

**Manawatu Car Club Inc**

**MAGAZINE**

**DECEMBER 2018**



**Something for Everyone**

As I remarked a couple of months ago, it's been lambs, lambs and more lambs here on our little slice of paradise. Little bleaters everywhere. Great news as we will sell the ram lambs (now on TM if anyone wants a purebred East Friesian) and have sufficient ewe lambs to replace some of the aging old grannies in the ancient end of the flock. At least most of the lambs are now weaned and the pet ones (including our very cute black ones) are on once a day feeding. Deep breath, whew, job done. So, it's now on to milking the mums.

The trials, tribulations and dramas of last year's milking are largely gone. It's amazing how quickly the previously milked ewes got back into the routine, and the newbies mostly just tagged along, as sheep are prone to do!! No-one has been rejected because of an attitude problem yet, though it was close with a couple. Clover (a young ewe we are babysitting for a friend) is, I have decided, clearly related to Houdini. A really friendly, hand reared animal, her first milking was an absolute joy. Stood still, didn't kick, ate her nibbles, and didn't want to leave the milking platform in fact. Wonderful. What a little pro. But ..... after lulling me into a false hope, she decided to try it on, as any teenager does, to find the limits. The next milking was a kickfest worthy of an international Taekwondo competition. Grit your teeth and persevere Trev, she will get used to it. Lucky the neighbours aren't close enough to hear any curses I may have accidentally muttered under my breath. The next day, a different tactic, well she had had 24 hours to consider her options after all. A quick burrow under her neighbour, move the gate and off out the up ramp, ignoring the remaining queued girls waiting to get on. Easy fix that one. Come back up my dear with the next lot and let's have another go. 24 more hours and a further new approach. Being shorn, unlike the others, she decided a graceful leap over the front of the milking platform would kill two birds with one stone - free her of the need to be milked and allow unfettered access to the BIG bin of feed. "Gosh" I said with a capital F, "that was clever". A little bribery with food goes a long way to making happy and contented sheep but in this case it was 40 odd kilos vs their 300g ration. A bar hastily tied across the front of the stalls soon stopped that option. And ..... lo and behold, who would have guessed, she has been a gem ever since!! They really are just like children.



With the totally natural, additive free ice cream recipe perfected last season, the new target is yoghurt. How hard can it be?? Well if the ice cream experience is anything to go by, it may take a few trials and the dogs may once again be happily taste testing any reject product!!

Has anyone else been following the vociferous debate on drink driving after high profile recidivist offender Gavin Hawthorn was handed yet another slap on the wrist with a wet bus ticket?? This "wonderful" member of our society, who has killed 4 people in 2 separate crashes in 1989 and 2004 ( I remember both clearly as they occurred in the Wairarapa ), already has 12 convictions for drink driving, 10 for driving while disqualified and 3 for dangerous driving and was up in court again after being caught at over twice the limit. I will wade in with my 2 cents worth.

Now I don't know about you, but anyone with such an arrogant and complete disregard for the safety of others and the laws in the society in which he lives should, in my opinion, be dealt with accordingly. That is, severely. I think they outlawed hanging, drawing and quartering (young people look it up), so that's not an option, more's the pity. The man is in his mid 50's. If he was going to turn his life around (he has had many opportunities) he would have done so by now. He's been in jail, presumably without access to alcohol, for extended periods yet has chosen to repeat the same pattern of behaviour over and over again. Indeed, Judge James Johnston, admitted that his drink driving history "is one of the worst I've seen".

But here's the rub that has got everyone talking. Although the maximum penalty Hawthorne faced was 2 years in jail and a \$6000 fine, the nice judge didn't send him to jail "by the slimmest of margins" and handed down a sentence of 6 months home detention, 180 hours of community work and 2 years disqualification. . What signal does that send to the community at large?? I'm sure the police officers responsible for catching him and removing the risk he poses from our roads were absolutely gutted. Especially with a proven record of driving while disqualified. It's like telling him to go to the naughty corner and reflect on his actions while he has a cuddle in a blanket.

