed Champions" brick kit that's due to



be released towards the middle of the year. It's a simple two car set that acknowledges Ford's success at the Sarthe circuit, with the 1996 Le Mans race winning Chris Amon/Bruce McLaren Ford GT40 and the 2016 GTE Pro class winning Ford GT. Also included will be Minifigures, a chequered flag and trophy.

This new kit will give people the opportunity to create their own tribute to recognise the achievement of two outstanding New Zealand sportsmen, and have some fun doing it. The company's literature suggests that the "Speed Champions" series is suitable for 7 to 14 year olds. Obviously 14 is the new "any age" when you're a Lego builder.

The latest 1:18 scale Lego Technic set referred to in the Grid Torque column is definitely far more advanced, and the instruction manual for assembling the Porsche 911 GT3 RS could be regarded as a coffee table book. Page 14 has a large colour photograph of Brendon Hartley holding the actual model, and the following pages are words under the heading "The Driver's Point of View".



"It may seem a long way from the karting tracks in his native New Zealand to the professional race circuits of Le Mans and Daytona, but for racing driver Brendon Hartley the goal has always been the same. "I want to win in everything that I do".

As a Porsche Works driver and a member of one of the most successful endurance racing teams competing today, the 26 year old lives and breathes for anything with four wheels and an engine.

Brendon clearly remembers his first impressions of a car that has often been described as the closest you can get to a race car for the road. 'The 911 GT3 RS is the first road car I have driven that gave me goose pimples. I only drove it from Weissach to a hotel down the road, but all my senses were overloaded with joy: the sound, the vibration when the revs got close to the red line, the feeling of the road through the steering wheel, the low race-like position – it all gave me flash backs of the thrills of being in a race car, yet I could take this down the road for the grocery shopping!'

'The car has more down-force, more mechanical grip from the tyres, more horsepower and more muscle, which means it's hard for anybody not to do a double-take as it passes.'

His meeting with the Lego Technic version of the car was also a positive experience, and one that brought back memories of his childhood. 'It's amazing. My brother and I were big Lego enthusiasts as kids, so when I saw this I immediately thought of all the fun I would have pulling it apart and putting it back together. After the initial delight at the way it looked and the fact that they could really convey the lines of the 911 GT3 RS with standard Lego Technic parts. I was then impressed to see a fully working gearbox and engine'.

'My only question after that was *wann kannich so einen haben?*' The translation from Danish is, when can I have one?

Check the story of this model out for yourself on google: Porsche 911 GT3 RS LEGO Technic - Designer Video 42056

It really is amazing, and must be regarded as a real big boy's toy.

RH

P.S. If you don't think that 2,704 pieces is a big enough challenge to build, look for a Star Wars Ultimate Collectors Millennium Falcon kit with 5,195 pieces or the famous Taj Mahal with 5,922 pieces...



MITRE 10  
**MEGA**

# MITRE 10 MEGA Summer Series

## THREE-ROUND CLUB RACE SERIES

**R1** Manfeild **18th Dec 2016**

**R2** Taupo **22nd Jan 2017**

**R3** Manfeild **Apr 2nd 2017**



Stew Wood Photography

**FREE SPECTATOR ADMISSION!**

**Classes:** GT Cup, IB Cup, SF Cup,  
RS Cup, Classics

**Entry Fee:** \$220

**Transponder hire:** \$20

Supplementary Regs and Entry Forms at:  
[www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

### **ORGANISER**

Jeff Braid, Secretary  
Manawatu Car Club Inc  
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[www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)



**Manawatu Car Club**



“BIG THANKS” to Danny from Danny’s Auto Services for the repairs and servicing of the new Nissan Terrano FIV Rescue car. Ready for action!!!



## HAVE SUMMER SORTED WITH OUR NEW RANGE OF OUTDOOR FURNITURE

- Trailers Available
- Delivery Services
- & Everyday Low Prices

**MITRE 10  
MEGA**

PALMERSTON NORTH

250-270 Featherston Street  
P 06 354 4087 F 06 354 4097  
E trade@megapn.co.nz  
Monday-Friday 7am-7pm  
Saturday & Sunday 8am-6pm

Remember if you are a Manawatu Car Club Member you get special discounts at MITRE 10 MEGA. Simply present your MCC Membership Card at the checkout counter and quote our account code “MANCAR” to receive these discounts.

Please support all of our Sponsors as our entry fees would be a lot higher without their support.

## 30 YEARS AGO...

The discovery of boxes of old Manawatu Car Club Bulletins during the archives clean-up certainly produced some interesting reading, and revived a memory or two.

Taking a random selection of issues from the mid-eighties revealed some interesting details and shows how much the club has changed over the years.

The number of people and positions required to manage the club and its activities was much greater than today.

President, Vice-President, Secretary and Treasurer formed the basis, supported by Competition Secretary, Club Captain, Vice-Club Captain, Publicity Officer, Clubrooms Custodian, Club Scrutineer, First Aid Officer, Points Compiler and Bulletin Editor. Multi-roles were required for the sub-committees - Speed, Autocross, Rally, Social, Trials, Gymkhana, Bulletin, Clubrooms & Extensions.

