

# Manawatu Car Club Inc

## MAGAZINE

### JULY 2017



## Something for Everyone

## EDITORSPEAK...

Life is always interesting, isn't it? I am constantly reminded of the far reach of the motorsport fraternity, even to our isolated little piece of dirt. I have previously commented on the fact that one neighbor used to race BEARs bikes, and another was an NZ Champion in the Classic race bike scene. Now I find that not only do we live a short distance from Terry Roycroft (son of famous racer Ron Roycroft, and current custodian of the fabulous T35 Bugatti) and Rodney Aitcheson (a VW Beetle pedaller extraordinaire and mate of Campbell Wright from way back. Incidentally he still owns his one that features a 6 cylinder Corvair engine), but that the log fire installer is an ex-President of the Pukekohe Car Club, currently competing in the ex Steward Mk 2 RS 2000, and is just about finished a full on, BDG powered, Group 4, Mk2 Escort rally car .... and then the tiler is a real petrolhead with a 1966 Fairlane that has been in the family since new and a father who has just finished a very accurate 1966 AC Cobra 427 replica complete with hand built alloy body (see the May issue of NZV8 magazine) .... and he used to knock around with the Van Gisbergens. You just can't get away!!

June 19<sup>th</sup>. My birthday, as it happens. Thank you so very much Brendan and the rest of the #2 Porsche team for my present, it was most unexpected and wonderful.

I had gone to bed with the thought that the bottom step of the podium was maybe, just maybe, with a fair wind and some luck, a possibility. To awake to the news of victory was just beyond imagination. It certainly gives credence to the old maxims, "to finish first, first you must finish" and "never give up until the wheels fall off".



Sadly the significance of that stunning achievement has been lost on the general NZ public. To win at Le Mans is a huge accomplishment that many spend years trying unsuccessfully to achieve. To win in that manner is something very special indeed, a win that will go down in motorsport history, and rightly so. However that dinghy race and our leather ball throwing prima donnas have of course scored 99% of the media column inches, so the great unwashed will remain ignorant of 2 Kiwi drivers that should be celebrated for a stunning success on the WORLD stage.

Motorsport people everywhere in NZ lament the lack of coverage of our sport, and I'm not sure what the answer is to counteract the preoccupation with ball sports. Sadly the loss of Shaun Summerfield won't help the cause either. This is a relatively new phenomenon too, as I remember the NZGP being broadcast live on TV (back in the days when there were just two channels) as well as huge print and TV coverage of the Heatway and later Motogard International Rallies. Somewhere in the late 70's or early 80's this traction was lost, and for no real reason that I can ascertain. What can we do?? As I have said before, make as many people as you possibly can aware of the achievements of our fraternity. Tell people just how good these guys are. Tell them how significant their influence is on the world stage. Make them aware that we have competitors in almost every area of the sport that are achieving at the highest level ( including those on 2 wheels - did I miss the coverage of Bruce Anstey winning the TT Zero race on the Isle of Man ?? ).

Congratulations then are due to those involved in the move to live stream the MCC FAEWS round 2. This club at least is being very proactive in social media and pushing our cause. Big pat on the back. Now how do we convince the rest of the clubs in NZ who remain almost a secret, to follow suit??

I'm pleased the McLaren movie evening was a full house for the special Club/ANZ showing. As it happens I had a special showing too ..... mid-week at Pukekohe .... there were just 5 people in the theatre, and that included Colleen and me!! I thought it was an excellent effort, typical of Roger Donaldson in that it didn't try and romanticize things too much, and included some excellent period footage, particularly the factory scenes. Well done to all involved.

I just had to include this snippet from our local rag for your amusement. All the usual reasons for calling the Fire Brigade until you get to the 20<sup>th</sup> – trampoline on house roof, well that's a bit unusual ... then check out the one for the 25<sup>th</sup>. I could make a comment about red hot babes, but that would be in poor taste. Yes, you are all allowed to laugh at the "bloody Jaffas", just as I did!!

I'm not sure if this magazine will go out before or after the 70<sup>th</sup> celebrations, however I am really looking forward to catching up with some of the other "older" members and reminiscing about "the good old days". In the meantime ....


Keep the rubber side down.

Trevor

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

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### Fire Roundup



*Message for the week:* TAKE CARE CARE WITH DRIVING IN these winter conditions. Make sure windows are clean, and drive to the conditions.

## May: Why the Waiuku siren sounded

DATE	TIME	AREA	ACTION
3rd	04.39 am	Racecourse Rd	Medical
3rd	11.28 am	Kemp Rd	MVA
10th	13.29 pm	Aka Aka Rd	Medical
12th	07.02 am	Taurangaruru Rd	Small fire in a shed
12th	13.08 pm	Belgium St	Medical
13th	15.18 pm	Queen St	PFA
13th	22.22 pm	Awhitu Rd	Vegetation control burn
14th	03.50 am	Awhitu Rd	MVA
14th	13.28 pm	Hyland Pl	Vegetation
14th	14.27 pm	Hyland Pl	Vegetation
14th	16.37 pm	Ripple Gr	Child locked in a car
15th	14.14 pm	Waiuku Rd	MVA Extrication of 1 trapped
15th	18.33 pm	Big Bay Rd	Vegetation control burn
17th	09.07 am	Grahams Beach Rd	Stood Down
17th	12.48 pm	Glenbrook Rd	Diesel Spillage
18th	07.41 am	Glenbrook Rd	MVA
20th	12.17 pm	Constable Rd	PFA
20th	13.13 pm	Glebe Pl	Trampoline on a house roof
21st	19.21 pm	Glenbrook Rd	Vegetation control burn
25th	14.45 pm	Matakawau Rd	MVA
25th	18.05 pm	Rata St	Pram on fire
29th	08.06 am	France St	Medical

**WAIUKU RENTALS & PROPERTY**  
MANAGEMENT

**WAIUKU RENTALS & PROPERTY**  
MANAGEMENT

## NICE FEEDBACK...

Palmerston North Mayor Grant Smith is on the mailing list for the MCC magazine and was impressed enough with the May issue to send an email to the Club's President.

Excellent club magazine Richie. Enjoyed reading it...!

It makes the effort of producing the mag more rewarding when the occasional bouquet comes along...

## THE POWER OF 2...

The number '2' has special significance for New Zealand and the famous Le Mans 24 Hour race.

- 2**      The number of the winning Ford GT40 driven by Chris Amon/Bruce McLaren in the 1996 race.
- 2**      The number on the winning Porsche 919 Hybrid driven by Neel Jani/Marc Lieb/Romain Dumas in the 2016 race.
- 2**      The number on the winning Porsche 919 Hybrid driven by Timo Bernhard/Brendon Hartley/Earl Bamber in the 2017 race.
- 2**      The number of times that Timo Bernhard and Earl Bamber have won the race. Bernhard 2010 Audi / 2017 Porsche. Bamber 2015 Porsche / 2017 Porsche.
- 2**      The number of times that the winning car has been shared by New Zealand drivers. RH

## MCC COMMITTEE MEMBERS



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

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



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

### Your Committee:



Jeff Braid



Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



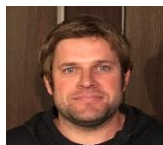
Gareth Stanley



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, Jill Hogg, Russell Harris

**Editor:** Trevor Weir

### **“Track & Yak”**

**Time:** 7pm to 9pm

**Date:** Tuesday 11<sup>th</sup> July 2017.

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

**Terrace End Carpark, Palmerston North**

**Why not join us!**

### **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...

Well if I thought May went quick, June was an absolute blur... but what a month it was!!!

It all started with a terrific opening round of the Feilding Auto Electrical Winter Race Series which saw a record number of entries. It was great to see the number of racers taking advantage of the Free Testing on the Saturday, many of them new competitors too. Sunday's racing was awesome to watch with large fields and close but fair battles going on right throughout all of the classes. It was a shame that neither Lydia nor I weren't out there but we had a 50<sup>th</sup> Birthday party to attend in Wellington on the Saturday night so we thought that racing with very little sleep and a slightly sore head might not be the best thing to do. A huge thanks to our volunteers for that round who forfeited their lunch break and instead had lunch out on the track so that we could get through the days program.

Next up with the Track & Yack night on Tuesday 13<sup>th</sup> June which saw us meet up at the Rose & Crown at 7pm before heading off to Event Cinemas to see the McLaren Movie. The Rose & Crown staff were rapped with the number of MCC Members who turned up until I told them, as Lydia and I were leaving to head to the movie, that they would all be following us in about ten mins time. It was a great night and one that we will definitely look to do again. We raised \$700 on the night A huge thanks to Graeme Bretherton from the ANZ bank for sponsoring the night and to both Graeme and Lydia for organising the event and again to Lydia for liaising with the SPCA and Arohanui Hospice to make sure we brought them the things that they needed, Lydia also spent a couple of hours running around buying the items needed. Gerald Watson from the ANZ bank, Lydia and I dropped all of the items off on the Friday after the Track & Yack night, it was very special to be able to help out in our own little way.