In my opinion the judge in question needs to take a long hard look at his actions.

Don't get me wrong. Yes, I am very well aware of the other side of the coin and the great work done by many of the rehab centres and "one on one" programmes aimed at helping addicts kick their habit of choice and integrate back into the community. And they do a fantastic job. However, for this approach to work the patient needs to have the desire, motivation and willpower to WANT to make changes to their life. Without that, all the support in the world will fail to change their behaviour, as it appears in this case. The problem then facing society is what do you do to mitigate the risk to the community, and I'm sorry, but I can't see any other choice than to remove the likes of Hawthorn and place them where they have no opportunity to commit that same offence. It's bloody impossible to drink and drive from a cell, but a very real possibility when you're only on home detention, the car is outside and the booze shops just down the road...

As an aside, one of the neighbours, while walking her dog on the beach recently, was approached by a shady looking character asking her which stretch of sand he had just beached his equally shady looking boat onto. Well, you might say, there are dodgy people everywhere, what makes this one special? Well it might have been the fancy fashion accessory that she noticed he was sporting in the form of a nice Government Issue ankle bracelet. Turns out he was on home detention but got bored, so decided to take to the harbour for a bit of a cruise. I'd love to have seen how this breach was dealt with, if it ever was.

Like I said above, temptation is often very hard to resist .....

I was sent the following email recently which made me laugh - *There are some ex impeccunious students who will remember when a gallon of gas, a pack of fags and a jug of the essential beer were all near enough the same price.*

It seems like such a long time ago John, such a long time .....

With the festive season upon us, please remember to take it extra easy on the roads, show consideration for the numpties on their annual pilgrimage from the big cities and most importantly keep yourself and your loved ones safe .... after all, we want you back to compete in the bumper 2019 year that's planned.

Remember to keep the rubber side down TW



# EVENTS CALENDAR

## DECEMBER 2018

Saturday 8<sup>th</sup> Transpec / GT Oil Track Day Series Round 4 (Final)

**TRANSPEC**  
Services  Ltd

18 Connolly Place | (06) 354 9926  
Palmerston North | transpecservices@xtra.co.nz

**2018 Clubsport Events Sponsor**



**GT OIL**  
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101 Denbigh St, Feilding  
Ph 0274 727 400

**2018 Clubsport Events Sponsor**

Sunday 9<sup>th</sup> Mitre 10 Mega Summer Race Series Round 1

Saturday 15<sup>th</sup> MCC Kids Christmas Party

## JANUARY 2019

Saturday 6<sup>th</sup> Drift Practice Day

Sunday 13<sup>th</sup> Back Track working bee

Sunday 20<sup>th</sup> Mitre 10 Mega Summer Race Series Round 2



## FEBRUARY 2019

Friday 22<sup>nd</sup> February Flatfoot Test Day

Saturday 23<sup>rd</sup> February Flatfoot IRC Race Day Day 1

Sunday 24<sup>th</sup> February Flatfoot IRC Race Day Day 2



## MARCH 2019

Saturday 3<sup>rd</sup> Manji March Drift Practice, Hard Park & Tutoring

## APRIL 2019

Saturday 6<sup>th</sup> Track Day Series Round 1

Sunday 7<sup>th</sup> Mitre 10 Mega Summer Race Series Round 3 (Final Round)



