

Manawatu Car Club Inc

MAGAZINE

JULY 2018



Something for Everyone

EDITORSPEAK...

Even though I'm an "almost" Jaffa (we look across the harbour at all the real Jaffas!!) I like to keep up with the Manawatu news and gossip, so it was with interest that I read the Manawatu Standard article that states the Manawatu Gorge replacement road isn't due to be started for another 2 years, and will take at least 4 years to build. I normally try not to be Mr Negative but for f%\$# (sorry, goodness) sake. Am I the only one to find this ludicrous? Why can't this project be fast tracked? Do the powers have no idea how much of an impact the current situation is having on the lower half of the North Island? That this is THE East – West corridor for the area? How frustrating it is for anybody having to travel via the Saddle Road, especially the truckies? How disruptive it is to Ashhurst Township with suburban streets having to cope with traffic volumes they were never designed for? That heavy vehicles and children are not an ideal mix? Clearly not. Have we such a red tape bound bureaucracy that common sense can't prevail? Clearly.

I know that the Saddle Road has had a fortune spent on it, but it remains a stop gap measure, and even with all the straightening and widening, the fact remains that it just wasn't designed or built to the standards required for its continued use as a major arterial route. Yet six more years?? The promised Ashhurst bypass has not materialized yet, and no doubt never will as the corridor it was to use slowly disappears into the Manawatu River while the authorities involved argue over who is responsible for shoring up what's left. What a farce. I just don't get how millions of dollars of "our" money is seemingly squandered by faceless bureaucrats that have no accountability.

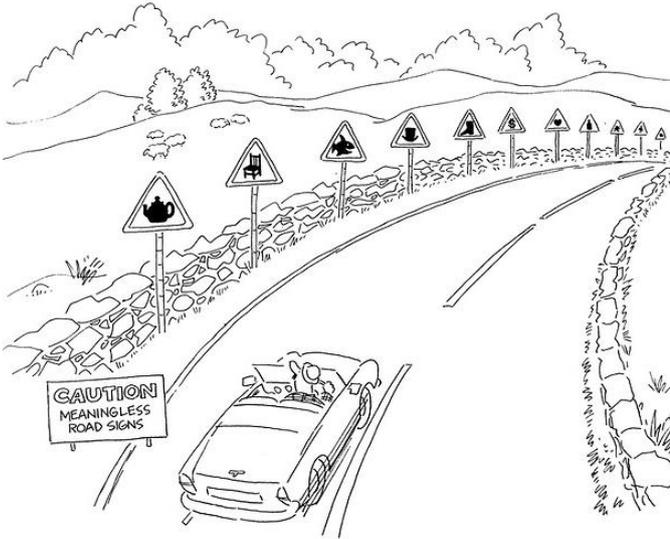


Yes, I know it's not the first time I've had a crack at bureaucracy, and it's probably like a broken record, but please tell me it's not just me being a grumpy old fart

But wait, there's more. The same article stated that it was going to cost \$50 million to clean up the Gorge once the big slip has stabilized. What ?? For the love of God why are they going to do ANYTHING with the Gorge, let alone spend the kind of money that would pay for some 800 new teachers to be employed for a year? What happens when it is cleared? Are they intending to open it again? If so, why? What about ongoing maintenance if that's the case? So many questions and so few answers from our wonderful NZTA. I always knew Wellington was famous for its wind, I didn't realise so much of it whistled straight through the gap between the ears of so many that work for certain government departments!!

And clearly whatever the disease is that infects NZTA, it is spreading. Auckland Transport have recently been "upgrading" road signs on a 4.5 km stretch of rural road that leads from the many 10 acre lifestyle blocks in the Hunua Ranges to the edge of the city proper, in an effort to increase safety. There are now over 100 signs on this stretch of road, many of which, I kid you not, offer completely contradictory advice. How about a corner clearly signposted as 45 kph, followed by another sign closer to the same corner showing 25 kph. Or a clearly indicated left turn that would have you up an unsuspecting cockies tanker track. Not to mention the new sign carefully placed so as to be invisible behind an existing pampas bush. Or those that have been conveniently placed so they block gates to paddocks. Of course the Auckland Transport spokesman was quoted as saying that "the placement of signs was chosen based on the geometrics of the bend, then the locations are checked to ensure they are not a hazard or block access". Yeah, sure. So is this done using Google Earth or does someone actually hop in their car and go and take a look at the reality of the situation? To his (dis)credit he pointed the finger at the contractors who in some cases "had not installed signs in the correct locations or with correct clearance from the edge of the road". Sorry, passing the buck while holding your hands up and saying "not my fault" is symptomatic of the disease. Clearly

someone isn't doing their job somewhere in the chain.



The scary thing is, in the modern commercial environment (i.e. the REAL world) whoever was responsible would get a severe bollocking if not worse. Businesses simply can't afford to do work twice, but such ineptitude seems to be tolerated when it's the Council or the Government. Please feel free to step in here and offer me an alternative view Helen or Grant, if you are reading this. Perhaps the Government, having decided the best way to eradicate M Bovis is to cull and kill anything that shows signs of the disease, should apply this same rationale to their departments?

And while I'm in full negative mood, I note with interest that the Waikato Region Transport Committee have recently passed a unanimous vote asking to have open road speeds on rural, council owned roads cut to 80 kph in a bid to reduce fatalities. Yep, I'm sure that will work too

So, on a positive note, it's great to see such a good start to the FAEWS, with an awesome entry and some spectacular racing at Round 1, and even the weather kinda played ball. The next round is only days away so if you are not running or helping, how about wandering down to soak up the atmosphere and get your fix of superb "grass roots" motorsport.

Remember too to have a go at the Transpec GT Oils autocross series. These are a great low cost, low key, stress free opportunity to spend time on the track, and you can use your everyday road car, so no excuses. Check the website for regs and entry forms.

Poor Brendon Hartley just can't seem to get Lady Luck on side so far this year. It's just little things that are not coming together (well, OK, it was the rather large Williams of Lance Stroll that came together with him in Canada) and it is a real comment on his mental fortitude that he remains positive and upbeat. Let's all hope for an Austrian Grand Prix result that he oh so much deserves.

If you haven't done so already, please take the time (a few minutes only) to complete the online survey regarding this magazine that you will have seen pop up in your inbox. To gain any useful information we need a good sized sample so that we get a true representation of your wishes, which will determine the future direction we take.

Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 10th July 2018.

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

Why not join us for a yak about what is happening on, and off of, the track!



Events Calendar

JULY 2018

- Saturday 7th Feilding Auto Electrical Winter Series Test Day
Sunday 8th Feilding Auto Electrical Winter Race Series Round 2
Sunday 15th Transpec / GT Oil Back Track Autocross
Saturday 20th North Island Endurance Race Series
Sunday 21st North Island Endurance Race Series

AUGUST 2018

- Saturday 4th Feilding Auto Electrical Winter Series Test Day
Sunday 5th Feilding Auto Electrical Winter Race Series Round 3
Sunday 19th Transpec / GT Oil Back Track Autocross

SEPTEMBER 2018

- Saturday 1st Feilding Auto Electrical Winter Series Test Day
Sunday 2nd Feilding Auto Electrical Winter Race Series Round 4 (final)
Saturday 8th Feilding Auto Electrical Winter Race Series Prizegiving – MCC Clubrooms
Sunday 16th Transpec / GT Oil Track Day Series Round 2

OCTOBER 2018

- Saturday 20th OctoberFast
Sunday 21st OctoberFast

NOVEMBER 2018

- Saturday 3rd Transpec / GT Oil Track Day Series Round 3 / Multi Event Weekend Circuit Sprint
Sunday 4th Transpec / GT Oil Multi Event Weekend – 4.5km Autocross & Motorkhana
Friday 9th MG Classic Race Meeting
Saturday 10th MG Classic Race Meeting

Sunday 11th MG Classic Race Meeting
Saturday 17th ShowVember Drift tutoring

DECEMBER 2018

Saturday 8th Transpec / GT Oil Track Day Series Round 4 (Final)
Sunday 9th Mitre 10 Mega Summer Race Series Round 1



**MASTERTON MOTORPLEX
23rd SEPTEMBER 2018**

Dual-Car Sprints - Actually it's drags cos they got the Xmas tree and everything...

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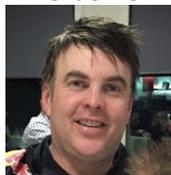
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Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

So yep my Grandson got an Uncle... So before you start melting brain cells trying to work that one out, Lydia and I had a baby boy – Jack Gerard Arber on the 14th June at 4.10am. “Jack” as we just like the name, well that and it happens to be the name of my favourite serial killer “Jack the Ripper” and actor Jack Nicholson... I’m kidding on one of those by the way. And “Gerard” after his Grandfather (my Father) who passed away back in 2014. He became an instant Uncle as my first daughter (Alyssa, now 26yrs old) had a son (Lincoln) about 13months ago... so I hope you got all of that...whew! Both Lydia and Jack are doing great which is all you can hope for.

Some months ago Lydia and I had joked about the possibility of being in hospital at the same time and guess what... we were! I was booked in for an operation on the 18th June for my ongoing issue, and Lydia was due on the 13th June. On the 12th June I had a couple of complications that needed to be operated on urgently so in I went... In the afternoon of the 13th Lydia came to the hospital to visit me and said that she had seen her Midwife that morning as she was bleeding a bit so she was coming in that night at 5.30pm to be monitored. I told my nurse that I was going for a bit of a walk and Lydia and I shot home and gathered up everything we needed just in case she wasn’t going to come out until after the birth and we went back to the hospital. We set Lydia up in the Maternity Ward and I went back to mine. Later that night Lydia called me and said that she was definitely in labour and could I come on down to Maternity, so I waddled down and about four and a bit hours later Jack arrived in the world. I spent the next two nights in Maternity with Lydia and Jack as Lydia had some complications later on that required urgent surgery so I got to look after Jack, which was a cool experience for the both of us. We all got out on the 17th June. My 18th June operation was postponed for a few days due to swelling so we got to spend a few days all together at home before I headed back in for my seventh, and hopefully final, operation on the 22nd June, which went well from all accounts – I write this while lying on the couch at home. So a busy couple of weeks, but oh so worth it to extend the Arber and MCC Family.



The lineup of three beds...



Lydia and Jack (who was just an hour old here)

It’s funny how quickly things change when you bring a baby home to a motorsport household, you go from talking about what next part you are needing to buy for the race car to talking about sleeping and feeding patterns, how well he is pooping and how many layers he needs on him to keep warm. Raising a child, like motorsport, is all about trial and error, you do all of the research, listen to all of the advice, you then plan things, try them out and they either work or they don’t... Murray Starnes and I catch up regularly, the conversations are always about the MCC and Motorsport but last time it was all about babies... my how quickly things change...

I did manage to get one fix of motorsport action in the month of June and that was at the first round of the Feilding Auto Electrical Winter Race Series. The first round was on the same weekend as Queens Birthday so we were a little worried that numbers might be down as some people had already hinted that they would be away that weekend with the family, and so it was, not by much though as we had a lot of newcomers at the first round which was awesome to see. All of the grids were of a good size and the racing was just as good as any of the other rounds we have had over the years, so it was good to be able to be there. Roll on Round Two!!!

We have just completed a survey which asked some questions about this publication. We had a good response to the questions asked and overall most are happy with what you receive..., some not as happy, but as a very wise man once told me "you can't please all of the people all of the time, so don't even try as you will end up losing a part of yourself that you will never regain", so while we are definitely going to take some things on board we won't be able to please everyone all of the time. One thing that a lot of you have asked for is some more variety in the publication, which we have also been seeking for some time now. We have constantly asked for anyone to send material in and have even approached people directly to contribute... but alas to no avail. So yes we would love more variety but we need more people to contribute rather than just the three or four people that currently do, who I will remind you are all volunteers and do all of this in their own time and who don't get paid for it. If all of them / us stopped for any reason there would be no publication. So if you have a story you would like to share please send it in, with some pictures if you have them (as everyone likes pictures it seems), don't be shy or worried about what people may think of your story... remember you can't please everyone all of the time!

So the challenge has been set, who has got the courage to write up a story?... maybe a newbie to Motorsport who can give their thoughts on their first few experiences, a volunteer who can give us a track side view of the racing and their experiences of being that close to the action, or a member of a race team that has had some cool experiences either at Manfeild or from around the world... there is no limit to what it could be about!

Our Member of the Month this month is one such cool story, David is not afraid to share things about himself that maybe other people would not be able to, I say good on you mate, this takes huge courage and I personally applaud you for doing it.

Richie

Feilding Auto Electrical Winter Race Series

Round 2 - Sunday 8th July '18



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MCC CLUB MEMBER OF THE MONTH...

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

NAME: David Anstis

BORN: 11th December 1970

OCCUPATION: Auto Electrician

RACE CAR: Honda EG Civic

EVERYDAY DRIVE CAR: Toyota Hiace

DREAM CAR: 1974 Datsun 1200 SSS

YOUR BEST MOMENT IN MOTORSPORT?

Lining up on the start line each race meeting

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

Always wanted something to do with cars and racing. Mainly a family affliction passed down from my Grandfather to my Dad, and onto me.