Obviously there was no shortage of competitive events in those days, there was no shortage of trophies either, 34 were presented at the 1985 Cabaret & Prizegiving, which was the main social occasion of the year and held at the Top Hat Reception Lounge in Bunnythorpe. The cost was \$25 a head which included sit down meal, all drinks and music. Gents were required to wear jacket and tie, no sneakers, jeans or rally jackets.

1985 was also a very successful year at national level, club members won three of the six New Zealand Championship titles - Rob Lester (Formula Vee), Murray Starnes (Ford Laser) and Warren Steel (Shellsport Saloons).

Annual social events included a Wine & Cheese Evening, a Children's Xmas Party, Casino Nights and there was a Barn Dance to celebrate the extension to the clubrooms. The dress code was hillbilly with a \$1 fine for non-compliance (\$9 bus/music/supper/door-to-door pick-up & delivery) Yee Haa!!

For the really energetic there was the annual MCC Bike Trial that started at the PDC (now Plaza) car park and finished at an unknown venue for a BBQ and refreshments, the entry fee was \$2. (*Eds note. This didn't require a whole lot of energy Russell, but did require a certain stamina, as several drinking establishments were visited in the course of the trial. Needless to say there were several instances of slightly "erratic" behaviour by contestants, including a certain younger member of a very well-known roading family suffering gravel rash from the family products!!*)

During those years there was an occasion to remember on the 10th August 1985. It was promoted as a "Nostalgia Night" with Italian cuisine and held at the Clubrooms. The function was exceptionally well done with the promised Italian theme, right down to the waitresses. Tables of eight, crisp white cloths, candles and printed menus for the three course meal. (*from memory Brian "Luigi" Davies and Dr Jack "Guiseppe" Drummond were chefs for the evening - Ed*)

The red wine flowed and everyone waited in anticipation of the reason for the night. In reality, everyone knew the reason except for one person, then came the announcement - "VERN MARSHALL, THIS IS YOUR LIFE". There was many interesting insights into his past, he certainly wasn't the perfect child, in fact he wasn't even close!!

To quote from the Club Bulletin August 1985 - "A real coup was having one of Vern's childhood friends come down from Whakatane. They had raided orchards together, pinched fish out of other fishermen's nets, created havoc in class by starting fires in their desks, riled the indigenous residents of Opotiki when they were playing the spanner-on-the-string-in-the-middle-of-the-road trick and had the pig dogs set on them, were suspended from cubs, and then thrown out forever when they went back and wired all the bikes together. The interesting theme throughout all this insight into Vernard Marshall, was that invariably, his mate Noel Goodley (Whitey) was caught, and our hero almost invariably left the scene, just before the moment of truth!!"

Long tales and short tales were unfolded about a man who has given so much to both the Club and Manfeild, a man who has thrived on authority and doing things right. Perhaps the best story of the night related to incident during one of the endurance motorcycle races when he was in charge of refuelling. To quote again - “..... including removing the ignition key from a Castrol 6 Hour competitor’s bike when they spilt fuel during refuelling. The fuel had to be mopped up before the bike was released. The still irate motorcyclist, resplendent in helmet and leathers, came through the crowd at the clubrooms to brandish a 2 ft long key at Vern, and present it to him!”

“All too soon the tale wound down - one could have gone on, but if one had gone into everything that Vern had done in his life, you would have to do it in serial form!!” Amen to that.

Vern Marshall began his long association with Manfeild in October 1973, initially being approached to be a Grid Marshall. For many years prior he had worked with the breakdown crew at the Palmerston North speedway, with the benefit of that experience he was immediately seconded to crash/rescue, leading the team until he retired after 26 years of loyal service in often appalling weather conditions.

Away from the track, Vern has been a member of the MCC Committee and Manfeild Board of Control, a MANZ Steward for 13 years and a Licenced Examiner for 16 years. A well-deserved Club Life Membership was bestowed in 1991.

When you talk service to the club, in late 1985 Wendy Lester resigned as Bulletin Editor after 17 years, that’s a lot of writing/typing with a deadline every month. Wendy was replaced by a Bulletin Sub-Committee of three people and richly deserved elevation to Life Membership status.

Things were very different 30 years ago...