## MAY 2019

Saturday 25<sup>th</sup> Drift Tutoring Session

## JUNE 2019

Saturday 1<sup>st</sup> Test Day & Drift Practice

Sunday 2<sup>nd</sup> Winter Series Race Meeting Round 1

Sunday 16<sup>th</sup> Manfeild Full Track Bent Sprint

## JULY 2019

Saturday 7<sup>th</sup> Test Day

Sunday 8<sup>th</sup> Winter Series Race Meeting Round 2

Sunday 14<sup>th</sup> Back Track Autocross

## AUGUST 2019

Saturday 3<sup>rd</sup> Test Day

Sunday 4<sup>th</sup> Winter Series Race Meeting Round 3

Sunday 18<sup>th</sup> Back Track Autocross

Saturday 31<sup>st</sup> Test Day

## SEPTEMBER 2019

Sunday 1<sup>st</sup> Winter Series Race Meeting Round 4

Sunday 15<sup>th</sup> Track Day Series Round 2

## OCTOBER 2019

Saturday 12<sup>th</sup> Drift Practice

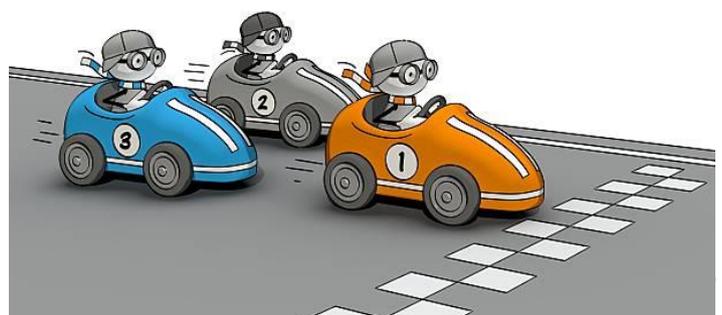
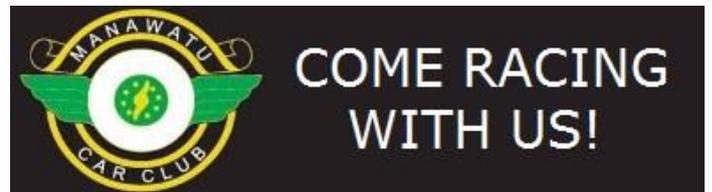
Saturday 19<sup>th</sup> OctoberFAST Day 1

Sunday 20<sup>th</sup> OctoberFAST Day 2

## NOVEMBER 2019

Saturday 2<sup>nd</sup> ShowVember

Sunday 3<sup>rd</sup> Track Day Series Round 3



DECEMBER 2019

Saturday 7<sup>th</sup> Track Day Series Round 4

Sunday 8<sup>th</sup> Summer Race Series Round 1



Manawatu's Blue Loos  
**Gecko**  
ENVIRONMENTAL 2014 LTD

**0800 025 552** or 021 509 221

Mark & Rachel O'Connor

[loos@geckoenvironmental.co.nz](mailto:loos@geckoenvironmental.co.nz)

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

## "Track & Yak Xmas Special"

**Time:** 7pm to 9pm

**Date:** Tuesday 11<sup>th</sup> December 2018.

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

**There will be some drinks on us, so why not pop down and have a chat about what is happening on and off of the track!**

# MCC COMMITTEE



**President:** Richie Arber - 027 2900 668  
**Email:** [president@manawatucarclub.org.nz](mailto:president@manawatucarclub.org.nz)



**Vice President / Treasurer:** Tim Wilde - 0274 729 664  
**Email:** [accounts@manawatucarclub.org.nz](mailto:accounts@manawatucarclub.org.nz)



**Club Secretary / Events Manager:** Jeff Braid - 027 477 3337  
**Email:** [info@manawatucarclub.org.nz](mailto:info@manawatucarclub.org.nz)

## Your Committee:



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

## Club Advisors:



Kerry Halligan



Noel Beale

**Club Patrons:** Robert Lester, Terry Rush, Russell Harris.

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

**Archivists:** Terry Rush, Jill Hogg, Russell Harris

**MCC Magazine Editor:** Trevor Weir

## FROM THE PRESIDENTS PEN...

Well it is December, that year went quick... Merry Xmas everyone – I will say that now as the next time you read the MCC Magazine it will be January 2019, where do the days go... I read a funny piece on Facebook the other day that when the current generation talk about the old days they are referring to the late 90's early 2000's... that seems like only yesterday to me!!!

Lots of people to thank for the year that was, none more than our terrific Sponsors and Volunteers, you guys and girls make the MCC what it is today, without your generous contributions week in week out the MCC and Motor Racing landscape in the Manawatu would look very different indeed. Also big thanks to our MCC Committee and the Contributors to this magazine, it has been a great year and we are going from strength to strength due to your contributions over the year.