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

Dave Grohl, Will Ferrell and John Cleese

WHO WOULD YOU PLAY IN A MOVIE?

Ricky Bobby...Talladega Nights

THREE WORDS THAT BEST DESCRIBE YOU...

Competitive, funny and loquacious

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

1965 Chevy Impala SS...powerful, makes a statement, great lines, plenty of room inside and plenty of tough steel to keep the family safe

WHAT IS YOUR SECRET VICE?

Milk bottle lollies

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

On a slightly serious note. I was diagnosed with anxiety and depression several months ago. I am lucky that I have had great support and help. Never be afraid to talk to people and ask for help. You will be surprised that you are not alone.

FAVOURITE QUOTE...

When I die, I want to go peacefully like my Grandfather did, in his sleep -- not screaming, like the passengers in his car.



Allan was right. Go back to the February issue and check the photograph on page 7. It shows Richie and an expectant Lydia Arber with Australian Touring Car legend Allan Moffatt. The Ford driver is holding a card that loudly and proudly predicts that the heir to the Arber throne and empire would be a boy. He was right on the money. Jack Gerard Arber raced into the world at 4.10am on 14 June, tipping the scales at 6 lbs 9 ozs. The very proud parents with strong Manawatu links can be forgiven for the fact that the original announcement was made by an Australian at Hampton Downs...



Big call. Long-time motor racing followers will be shocked with the news that the Lady Wigram Trophy is off the menu for the 2019 Toyota Racing Series. The TRS round at the Mike Pero Motorsport Park (Ruapuna) near Christchurch has gone from the calendar, next year the opening round will be held at the Highlands Motorsport Park in Central Otago on January 10-13. The Lady Wigram Trophy is one of this country's three most important trophies in open-wheel racing, being first competed for in 1951. During the past 67 years there have been 12 years where the race hasn't been run, 2019 will be number 13! What will happen in 2020 is anyone's guess...

Great work. The early arrival of darkness caused a few problems for everyone involved with the Winter Series opener. As the day headed towards its conclusion there were handicap races, laps were dropped off to save time, Race 22 from 6 to 5 with the final two races further reduced down to 4 lappers. That meant the handicapping had to be re-evaluated and full marks must go to Chief of Timing and Scoring Jacquie Mannes for her outstanding work at short notice. The finishing margins between first and second in those three races were 1.212, 0.735 and 0.483 seconds. Couldn't be much closer...

Justified the switch. Following his recovery from hip replacement surgery Russell Byne went from Safety Car driver to IB Cup Race Car driver. The Nissan SR20 DET (the 'T' stands for Turbo) powered Mazda RX7 was dusted off and the club's sprint event specialist was well rewarded. Twenty cars faced the starter and the one wearing # 114 ended the day with placings of 14th, 9th and 2nd. Maybe that poses the problem of which seat for Round 2? On the strength of the Round 1 performance the good money will be on the Race Car...

The domino effect. With Russell Byne opting to race there was a vacant seat behind the wheel of the Holden Monaro Safety Car. The obvious replacement was the experienced Naomi Bray, but the good lady already had an important role as one of the CRO's. Seat still vacant. Up stepped Ray Hartley who had earlier offered his services to be behind the pit lane microphone, so the highly experienced racer quickly went from 'gum pumper' to 'pedal pumper'. Nothing quite like being versatile...

Like a Boy Scout. Mazda MX5 front runner Bryce Hogg blew a gearbox during Saturday's practice sessions. 'Be Prepared' is the Scout's motto, Bryce was, fitted the spare and ended Round 1 at the top of the class points table. Defending SF Cup champion Graeme Bretherton wasn't so fortunate, gearbox problems in practice saw Sunday's result sheets showing DNS, DNS, DNS so things can only improve for the Commodore driver. They should because the rebuild includes new gear selector forks and clutch assembly. IB Cupper Simon Hetterscheid was another who suffered with gearbox problems but he did do slightly better than GB, he covered one racing lap before it was trailer time. So there was good news for one, not so good for others, but that's motor racing...



Reved out. Last year's MX5 Cup champion Gareth Hogg raced a horse of a different colour in WS1. His mount for the IB Cup races was the black Toyota Levin carrying # 59 from his father's stable, the day producing a trifecta of 6th place finishes. His lap times were 3 seconds quicker than Jonathan's best, but there may have been a reason for that. Gareth was revving the four-lunger with more than 250,000 k's on the clock out to 8,000 and that hadn't happened before! Any cobwebs that were in the motor were well and truly blown away...



A false picture. The meeting was 'live streamed' to the wider world via Facebook and the Video Hub website and with only two cameras the VH crew covered the racing remarkably well. As the meeting progressed home viewers had a completely different idea of what conditions were really like for the drivers, officials and spectators because the hi-tech cameras compensate for the light, so in the final race that took place in darkness the pictures looked more like mid-afternoon! There was some very good racing for the home stayers to look at though...

High Liner. Joanne Dunn was one of the star performers in the opening round of the 2018 Feilding Auto Electrical Winter Series. The Mazda MX5 pedaller appeared to get braver and braver as the afternoon progressed and was in sensational form when it came to the final RS Cup race of the day that was run in near darkness. Joanne's night vision was amazing as she powered around the corners at the outside edge of the track overtaking car after car. She won the drag to the flag in Race 3 after the most daring overtake of them all at Turn 7, somehow she kept the Mazda inside the judder bars! Pure magic...



Double delight. Former speedway stockcar racer Eddie Arnold had a particularly busy day at the Winter Series opener. The reason? He raced in two classes in two different Honda Civics with both wearing # 81. The RS Cup car is road registered and has a Warrant of Fitness, the IB Cup car has been repowered with a bigger engine from a bigger car in the Honda range. The result sheets made good reading - RS Cup 5/2/2, IB Cup 17/17/1. Winning the 6 lap IB Cup Handicap was a stunning turnaround, overall a good strong start when you look at the points chart...

Talking Honda. One of the 'perks' of being a high profile racing driver is having a drive car as part of the 'package', it's an area where Brendon Hartley has done rather well over the years. There were Mercedes Benz when he was the F1 team's simulator/test driver, joining the Porsche WEC squad saw a switch of personal transport and now the wheels have changed again with Scuderia Toro Rosso Honda. His Honda Civic Type R 'company' car might not be as flashy as the previous Mercs or Porsches, but surely the ultimate compensation is the seat in his 'work' car. The latest Civic turns the clock back. "Would you believe it, my first ever road car was a 1996 model year Honda Civic. So it's nice to get the upgrade to the Type R. The only downside is that, with 21 Grand Prix and the really busy F1 schedule away from the track, I won't get to drive it as much as I would like'. Shame that as the Honda Civic R-Type is a genuine 'pocket-rocket' and would bring considerable driving pleasure, even to someone who drives in the fastest lane. Just the toy to hone your skills on those amazing European mountain passes...



Where have the people gone? The June Track & Yak was a rather muted affair with both ends of the Rose & Crown being almost deserted. The MCC table eventually grew to eight people. The night wasn't cold, it wasn't raining and there didn't seem to be anything special on television. Maybe club members are simply preferring their own company on the second Tuesday of the month...

Getting away from the Kiwi winter. Both Brian Davies and Bryan Hartley have headed to warmer climates to enjoy the delights of highly fashionable European River Cruises on luxury long ships accommodating around 160 passengers. The river of choice is the 1,230 kilometre long Rhine that originates in the Swiss Alps and passes through Liechtenstein, Austria, Germany, France and the Netherlands before it empties into the North Sea, however the two 'B's are going in different directions. BD's river voyage ends in Amsterdam where he joins a second cruise to Barcelona on the high seas. The BH cruise is in the reverse direction and ends at Basel in Switzerland. There's a train journey across the border and he arrives in time for the Austrian Grand Prix. Funny that...



A lot of reading. For those who prefer to read short stories or articles it would be a good idea to turn down any offer to read Fernando Alonso's contract with McLaren. There are 1,488 pages in the document, imagine the amount of fine print to clarify and absorb before signing on the dotted line. The offset is having a salary of NZ\$45 million a year plus bonuses. Lots of reading, but lots of dollars too...

Who is Jaxon Evans? If you follow the Porsche Carrera Cup Australia Championship you will know that he drives the # 7 Morris Finance car and currently leads the 2018 series. 'Jax' drives for Queensland based McElrea Racing that's run by ex-pat kiwi Andy McElrea who had his own successful racing career, while his father Rod was one of the top South Island OSCA drivers who raced at Manfeild during the 1970s. So where does Jaxon fit into the Evans story because he's not related to the high profile Owen, Mitch and Simon Evans. He's the son of John and Debbie Evans and has a very strong family link to Manfeild. His grandparents are Rob and the late Wendy Lester, while his mother raced in both open wheel and saloon categories during a career that began in the 1985/86 season driving in the Dunlop NZ Formula Vee Championship, scoring a win and another podium finish. In her second season there were three podium results in the 10-race series. For 1987/88 she progressed to the Motorcraft NZ Formula Ford Championship. In 1986 Debbie also joined Brother Richard to contest the NZ Production Car Championship and her talent was recognised when she was awarded the Steel Trophy for the most promising Under 21 driver. Natural talent is definitely in Jax's genes...



Listen to the boss. Jaxon Evans has to look no further than his mentor if he wants sound advice. Andy McElrea won the Motorcraft NZ Formula Ford Championship in 1991 and the 1996 NZ TransZam Championship where he raced against the likes of Peter Brock, Jim Richards and Kayne Scott. He was a two-time winner of the Jim Clark Trophy before he moved to Australia in 2001, 8 years later he founded McElrea Racing that is today regarded as one of the best teams in the business. Over the years MR has achieved success in the Fujitsu V8 Supercar Championship, Australian Mini Challenge, Porsche GT3 Cup Challenge, Porsche Carrera Cup Asia and Bathurst 12-Hour race, this year the team is running six cars in the Porsche Carrera Cup Australia Championship. Andy McElrea is obviously a man with a great affinity to the cars from Stuttgart, when he's not involved in running the activities of the McElrea Group he can be found as a high performance Driving Instructor at the Porsche Sport Driving School. Some would say he's just keeping his hand in...



Stealing the limelight. The Indycar round at Detroit was a two-race affair with Scott Dixon winning Race 1 and Ryan Hunter-Reay winning Race 2, but their heroics were completely overshadowed by a GM Executive. Mark Reuss was entrusted to drive the 2019 Chev Corvette ZR1 on the parade lap before the start of Race 2, but things didn't quite go to plan. It all seemed straightforward enough but somehow Mark lost control at speed and spun into the safety barrier before careering across the track shredding pieces of front bodywork, the race start was delayed 30 minutes while the debris was



cleaned up! Not quite the television exposure that GM expected, and definitely not easy to explain what happened to the GM bosses...

That number 28 again. Prior to the Monaco Grand Prix Brendon Hartley's tweet included the regular 'The Rookie' segment that included a tour of his apartment before following him to work. Lots of helmets, trophies and memorabilia were on display together with treasured framed photographs. One he proudly showed was signed by Chris Amon and showed his STP March Cosworth negotiating the Hairpin Corner during the 1970 Monaco Grand Prix. It was the only occasion that Chris's car carried # 28, the same number as Brendon 48 years later. During its restoration Brendon drove the Amon STP March at the Donnington Circuit. It's a very small world...



'On the street where you live'. It's a line from a well-known song in the 1956 Broadway musical 'My Fair Lady'. For Brendon and Sarah Hartley the street where they live in Monaco is one of the best known in motor racing because it includes the iconic Hairpin Corner. For three years the Harleys watched the Grand Prix from the best seats in the house, the balcony of their third floor apartment that directly overlooks the corner! There was always the dream that one day Brendon himself would be driving in the famous grand prix, in 2018 he walked to work knowing he had the best job in the world. For Brendon stepping out through the apartment building's front gate onto the footpath protected by Armco barrier must have felt like a youngster heading to school wearing a back pack, but being stopped along the way by fans and autograph hunters. His dream has come true...

Disruption. When the Nissan Mobil 500 races were held on the streets of the Wellington waterfront during the 1980's and 90's the circuit was set-up with minimum disruption to traffic, both pedestrian and vehicular. The erection and dismantling of the safety barriers required a large force of specialists and volunteers working in a very short time frame. At Monaco it takes six weeks to build the 3.33 kilometre street circuit for the four days of racing and the dismantling process takes another three weeks. At least the workforce has great views, mega dollar yachts and exotic automobiles to enjoy...

F1 Driver Shadows. When you have seen an F1 driver doing a media interview have you noticed a person in team uniform standing very close to them? They are 'audio minders' who record every word of every conversation in case what is said is misreported and/or used out of context. The team can replay the interview and respond if necessary. Forget personal privacy, in today's world sports people are very much public property...