Next up was the 4.5km Sealed Autocross on the 18<sup>th</sup> June. Like the first round of the FAEWRS there were lots of new competitors and competitors that had not been out on the track for a while, indeed a few had travelled some distance to be there. The day was an absolute cracker weather wise as I remember walking around the pits in just a T-shirt... well not just a T-shirt as we wouldn't want to scare the people that were there now would we, but you get what I mean.

Every other spare moment in the month of June was spent either working at the clubrooms or finalising things for the 70<sup>th</sup> Birthday Open Day and Dinner. We had hoped to get the newsletter out before the 70<sup>th</sup> weekend but I know now as I write this that this won't be the case so you will be reading this after that weekend has been and gone and I can only hope that it went as well as we had hoped it would. A huge thanks to a number of people who were on the 70<sup>th</sup> Committee who started planning for this event nearly a year ago now and also to those people who helped out at the Clubrooms over the month of June to get the old girl looking the best we could in the time that we had available to us and with the resources that we had, they were: Lydia Arber, Jill Hogg, Jacque Mannes, Russell Harris, Graeme Bretherton, Murray Starnes, Greg Browne and the following companies: Max Tarr, eHaus, Sign Fusion and Chris Gommans Contracting.

So the month of June certainly had something for everyone and we are looking forward to bringing you more varied events both on and off of the track in the coming months, so please keep an eye out for those.

Right I am off to the garage to work on getting at least one of us back on the track for the August Round of the FAEWRS!

Richie

## CLUBROOMS AND PROJECTS...

As mentioned in my "From the Presidents Pen" segment we spent a bit of time preparing the clubrooms for the Open Day on the 1<sup>st</sup> July. In June we repainted many of the internal and external walls of the clubrooms to the point now that we only have the Northern external wall to paint. We have a couple of thoughts of doing something a little bit different on this wall so we are working on that at the moment.

We put in some washed stone into the dead area behind the toilets and in front of the exterior wall of the Archives Room, and we planted a couple of Birds of Paradise plants in that area to bring it to life a bit. We also put two coats of stain onto the board and batten lining on the outside walls of the Archives Room.

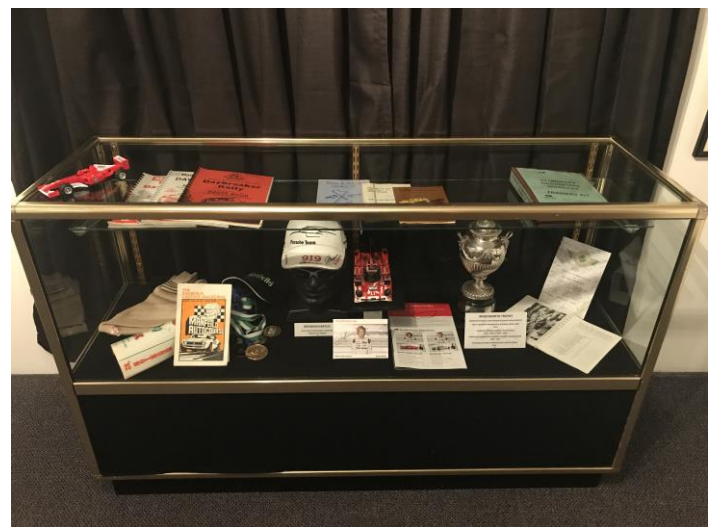
We have finished the Archives Room for now, which I think they look spectacular. Russell Harris spent a few hours dressing the newly acquired glass display cabinet in the Archives Room with a few special items. We lined one of the hallway walls with ACM Board which was coloured in MCC Green and then set about hanging up the refurbished Honour Boards, and a tribute to Brendon Hartley which was very kindly donated by Russell Harris.

We also steam-cleaned the carpets and gave the old girl a good spring-clean both inside and out.

Below are some pictures of the Clubrooms and Archives Room:







# MCC CLUB MEMBER OF THE MONTH...

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

**NAME:** Matt Smith

**BORN:** Palmerston North 1992

**OCCUPATION:** Engineer

**RACE CAR:** Toyota Levin

**EVERYDAY DRIVE CAR:** Holden Commodore

**DREAM CAR:** Group B Audi Quattro

**YOUR BEST MOMENT IN MOTORSPORT?**

Winning 3 races in the Winter Series in the rain



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

Rally Driver. Spent a lot of my childhood going away watching dad co-drive

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

Colin McRae, Jeremy Clarkson and Rowan Atkinson

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

Maverick from Top Gun

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

Quiet, Competitive, Reliable

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

WRC Car. Love driving down gravel roads

**WHAT IS YOUR SECRET VICE?**

Playing Guitar

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

I flew a plane before I drove a car

**FAVOURITE QUOTE...**

To finish first, first you have to finish



## GRID TORQUE...

email: [russellharris@clear.net.nz](mailto:russellharris@clear.net.nz)

Gotta love 'em. Are the latest Americas Cup boats the most exciting racing machines created by man?? The conversion rate from wind speed to boat speed is extraordinary, at times they look like an accident wanting to happen, and they have introduced a global audience to the world of 'foiling', and in the case of Emirates Team New Zealand, "cyclors". Russell Coutts and his team have certainly found the 'winning' formula in terms of event concept - a short sprint race format, close to shore to engage the spectators, with a seamless back-to-back race programme. For those not at the Bermuda venue there is amazing television coverage with the camera positioning/angles and graphics, if you don't enjoy watching it you're not alive!! Racing for the 'Auld Mug' has changed dramatically since the first race around the Isle of Wright in 1851 when the yacht 'America' beat the British fleet. The twin-masted 'America' was 101 feet long, displaced 170.55 tons and had a sail area of 5,263 square feet, quite a contrast to the new generation 'flying boats'...



*Dramatic change. The original McLaren Garage in Auckland's Remuera Road enjoys a Category 1 Heritage New Zealand listing, and has special historical interest because it's a rare surviving example of an early purpose-built garage and service station. Operated continuously since 1927, the garage was purchased by Les McLaren (Bruce's father) in 1936 and the family initially lived in one the flats above the business. The petrol pumps have long gone but motorists have been able to have their vehicles serviced in the well-known landmark, now it's all about to change. A developer is 'converting' the upstairs part of the building into six apartments ranging in price from \$650,000 to \$1.4 million with retail space or an appropriately themed café on the ground floor. Thankfully the building's famous 'F1 Drivers Signature Wall' will be retained. To many people the building would have been the perfect home for a McLaren Museum, however the Bruce McLaren Trust is relocating to Hampton Downs. As Bob Dylan sang - Times, they are a changin'...*



New guardian. The McLaren M23 Formula 1 car that Denny Hulme raced in 1973 has a new owner. The car has had a number of 'homes' since it came to this country but is likely to have found a more permanent residence since being bought by Sir Colin Giltrap. No doubt it will spend some time at the McLaren dealership that is part of the Giltrap Group. If you want to see how the other half live, when you are next in Auckland make sure that visit either the McLaren or Ferrari showrooms and see for yourself the requirements needed to meet the luxury standards demanded to hold the franchise. It's another world...



*New owners, new look. America based Liberty Media, the new owners of F1, are making all the right moves and are a breath of fresh air for a branch of the sport that was suffocating itself. Much has changed within a very short space of time. F1 has re-invented itself and now people are asking the question - Bernie who? First up came confirmation that the Supercar round at the 2018 Australian GP programme will have full championship status that will continue through until 2023. It could be suggested that this would never have happened if Bernie Ecclestone was still the Formula 1 supremo. One of Liberty Media's main objectives is to take F1 to the people, certainly a move that has to be applauded, and it didn't stop with the Albert Park news. For the first time in 10 years the historic French Grand Prix (the first ever Grand Prix raced in 1906) will return to the calendar next year and there will be a triple treat for the British and European fans with the French, Austrian and British Grand Prix on successive weekends. LM are definitely on the right road, just keep those wheels rollin'...*

Happy feet. Lynda Hartley was a three-time winner of the MCC Ladies Championship in 1978, 1979 and 1980 and it's good to see that the competitive spirit is still alive and well. Lynda has taken up walking and took part in her first event, the Manawatu Striders Half-Marathon on 28 May. She finished 52nd out of the 94 people who participated and 3rd in her female age group, more importantly Lynda knocked 20 minutes off her practice time over the 21 kilometres, that's impressive. Good on ya girl...