The month of November was a busy month for Motor Racing, with lots of Championships decided within the month. The best one? Well it would have to be our very own MCC Member Chris Pither winning the Dunlop Super 2 Championship at the last round in Newcastle. Good on ya mate!!!

Also in November was the spectacular spectacle that was ShowVember. This event that Jaron and his crew put on is growing by the year and is quickly becoming an event that people are marking in their calendars at the start of the year so they don't miss it. Indeed we have had a few discussions with other event organisers around the country to make sure that our dates don't clash so that the people who like to attend these events can make it to them all, which backs up the importance that this event now has. Well done Guys and Girls!

So we rock into December and what a month it will be... Firstly we have the last round of the Transpec / GT Oil Track Day Series on Saturday 8<sup>th</sup> Dec, quickly followed on Sunday 9<sup>th</sup> Dec by the first round of the Mitre 10 Mega Summer Race Series. We have made some changes to the Series this year in that there are now just four classes – GT Cup, IB Cup, SF Cup and RS Cup, however you now get qualifying and 4, yes 4 x 6Lap Races on the day which is awesome bang for your buck... and if you attend the first round on the 9<sup>th</sup> Dec you will go into a draw to win free entry to Round 2 on the 20<sup>th</sup> January. There is one free entry being given away for each of the four classes but you have to be in to win so enter now!

# MITRE 10 MEGA

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**PALMERSTON NORTH**

**SUMMER RACE SERIES**

**Round 1 – Manfeild – Sunday 9<sup>th</sup> December '18**

**4 Classes, Qualifying plus 4 x 6Lap Races per Round**

**Entry Fee: \$220 for MCC Members - \$250 for non-MCC Members**

**Come to the first Round and be into win a free entry to Round 2 in January '19**

On Saturday 15<sup>th</sup> December we are putting on a Kids Christmas Party. Bring the kids, or the Grandkids, we can guarantee there will be fun and games for the whole family.

From 11am there will be games with prizes to be won, followed by a BBQ lunch. After lunch there will be a special guest providing entertainment for all attending. Following this there will be a few more fun activities and it will finish off with a visit from Santa. A bouncy castle will be on site for the day.

*(If you want your child to receive a small gift from Santa, please buy it, wrap it and put your child's name on it and we will get Santa to give it out)*

If you going to attend, please let us know by confirming your attendance on our Facebook page - [www.facebook.com/events/570126163442691/](http://www.facebook.com/events/570126163442691/)



What else is happening???... Well if you haven't driven past the MCC Clubrooms of late you would not have seen the cool fence that was erected in late November. MCC Member Warren Dunn and owner of "eHaus" and his team cleared the area of the old fence, and the many other things that had been dumped over the fence in past years, and put up the new 1.8m high fence in about 3 days! Boy does it look good, the pictures below do not do it justice I can tell you. We will look to paint it in January and then we are going to put some advertising on it so watch this space. Thanks Warren, and also a big thank you to Andrew Stewart from Stewarts Mitre 10 Mega Palmerston North who supplied all the materials at a very reasonable price...



# Manawatu Car Club 71<sup>st</sup> Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms  
120 Kawa Kawa Road, Feilding  
Wednesday, 13<sup>th</sup> February 2019 @ 7.30 pm sharp.

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

Yes it is that time again, our 71<sup>st</sup> AGM will be held on Wednesday 13<sup>th</sup> February 2019 at the MCC Clubrooms. At this AGM we will look to elect the Vice President of the club for the next two years and also up to ten other committee members. In accordance with our constitution, nominations for the office of Vice President and Committee Members shall be received by the Secretary no later than two (2) days prior to the AGM. Please also note that you must be a financial member of the Car Club to be considered for any of the positions available on the night so please make sure your club membership is up to date. Voting papers will be loaded on our website soon, and they will appear in the January '19 edition of this magazine which you will be able to print off and use.