Historic race. In 1970 there were three New Zealand drivers on the grid for the XXVIII Grand Prix de Monaco. There was an all March Cosworth front row with Jackie Stewart on pole and Chris Amon alongside. Denny Hulme

qualified third fastest and Bruce McLaren started from 10th position. Hulme was the only one of the trio to finish, crossing the line in fourth place. McLaren was forced out on Lap 19 with suspension problems, Amon held second place for 33 laps of the race before a bolt detached itself from a rear wishbone and the suspension collapsed on Lap 62. Jochen Rindt took the chequered flag in a bizarre finish. Jack Brabham was leading but crashed into the barrier on the final corner, Rindt went past to win while Brabham was able to extricate himself to cross the line in second place. In the 80 lap race half of the 16 car field retired and five drivers fail to qualify. From a historical viewpoint the 1970 Monaco Grand Prix was Bruce McLaren's last race, he was killed five days later testing his CanAm car at the Goodwood circuit. A tragic end to an extraordinary career...

Track in the river. The Circuit Gilles Villeneuve in Montreal is Canada's home of Formula 1, it's an interesting facility that can best be described as being built by man for man to use. The track is situated on a man-made island and parkland in the huge St Lawrence Waterway and linked to the mainland by bridges. The Ile Notre-Dame Island was originally constructed for the 1967 World Expo while the section of the circuit from the hairpin until after the pit area runs alongside the Olympic Basin that was the created for the rowing and canoeing events at the 1976 Summer Olympic Games that were hosted by Montreal. The 4.36 kilometre road course was built and finished in 1978 and named Ile Notre-Dame Circuit, it immediately became the new home of the F1 Canadian Grand Prix that had previously been held at Mosport Park near Toronto. That inaugural race is a milestone in F1 history because it was won by Gilles Villeneuve, his first grand Prix victory and also the first for a Canadian driver.



In 1982 the track was renamed Circuit Gilles Villeneuve to honour the legendary F1 driver following his untimely death earlier in the year during qualifying for the Belgian GP. Over the years CGV has hosted races for the Champ/Indycars, Formula Atlantic, Group C, Daytona Prototype, Grand Touring and NASCAR categories, between race meetings it becomes a recreational paradise that belongs to the public for walking, running, cycling, in-line skating and driving. It's a wonderful facility for the city that has a population of 4 million...

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Much more than motor racing. In the build-up to the Canadian Grand Prix there was an event of almost equal importance as far as the people in the garages are concerned, the raft race across the Olympic Basin. Last year Liberty Media revived the infamous race for mechanics and team staff, the tradition was dropped in the 1990s after being an integral part of the GP weekend schedule. The race was held following the Qualifying sessions and all the teams except Ferrari took part, their mechanics obviously preferred to be dry landlubbers. From the midst of the fun and frolics it was the Martini Williams team that emerged victorious, so the beleaguered outfit finally had something to celebrate. Their race car might be struggling for pace but they did show the other pit-laners they could build a speedy raft! If only they could translate some of that to their F1 machine...



Early finish. The officials on the finish line gantry at the Canadian Grand Prix must have been distracted by the presence of Winnie Harlow who was tasked with waving the chequer flag, the super model did what was required, BUT, it was a lap too early! So Sebastian Vettel won twice and the official result was declared after 68

laps instead of the scheduled 70, it didn't alter anything as there was a distinct lack of positional changes at the front end of the field. Not the first time this has happened...

Who/What is Kaspersky Lab? Since 2010 the name has been seen on the bodywork of Ferrari's F1 cars, and over the last two years in GT racing, but what is their 'product'. Founded in 1997 Kaspersky Lab is a multi-national cybersecurity and anti-virus provider with its headquarters in Moscow, employing 4,000 people in eight countries world-wide. The partnership was formed to protect Ferrari's IT Security, particularly with regard to Formula 1. Around 600 GB of telemetry data is collected at each race and is simultaneously transmitted to the Scuderia's Maranello facility. The data is also processed at the race location in a dedicated mobile server room containing 30 computers, so the highly sensitive material has to be secured for obvious reasons. Kaspersky Lab also supports promising young drivers furthering their racing careers in the Ferrari Driving Academy. Now you know...



Two for the price of one. It was rather tongue-in-cheek when the Sky commentators referred to the recent Grand Prix races as being two separate events - the 'Top 6' and 'Everyone Else'. It must be admitted there's been a distinct lack over overtaking or even close racing up front, the real excitement has been coming from the closely matched mid-field which makes qualifying all the more important, so does keeping out of trouble. Is it the cars, the drivers, the circuits or what, that is leading fans down the road to boredom...

Logistical nightmare. Back in the very early 1900's there was great importance in the Gordon Bennett Cup races, the earliest international competition. Starting in Paris the first races were held over extremely long distances and marked by a number of fatalities, both competitors and spectators. Driving a Napier, Englishman Selwyn Edge won the 1902 race which meant that his country could host the next event, the problem was that racing wasn't allowed on English roads! Following the authorities passing the required legislation the 1903 race was staged in Ireland on a closed course that was covered seven times, the race distance being 528 kilometres (328 miles). Crowd control was of prime importance in granting permission, so to meet the requirements the organisers arranged for the course to be marshalled by 7,000 police officers assisted by troops and club officials with strict instructions to keep people off the roads and away from corners. Twelve cars from Britain, Europe and the United States took part, they started at 7 minute intervals and had to follow bicycles through the 'control zones' in each town! There were four finishers and seven DNFs, with the 1902 winner Selwyn Edge being disqualified for receiving outside assistance. The winner was Belgian driver Camille Jenatzy driving a Mercedes, his race time was 6 hours and 39 minutes. So much has changed in 115 years...

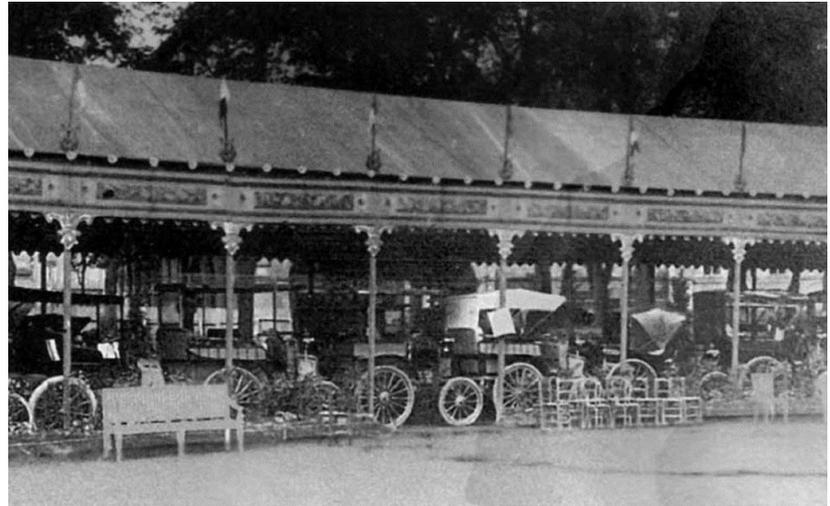


Getting the 'drift'. Word of the sensational 'PartsTrader' sponsored Hartley V12 powered Nissan Silvia continues to spread far and wide, mainly thanks to the modern medium of electronic devices. More and more people want to see it, and hear it. Its creator/owner/driver Jaron Olivecrona has become a man very much in demand and there are some very exciting prospects ahead for the 'Feilding Flyer'. More will be revealed next month...

The greatest race driver never to win the World Championship once said “My father was very bright when he stopped my mother calling me Hamish. Stirling Moss is a name that sticks”. He was right, he certainly became a household name, and for many years the catch cry was “ who do you think you are, Stirling bloody Moss “ !!

A Kiwi icon has returned to country in which it achieved fame for the first time in many years, but only on loan. Bert Munro's famous Indian streamliner is currently on display for the northern summer in the US of A at the Simeone Museum in Philadelphia.

Happy birthday - 120 years old and still going strong. No, not some ancient race driver or race car, but the Paris Motor Show which first took place in June 1898. It wasn't the first ever public exhibition of the new-fangled motor car however, that had taken place 4 years earlier in Paris when 4 manufacturers displayed their wares to a wary public – at that time there were only some 20 motor cars in use in the entire country!! In 1896 an exhibition of the competitors in the 1895 Paris to Bordeaux race was arranged to great public curiosity, and in 1898 the French Automobile Club, under the



direction of Albert de Dion, opened the first proper Motor Show, the Salon de l'automobile du cycle et des sports at the Tuileries Garden adjacent to the Louvre. The show entrants had to drive their exhibits from Paris to Versailles and back, under official scrutiny, to show their suitability before being allowed to set up under temporary tents. It was opened by the French President, who, unlike today's politicians, missed a great opportunity to grandstand the new technology by driving away in his horse drawn carriage!!



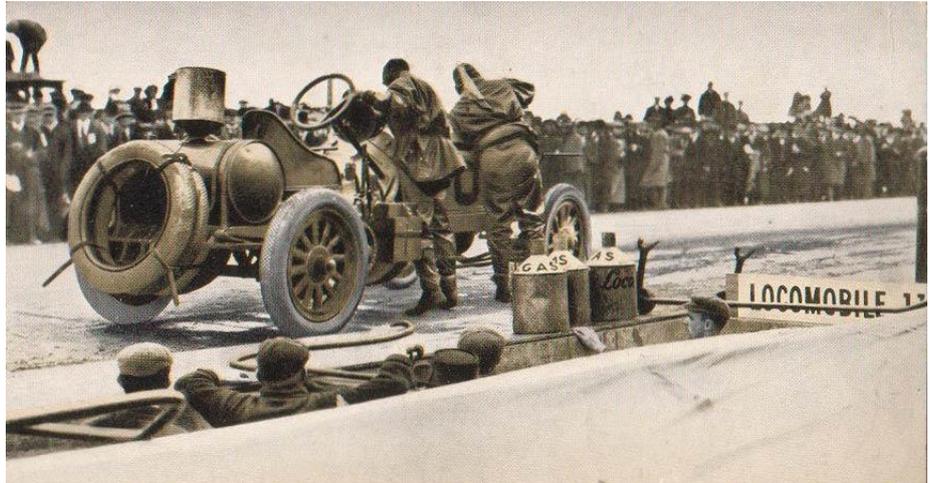
With Volkswagen the new outright record holders at Pikes Peak - the all-electric ID R car in Romain Dumas hands having set a staggering 7.57 min time to better both Rhys Millens EV record by a minute and shave 16 seconds off Sebastian Loeb's 2013 outright record - is Kiwi Mitch Evans next in line to make history when he takes his Jaguar I-TYPE 2 Formula E car to the home of British hill climbing, Shelsley Walsh next month?. The current hill record is 22.58 seconds, set in 2008, while the electric car record stands at 37.30 seconds, and both could be under threat as the Kiwi “threads the needle” up the 1000 yard, 1 in 6 tarmac strip set in the

Worcestershire hills. Mitch commented “we have lots of hillclimbs back home in NZ but this is the most famous and historic. My car should be well suited to the challenge and I'm intrigued to see what my time will be”. The hill is the oldest motorsport venue still using its original course and this years running marks the 113 year anniversary, with an original Daimler team car from the inaugural 1905 event taking centre stage.

I don't need one, but would I really want one anyway? Rolls-Royce have unveiled their long awaited new SUV, the Cullinan (after the famous diamond) - all 2660 kg, 6.75 litre, 419 kW and 848 Nm of it. Vast, it easily outsizes its rival the Bentley Bentayga, and outweighs it too, despite an all alloy construction. It shares the twin turbo V12 of other RR models, is said to rival a Range Rover for off road ability, and RR are hoping it will become its best selling model, increasing total sales by as much as 50%. The cost, I hear you ask?? Probably in the “if you

need to ask, it's not for you" basket, but the base price in the UK is \$NZ480,000 or so, however the average option spend on a Rolls is some \$100,000, so the sky is the limit if you want to customise. Oh, and by the way, it does 15 litres per 100 kms on the combined cycle, but hey, they're still making oil aren't they??

Ever wondered just where the term "pits" in motor racing came from?? It originated from the 1908 French Grand Prix, where team crews were allocated a trench with a counter that was just above road level, nicknamed by the competitors the pits, and the term for the working area for mechanics has stuck ever since. Incidentally the first GP fatality occurred in the same race when Cissac and his riding mechanic Schaub were killed after crashing their Panhard.