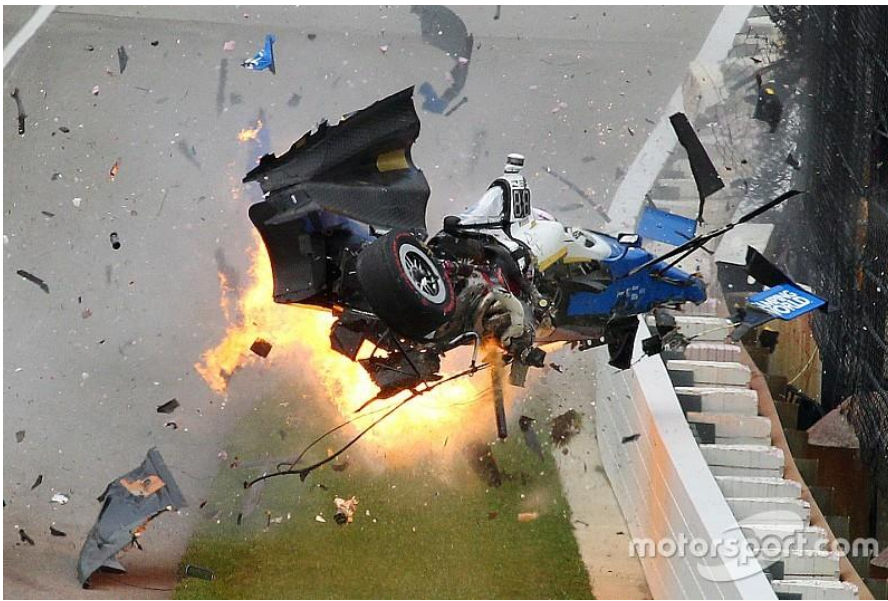


*Not forgotten. Lynda celebrated a significant birthday on 18 June and celebrated the occasion with a group of friends at Café Brie on Broadway. Half a world away Brendon was competing in the Le Mans 24 Hour race in France but in all the hype and excitement of the famous race he still found time to organise flowers to be delivered on the right day. To put the icing on the birthday cake Brendon and the Porsche team won the race to make the day even more special...*

Marketing masterstroke. The 'team' effort made to have Fernando Alonso contest this year's Indianapolis 500 was nothing less than brilliant in both concept and execution, the fact that he didn't finish the race became irrelevant. Aware that the previous year's 100th running of the race that attracted the biggest ever crowd estimated at 350,000 would be hard act to follow, the Indianapolis Motor Speedway and track management bosses set plans in motion to make the 2017 race another 'can't miss' event. Working in secrecy with McLaren, Honda and Indycar team owner Michael Andretti, a deal was brokered in the space of 10 days that stunned the motor racing world when it was announced on April 12. For Alonso it was a lifelong dream to race in the Indianapolis 500 that became realised and he relished both the challenge and the atmosphere. His preferred mode of off-track transport was a skate board which immediately made the Spaniard an instant hit with the fans. His performance at the Brickyard was remarkable, but overlooked was the man who was also involved in making Alonso's drive possible. Andretti Motorsport were running six cars and had six drivers committed to run - Stefan



Wilson agreed to step out of his car to make way for the two-time world champion. On Memorial Day 2017 'The Greatest Spectacle in Racing' lived up to its name, and the track management had another hard act to follow...



*Tough time. The 2017 Indianapolis 500 will never be forgotten by Scott Dixon. Everything looked promising when the quick kiwi claimed pole position with the highest speed in 21 years. Later that night he was held-up at gun point in a Taco Bell drive-thru lane near the famous Motor Speedway. In the race itself he survived a terrifying accident, the fact that he emerged with only an ankle injury is testament to the design and extraordinary strength of the car's carbon fibre tub. Just 5 days after the accident Scott Dixon was back*

*behind the wheel for the Chevrolet Detroit Grand Prix Indy-Series double-header weekend. On the first day he finished in second place which took him to the top of the points table after 7 of the 17 races. Day two at the Belle Isle Park Raceway brought 6th place, enough to retain his championship lead. Graham Rahal won both races, becoming the first American to win at Detroit since Michael Andretti in 1996!! Next up was the Texas Motor Speedway and another collision, thankfully much less spectacular than the 344 foot long flight at the 'Brickyard'. Five laps to go, a very tight group challenging for the lead, Indy winner Takuma Sato makes a bold inside pass, loses control, spins into Dixon, who is hit by his team mate!! Twenty-two cars started, 7 finished with six on the lead lap as the race ended under a caution. Thanks to the carnage during the race Scott retained a narrow championship lead...*

Change of continent, change of fortune. The next event on the Scott Dixon calendar was the Le Mans 24 Hour race sharing a Chip Ganassi Racing USA Ford GT in the GTE Pro category. The car qualified in 36th position on the grid and finished the 24 hour enduro in 38th place overall and 4th in class. If Le Mans was a beauty contest the Ford GT would have been an easy winner, it's a seriously stunning looking piece of kit. A week later, back home in the USofA, Dixon found his winning mojo with his first Indycar win of the season. After starting in 5th place Scott won the KHOLER Grand Prix at the Road America circuit at Elkhart Lake in the state of Wisconsin - it was Dixon's 41st Indycar victory and he was in the state of happiness...



*Now more maxi than mini. The extraordinary Mini is anything but these days. How the basic model has grown in every respect since its launch which shocked the motoring world 58 years ago. The length has gone from 3.054 metres (10 ft 2 inches) to 4.299 metres. The engine from a 848cc 4-cylinder to a 1.5 litre turbocharged 3-cylinder, power output from 34bhp to 136bhp. Zero to 100 k's dropped from 27 seconds to 8 seconds while top speed increased from 116 km/h to 205 km/h. The wheel size grew from 10 inches to 19 inches. The price has gone from 600 quid (\$1,200) to \$39,900 for the cheapest Clubman Cooper variant, while the top of the range Cooper S Countryman is \$57,700, and that's without taking the extensive and expensive list of options into consideration. Sir Alec Issigonis would never have imagined his original design going to this level, but then he never intended the Mini to become a hugely successful race and rally car...*



Changes in the wind. Toyota Racing New Zealand are moving from their current shared set-up to a purpose-built facility at the Hampton Downs circuit in North Waikato. With the departure of Barrie and Louise Thomlinson at the end of the last series there will be changes in the TRS management team. Already confirmed is highly respected kiwi team owner Steve Horne who will be involved in a consultancy role. There was a story on the back page of the 23 June Manawatu Standard newspaper. To quote Toyota New Zealand racing manager Steve Boyce - 'TRS is widely respected by motor racing managers, talent spotters and young race drivers around the world. Now we are building on the solid foundation established over the past 13 years and taking the operation to a new level with some very exciting initiatives'. Change will certainly be welcomed, so mark your diary for 11 February 2018, destination Manfeild Circuit Chris Amon. To use the original Manfeild bi-line - seeing is believing...



*Is it true that the Mercedes High Performance Powertrain group who so successfully rose to the challenge of providing a Formula One engine on the cutting edge of current technology are to give Honda an unofficial "helping hand" in an effort to make them ( and McLaren ) competitive again?? There was a very strong rumour that in 2014 they helped Ferrari with the complexities of maximizing thermal and kinetic energy recapture in order to get the most from their hybrid engines, so the precedent has perhaps already been set ??*

Speaking of McLaren, the first wrist watch to emerge from their collaboration with high end watch manufacturer Richard Mille has just hit the market. It features a hugely complex mechanical mechanism, as you would expect, however the piece de resistance is the graphene composite called Graph TPT that was developed with McLaren and which makes up the complex case. This product allows the watch to be large, as is the current fashion, but weigh a mere 40 grams. You want one?? List price is a mere 996,500 UK pounds. Yes, that's \$1,757,000 good old NZ dollars, give or take a few thousand!!



**Question. Why do drivers who take advantage of the Saturday practice wait until Sunday to complete their documentation?**

To make your day more interesting. If you haven't heard a rumour by 10am, start one...

Then wait to see how long it takes to come back to you.....

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)

## DARE TO DREAM...

For Brendon Hartley a dream became a reality on the weekend of 18/19 June with victory in the most famous sports car race, the Le Mans 24 Hour classic, a victory achieved in the most dramatic circumstances for the second successive year.

Last year the race leading Toyota broke down with one lap to run, handing victory to a surprised Neel Jani, Mark Lieb and Romain Dumas who shared the # 2 Porsche 919 Hybrid.

Twelve months later the Japanese team arrived at the Sarthe circuit in high spirits after winning the previous WEC rounds in England and Belgium and enjoying greater pace than their German rivals.

That confidence continued after qualifying with the Gazoo Racing Toyotas claiming the front row of the grid ahead of the two Porsches, Neel Jani was in third spot in the # 1 car with Timo Bernhard alongside in the # 2 sister car, the pair separated by 8/10ths of a second.

Brendon - *'We feel we have a very good race car. Timo for the fourth year in a row had traffic on his 'qually' lap. That was unfortunate but obviously today we saw a very good job from Toyota. The time from Kamui Kobayashi would have been hard to beat. I didn't do many laps in the last session because we had to stop early but we feel very happy with the race car'.*

The 85th running of the race started at the traditional time of 4 o'clock in the afternoon with the French Tricolor waved by Formula One boss Chase Carey. Sixty cars were on their way not knowing what lay ahead.