RH



Castrol 6 Hour 1981 – getting ready for the start

# WE WANT YOU



**TO EXPERIENCE MOTORSPORT FROM THE INSIDE**



**IRC SUMMER RACE SERIES - ROUND 4**  
SATURDAY/SUNDAY FEBRUARY 18/19<sup>TH</sup>

Entry details on [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) or follow us on Facebook



# Events Calendar

## **FEBRUARY 2017**

|                           |  |
|---------------------------|--|
| Friday 10 <sup>th</sup>   | NZGP Test Day  |
| Saturday 11 <sup>th</sup> | NZGP   |
| Saturday 11 <sup>th</sup> | Millstream Road Gravel Sprint (Dannevirke Car Club / Engine Room Series) |
| Sunday 12 <sup>th</sup>   | NZGP   |
| Friday 17 <sup>th</sup>   | IRC Test Day   |
| Saturday 18 <sup>th</sup> | IRC Round 4  |
| Sunday 19 <sup>th</sup>   | IRC Round 4  |

## **MARCH 2017**

|                             |  |
|-----------------------------|--|
| Sunday 5 <sup>th</sup>      | Pattison Road Gravel Sprint (Hawkes Bay Car Club / Engine Room Series) |
| Sunday 12 <sup>th</sup>     | Kaihinau Road Sealed Sprint (Levin Car Club)                           |
| Saturday 18 <sup>th</sup>   | Otaria Road Gravel Sprint (Dannevirke Car Club / Engine Room Series)   |
| Sunday 19 <sup>th</sup>     | Alexandra Road Sealed Hillclimb (Wellington Car Club)                  |
| Sat/Sun 25/26 <sup>th</sup> | Tea Creek Day / Night Gravel Sprint (Wairarapa Car Club)               |

## **APRIL 2017**

|                           |  |
|---------------------------|--|
| Saturday 1 <sup>st</sup>  | Envirowaste Track Day Series Round 1                           |
| Sunday 2 <sup>nd</sup>    | MCC Mitre 10 Mega Summer Race Series Round 3 Final             |
| Saturday 8 <sup>th</sup>  | MCC Mitre 10 Mega Summer Race Series Prize Giving Dinner       |
| Saturday 8 <sup>th</sup>  | Fordell Gravel Sprint (Wanganui Car Club / Engine Room Series) |
| Sunday 23 <sup>rd</sup>   | Envirowaste Back Track Motorkhana and Autocross                |
| Saturday 29 <sup>th</sup> | Otara Road Hillclimb (Engine Room Series)                      |

## **MAY 2017**

|  |   |
|--|---|
| Sunday 14 <sup>th</sup>                    | Pukenaia Road Gravel Sprint (Taihape Car Club / Engine Room Series)         |
| Sat/Sun 20 <sup>th</sup> /21 <sup>st</sup> | Dual Weekend Sealed Hillclimbs Okoia Hill & Pukerimu Rd (Wanganui Car Club) |

## **JUNE 2017**

- Saturday 3<sup>rd</sup> Test Day / Drift practice
- Sunday 4<sup>th</sup> MCC Winter Race Series Round 1
- Saturday 10<sup>th</sup> Tararua Rd Gravel Sprint (Dannevirke Car Club / Engine Room Series)
- Sunday 18<sup>th</sup> Envirowaste Manfeild 4.5 km Sealed Autocross
- Saturday 24<sup>th</sup> Manawatu Car Club 70<sup>th</sup> Anniversary

## **JULY 2017**

- Saturday 1<sup>st</sup> Test Day + Drift practice
- Sunday 2<sup>nd</sup> MCC Winter Race Series Round 2
- Sunday 16<sup>th</sup> Envirowaste Back Track Autocross

## **AUGUST 2017**

- Saturday 5<sup>th</sup> Test Day + Drift practice
- Sunday 6<sup>th</sup> MCC Winter Race Series Round 3
- Sunday 20<sup>th</sup> Envirowaste Back Track Autocross

## **SEPTEMBER 2017**

- Saturday 2<sup>nd</sup> Test Day + Drift practice
- Sunday 3<sup>rd</sup> MCC Winter Race Series Round 4
- Saturday 9<sup>th</sup> Winter Series Prizegiving
- Sunday 17<sup>th</sup> Envirowaste Track Day Series Round 2

## **OCTOBER 2017**

Sat/Sun 21<sup>st</sup> 22<sup>nd</sup> OctoberFAST

## **NOVEMBER 2017**

- Saturday 4<sup>th</sup> Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend
- Sunday 5<sup>th</sup> Envirowaste Multi Event Weekend Motorkhana & Autocross

## **DECEMBER 2017**

- Sunday 10<sup>th</sup> Envirowaste Track Day Series Round 4 (Final)

## PARTING SHOT



Once upon a time, long ago, before even the birth of the mighty Chavenger, and when the Hupmorstin was still a twinkle in its creators eye, came the amazing Austang.

Yes, another of Neil Deightons wonderful creations from the back shed on his Mangaweka farm. In this case an Austin A70 with a 4.7 litre Mustang V8 installed. I don't remember the date of this one unfortunately, but Manfeild was obviously living up to its weather reputation judging by the mud!!

Neil (a Central Districts Classic Car Club Life member) was a quite formidable racer at clubmans events and for many, many years turned up for every event that was going. His cars were not always elegant or finely engineered, but by goodness could they go in his hands. There is a lesson there somewhere – competing in whatever you have at hand is the most important action. Be on the track, not in the grandstands.

# Come Racing With Us