In auction news, the sale of 23 cars from Carroll Shelby's personal collection exceeded all pre auction estimates. A 1999 Shelby Series 1 went for NZ\$443,000 and an engineless and transmission-less de Tomaso Pantera that had been used as a test mule in the development of the Dodge Viper made an astounding \$319,000. Clearly ole Shelby had the Midas touch



Another outstanding Ferrari at auction, this time it smashed a world record to pieces. Described as the best example of the 36 Ferrari 250 GTO's made, chassis 4153GT, which finished 4th overall at Le Mans in 1963 and won the Tour de France in 1964, has recently changed hands. The car had everything going for it. A known provenance, never been crashed, and had been restored in the 1990's and looked after ever since by UK Ferrari specialists DK Engineering. The world record setting price?? A cool NZ\$99 million, making it the most expensive car ever sold. Just imagine the commission cheque

And coming up this month at the auction held in conjunction with the Le Mans Classic race meeting are some delectable race cars, including a 1979 Zakspeed 1.8T Group 5 Capri, a 1976 Ferrari 308 GTB Group B with an amazing race/rally history and a Ferrari 365/4 GTB Daytona Competizione Group 4 car that is the prototype of the 15 built and raced to an impressive 5th overall at the 1971 Le Mans 24 Hour race. If those don't get your heart racing, how about a road car?? Among the choices are a 1956 Mercedes 300 SL Gullwing, and a Lamborghini LP400 Countach Periscopio, the pure, original Gandini shape before they started messing with it and adding on flares, extra scoops and wings. Did someone mention Lotto



From the “how could they” file. Ford revived a once famous model name a few years ago and slapped it on an already outdated, 10 year old, Focus that they sold to the Chinese market, who were completely unaware of the heritage attached to the name. This year marks the 50th anniversary of assembly of the Ford Escort. Making its debut at the Brussels Motor Show in January 1968, the Mark 1 replaced the Anglia and went on to become a best seller in Britain and elsewhere, reaching the 2 million mark worldwide by June 1974. The name had been used previously for a version of the Ford Squire, but became famous with the rally exploits of the Ford Boreham cars, firstly the Twin Cam then the RS1600 and Mexico. New Zealand production began at the Lower Hutt Seaview plant using CKD packs from the UK (with a local component percentage) initially with the 2 door 1100cc De Luxe and 1300cc Super models, the 4 door sedan coming on stream in 1970. In 1975 the Mark 2 arrived, featuring an updated and more modern looking bodyshell, though the underpinnings remained the same, and NZ assembly moved to Wiri. The rally successes continued with both RS1800 and RS2000 and the humble Escort became the mainstay of club rallying worldwide for the next 30 odd years (and remains so in Historic rallying). For NZ the end came in 1980 as the Laser took over, though in the UK and Europe the name continued with the front wheel drive Mk3 right through to the Mk6. There was a brief re-appearance with the Mk6 in NZ during 1996 - 1998 however the exchange rate finally put paid to the import of the fully assembled cars. The 1968 1100cc De Luxe, just to give some perspective, cost 666 UK pounds brand new in 1968, had a whopping 49 bhp and could do 0-60 mph in a spine tingling 22.3 seconds – small wonder there are virtually no original cars left



Correction. In the June issue there was a story on the Leyland P76 that included its racing history, one of the 1975 Benson & Hedges 1000 cars being driven by Ross Calgher. The article included a mention of the Triumph TR7 V8 that was raced by Ross, and he took the time out to make a correction regarding the engine of the car. It was never powered by a Leyland V8, it was a Rover engine that Ross had personally developed. He added that the motor is in a Rover SD1 race car that he’s been building for the last 18 years! Ross finished his email by saying ‘hopefully soon I will be getting the Viper ready to come down and run your series, then the Rover’ (see Letterbox). That’s really exciting news to finish on...

FOR SALE...

The Manawatu Car Club have come across some near new 9kg Fire Extinguishers at a great price. All of these Fire Extinguishers have been fully tested and refilled by Firewatch so they are good to go at a fraction of the price you would normally pay for one of these.

If you would like to purchase one to have in the pits when you go racing, or at home in your garage to protect those precious investments then please visit the MCC Website Shop here:

<http://manawatucarclub.org.nz/get-involved/shop/extinguisher-9kg-dry-powder/>

Just \$180 incl GST, which is a great deal for a near new 9kg Fire Extinguisher!



2018 FEILDING AUTO ELECTRICAL WINTER SERIES – ROUND 1...

There were close to 100 entries for the opening round at Manfeild Circuit Chris Amon, spread over 10 classes that included the NZ Six Super Six / HQ category from the South Island. Sunday 03 June was cool and overcast, as the day progressed it became cooler and the skies darkened, thankfully there was only a short period of light rain that required the wipers.

A number of competitors took advantage of Saturday's Free practice, the day also including the first race for the NZ Six Super Six / HQ class cars. A field of twelve faced the starter and one man dominated the first two 8 lap scratch races. Josh Coates was simply too slick and too quick with winning margins of 3 plus seconds, Bronson Porter and Darren Swinburne chasing # 12 home in Race 1 and Blair Sutherland winning the race for second in Race 2 ahead of Swinburne. In the same race Peter Bennett had a close encounter with the barriers in Turn 1 on



the final lap, earlier Murray Brook had to serve a Drive Thru Penalty (DTP) for passing under yellow flags.

For Race 3 there was a split grid that became a three-way duel between Sutherland, Swinburne and Porter with a number of lead changes, the trio crossing the line in that order separated by less than a second. Coates again set the fastest lap time but couldn't get near the leaders and had to be content with 6th place, 8 seconds behind Sutherland.

Staying with the 'Battle of the Sixes', the field of seven for the *GT*

Radial Taxi Cup saw the return of Craig Schofield and the # 65 Commodore was the quickest cab on the rank, winning all three six lappers by comfortable margins. Kerry Tong and Barry Maunder took the minor placings in the first two races, Maunder got good reward with second in the handicap ahead of Grant Anderson with Tong back in 4th place. It wasn't a good day for Leo Van Berkel with a pair of DNFs against his name.

Just by way of a six cylinder comparison, Josh Coates best lap was 1.20.305, Schofield posted a best 1.21.013.

As in the past the *Max Tarr Electrical* MX5s shared the track with the cabbies' and had 12 cars on the grid. Race 1 set the tone with Markku Braid turning in a stunning performance to beat Bryce Hogg to the flag by 9/100ths of a second with Jeremy Hoskins right in their shadow and Tim Wilde heading the chasing peleton. Hogg took the Race 2 checker in another desperate finish, 2/10ths ahead of Hoskins with Braid third ahead of Wilde and Matt Dilley. Hogg collected his double in the Handicap with Braid less than a second away to



complete a very good day at the office with Hoskins again completing the podium and the impressive Scotty Topham heading the pack. There was great racing from the Mazda brigade with overtaking being the name of their game.



Onto the 'tin tops' where the *Danny's Auto Services/BT Advisory RS Cup* had an 11 car entry. Sean Rowles, Peter Morgan and Frank May led the field home in Race 1, but the Reverse Grid belonged to Joanne Dunne who had finished 4th in the opener. The green MX5 headed Eddie Arnold by 1.2 seconds with May in third spot ahead of Dave Jenkins who had incurred a 10 second breakout penalty while Rowles was forced to retire on the final lap. In a rare occurrence Tracey Cooper had to start the race from the pit lane after failing to make the grid on time.

Race 3 was extraordinary, because of the rapidly approaching darkness it was reduced to four laps and as the event progressed defining who was who became more and more difficult to the naked eye! Some had headlights, some didn't, but it was Joanne Dunn who turned in an extraordinary drive that included a series of 'high-line' overtakes to win the drag-to-the-flag and beat Arnold by 7/10ths of a second with Rowles and Tammie Boyden next home.

Thirteen cars fronted in the *Geartech Automotive SF Cup* with Sean Browne ending the day heading the points table after scoring close wins over Kolin Yannakis in the Scratch and Reverse Grid races but having to settle for third behind Hilary Ashworth and Samantha Stanley in the Handicap. Gerald Watson started well with a 3rd, then a 4th and an 8th, also setting the fastest lap time of the time. Tessa Field scored a trio of 5th places and Gareth Hogg a trio of 6th places, while defending SF Cup champion Graeme Bretherton failed to make the grid after suffering gearbox problems during the Saturday practice.



The *Coresteel Buildings IB Cup* produced the biggest field with twenty cars lining up and the three races producing three different winners. Aaron Walker, Richard Clulee and Sam Bleakley claimed the podium after Geoff Spencer picked up a 20 second time penalty for breaking-out. The Reverse Grid saw the same quartet chasing the maximum points and they crossed the line separated by 3.6 seconds in the order Bleakley, Spencer, Walker and Clulee with Peter Beauchamp close behind as he settled into his 'new' Subaru Impreza.



Handicap events bring surprises and Race 3 saw Eddie Arnold take the win over Russell Byne and David Anstis with Clulee fourth and best of the main players. In the chase through the field Bleakley collected 30 seconds in breakout penalties, Tony Allpress 20 seconds with 10 seconds being picked-up by Walker and John Thomson, for Troy Howard there was a DTP for using excess track exiting Turn 7! All good races that have set the standard for the series.

The *GDM Retail Systems Classics* are being run in two classes, Classic Cup and Retro Saloon Trophy, the opening round attracting six of the former and two of the latter, hopefully those numbers will grow as the series progresses. Each of the races were Handicaps and it proved to be a very good day for Philip McQuoid who picked up two wins and a third to head the Classic points table. Consistency paid off once again for Stephen Marks with class seconds in each race, while



John Gray had his moment of glory in Race 2 by being first across the finish line. In the Retro Saloon Trophy division there was Layton Hammond in his familiar Ford Escort and Michael Eden who appeared with his striking new Vauxhall Firenza. Eden was first home in Races 1 and 2 before a DNF spoiled his day, Hammond took the class maximum points in Race 3 and also set the fastest lap despite the dark conditions. Two of the races were decided by 2/10ths of a second, that's seriously close racing!



The fastest cars lined up for the *Ernie's Engineering GT Cup*, just seven cars but they are excitement machines. Cameron Jones was in a league of his own and opened his 2018 campaign with two easy wins, 18.4 seconds over Ross Thurston in Race 1 and 35.8 seconds over Alan Pearce in Race 2 after Thurston retired on Lap 2.

Justin Allen collected 3rd place points in each race and the day ended the highest possible note for rookie Anton Cheetham. The final race was reduced to 4 laps and he lined up on the grid with a pair of fourths to his credit, his Mitsubishi Evo took the flag in the darkness 4/10ths of a second ahead of Bayley Walker. Thurston withdrew with a lap to run while Jones and Pearce didn't make the start.

The *Total Truck Spray Formula First* single-seaters had a field of nine cars headed by current national champion Callum Crawley. As in past years there was considerable interest in the debut performance of the Speedsport Scholarship winner, this year there was an even greater focus because the driver was Ronan Murphy, the son of Greg Murphy.



Crawley was in outstanding form and won all three Scratch races, the margins varying from 8/10ths to 4.1 seconds, he had the ability to get the vital break on the pack on the critical final lap and reaped the reward. Taylor Hurst chased him home in Races 1 and 2 but failed to finish in race 3, Thomas Boniface's sheet read 3/DNF/4 and the day's Fastest Lap. The final race saw two drivers record their best result, Louis Redshaw placed 2nd with Murphy 4/10ths of a second behind in third. During the course of the day Murphy had several off-track excursions, all part of the learning experience!

On reflection, a promising start to the 2018 Feilding Auto Electrical Winter Series...

TRANSPEC / GT OIL MANFEILD 4.5km AUTOCROSS...

In mid-winter there's always the risk that bad weather will spoil the fun. The week leading up to the 4.5km Autocross it didn't look good, but when Sunday rolled around the rain miraculously stayed away. 47 drivers lined up to take on the challenge of the whole 4.5km of Manfeild: Circuit Chris Amon, 19 were rookies new to motorsport in 2018. Classes were Forced Induction + 2WD Normally Aspirated over 3500cc, Normally Aspirated Front Wheel Drive, Normally Aspirated Rear Wheel Drive and Rookie.



The blocks were removed from the junctions between the 3km and 1.5km circuits and chicanes were placed at 100m intervals on the straights. Competitors raced clockwise in the morning and anti-clockwise in the afternoon with a flying start and flying finish. Transponder timing guaranteed accurate timing.

The challenge was to set the fastest time in both directions, with the accumulated time determining the winner. A dislodged cone added 5sec to the time. The secondary challenge was to set the closest time in each direction, which anyone could win. After Kaye Flannagan completed the drivers' briefing, the

whole field completed the sighting tour and was ready for action.

Damp conditions on the first run led to a cautious approach by most drivers. By the third run there was a clear dry line and plenty of grip producing the best times for the morning. The afternoon was dry and sunny, but the reverse direction had its challenges with tightening radius turns and aggressive ripple strips.



Webster Gough set the fastest time of the day with a combined time of 4:55.2. Andrew Wasley was the fastest NAFWD, Mackenzie Kirk the quickest NARWD and Antonin Marcank led the rookies home but by only 0.3sec. Fastest woman was Cathy Reid.

Full results below.