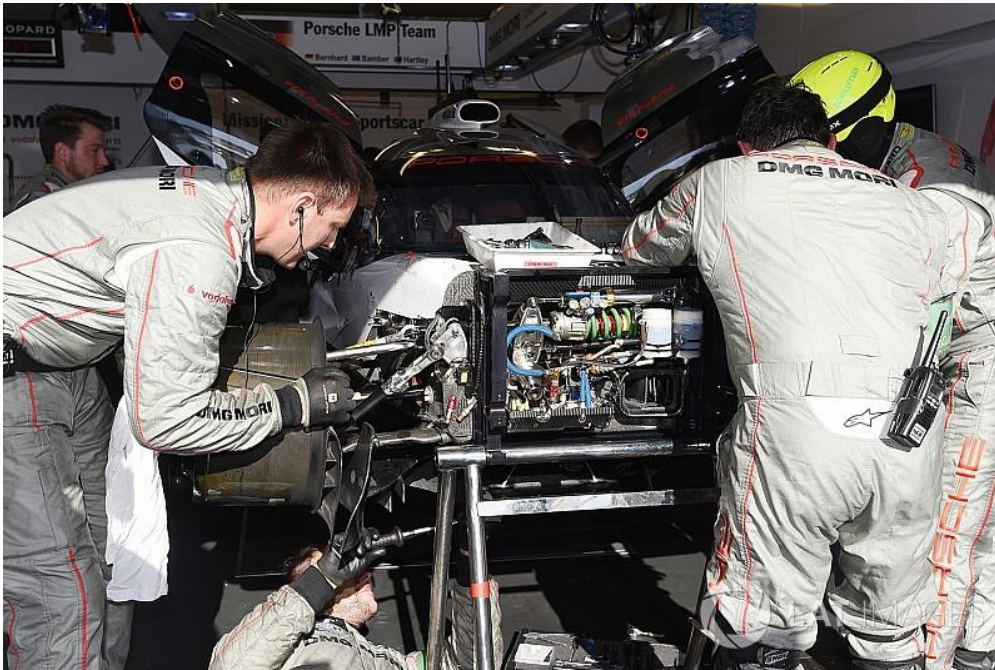


For Toyota the race became a disaster when their Le Mans 'curse' struck again. Eight hours into the race the # 8 car was running in second place but dropped out of contention when 30 laps were lost in the pits with a MGU problem, it would eventually finish 9th overall and claim a distant second place in the LMP1 category. Two hours later the # 7 car that had led away from pole position and was building up a healthy advantage suffered a



clutch failure and a distraught Kobayashi was unable to reach the pits for repairs. Soon after things went from bad to worse when their # 9 car was eliminated after a collision with a slower LMP2 car - it was an extraordinary situation.

But it wasn't plain sailing for Porsche either. Before the Toyotas struck problems the Hartley/Bamber/Bernhard car was in the pits after just 4½ hours with no front axle drive. The mechanics replaced the motor generator, an agonising 65 minutes were lost and the car re-joined the race 18 laps behind the leaders in last place, seemingly out of contention.



The unexpected demise of the Toyota challenge resulted in the # 1 Porsche being able to establish a commanding lead that increased hour by hour, while the # 2 car had the outside possibility of finishing in second place, but fate was to play its hand once again.

After leading the race for more than 10 hours and building up an advantage of 13 laps over the field the # 1 Porsche shared by Neel Jani, André

Lotterer and Nick Tandy was side-lined with oil pressure issues. Suddenly there was the prospect of the # 2 Porsche winning as there were still 5 hours to run. All three drivers were pushing hard with multi-stints at the wheel, hunting down and passing car after car in their charge for victory. In the 23rd hour the moment came when Bernhard took over the lead, incredibly the car had gone from 56th to first place, and before the chequered flag fell at 4pm on Sunday afternoon the 36 year old German had pulled out more than a lap over the second placed LMP2 Oreca entered by Jackie Chan DC Racing.

The impossible had happened, Porsche had won Le Mans for three successive years and could keep the famous trophy, and for Brendon Hartley his dream was finally realised after being runner-up two years earlier.

**Brendon - 'Le Mans is one crazy race. The mechanics worked incredibly hard on Saturday evening to get our car repaired in super-fast time and since that moment Timo, Earl and myself, together with our engineers, have been pushing hard, 100% every second, and desperately hoped that our efforts would somehow pay off'.**

**Earl - 'I can't believe we've pulled this one off having been at the back of the field after an hour in the pit box'.**

**Timo - 'It feels surreal. The final lap was very emotional for me. It will take some time before I realise what has happened'.**





After being friends since the age of seven back in their karting days, at the end of an extraordinary 24 hours Brendon and Earl shared the top step of the podium together, and there seemed to be a certain irony in the fact that the Grand Marshall for the 2017 race was Brendon and Timo's former team mate, Mark Webber. Did he retire a year too soon...

Following the race MCC President Richie Arber sent a congratulatory message to Brendon:

I just wanted to say that on behalf of the Manawatu Car Club a huge congratulations for winning the 24 hrs of Le Mans over the weekend. Your team's achievement from coming from the back of the pack was truly outstanding and a real example of why you should never give up at anything despite what obstacles could stand in the way of you achieving your goals.

We are extremely proud to have you as one of the Manawatu Car Club family and will be toasting your victory at the 70th Dinner on the 1st July at Manfeild where we are also going to be privileged to have your Mum and brother attend. Also a huge thank you for the video that you put together for the 70th Celebration, it is truly appreciated that you took the time to do this for us.

Enjoy the success my friend, you have worked very hard for it.

Kind regards

Richie Arber                      Very proud President                      Manawatu Car Club

A few hours later came a response:

Hi Richie

Many thanks for the kind email. I'm very proud of where I've come from. Hope all is well at the Manawatu Car Club!

Warmest regards.

Brendon Hartley

## ENVIROWASTE MANFEILD 4.5 KM SEALED AUTOCROSS

June 18 2017. With some of the blocks removed from the wall now separating of the 3km main track from the 1.5km back-track, the Manawatu Car Club set up a sealed autocross that uses the whole 4.5km circuit. Chicanes were placed at 100m stretches on the straights and at the junctions to keep speeds under control.

For the morning run drivers started at pit entry, drove around the pit wall and back up to the start line for a flying start, completed a full lap of the circuit with a flying finish and returned to the pits via pit exit and pit lane. In the afternoon the run was in the opposite direction.

With transponder timing we had up to six cars on the track at any one time. The combined best time in each direction counted. We also had a closest lap challenge, clockwise to anti-clockwise.

We had 49 entries, of which 19 were rookies new to motorsport. Classes were Normally Aspirated Front Wheel Drive, Normally Aspirated Rear Wheel Drive, Forced Induction + 2wd over 3800cc and Rookie new to competition in 2017.

The first four cars were FI+ cars with Webster Gough prevailing in his Starlet Turbo and winning outright over Tim Steeneken's Toyota MR2 3.5V6 Supercharged and Alan Groves' Subaru WRX.

Scott Wild was let loose in Jerry Hoskins 'Power Pink' MX5 and headed the NARWD class and 5<sup>th</sup> overall from Vivian Eden's BMW E30 and Scott Topham's MX5.

First NAFWD was Craig O'Brien in the Mirage MIVECS, followed by Tony Birchall and Neil King, both in Honda Civics.



A long wait in the Manawatu sun



Winner Webster Gough in a shy moment



First Rookie was David Chamberlain in a Focus RS with most of the electronic aids switched off, second was Leon Cassidy-Barrett in his 4.0 litre BMW M3 and third was William Turner in yet another MX5 (they're everywhere...)

Closest time was Craig O'Brien, the difference being only 0.501sec.





Keith Pedens cool 260Z



Mr Consistency Craig O'Brien

This was a particularly enjoyable event, with many drivers making positive comments especially after a run in the 'wrong direction'. It is not often drivers get to use the whole circuit linked together.

If you missed out we will be running the Manfeild 4.5km Sealed Autocross in November as one of the disciplines of the Multi-Event Weekend.

Jeff B

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## 2017 FAEWRS R1 REPORT...

Jeff Braid

Photos by Stew Wood Photography

The mercury barely threatened double-figures as 119 cars and 34 Superkarts took to Manfeild: Circuit Chris Amon for Round One of the Feilding Auto Electrical Winter Race Series on Sunday 4<sup>th</sup> June.

The four-round series is being held over the winter months at the popular Feilding circuit, drawing clubmans racers from all over the North Island and Superkart Championship Drivers from all over the country.

With the first qualifying session scheduled for 9 am and sunset happening at 5.02pm there was no margin for error if all 25 races were going to be completed before winter darkness fell.

This goal was challenged early when 30 minutes were lost due to a crash in the first Superkart race. The rescue crew loaded three broken machines onto the recovery trailer and the walking wounded reported to the medics for treatment for various soft tissue injuries.

Further crashes in two of the following three Superkart races later in the day forced the organisers to cancel the lunch-break and reduce all the afternoon races to five laps.

Fortunately the heaviest injury was a just torn hamstring sustained by one of the faster Superkart drivers. He had nowhere to go when the kart in front seized its engine and locked its rear wheels. The collision launched him into the inside wall on the front straight at an estimated 190km/h, spilling and spinning the hapless driver onto the tarmac. It looked far worse than the end result proved.

‘This is the worst Superkart race meeting that I can remember’, commented Supertkart Race Secretary Robin Isaac. ‘We have never had so many collisions and stoppages before’.



Tauranga's Amy Smith had a near clean-sweep in Formula First. She was easily fastest in qualifying, and scored two wins and a 2<sup>nd</sup> place. She goes into Round 2 with a handy lead over Alex Hawley and Paul Butler. Speedsport Scholarship winner Taylor Hurst had a mixed day, with a 5<sup>th</sup>, a DNF and 3<sup>rd</sup> in the last race. It's early days yet and Dennis Martin assures us this boy is fast.

Eleven GTs lined up for qualifying and it was Taylor Quine who topped the timesheets from Craig 'Zippo' McIntosh and Simon Barry. He had a clear win in race 1 from Barry, with Zippo trailing in 3<sup>rd</sup>. A DNF in race 2 ended his day with Simon Barry coming from the back row to win the reverse-grid race 2 and Adam Newell holding off the rest to win the handicap. Craig McIntosh leads the championship by only 10 points from Simon Barry, with Adam Newell third.

It was great to see GT Cup sponsor Ernie Stevens finally out on the circuit in his XY Falcon 'Supercar' and posting a strong lap time in qualifying, but a broken pinion suffered at the start of Race 1 had him out for the rest of the day. Always philosophical, Ernie promised he'll be back.



Richard Clulee was the stand-out performer in IB Cup, winning the opener and the reverse grid race. The 5-lap handicap had him charging through to 3<sup>rd</sup> to top the point's standings ahead Craig Stuthridge and Justin Allen. Just off the podium was Garry Cammock in a borrowed car and Peter Edmond on the comeback trail. Geoff 'SOS' Spencer dusted off the Coresteel Holden V8 Ute and had a ball, finally cracking a 1:19 in Race 1. Here's hoping the E36 will be ready for Round 2.

Taxi Cup and MX5 Cup share a grid but race separately with the Taxis starting 10 seconds in front of the MX5s. Kerry Tong continued his strong form from last year winning all three races and taking the perfect score to lead the class from Peter Harwood and Barry Maunder.

Brothers Bryce and Gareth Hogg arrived sporting new livery for their MX5s with race numbers 1 and 2 on the doors. They weren't to have it easy as Jeremy Hoskins took P1 after qualifying with a blistering 1:24.1. For the



rest of the day it was the 'Bryce and Jerry Show' with a win and a second apiece and both cracking 1:23s trying fruitlessly to catch up in the shortened handicap race. The real winner on the day was Gareth Hogg with two thirds and a win which puts him 20 points ahead in the championship. Jerry's consolation prize was he set a new lap record for MX5s at 1:23.738.



At the other end of the field was rookie Richard Bossleman who was astounded by the pace of the frontrunners. He must be happy with a solid 3 seconds-a-lap improvement over qualifying and even got lots of friendly go-faster advice from the more experienced MX5ers. He's now well hooked.

The RS Cup field sported six women including Hillary Ashworth who is making a welcome return to racing after a long lay-off. Ernie Greenwell swapped his rapid CRX for a Toyota Levin road car and gained enough points to lead the class. Bron Bell's win in the handicap race pushed her up to second with last year's champ Rob Visser still well in the hunt in third. Mike James is close-by in 4<sup>th</sup> only a few points shy.

Jonathan Hogg had miserable luck with his Toyota Levin, qualifying third and finishing second in Race 1, but failing to finish race 2 and parked on the trailer for race 3. Let's hope round 2 is better.

Last year's SF Cup winner had the worst

start to his 2017 campaign when his Celica dumped several litres of oil in a long line in the pits to the dummy grid, where the slippery stuff pooled under his car. Fixing it meant he missed qualifying and started from the back of the field to 10<sup>th</sup> in race 1. He bounced back to win race 2 and accumulated enough points in race 3 for joint lead in the championship with Logan Moorman on 150 points.

Kieran Moorman on the other hand broke out so many times and by such big margins all his points were deducted. This RX7 driver will be moving up to IB Cup. Plenty of others copped time penalties and shuffled down the order leaving Nigel Nichols holding third only 2 points back.

The real heroes of FAEWRS Round 1 were the flaggies and rescue crews out in the field all day. It was cold, it was long and it was dark when the last chequered flag fell. We thank you all for your dedication to our sport.

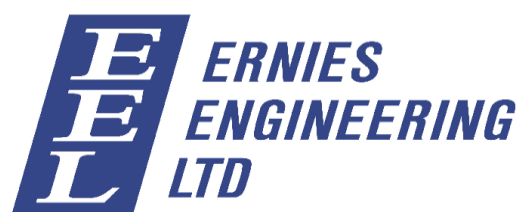
Round 2 coincides with the Manawatu Car Club 70<sup>th</sup> Anniversary celebrations. The clubrooms will be open on Saturday 1<sup>st</sup> for anyone to view our trophies and memorabilia. The test day will be running at the same time.





Remember to support our Winter Series sponsors...





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All of our Winter Series Sponsors this year are Manawatu Car Club Members and all of them will be racing in our series at some stage this year. So I ask that you please support your fellow MCC Members wherever and whenever you are able to, as without their generous support our race entry fees would be a lot higher.

Please also remember to display the correct sponsor's logos on your cars, this will be the overall series sponsor – Feilding Auto Electrical, and your specific Class Sponsor. The logo stickers will be readily available from the documentation office from Saturday afternoon of each round for you to collect.

Photos are being taken throughout the four rounds of the Winter Series, we will be displaying these photos at the Prize Giving on the 9<sup>th</sup> September so we would truly appreciate that you have the correct sponsor's logos on your cars for this purpose.

If you have any doubt as to what logo sticker you require please just ask the office staff, they will be more than willing to advise you.

Richie

# 2017 FEILDING AUTO ELECTRICAL WINTER SERIES...

## Round 1 Reflections

Happy people. The MCC organisers were more than delighted with the turn-out for the opening round. During the day one hundred and fifty one competitors faced the starter, included 35 Super Karters. Really encouraging was seeing six ladies on the grid in the RS Cup class, Tiki Mossop lined up in the Classics Cup/Saloon Trophy races while Amy Smith took on the boys in the Formula First class. A very encouraging start to the new series on all fronts...

*Late Mother's Day present. During the 'free' practice day Scott McCaskey took the opportunity to take his Mum for a hot few laps in his re-liveried BMW that's now sporting the colours of Higgins Concrete. Jane is a lady with a 'need for speed' and they both thoroughly enjoyed the bonding experience. Race day wasn't as enjoyable because the Capture Signer soon became a spectator with engine room problems on the 5th lap of the first SF Cup, a blown head gasket. It was little consolation being able to view the racing with family and friends from the comfort of the Higgins suite. Not quite the same as being out there...*

Noted. Lady Yvonne accompanied Lord Verdun on this occasion and enjoyed the environment of viewing from the parapet of the good Lord's castle, aka the Higgins suite. Yvonne is the one responsible for the outstanding egg and bacon pie that is very much enjoyed by Vern's loyal group of mates. Hot dog and chip lunches are not on the castle menu...

*Fishy tale. Word is that Ray Hartley made the day for the flaggies and rescue squadders before the racing even started. The octagonal badger had plundered the ocean once again and pulled in a good haul which enabled the 'middle' people to enjoy the delight of a large chocolate fish, a simple gesture that meant a great deal to the V-Forcers. It turned out to be the best part of Ray's day because the familiar white topped British Racing Green MG F headed for pit lane on the second lap of his first race emitting blue smoke. Sadly, it was trailer time...*



Bugger. Jonathan Hogg has had a less than auspicious start to his racing with the # 59 Toyota Levin. In his debut outing at the MG Charity Classic a leaking crankshaft oil seal ended his day prematurely, at the FAEWS opener the gearbox went AWOL. Things were looking good with second place behind Rob Visser in the opening RS Cup scratch race but that was as good as it got. The next two races showed DNS and DNS on the results sheets. However Jonathan wasn't the only Team Hogg member with problems, when son Gareth parked up in the pits after his first race it was pointed out there was a pool of liquid forming under the front of his car. A quick diagnosis confirmed it was H<sub>2</sub>O and further investigation revealed a hole in the radiator. By chance Brother Bryce's partner Alice had driven to the circuit in their road MX5 instead of her regular Honda, problem solved. A quick swap of radiators and Gareth was back on the track. Alice wasn't so lucky, she had to wait until 'Mandy the Mazda' was roadworthy again before she could go home...

*Flag Marshalls see red. Three of the four Superkart races were red flagged following on-track incidents. Three karts coming together in the first corner stopped the opening race, Race 2 didn't get that far thanks to a start line incident that brought out the broom sweepers. Race 3 was halted after a terrifying incident just past the start/finish line when an engine seized and the following driver was too close to take full evasive action, the karts collided and the 'chasing' John Crossman was thrown from his kart when it spun, he rolled down the track like a rag doll and the following drivers miraculously avoided him. Amazingly his only injury was a torn hamstring, bruises would have come later!! Unfortunately, the 'lost' time with the red flags meant that the final round of races for the other categories had to be reduced by 1 lap in order to beat rapidly approaching darkness...*



Is the handbrake on? Well known journo Richard Bosselman made his racing debut and quickly discovered that there was a big difference between the latest high performance cars with twin turbo vee-eight engines he's road tested and his 1.8 litre jappa four pot MX5 pumping a modest 80 kW at the wheels. It was a steep learning curve for the big fella but he emerged from the day with the car unmarked. To record the momentous occasion 'GoPro' cameras were mounted inside (to capture the driver's expressions and reactions) and outside the car, in the case of the latter it was mounted on a tall pole that could have been mistaken for a variation of a Len Lye 'wind wand'. There would have been some interesting footage courtesy of a butt clenching moment when RB went right out over the judder bars exiting Turn 7 on one occasion, more than adrenalin was pumping!! The best result was 10th overall in the MX5/Taxi Cup handicap race and 4th in class. The latest word is that internationally experienced racer, instructor and Manfeild TRS2 pedaller Gavin Halls has been brought onboard as a technical advisor. This is starting to get serious...