Transpec GT Oil Manfeild 4.5km Autocross
17th June 2018

Class Place	No.	Name	Class	Town	Best Clock wise	Best anti clock wise	Best Combined	Diff.
1	23	Webster Gough	FI+NA 2WD over 3500cc	Paremata	02:27.5	02:27.7	04:55.2	00:00.3
2	102	Damian Johnson	FI+NA 2WD over 3500cc	Whanganui	02:27.3	02:30.4	04:57.7	00:03.2
3	153	Alan Groves	FI+NA 2WD over 3500cc	Porirua	02:32.2	02:34.1	05:06.3	00:01.9
1	50	Andrew Wasley	NAFWD	Palmerston North	02:30.4	02:32.6	05:03.0	00:02.2
2	0	Phil Derby	NAFWD	Upper Hutt	02:34.9	02:35.9	05:10.8	00:01.0
3	181	Ian Thompson	NAFWD	Whanganui	02:45.7	02:51.9	05:37.6	00:06.2
1	198	Mackenzie Kirk	NARWD	Totara Park	02:38.1	02:36.7	05:14.8	00:01.4
2	39	Barry Cutelli	NARWD	Upper Hutt	02:37.3	02:41.8	05:19.2	00:04.5
3	0	Leon Cast	NARWD	Wellington	02:44.4	02:40.4	05:24.7	00:04.0
1	105	Antonin Marcank	ROOKIE	Johnsonville	02:38.1	02:37.0	05:15.1	00:01.1
2	228	Josh Theurillat	ROOKIE	Masterton	02:36.7	02:38.7	05:15.4	00:02.0
3	666	Shane Smith	ROOKIE	New Plymouth	02:37.7	02:39.2	05:16.9	00:01.5
Merit	0	Cathy Reid	Fastest Woman	Petone	02:57.2	03:02.1	05:59.3	00:04.8
Merit	0	Dom Fransen	Closest Time Both Ways	Lower Hutt	03:14.4	03:14.5	06:28.9	00:00.0

0.011sec

Everyone can make use of a ten mill socket or spanner so the prizes were 3rd place 10mm socket, 2nd place 100 tube socket, 1st place 10mm ratchet spanner. The winner of closest time both ways was Dom Fransen with a difference of just 0.011sec! That won him a 3/8" ratchet, wobbly extension and a 10mm socket.



Thanks to our sponsors, Transpec Services and GT Oil and to everyone who took part. Special thanks to our volunteers, who are a special lot...



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We have an awesome family of MCC Sponsors, many of them are MCC Members and will be racing alongside you during this year's Winter Series. So I ask that you please support these sponsors 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 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 8th 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

LETTERBOX...

Hi,

I've just been reading the club magazine and I was mentioned for my Leyland P76 and Triumph TR7 V8. This was never powered by a Leyland P76 engine, it was a Rover engine that I developed and is now in the Rover SD1 race car I have been building for the last 18 years. I do have a photo of the P76 at Pukekohe in the B&H race.

In the same mag was Brooklands I think. Well in 2010 I drove a 3 litre Bentley on the remains of Brooklands track, that was a boyhood dream.

Hopefully soon I will be getting the Viper ready to come down and run in your series, then the Rover.

I must say how much I enjoy reading your magazine

Ross Calgher



Good Morning to you,

An infamous Marina has been forgotten. Leigh Albury, MCC member, rallied one for a few years. From memory it was fitted with a hair drier which then caused it to eat gearboxes or diffs or both. I know I serviced it a few times.....we were always first at the after-match due to the unreliability.....so there was an upside!!!

Cheers

Murray Starnes

TWO WHEELERS TRY FOUR...

In the first week of June four time MotoGP World Champion Marc Marquez drove a Formula 1 car at the Red Bull Ring in Austria.

The Repsol Honda Team rider was behind the wheel of an 'old' V8-engined Red Bull RB8 that was wearing the latest Toro Rosso livery and carried the numerals '39', the STR Reserve Driver number. The reason for the outing was an initial test to see if the 25 year old Spaniard had the talent to win a F1 world title, emulating the feat of the legendary John Surtees in 1964.

Marquez is the latest super star of two-wheel racing and the two-hour test was held in front of Red Bull advisor Dr Helmut Marko and former Red Bull driver Mark Webber, with Niki Lauda an interested onlooker to keep a close eye on proceedings.

Marquez - 'An unbelievable experience, and an absolute highlight of my career. Who knows though, maybe F1 will be a serious idea for me in a few years' time. My complete focus in the coming years will remain on MotoGP. I'm part of a fantastic team and I feel fully motivated'.



Marko was impressed - *'To put that kind of performance within such a short time says everything about his huge talent. Marc has what it takes. Today definitely wasn't the last time he will sit in a Formula 1 car'.*

Marquez wasn't the only rider to test the car during the day, his Repsol Honda team mate Dani Pedrosa also had a session.

Over the years there have been other MotoGP champions who have tested F1 cars. Back in 2004 the incomparable Valentino Rossi was at Ferrari's Fiorano track where he did a number of tests in the F2004 F1 car. Engineer Luigi Mazzalo and Michael Schumacher were watching.

Mazzalo - 'I do not remember exactly how many tests we did, certainly at least seven. At the first Valentino went onto the track and did about 10 laps, and on the last it was an incredible time. I remember that Michael, who was with me looking at the telemetry, had a stunned look, almost incredulous'.

Rossi had many more tests for Ferrari between 2004 and 2009, often matching the regular driver's times, it was reported that he had an option on a contract in 2007 but opted to stay in MotoGP.



Last year Petronas Mercedes AMG team boss Toto Wolff extended an invitation for 'The Doctor' to drive their car sometime, it has yet to be accepted. However, one of the main rivals of Marquez and Rossi has tested with the 'Silver Arrows'. Two years ago three-time MotoGP Champion Jorge Lorenzo was at the Silverstone circuit to drive the 2014 championship winning Mercedes in a deal brokered by mutual sponsor Monster Energy.

'It was quite easy to drive, the car in the corners is really, really fast and the grip of the car is unreal. In the first lap you feel the power but when you get used to it it's similar to a MotoGP bike. But in the corners you are in a different world, about 40 km/h faster in the middle of the corner. It also surprised me how late you can brake, and the amount of grip the car can support on full throttle in the fast corners is insane'.



It must be a temptation to switch purely on safety grounds, but it seems that the three biggest stars in MotoGP prefer to race on two wheels where there's no such thing as a minor crash...

There have been a small number of highly rated New Zealand motorcycle racers who have successfully made the transition from bikes to cars, both racing and rallying. Names that immediately come to mind include Paul Fahey, Graeme Crosby, Dr Roger Freeth, Aaron Slight and brothers-in-law Tim Gibbes and Ken Cleghorn.

RH

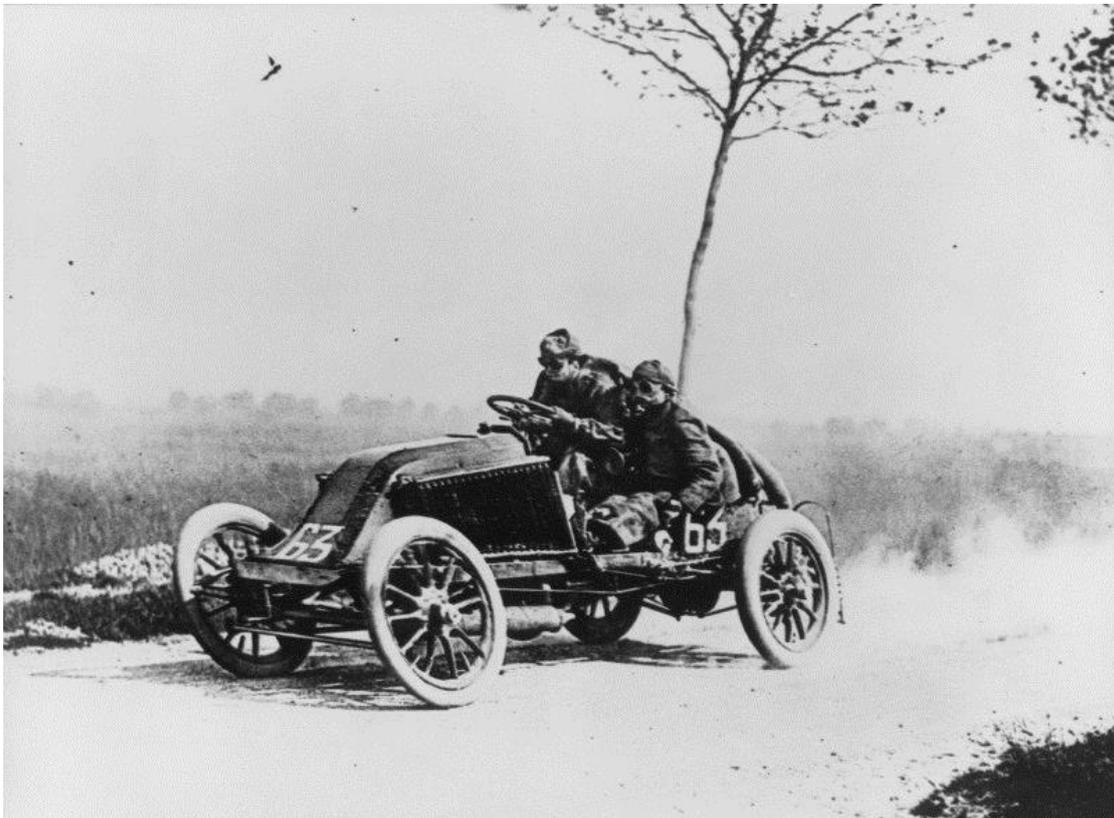
Editor's note – Interestingly the only person to have ever won a World Championship on both two wheels and four remains John Surtees. His 500cc motorcycle titles aboard an MV Augusta in 1956, 1958, 1959 and 1960 were followed by an F1 Championship in just his 4th season racing cars in 1964.



HEAD CASE...

What would you say were the two most essential elements of your racing kit, regardless of the level you compete at?? Helmet and overalls, right?? It's hard to imagine that it wasn't always the case and that a woollen suit, collar and tie, topped off with a cloth cap was once the accepted attire of a well-dressed race driver!!

At the birth of the sport, the great road races of the mid 1890's, one of the problems competitors faced was dust, and so these pioneers generally sported a long leather coat over normal attire, a cloth cap (worn backwards, so that fashion is nothing new at all) and goggles. These were true long distance tests, the 1895 Paris to Bordeaux to Paris contest, which has been described as the worlds first motor race, was an 1178 kms ordeal. Emile Levassor was the first to complete the course, driving solo and taking 48 hours in his 1200cc Panhard & Levassor, averaging just over 24 kph. These ACF organised intercity races were brought to an abrupt halt in 1903 during the Paris to Madrid race. After 5 competitors had died (including Marcel Renault) and many spectators been injured by crashes brought about by the escalating speeds, the French Government stepped in, stopping the race at Bordeaux and banning open road racing forthwith. *"Hundreds of cars of all sorts, shapes and sizes. Some un-safe, unsuitable and impossible. Some driven by men with every qualification as racing drivers; others with drivers having no qualifications. All let loose over that long, broad road to 'Get there!'"* commented Charles Jarrott. There were, simply, no real thoughts of safety of any sort, it was a daredevil adventure.



Consider then the humble helmet

The ripple effect of this ban quickly led to the development of closed circuits, albeit many still taking place on conventional (but thankfully closed) roads. The race attire of competitors changed little, as most circuits remained unsealed, though soft linen skull caps started appearing, as did the use of one piece overalls.

In 1914 the Auto Cycle Union made the wearing of helmets compulsory in their motorcycling events, this being the result of extensive lobbying by the Brooklands circuit Medical Officer Dr Eric Gardner, who, after treating head injuries on an almost weekly basis, had devised a hard shell helmet of canvas stiffened with shellac that was strong enough to take a heavy blow. Although this innovation proved very successful in reducing trauma sustained by riders, motor racing authorities failed to see the benefit, though various competitors were

individually experimenting along the same lines. WW1 flying ace and US driver Eddie Rickenbacker was prominent, fashioning a padded steel helmet that was developed over several years, and in 1914 incorporated a rudimentary intercom system for use between the driver and riding mechanic (see, there really is very little that's new in motorsport!!)



Padded linen, suede or thin leather “soft” helmets continued to reign supreme right through to the Second World War, though some American competitors took the lead again by adapting football or fire fighting helmets for circuit use. These offered better protection from flying debris but were cumbersome to wear.



The first hard shell helmets started to appear in motor racing in the very late 1940's. Again the motorcycle scene was partially responsible. Much of the new safety awareness was driven by the highly publicised death in 1935 of T E Lawrence (Lawrence of Arabia), after crashing his motorcycle and suffering severe head injuries as a result of not wearing a helmet. By 1941 it was compulsory for all military dispatch riders to wear helmets, these taking the shape of the so called “pudding basin” design - a fibreglass shell with a cork shock liner, a leather liner and chin strap. Not so unlike Rickenbackers design of some 30 years earlier, a number of manufacturers developed their own take on the theme and these were slowly taken up by the leading race drivers of the day.

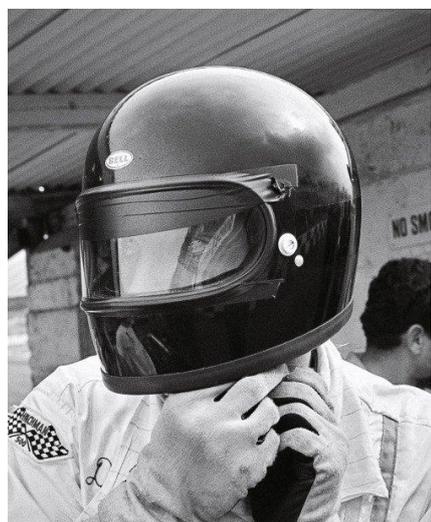


The next major leap forward in design was driven by American Roy Richter, owner of Bell Autoparts in California. Seeing an opportunity in the growing motorsport market, he reverse engineered many of the then current helmet designs, including those being used by fighter pilots in the USAF, and in 1954 released the Bell 500, a hand laminated fibreglass shell with a polyurethane liner which not only gave protection to the temples but covered the base of the skull. This helmet was the first to be mass produced specifically for motor racing applications and went on to become a design classic and a huge success in motorsport and motor cycle circles. It is still the basis of open faced helmets today.