*Best start. The Reverse Grid Race 2 in the GT Cup category. Craig McIntosh demonstrated to all and sundry the full benefits of four-wheel-drive when he launched his Mitsubishi Evo off the line. 'Zippo' was amazing, threading-the-needle as he past cars left, right and centre and even took to the grass on the run down to the first corner. Never touched another car, sensational stuff. Despite recording a pair of seconds and a third placing from his three starts, at the end of the day Craig wasn't a happy chappy after reviewing his point-to-point*



*times compared to previous events. The Mitsy was sent to the Dyno Doctor who diagnosed low horsepower. The turbo engine was considered to be in a life threatening situation and urgent surgery was required, it was hooked up to the machine, adjustments were made and there were smiles all-round. When the patient arrived the reading was 370, after surgery the print-out showed 490. Thank you Doctor...*

Six cylinder six pack. The taxi ranks in Napier were another cab short with a sixth cabbie on the grid, it could have been seven but defending champion Craig Schofield was a Round 1 non-starter. That meant Kerry Tong's sparring partner was missing and the Falcon driver chalked up three from three, though he did have to work very hard in the handicap race to edge out Peter Harwood by half a second. In the same field the MX5 Cuppers continued to duel like there was no tomorrow with the result there were three different winners - Bryce Hogg, Jeremy Hoskin and Gareth Hogg. Unfortunately the second race was marred by an incident at the Higgins corner on the third lap involving Dennis Churcher and Tony O'Brien. The latter's car sustained moderate damage but was driveable (just) while the recovery trailer was required for the Pit Stopper. Closer examination revealed that heavy contact had been made because the steering and an engine mount was broken by the force. Both were out for the day...



*Super karts super-fast. As expected Ryan Urban dominated all four races that ran karts covering six categories, 35 started the day with 29 lining up for the last race. The slower runners were running in the mid-1.20s which meant many were lapped and at the checker there was only between 9 and 12 drivers on the lead lap!! Driving his hi-tech Kart International class racer Urban*

*is simply in a class of his own, clocking the fastest lap at 1.05.96 which is averaging 161.5 kilometres an hour, it's not surprising that he holds the Super Kart lap record at both Manfeild and Hampton Downs. No doubt his target is to be unbeaten after the three rounds the karts are contesting in the FAEWS, one down, two to go...*

Mixed bag. Eight Formula Firsts fronted for the opener and were joined by a Formula Ford and a sports car. Tim Rush was out getting more wheel time in his Lola T440 Formula Ford and Huw Allen ran his familiar Saker, the series sponsor is allowed some privileges!! The two 'outsiders' aren't eligible for series points but do enjoy their play time on the track. Looking at the Formula Firsters, the impressive Amy Smith got the better of the boys with two wins, a second and fastest lap of the day, 2017 Speedsport Scholarship winner Conrad Clark made a promising debut to record a first, second and a DNS, while Alex Hawley was a podium finisher in all three races. It was typical FFirst racing, setting a high standard to begin the series...

*Funday Sunday in the SF Cup. Excellent entry of 21 cars in the class with the 1.24 breakout time. Obviously Kieran Moorman had forgotten to check his clock after daylight saving ended, picking up 100 second breakout penalties in the first race, easing back on the throttle reduced that to 60 seconds in the next race!! Kieran's fastest lap was a 1.21 506 which is in IB Cup territory...*

Powder puff derby. There were 17 cars in the RS Cup entry and six of the drivers were of the fairer sex. Bron Bell wanted to race on her own at the pointy end and made a very good job of it, but further back it was 'handbags at twenty paces' between Samantha Stanley, Anna Wild, Tammy Boyden, Hilary Ashworth and Glenys Weir, it was good stuff and great to follow the place swapping. To cap off the lady's day Glenys cranked up her red BMW in Race 3 to clock the fastest lap. Take that fellas...

*Champion boat racer turns land lubber. One of the best known names in grand prix hydroplane racing is Warwick Lupton, equally well known is his boat 'Annihilator', both enjoy legendary status in the sport. The man from Waverley in South Taranaki is a two-time UIM World GP Hydroplane Champion and he knows better than most what speed is all about. The kevlar and carbon fibre 'Annihilator' tips the scales at around 1250 kgs and is*



*powered by a 510 cid supercharged Chev pumping out 1800 horsepower, that's very serious grunt!! Warwick also knows that speed can be dangerous, very dangerous. Two years ago at the Nationals raced on Lake Dunstan in Central Otago his boat somersaulted at 300 kilometres an hour (186 mph), the driver escaping with little more than bruises thanks to the craft's safety capsule. Now Warwick has expanded his racing activities and swapped water for bitumen. The hydroplaner drove a Ford Mustang in the 10-strong GT Cup field that produced three different winners - Taylor Quine, Simon Barry and Adam Newell. The newbie got better and better as the day progressed with his best lap time improving by one and a half seconds. Warwick Lupton is a welcome addition to the category and may be hoping for wet track conditions at the remaining rounds to feel more at home...*

Racing spanner man. Grant Rivers is a regular competitor at Manfeild driving his black beauty, the Ford Mustang Fastback that carries race number 333. Grant is the man behind Rivers Speed & Spares in Wanganui and the man responsible for producing prodigious horsepower for a diverse range of racing machinery that includes drags cars and grand prix hydroplanes. Grant has been an integral part of the Annihilator Racing Team since 1993 making their boats go faster and faster, no doubt he's now advising Warwick Lupton on the finer points of racing on land...

*I know that name. Lupton, Lupton, Lupton, where have I heard that name before? For many years the name has been synonymous with hydroplane racing, but winding the clock back more than 30 years the name Lupton was the talk of the country for a very different sort of horsepower. Warwick's late father, 'Snow' Lupton, was the owner and trainer of the horse that won the*



*1983 Melbourne Cup with a sensational last-to-first run on the home straight. The horse's name was 'Kiwi' and the story of the farmer from South Taranaki and his remarkable horse immediately became part of Melbourne Cup folklore. Racing followers still argue today that it was the greatest win in the Cup's long history...*

Not his day. Taranaki engineer Ernie Stevens is a man who puts a huge amount of effort into our sport, he's the one who sponsors the GT Cup category and races the # 17 Ford Falcon. Round 1 of the FAEWS was a real gut-wrencher with the day's racing lasting less than sixty seconds, Ernie deserved much better than that, hopefully the remaining rounds will be much more rewarding...

*Winner's circle. In the IB Cup the Richard Clulee/BMW combination took out two wins while Richard Ransom powered his Ford Mustang to clock the fastest lap. The big yella' 5.7 litre repowered 1939 Chev Coupé of Cam Neill headed the big field in the opening combined Classics Cup/Saloon Trophy event while John Blaikie and Dean Curtis crossed the line first in the other two, the latter's win was outstanding, coming through the big 19 car field from last away to first home. Some very interesting results across the board and a high standard of racing has been set for the 2017 series...*



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## CLUB'S BIG NIGHT OUT...

The June Track and Yak was a double header night, and a very successful one. The evening out started at the Rose & Crown before 'Arber's Army' migrated downtown to Event Cinemas for a screening of the 'McLaren' movie.

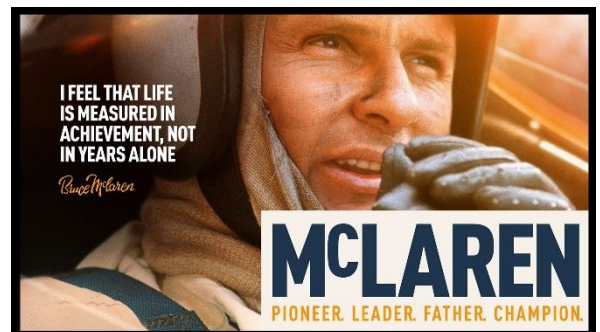
Sixty people formed the MCC group and were joined by twenty staff / clients from the ANZ Bank to make-up a full house for the charity night in the comfort of Cinema 5. Lydia Arber arranged the outing with assistance from Committee member and ANZ Regional Manager Graeme Bretherton, the SPCA and Arohanui Hospice being the charity beneficiaries - the two organisations were later presented with 'wanted' items instead of the normal cheque handover, e.g. the SPCA wanted animal blankets.

With regard to 'McLaren' itself, people's opinions varied but the old footage, much of it 'home' movie, brought back special memories for the older generation. No doubt 'McLaren' will become available in DVD format to join the outstanding 'Senna' and 'Lauda - The Untold Story' offerings in many DVD libraries.

There was much munching of popcorn, licking of ice cream and sucking of jaffas, it all added up to a most enjoyable night with the general opinion 'we should do this more often' - amen to that.

Easy to organise, and no dishes to do...

RH



MCC President Richie Arber and ANZ representative Gerald Watson "doing the honours" at both the hospice and the SPCA. Lots of goodies that were required by both organisations.





THE multi-faceted nature of Manfeild today makes it many things to many people, but the name given our venue reminds of one specific activity: Motorsport.

On July 1, the organisation that created the name – and the circuit at the facility's heart – celebrates its 70th birthday.

The Manawatu Car Club of today is, like the world-renowned racing track it created back in 1973, in great heart. With hundreds of members and an utterly professional and forward-thinking administration, it remains one of the leading New Zealand motorsport organisations.

It is amazing to think that, when the 40th anniversary of Manfeild race circuit was celebrated in October of 2013, the car club was already entering its 66th year of life.

It came about from a group of enthusiasts who, before the war, ran trials in conjunction with the Manawatu-Orion Motor Cycle Club.

Nearly all these men saw active service of one kind or another and the war over; hobbies became the order of the day, motor cycles being one of these and at that time of course only military surplus motorcycles were available at reasonable prices.

Over time, however, one of those participants began to think about using a car in similar competition. Fordy Farland owned an MG Midget and was, according to the club history, "breaking his neck to get into four-wheeled motorsport".

In those days, there was just the one car club, based in Wellington. The NZ Sports Car Club ran standing and flying quarter miles, the Paekakariki hill climb, Waikanae beach race and various trials.

Fordy attended them all, as – over time – did a number of other Manawatu locals. In time, they ventured the idea of a Manawatu branch of the Wellington club.

Long story short, it was decided to hold a meeting at Fordy's home to discuss the pros and cons of taking such a step. The exact number who attended this early meeting is lost to history, but it seems there was enough to suggest the concept had wheels.

More to the point, it was also obvious that, rather than throwing in their lot with a Wellington crowd who, presumably, would be calling the shots, those blokes began to come around to another idea. Forming their own club.

On that night, they each resolved to put in some modest funding for an advertisement, that subsequently posted in the local papers. This promoted a further meeting at the Farland home, for the purpose of the formation of "a car club in the Manawatu. Those interested please phone 5977 or attend at 8pm the night of June 25, 1947."

It was at this meeting that the Manawatu Car Club came into being. The local enthusiasm for motorsport was great indeed. Consider that, within a few years, these folk were the architects of the country's greatest circuit race, the event we are so proud to maintain host rights to: The New Zealand Grand Prix. The very first was staged at Ohakea on March 18, 1950.

Their true opus, though, has to be Manfeild circuit. Moves which produced our venue go back to 1963, when Royal New Zealand Air Force operational requirements halted 12 years of motor racing at Ohakea.

The club needed somewhere to race. They bought a farm on Rangitikei Line, at Newbury, but quickly determined building a circuit there would be thwarted by road access limitations.

A brief consideration of developing Taonui airfield for motorsport led to conversation with the Feilding I A and P Association about a large tract of marginal – mainly swamp – land adjacent to Feilding. The farm was sold; the money went into this new property and project.

Manfeild's 3.033km layout was drawn up on a kitchen table by circuit promoter and car club stalwart Rob Lester. The layout was influenced by Chris Amon. The banked corners are a unique feature reflecting Amon's input. Said Lester: "A prevailing view was that a tight track provided for closer racing – Amon refuted this and opted for the more open, flowing design." This, he said, would better meet another aim: To achieve a top end formula average speed of 160kmh. A bold call at the time was clearly the right one.



Julie Keane  
CEO

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**Terrace End Carpark**  
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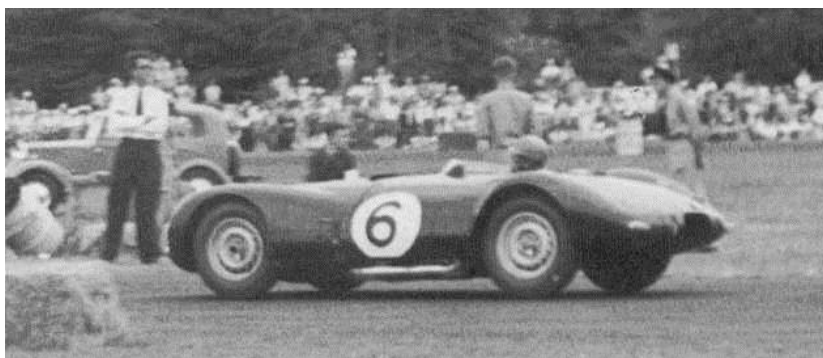


## DOUBLE DRIVING...

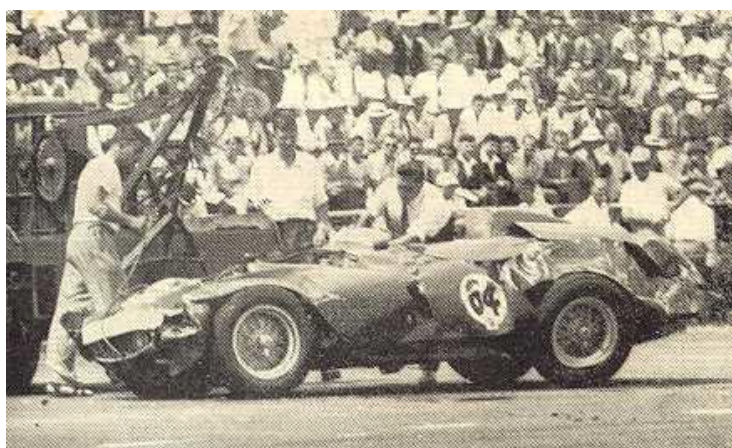
Back in the 1950's and 1960's a small number of the overseas drivers who came to New Zealand for the International series brought two cars, a single-seater for the main race and a car for the supporting sports car or saloon events.

It began in 1956 when successful English amateur driver Peter Whitehead returned to our country for the third time, his Ferrari Tipo 500 monoposto being accompanied by a front-engined 3.4 litre Cooper Jaguar sports car.

At the opening meeting at Ardmore Whitehead finished 2nd in the sports car race behind Stirling Moss who was driving the remarkable 1.5 litre Porsche 550 Spyder owned by Alan Hamilton, the Australian Porsche Distributor. Later in the day Moss won the NZGP in a Maserati 250 F with Whitehead finishing third in the Ferrari, his Cooper Jaguar was two places further back. How come?? In practice the 'experimental' Aston Martin single-seater of compatriot Reg Parnell had destroyed its engine, and he was offered the sports car so that he could compete. The Porsche also started in the GP race and finished 11th driven by Australian Frank Kleinig.



The following year two 3-litre Ferrari Monza sports cars were landed on the Auckland wharf, brought down-under by Ken Wharton and Peter Whitehead who were to race a Maserati 250 F and Ferrari 555 Super Squalo respectively. Tragedy struck at the opening NZGP meeting when Wharton was fatally injured in an accident during the supporting Ardmore Handicap sports car race. The Monza was rebuilt, had several owners and V8 Corvette engine transplant before being acquired by the Southward Museum with many visible signs of neglect. The Ferrari has been restored to pristine condition with its original engine and is one of the collection's prime exhibits.



Whitehead brought out the other Monza for Ross Jensen to drive in the international series, and the Englishman's faith in the Aucklander was fully justified. A year earlier Jensen had made a big impression in an Austin Healey

100S and quickly adjusted to the more powerful Italian car, scoring a string of 4th places at Ardmore, Wigram and Dunedin and 5th place at Ryall Bush in Southland, also claiming the New Zealand Gold Star. At the end of the series the Monza returned to England with Whitehead's Ferrari 555 that placed second to Scuderia Ambrosiana team mate Reg Parnell in the NZGP and won the Lady Wigram Trophy and Ryall Bush races.



In 1962 Bruce McLaren and popular Scotsman Ron Flockhart arrived with 100 mile an hour Mini Coopers that added massive interest to the saloon races. First up the pair finished 4th and 5th at Ardmore, down SH1 to Levin where McLaren was sensational, long remembered is his duel with Palmerston North's Kerry Grant in the Austin A40 Farina. Grant spun, McLaren won. A week later the car was protested out of the Wigram race on a technicality, McLaren won again at Teretonga - the following day he began the drive back to Auckland in the same car!!



McLaren returned with a more powerful Mini Cooper the following year. He was beaten by a 3.8 litre Jaguar at Pukekohe, won at Levin, there was a DNS at Wigram, and another win at Teretonga - impressive stuff as David dealt to the Goliaths in the form of 3.8 Jags and the like.

Ron Flockhart was very highly regarded following back-to-back Le Mans 24-hour wins in 1956 and 1957 driving a D-type Jaguar for the famous Scottish Ecurie Ecosse team. He drove examples of Maserati, BRM, Connaught, Cooper and Lotus in Formula 1, his biggest success in New Zealand was winning the 1959 Lady Wigram Trophy race driving the front engine 2.5 litre BRM P25, beating the Cooper

Climax pairing of Jack Brabham and Bruce McLaren.

Flockhart also have a love of flying which later cost him his life. In 1961 he made an attempt on the Sydney to London record but crashed his WWII P-51 Mustang at Athens. He secured another P-51 for a second attempt the following year but was fatally injured when the aircraft crashed in poor weather conditions during testing...

RH





## THE RALLY GAME...

Back in 2011, Woodville Author Gayle Cresswell published a novel with the title "The Rally Game".