All modern helmets are designed to cushion impact forces to reduce head (brain) injuries, and to prevent piercing of the shell by external objects, but motor racing helmets must specifically be able to do two things that motorcycle helmets don't have to cope with – protect the wearer from knocks sustained by contact with roll protection and offer protection in the case of fire while the occupant evacuates (or is evacuated from) their vehicle.

In the early 1960's DuPont developed Nomex as a lightweight fireproof product, and took it to the market in 1967 - Bell began using this material as a fireproof lining in its helmets early in 1968. A year earlier, in 1967, it had launched the eponymous full face helmet, the Bell Star, which again became a design icon. The full face helmet, originally developed in the late 1950's but parked to one side, was another huge leap forward, offering far better protection and getting rid of the need for goggles by incorporating a tough lexan visor. First worn by ex motorcycle racer Swede Savage in 1967, the full face was brought to popular attention by Dan Gurney, who wore a Bell Star in Indianapolis in 1968, and then at the German Grand Prix later the same year. Interestingly Bell never patented this concept.



By 1970 the full face helmet as we know it, was well established, and in reality the basic design has changed very little in the last 50 years. Additions have come and gone as safety features change with the times – clip on nomex skirts, oxygen lines, neck restraint tethers, intercom plugs to name a few – and most development has been to refine the original design concept. Use of modern lightweight materials has seen a considerable decrease in weight coupled with a huge increase in strength, and superior linings and customisable padding for a better fit have resulted in enhanced safety. Much research done recently has been centred on the aero design of helmets, both over the top flow to prevent lift and involuntary head movement, and thru flow for ventilation for user comfort.



The current crop of helmets are a triumph of refinement, offering superior protection, comfort, quietness and individuality. One thing is for sure, they ain't what they used to be

THE HARTLEY FILE...

From Monaco, where the buildings get higher and the yachts get bigger, it was across the Atlantic Ocean to Montreal and the highly rated Circuit Gilles Villeneuve for the Heineken Grand Prix du Canada. Situated on a man-made island in the St Lawrence Waterway, the CGV is one of the most picturesque tracks, 4.421 kilometres long with 14 turns and three DRS zones.

Brendon arrived in Canada amid more media speculation about his future, this time it was about 18 year old McLaren reserve driver Lando Norris being offered his seat after the Canadian and French Grand Prix races.

'It's the second Grand Prix in a row I've been responding to the rumours, but it's not really interesting for me to comment. I know what my contract says, I'm very confident of the work I've been doing for Toro Rosso behind the scenes to develop the car'.

On a much more positive note there was the promised upgrade of the Honda engine.

On the first day Brendon got on with the task in hand and showed the benefits of the upgrade by being fastest through the speed trap at 328.4 kilometres an hour.

P1 ended with team mate Pierre Gasly 10th quickest, 1.702 seconds behind pace setter Max Verstappen with Brendon 16th, 2.454 slower than the Red Bull driver. P2 brought a reversal for the STR cars that both ran the Hypersoft tyre, Brendon ending the session in 12th place, six positions ahead of Gasly by a full half second - it was game on between the Kiwi and the Frenchman.

Twitter - *'Good first day in Montreal. I finished up P12 and felt great, we are all studying hard overnight to find a couple of tenths to move us up into the top 10 tomorrow'.*

Tyre degradation was a primary concern with teams working through a number of set-up programmes. In P3 Verstappen continued to head the time sheets with the top four cars all lapping in the 1.11s and separated by 1/10th of the second. Further back one second covered the cars from 9th to 20th which meant qualifying was going to be extremely close. Brendon was really dialled in for P3, his STR13 was second quickest through the speed trap at 326.6 km/h and the meat in the Ferrari sandwich, the '28' car ended the session with a best lap 1.477 behind Verstappen and 12th fastest time. Gasly was always trailing our man and was 3/10ths of a second slower in 15th position. The overnight work had paid off with an improvement of 8/10ths in lap times, just 4/100ths outside the Top 10.



Two hours later qualifying began with full grandstands, everything was at stake for Brendon to silence the critics, the objective was a Top 10 grid position and he felt confident. He was inspired in Q1, in the final minute he jumping from 15th to 10th, then put in a stunning final flyer that was 0.887 faster to hold 8th position and advance to Q2, team mate Gasly was 16th quickest which would be his grid position.

In the next round the big boys at the front really upped their game with Sebastian Vettel setting a new track record on his way to pole position. The times got closer and Brendon was involved in a three cars duel for 10th, the trio being covered by a tenth of a second. A last gasp final lap saw the Toro Rosso compromised by a couple

of tenths at the chicane and he come up fractionally short which meant 12th on the grid, ironically that lap of 1.12.365 was quicker than what the tenth placed car achieved in Q1!

Brendon's performance was impressive on a circuit he didn't know, from a best 1.15.756 in P1 to 1.12.635 in Q2, an improvement of 3.121 seconds.

'I was really happy with the job I did today, and how we've worked as a team throughout the weekend to get the car in the right place. I think 12th was more or less where we've been this weekend, there was possibly another tenth in the car on that last lap, but to move much further up the grid and into Q3 was a bit of a tall order today. I've really enjoyed driving the track here, it's got a lot of character, bumps, kerbs, you're close to the walls. The upgrade performance in qualifying was good, and we think the bigger step is in the race trim which is where we have been struggling recently. Hopefully we can battle it out and try and muscle our way into the top 10 - everything has been really positive so far and we've seen races in the past here where a lot can happen, so I'll keep focussed and do my best to bring home some points'.

The full house signs were out early on race day, the Canadians love their motor racing and 100,000 fans flocked to the circuit named after their favourite sporting son.

For Brendon it all looked good. Perfect weather, the driver parade in Austin Healey 3000s, Jacques Villeneuve doing laps in the Ferrari 312 T3 that his father drove to his first F1 victory in 1978 at the circuit and the Canadian Air Force jet fighter flyover had the crowd buzzing - the stage was set.

The red lights went out, all the cars got away and through the first turns without incident, but less than 30 seconds after the start Brendon's race was over in Turn 5.

Brendon saw an opportunity and positioned himself for a good run on Lance Stroll around the outside exiting Turn 4, but the young Canadian oversteered and lost control, pitching both cars into the barrier at high speed. Race officials investigated the crash and made the decision that it was a 'racing incident'. It was gut-wrenching

being the innocent victim of back-to-back race-ending crashes!



'I'm really disappointed for Toro Rosso and Honda, because we've been quite strong all weekend with a good update from the power unit. I think we definitely had the pace to challenge for points today. I had a good start, similar to the drivers around me, but I got left a bit on the outside of Turn 2 which lost me a position. I got a good run on Lance out of Turn 4 on the outside, but he lost the car which put us both into the wall. It's very disappointing as there was room to make the overtake, and I was looking forward to a strong race. It's a frustrating way to end the Canadian Grand Prix as I've been really happy with my performance all weekend. I was delayed getting back to the circuit because I was flown to the hospital for precautionary checks. However, I'm definitely fit, healthy, and ready for the next race'.

Despite the disappointment Brendon showed he still had a sense of humour, posting - 'Lightning McQueen's sweet

skills could have come in handy yesterday'.

Post-race Red Bull Advisor Dr Helmut Marko came to Brendon's defence. *'There are unbelievable Hartley stories going around. If the trajectory had not improved, then we would have had to look somewhere for an alternative. But that's not the case and Brendon is now competitive'.*

At Circuit Gilles Villeneuve Sebastian Vettel led from start to finish which made the crowd very happy as they have a great passion for the red cars from Maranello. For Toro Rosso there were no championships points (Pierre Gasly finished 11th) and the team's focus moved to Round 8, the historically important French Grand Prix.

The French race is the world's oldest Grand Prix, being first run in 1906. Since that day the race has been held at 16 different venues, in 2018 it returned to the calendar, after a 10 year break, at the upgraded 5.84 kilometre 15 turn Circuit Paul Ricard that is one of the leading test tracks.

For most drivers the opening practice sessions were more about learning the circuit (the chicane in particular) and the levels of grip offered by the dusty track surface, there were a number of 'excursions' the most serious being Marcus Ericsson losing his Sauber Alfa Romeo and backing into the barriers with considerable force. There was a fire that caused significant damage to the rear of the car which meant Ericsson would miss P2.

In P1 the two Toro Rosso drivers ran as high as seventh but when the session ended Gasly was 8th quickest (1.33.685) and Brendon 15th (1.34.664) with Lewis Hamilton setting the pace with a best 1.32.231 lap.



P2 saw teams being involved in race simulations and across the board times were slower, Gasly posted the 10th fastest with 1.34.535 that was further away from the pace setting Hamilton who clocked 1.32.539. For Brendon there was another setback with an engine issue in the final 10 minutes of the session which left him in 15th place on the time sheets with a best lap of 1.35.697. Honda confirmed that it had to change all six components on the power unit, for Brendon it meant a penalty and starting from the rear of the grid.

A fresh day brought a fresh start with a fresh engine, it also brought rain. The time sheets showed the effect of when drivers were out on the circuit, Bottas was at the top with team mate Hamilton a full 7 seconds slower in P12! Gasly was shown as 7th quickest 5 seconds off the pace while Brendon was one of five drivers who didn't set a time.

Initially conditions were much improved for Qualifying. There was the usual big shuffle on the leader board as the clock ran down in Q3, Brendon got caught out by the traffic and light rain, going from 12th to 17th and splitting the two McLarens. Gasly got no further than Q3 either, 13th place on the grid in front of his home crowd with the pair of Toro Rosso's separated by half a second.

'We're starting tomorrow's race from the back of the grid because of the engine penalty we received, but we're pretty positive because the car's felt descent all weekend - especially on the long run simulation yesterday. Qualifying started pretty well for me, I think I was in the top 10 after the first run, then on the second one I ran into a bit of traffic. It also started to rain a bit before the end of the lap, so it didn't feel like we got everything together. If the weather is as unpredictable today, there might be some opportunities tomorrow'.

On race day the traditional driver parade was impressive with the drivers riding on the back of a magnificent Mercedes Benz open top 'bus' escorted by an equally impressive large posse of motor cycle mounted gendarmes - nothing like some French flair to get the show under way! When it comes to national anthems there's nothing that beats Le Marseillaise, the final touch being a spectacular flyover by the 9-ship precision aerobatic team, the 'Patrouille Acrobatique de France'.

If the pre-race was spectacular so was the opening lap. At the first corner Gasly and Orcon collided putting two of the three French drivers out. Mon Dieu! A few corners later Vettel and Bottas clashed which effectively ruined the race for both as far as a podium finish was concerned as they had to pit to repair the damage!

Overtaking returned to F1, mainly thanks to Vettel's charge from last to fifth, and there was a final drama when Lance Stroll's Williams blew a front tyre which saw the race switch into Virtual Safety Car mode which meant a 40% reduction in lap times, the course went green for the final half lap and at the end of the 53 lap race it was the drivers at the front of the grid who scored the high points with Hamilton, Verstappen and Raikkonen on the podium. Haas F1 had a great result with Kevin Magnussen finishing sixth while French pride was salvaged by the hugely talented 20 year old Charles Leclerc placing 10th for Sauber.

Starting from the back row Brendon picked his way through the debris and stranded cars to complete the opening lap in P13 and got as high as 11th during the round of pit stops. He ran a very long opening stint and was involved in a four car battle before making his pit stop for fresh tyres on lap 38, returning to the track in P17 and picking up three places before the flag fell to claim 14th position.

'It was a clean and good race, but starting last it was hard to make much headway. I had a good battle with Marcus (Ericsson) early on, but he got me back during the pit stops. I kept out of trouble on the first lap - a couple of cars cut the chicane and I didn't make up much more ground, but at least I was able to keep the car safe. I wish we could have made some more progress but ultimately we didn't have the pace today. I moved forward and got by the two Williams, but don't think there was much more we could do in the race, it's tricky when you start at the back'.



After being involved in crashes at Monaco and Canada just making the finish was an achievement. Now it's time to move on with the second leg of the triple header, the Austrian Grand Prix on the first day of July followed by the British Grand Prix a week later. A 14 day break is followed by the German and Hungarian races before the mid-season factory shutdowns in August.

July is a very busy month in Formula 1 - for drivers, teams AND home viewers...

RH

MARCH-ING ON...

Founded by Max Mosley, Robin Herd, Alan Rees and Graham Coaker, the March Engineering Company burst onto the motor racing scene in late 1969 with a Formula 3 car driven by Ronnie Peterson. It proved to be extremely competitive and they soon revealed ambitious plans to also build Formula 1 and Formula 2 single seaters and a CanAm sports car.

In quick time March produced a Formula 1 contender and several cars with the model code '701' were supplied to a small number of teams, including Tyrrell, with the newcomer making a dream start to the 1970 season by winning three of the first four races.

The prototype car was chassis '701/1' and had a strong New Zealand connection because it was driven by Chris Amon who March had signed following his departure from Ferrari.