It's a fictional story about a young mechanic who dreams of becoming a champion driver. The book's hero has an old Ford Escort, the young heroine a supercharged Lada!! It's set in the era when cars like the DX Corolla, Pulsar, Lancer EX, Starlet etc were popular choices, while the 'big boys' ran BDA Escorts, Evos, Starions, Legacys, RX7s and the like - two of the braver drivers competed in V8 powered Hillman Imps!!

After reading the 273 page paperback you are left with the impression that the author had a very good understanding of rallying as she paints a generally believable picture for readers and rightly deserves a great deal of credit, particularly remembering that it is a fictional story. But wait, there was a level of 'outside assistance'.

On page 3 is a very familiar name under the heading **Special Thanks to:**

Trevor Weir, for always being willing to answer my questions about the rules of the game, and other technical matters, and spotting any mistakes before I embarrassed myself with them.

The MCC magazine editor has contributed a great deal to motorsport in a variety of ways over the years.

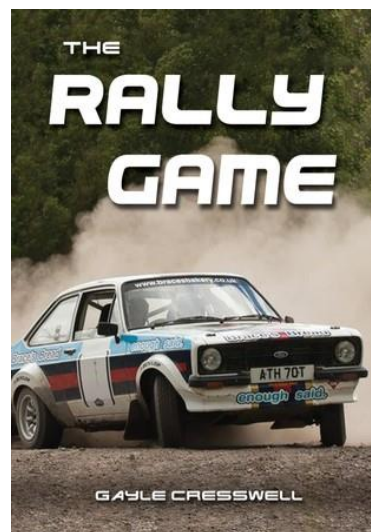
The same page also carries an appropriate by-line that relates to the story – ***God created gravel, go forth and worship him sideways!***

PS The mention of V8 Imps in the book is interesting. On the surface such a car seems highly improbable, but don't scoff.

A brave man named Harry Defoe raced a V8 powered Imp in the Australian Sports Sedan Championship back in the 1970's. The 998cc alloy engine was replaced with a 302 cid Ford V8 that was later replaced by a 351 cid Ford Cobra, the front of the engine was alongside the driver's left elbow!! The Imp also featured a huge rear aerofoil wing mounted on high struts, apparently it was very quick in straight line but corners were a very different story. If a V8 Imp was a handful on bitumen it would have been extremely exciting to drive on gravel!! The Defoe V8 Imp was just one of many outlandish sports sedans that were created on both sides of the Tasman.

In the early seventies, here in New Zealand two Hillman Imps raced in the 0-1000 cc class in the New Zealand Saloon Championship class driven by Jim Richards and Roy Harrington. Powered by a derivative of the alloy Coventry Climax fire pump engine, the Imps were as quick as the best Minis but suffered reliability problems. The Richards' car is better remembered because of the 'Sidchrome' livery and it has been fully restored by its Dunedin owner - Jim drove it again at the Dunedin Street Race meeting in 2006. Much better remembered is the fabulous 'Sidchrome' Ford Mustang that was raced by 'Gentleman Jim' - he was a man who raced cars at opposite ends of the scale, and a few others in-between....

*Eds note. For those familiar with the Dannevirke Car Club and the Central Region competitors of the time, many of the venues and cars will ring a bell though of course all mixed up in the best literary tradition. The characters, well let's just say they are very loosely based on a few familiar faces. Read the story and see if you can make the connections. Gayle has written a very good book aimed at the young adult market but highly readable by all. The Imp mentioned is closer to home – Robin Fecks one, now Hyabusa powered.*





## OUR MAN STILL LEADER OF THE PACK ...

MCC member Fabian Coulthard retained his lead in the Virgin Australia Supercar Championship following Round 6 at the Hidden Valley Raceway in the Northern Territory.

Qualifying for Race 1 saw Rick Kelly claim pole position in his Nissan Altima ahead of Scott McLaughlin and Coulthard. 42 laps later, after one safety car intervention, Fabian crossed the finish line 3/10ths of a second ahead of Scott in an impressive Shell V-Power 1-2 formation finish, and bagged 150 championship points for his effort.



Such is the high level of competition that Kelly missed the cut for the Top 10 Shootout for the longer Race 2. McLaughlin scored his 7th pole position of the year and drove a flawless race, pitting 5 laps earlier than Jamie Whincup in a strategy that worked perfectly - even on fresher tyres the Triple Eight driver couldn't match Scott's pace in the closing stages.

The racing was as hot as the NT weather and behind the leading pair there was a 270 km/h six car freight train on the long main straight for lap after lap chasing the leading pair. At the end of the 70 laps the bumper-to-bumper duel between Shane van Gisbergen headed Coulthard for the final step on the podium in favour of the back-on-form SVG - it was a most satisfying weekend for the speedy kiwis.

When the sun set over Darwin Coulthard held at 10 point championship lead over Scott McLaughlin with 8 rounds to be run, including the three big Enduro Cup events, next up is across the border in Queensland for the Townsville 400 at the Reid Park circuit on 7/8 July.

Right now the 'Win Scoreboard' makes great reading - NZ 11 - AUS 1, sorry cobbers!!

To cap off the weekend, a delighted Fabian announced to the world that he and his partner are expecting twins and will become parents in October. It could be a very busy time for our man because in the same month comes the Supercheap Autos 1000 at Bathurst on the 5th to 8th and two weeks later the Gold Coast 600 at Surfers Paradise - 'The Captain' (Roger Penske) may need to have his private jet on stand-by...

RH

## LOOKING BACK...

I believe I have already mentioned running a gravel sprint on the service roads of the Linton Army Camp, aided enormously by the fact that Dave Hayward was very high up the Army food chain at the time. I'm sure it was used as an exercise of some sort by some of the Army grunTERS, but really it was just a damn good venue and a good excuse to sling gravel, much to the dismay of those trying to use the golf course. There was an attempt to contain the worst with scrim, but those stones sure can fly!! The after match at the mess was also most entertaining. If my recollection is correct it was run in 1979 and again in 1980.



Amongst those that came out to play were Bruce Herbert in his first generation Lancer rally car, here showing signs of usual damage that seemed to follow him in the early days. I remember one rally (Taranaki if my memory serves me) where there was a big long straight, over a brow, and shortly after the brow the road did a nasty right / left jink. When we arrived the Lancer was pretty far out in the paddock, looking decidedly secondhand, and with a despondant Bruce and co-driver Tony Jury waving to the passing cars. Apparently they were going so fast over the brow that the corner was not an option, and some low flying ensued!!



The special is one of the Rush built devices, though I'm not certain who the driver is, perhaps one of our readers can help here?? Maybe one of the Rush boys, or perhaps Nimmo Sandilands who I know ran one of the cars for a year or two). Based on VW running gear in a homebuilt spaceframe chassis they were not terribly sophisticated, but

were light and with excellent traction, making for a pretty effective club car. I'm not sure that cage would be acceptable nowadays though!! Ahhh for the good old days when Health and Safety had yet to be invented.





Vallis Peet had built a Corolla rally car based on the Toyota team cars, and no doubt with reference to GG41, with all the good TRD gear in it. He and Len Fisher entered the 1977 International Rally, was it in this car?? Did it use any of the spares that came with the factory T27 cars?? One of our members must know the story of this car, which I would love to know. Likewise Peter Jarratt had an immaculate Corolla Levin road car which benefitted from his friendship with Vallis and the fact they both worked for Toyota I believe.



The Chevette was Warren Hislops car of choice, I could unkindly say it was probably taken off the lot for a few events and then sold on as "one little old lady owner" however I think it was the family car of the day!!



Fellow car dealers Mike and Jim Brown of Brown Bros Ford, Pahiatua, were frequent competitors, Jims Mk 2 RS2000 featuring in the May magazine. Mike and his wife Marie were often in the 1600 Sport shown here. Just to show how collectable these have become, one was sold on Trade Me just this week, looking pretty immaculate after (I presume) a Hoffman Ford groom, but with one weak cylinder, and it made just over \$28,000. Not bad for a car that was originally some \$9000 brand new. Marie Brown was Ladies Club Champion for several years so, and Mike was always competitive. Somewhere I have a photo of the Browns turning up to a fancy dress MCC do as gangsters and molls, complete with a violin case and 1930's Ford V8. I must find it.



I don't recollect the reason exact reason the venue was lost to us, but I suspect it was because Dave moved on to become RSM at Waiouru and no doubt the new Commander at Linton wasn't a motorsport enthusiast. That move however opened up the fabulous Waiouru Army roads to the Daybreaker Rally, but that, as they say, is another story

TW



# WE WANT YOU



## TO EXPERIENCE MOTORSPORT FROM THE INSIDE



**ENVIROWASTE BACK TRACK SEALED AUTOCROSS**  
**SUNDAY JULY 16<sup>TH</sup>**

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



# Event Calendar

## JULY 2017

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

Saturday 9<sup>th</sup> Envirowaste Track Day Series Round 4 (Final)

Sunday 10<sup>th</sup> Summer Series Round 1

# LOCKIT

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# Come Racing With Us

## PARTING SHOT...



Brian Terry's bewinged Datsun 1600 was a regular on the club and rally scene and with some lightweight panels, a decent engine, sorted independent suspension, not to mention a very good peddler behind the wheel, it was consistently quick. It's still in the family too, though Brian has for a number of years continued to refine his indecently quick MR2. Did you know that Brian spent time with the DJR team as their composites expert?