Amon drove the car throughout the 1970 Formula 1 season in a striking STP livery. When its racing career ended '701/1' became a museum exhibit, but 40 years later Amon was behind the wheel after it was purchased by Kiwi businessman and racer Roger Wills for his impressive collection. It's another fascinating chapter in the story of motor racing that involves New Zealanders.

Powered by the revered 3-litre V8 Cosworth DFV engine, the March Ford showed great potential in its first year of racing driven by Amon and Jackie Stewart.

At the wheel of '701/1' Chris Amon won the non-championship International Trophy race at Silverstone, there were 2nd places in the Belgian and French Grand Prix, 3rd in Canada, 4th in Mexico with 5th places in the British and United States races.

Stewart drove the Tyrrell entered car and scored the only championship victory in the Spanish Grand Prix, there were 4 podium finishes and the Scot finished 5th in the Driver's Championship, two points and one position ahead of Amon. The 1970 title was posthumously awarded to Jochen Rindt who scored five victories before he was killed in practice for the Italian Grand Prix at Monza.



At the end of the season the car was sold to Tom Wheatcroft and driven by Derek Bell in the non-championship Argentine Grand Prix that was staged to see if the local officials could meet the FIA standards required to stage an official world championship race.

Held in January 1971, the GP was open to Formula 1 and Formula 5000 cars and raced over two 50 lap heats with the winner decided on aggregate times. The grid for the second heat was the finishing order in the first race. For a variety of reasons the major teams were absent but the event did attract 15 starters, five being F5000's.

Racing under the Tom Wheatcroft Racing banner, Bell suffered two engine failures but there was better news for the car's previous driver. Amon had switched to Equipe Matra Sport and was the fastest qualifier, he won the event by 21.86 seconds after finishing 4th in Heat 1 and winning Heat 2, also setting the fastest lap. It was encouraging but was his only win of the season.

There was a happy ending to the weekend, the local officials impressed the FIA observers enough that the Argentine Grand Prix was included on the following year's championship calendar as the opening round. The Autodromo Oscar Alfredo Galves was renamed the Autodromo Municipal Ciudad de Buenos Aires and the inaugural event was won by Jackie Stewart in a Tyrrell Ford with Denny Hulme second. The race was less than memorable for Chris Amon who suffered a gearbox failure on the warm-up lap!

It's racing career over, STP-March chassis '701/1' found a new home in Wheatcroft's famous Donington Collection of grand prix cars where it was uniquely displayed, mounted vertically against a brick wall! It remained in the museum until after Wheatcroft died. In 2010 his son sold several of the cars with the March being one of them, the new owner was Roger Wills.

Retaining the STP colours the car was prepared for a new life back on the racing circuit where it would compete against cars of the same era. Brendon drove the car at the Donington circuit during the restoration period and its first major appearance was in 2012 at the Monaco Historic Grand Prix where Wills was fastest in the qualifying session but was involved in a 100 mile an hour collision with a slower competitor on his final fast lap - unfortunately the March couldn't be repaired in time for the race. Today the car remains in the United Kingdom.



There are/were a number of cars in the Donington Collections that had a direct link to New Zealand because they raced here in the 1950s and early 60's.

In many respects the most important is the Ferrari Type 125 that Peter Whitehead brought to this country for the 1954 international races where he won the Lady Wigram Trophy race. The car went to Australia before Tom Wheatcroft acquired it and raced it for a brief period. At that time the 2-litre V12 engine had been replaced by a V8 from a Chev Corvette, Wheatcroft was eventually able to secure the original motor that was in a speedboat and the car restored to its original glory to become the Collection's first exhibit.

It was joined by the famous Ferrari 500 chassis '5' that Tony Gaze raced here in 1955, it's probably the most successful car in grand prix history, winning eleven races during the 1952 and 1953 seasons driven by Alberto Ascari. The one-off 4.5 litre V12 OSCA driven by Thailand's Prince Bira and the four-wheel-drive Ferguson-Climax P99 are in the same building, together with examples of Alfa Romeo, Alta, Aston Martin, Brabham, BRM, Connaught, Cooper, Cooper Bristol, Lola, Lotus, Maserati, Talbot Lago and Tec-Mec that competed in our international series, a truly golden era with the cars driven by world champions and their fiercest rivals.

RH

PLAYING WITH NUMBERS...

One of the most intriguing aspects of grand prix racing since the world championship was introduced 68 years ago has been the car numbering system.

At a casual glance it's an area where not a great deal of logic seems to have been applied but over those years there have been five methods of granting race numbers, some being more confusing than others.

Cars had single or double digit numbers, though there was one notable exception. In the 1952 German Grand Prix the cars were numbered '101' or higher because every car at the meeting had its own unique number!

With the introduction of the World Championship in 1950 numbers were allocated by the individual event organisers which meant the same car could have, and in many cases did have, a different number for every race!

A perfect example is Chris Amon during the 1970 season when he drove for March, there were 13 races on the world championship calendar and he had 12 different numbers! 15, 9, 28, 10, 8, 14, 16, 5, 4, 48, 20, with 12 used for the final two races of the season, the US and Mexican Grand Prix. This system remained in place until the second half of the 1973 season when permanent numbers based on the Constructor standings were trialled.



The following year permanent team numbers were fully implemented, the initial allocation being based on the placings in the 1973 World Constructors' Championship. It made common sense that the coveted # 1 was on the car of the World Drivers' Champion with his team mate wearing # 2, the numbering only changed when there was a new champion from a different team when numbers were simply swapped. It stayed that way for the next 11 years before it was modified, the change being forced through a lack of teams.

In 1996 the world champion still carried # 1 but the remainder of the team numbers related to their positions in the previous seasons World Constructors Championship. Some teams had the same numbers for long periods, Tyrrell used numbers '3' and '4' for more than twenty years, while '27' and '28' became iconic Ferrari numbers for fourteen years.

Basically, this system made a huge amount of sense, but it wasn't to last.

In 2014 the FIA decided that drivers could select their own permanent numbers and could choose '0' or between '2' and '99', the World Champion still had the right to use # 1 but it was only an option. There were rules however. In allocating numbers drivers with a higher Championship position in the previous season have higher preference. If a new driver wants a number that has been previously allocated there has to be a two year period of the numbers inactivity before it can be reallocated, this happened with Brendon Hartley who sought # 28 but had to use Scuderia Toro Rosso's 'reserve' # 39 for his first race before '28' became available after it was used by Englishman Will Stevens when he drove for Manor Murussia in 2015.



One of the interesting number choices was Damon Hill using '0' in the 1993 and 1994 seasons when he drove for Williams, the most popular number is '8' that's been used more than 900 times, while superstition has played its part in the numbers game. In Japan, Korea and China '4' is considered unlucky, in Italy it's '17' while '13' has been a number to avoid.

There's an interesting link to the number '13' that goes back to the 1903 Gordon Bennett Cup that was held in Ireland. One of the

British entered Napiers was allocated '13', and to counter the perceived bad luck of the number the Irish organisers allocated green to the car because they considered it to be a lucky colour, the story of the iconic British Racing Green began.

During the 1920s the French factory Delage team used '13' in racing and two of its drivers had fatal crashes in cars with the number. The Automobile Club de France stepped in after the second accident in 1926 and removed the number from their list.

Since that time '13' has only appeared twice on a grand prix starting grid, the first being the BRM driven by Moisés Solana in the 1963 Mexico race. Maybe it wasn't the right choice because the car suffered an engine failure, but he was classified as having finished in 11th place.



At the 1976 British Grand Prix the privately entered Surtees of Davina Galica carried '13' but the Englishwoman failed to qualify for the race. Fast forward nearly 40 years to 2014 when Venezuelan driver Pastor Maldonado took '13' as his permanent number when he drove for Lotus-Renault. His two seasons in Formula 1 were marked by crashes, collisions, speeding infringements and official reprimands, however he did score World Championship points so it wasn't completely unlucky.

Here in New Zealand the most famous car to carry the number '13' was the Wolseley Special built and raced by Hec Green with great success during the late 1940s and early 1950s. Highlights of the car's career were winning the 1950 Lady Wigram Trophy race and finishing second in the inaugural New Zealand Grand Prix at Ohakea the same year.

Because of Brendon Hartley elevation to Formula 1 status, New Zealanders have taken a special interest in # 28 that over past years has been carried on cars from the top teams.

It was first used by Brabham in 1974 followed by March (1975), Penske (1975/76), Fittipaldi (1977), McLaren (1978) and Williams (1979).

Williams retained '28' for the 1980 season before it became the property of Scuderia Ferrari, McLaren claimed it in 1980, then it reverted to Ferrari from 1981 to the end of the 1995 season. The number wasn't seen again for 20 years until it was adopted by Will Stevens in 2015. When he quit F1 and after the required 'stand-down' period, '28' finally found its true home, on the Toro Rosso of Brendon Hartley.

So who has driven F1 cars with the number?

The list certainly makes impressive reading. John Watson was the first, next was Mark Donohue followed by Emerson Fittipaldi, Emilio de Villota and Clay Regazzoni.

During the 1980s there was William's driver Carlos Reutemann before the long link with SEFAC Ferrari began - Didier Pironi, Mario Andretti, René Arnoux, Stefan Johansson and Gerhard Berger, into the 90's the decade began with Berger retaining the number when he moved to McLaren. The following year '28' was back at Maranello and on the cars of Jean Alesi, Ivan Capelli, Nicola Larini and Berger when he returned in 1993. It all changed again in 1996 when the red cars of Michael Schumacher and Eddie Irvine carried '1' and '2' after Schumacher won the previous year's world title driving for Benetton.

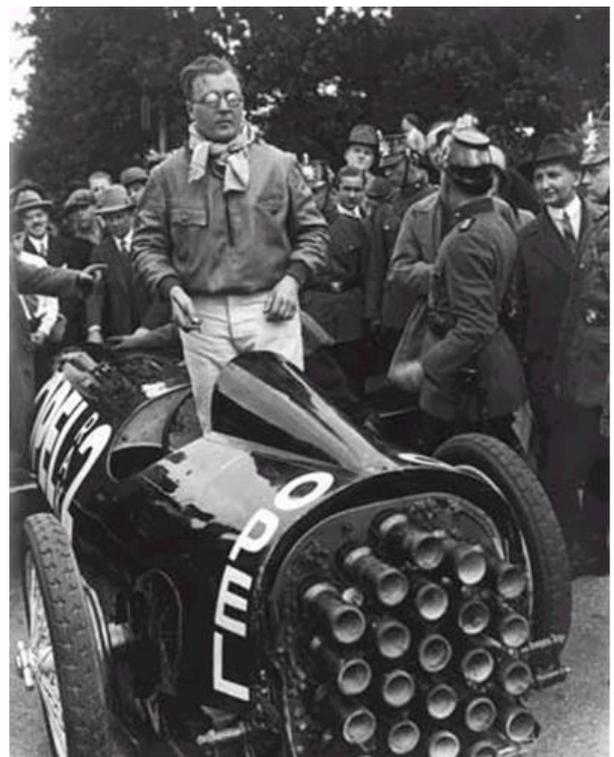
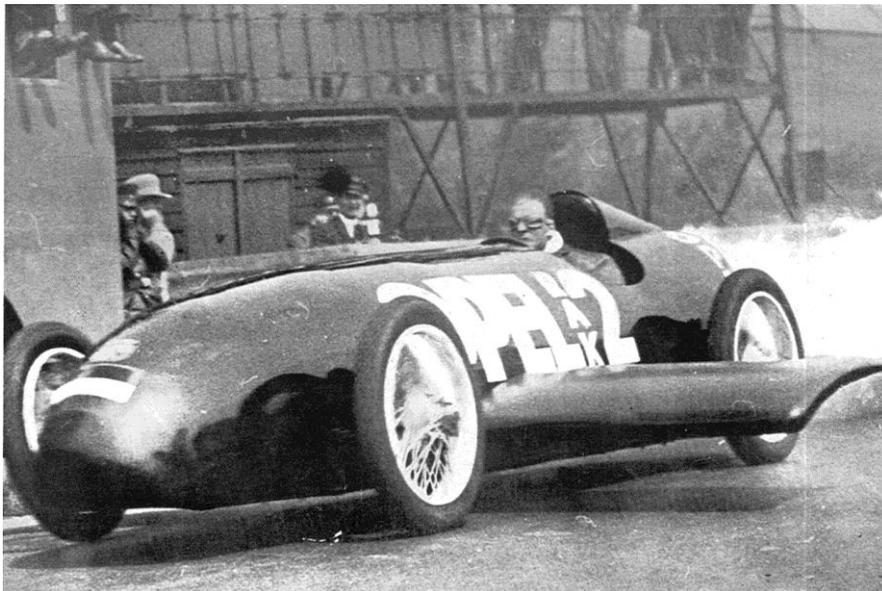
Emerson Fittipaldi and Mario Andretti were F1 world champions, so number wise Brendon Hartley is in very select company...

RH



WACKY RACERS CONTINUED...

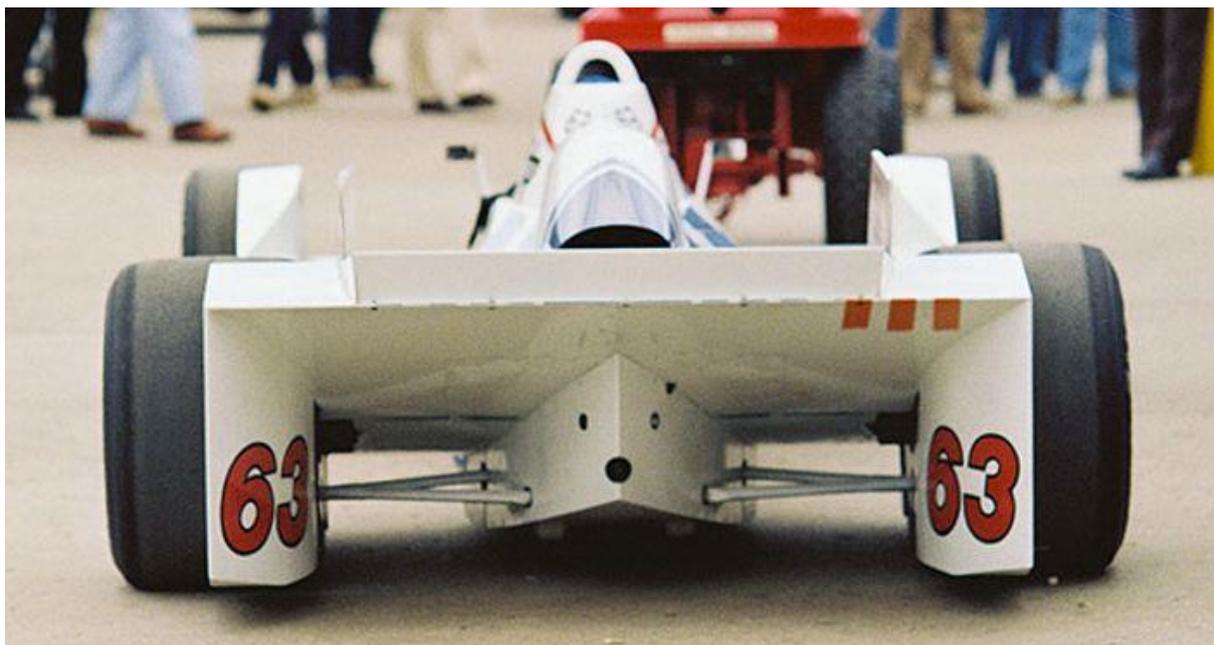
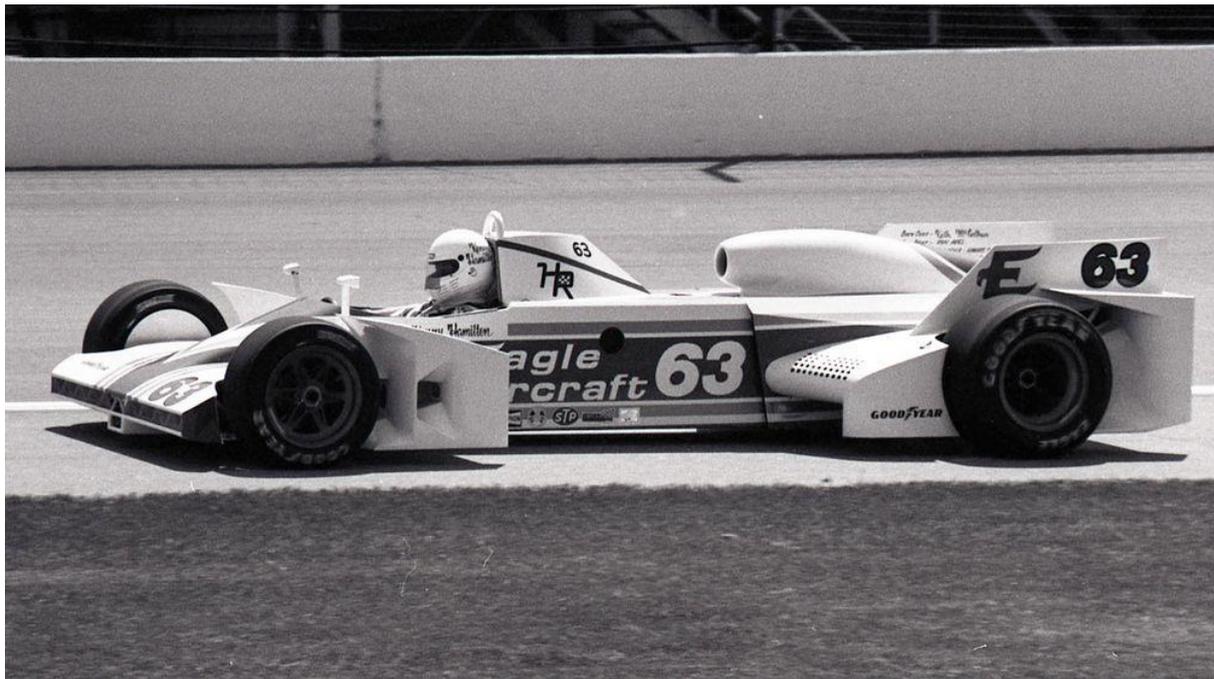
The Opel RAK's were a series of rocket powered vehicles produced by Fritz von Opel, the head of Publicity and Research at Opel in the late 1920's. Max Valier, a science writer and rocket enthusiast sought support from Opel for further research into rocket propulsion, with the long term aim of rocket powered flight. Friedrich Sander provided the solid fuel rockets. A road car fitted with 2 black powder rockets installed acted as the first test bed, and was soon followed by RAK 1, based on a race chassis, with small wings behind the front wheels and with 12 rockets in the tail. This car delivered a 0-62 mph time of 8 seconds and 75 kph top speed. Based on this success RAK 2 was built. Based on an 80 series car, it carried a streamlined body, massive wings to prevent lift, and 24 rockets giving 6000 lbs of thrust, each of which was wired separately. "Rocket Fritz" took it to Avus, and in front of 3000 selected guests achieved 148 mph (234 kph) in just over 1 mile. Satisfied that the concept was sound the team turned to rail sleds then aircraft and succeeded in becoming the first to fly by rocket power before the depression hit and Opel was sold to GM in 1929, ending the experiments.



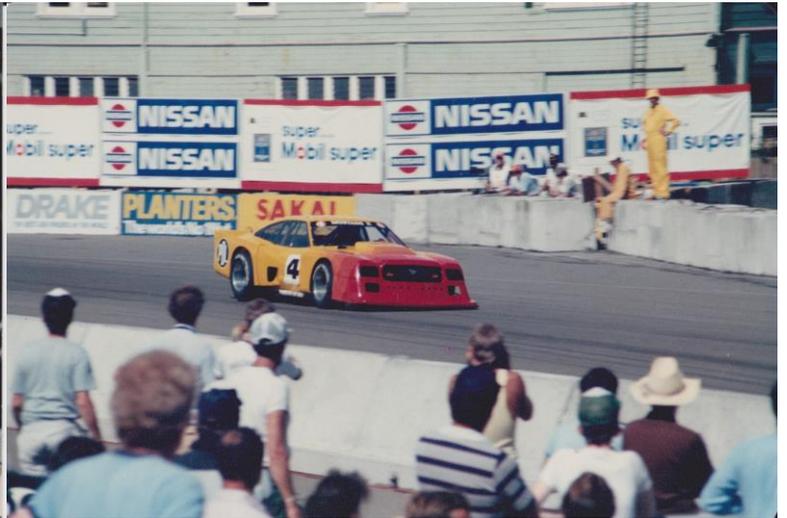
By 1972 Ferrari were in one of their cyclical doldrums in F1 and Mauro Forghieri's answer was a rather odd new car, the 312 B3. Built on a spaceframe chassis, the car had a very short wheelbase, and as was the current trend, as much of the mass as possible was within the wheelbase to reduce the polar inertia. The radiators were moved from the nose to the sides, in fact just behind the front wheels, and a large, flat body made for better downforce. The flat 12 remained. The car was aesthetically functional rather than pretty and with a full width front wing, which sported nostrils for the radiator airflow, it was soon nicknamed Spazzaneve (snowplough) by the Italian press. The car was tested but never raced as at this time Enzo Ferrari was not in good health and Sandro Colombo was brought in by FIAT to manage the Scuderia. He wanted the new 1973 car to have a monocoque chassis, Forghieri refused and was consequently moved away from the team. He was vindicated to the extent that Colombo's new car bombed, so much so that Jacky Ickx left the team halfway through the season. For 1974 he was reinstated and used many ideas from the Spazzaneve to create the 312 B3-74, ultimately winning the World Championship for Lauda in 1975.



If ever a race car showed why you shouldn't get someone with no previous experience of racing to design it, it must be the 1982 Eagle Aircraft "Cropduster". While everyone else in the Indycar scene was trying to embrace the ground effects concept pioneered by Lotus in F1, Dean Wilson, the successful Eagle Aircraft designer (whose company built biplane crop-dusters) flew a different path. Commissioned by Joe Turling, his design stepped back a couple of decades. With a chassis made from square tubing, and an alloy and balsa wood body, the car featured a massive wheelbase, front radiators, no sidepods, no wings and no downforce. The driver sat very forward with no frontal protection. It did at least have a very good Chev engine thanks to the driver Kenny Hamilton. It proved to be highly unstable, and slow, reaching just 180 mph, too slow to qualify, and that was only after giving Hamilton 3 huge scares as it spun away from him. He described Wilson diplomatically as "a great aircraft designer, not much of a race car designer". The car still exists as a museum exhibit.



LOOKING BACK...



Random shots from the Wellington Street Races.

BMW's M3 was ideally suited to the track, it's tight and twisty nature perfect for the small car with the big heart.

The famous PDL Mustang 2 at the first race (?)

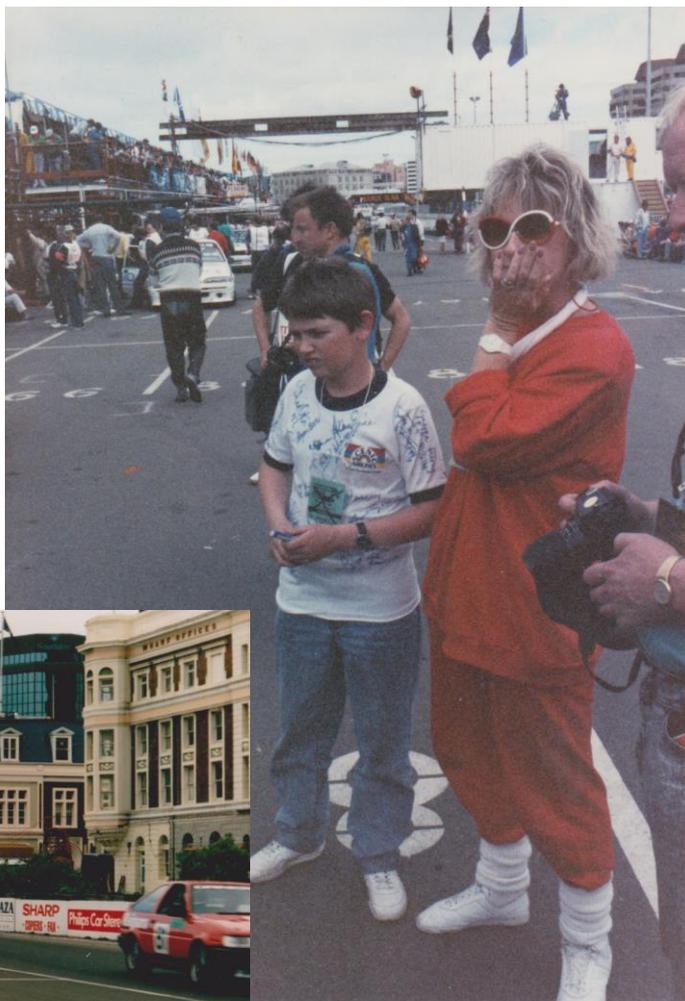
The makeshift pit area from the wharf exit onto Customhouse Quay. The main pit area and control box are approx. where the TSB Bank Arena now sits.



This young fella had spent quite some time getting all the drivers signatures on his Tee shirt. I reckon his dress sense is much better than Mums, don't you? Just look at those sunnies!! The Tee would probably be worth a fortune if he was lucky enough to still have it!!

Like most street race venues, Wellington was very photogenic. Current Maritime Museum building and Harbour Board building apartments to the right in the background.

Denny Hulme demonstrated his Yardley McLaren M23 chassis number M23/1. I can spot our very own Ralph Watson, which other MCC members can you see?



WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 2
SATURDAY JULY 7TH / SUNDAY JULY 8TH

TRANSPEC GT OILS TRACK DAY SERIES ROUND 3
SUNDAY JULY 15TH

NORTH ISLAND ENDURANCE RACE SERIES
SATURDAY JULY 20TH SUNDAY JULY 21ST

Entry details on www.manawatucarclub.org.nz or follow us on Facebook

PARTING SHOT...



The fabulous Paul Fahey ex works Cologne Capri RS2600. Just look at the crowd.

Track & Yack Invite

**Tuesday 10th July starting @ 7pm at the
Rose & Crown Olde English Pub.**

Why not join us!



**COME RACING
WITH US!**