If you are thinking of joining the MCC Committee there are a couple of things you should be aware of. We meet formally at least once a month, at these meetings we all have a voice and are treated as absolute equals. All of the committee members have a portfolio that they look after (such as advertising, sponsorship, membership recruitment etc...) and we report on each of our portfolios at the monthly meetings. We are all volunteers, no one gets paid to be on the committee, and we do it because we love motorsport and the MCC. We all work hard for the club and give up our time and our knowledge freely... so if you have something, anything, to offer and are willing to help make this club even better tomorrow than it is today for all that belong to it, then we would love to have you jump on the bus with us.

I would like to say that if you are driving over the holiday period please do take it easy, have frequent stops and drink plenty of water while you are driving as even a hint of dehydration can have a huge influence on your concentration levels. Remember it is better to be ten mins late than to never arrive at all. There has been far too many fatal accidents on our roads this year and while I hate to see any person killed from a motor vehicle accident I really do not want to hear that we have lost one of our MCC Family over the coming silly season.

You will also see a Track & Yack invite in this magazine each month, if you have an hour or so to spare on Tuesday 11<sup>th</sup> December please do pop along and have a drink and a chat with us as it will be the last one for the year and we will be putting some \$\$\$ on the bar and will get some nibbles to eat, so it would be good to finish the year off with a great night of conversation and laughter.

I hope to see you all this coming weekend, all going to plan I am looking like I may be back in the race seat for a bit of testing on Saturday and then if we pull up from that ok, racing on Sunday... I can't wait!!! A big thank you to all of those that have helped out to get us back on the track, especially my great mate Nick who has worked many a late night to help us get a car ready for this weekend. I could not have done it without you my friend!

Lastly Brendon Hartley... All I will say is that Brendon has done NZ and the MCC very proud indeed and you will continue to do so I am sure. As they say, when one door closes another one opens. To those people that can only see the negative, including one so-called Motorsport Commentator that couldn't make a decent cup of tea if he tried, get **all** of the facts first before you comment as what you are saying at the moment is only your opinion based on what little you know, and we all know what they say about opinions, they are like a certain part of the human anatomy and everyone has one but what comes out is mostly shite!

## MCC CLUB MEMBER OF THE MONTH...

**NAME:** Ross Thurston

**BORN:** Marton, NZ

**OCCUPATION:** Boss

**RACE CAR:** Lancer Evolution

**EVERYDAY DRIVE CAR:** Skoda Kodiaq-Nissan Navara

**DREAM CAR:** Porsche 991 GT3



**YOUR BEST MOMENT IN MOTORSPORT?**

Had a few, winning 2005-06 NZ Production Car Championship, 2004-05 NZ Production Car Championship Class Winner 0-2000cc, 2<sup>nd</sup> place 2001-02 NZ Superstock Championship, B Seeded NZ Rally Driver 1999, 1<sup>st</sup> 1990-91 NZ Saloon Car Championship 1300-1600cc and 2<sup>nd</sup> Overall.

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

Wanted to be a builder but sorta never really happened when I got into cars

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

Aryton Senna, Freddie Mercury & SVG

**WHO WOULD YOU PLAY IN A MOVIE?** John McClane in Die Hard series of movies

**THREE WORDS THAT BEST DESCRIBE YOU...** All round good bloke (sorry that's four)

**IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?** Porsche 991 GT3, the sound

**WHAT IS YOUR SECRET VICE?** Grey hair

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

I'm old and happy to help younger club members on advice and car set-up. You only need to ask

**FAVOURITE QUOTE...** "Are you there!"



Aussie auctions. The 2018 Bathurst 1000 weekend was much more than a programme of motor racing, an integral part of the occasion were two auction sales - one a collection of famous cars, the other to assist farmers affected by serious drought conditions. The Super Drought Relief Auction saw people bidding for a wide variety of memorabilia and experiences with the final physical auction of each lot at Mount Panorama being broadcast on Fox Sports' Pit Lane Live programme and streamed online. Teams, drivers and sponsors donated items, one of the prime lots being the race suit, gloves and boots worn by Craig Lowndes in The Great Race that went for \$23,000. A lot lap in Ford's new Mustang Supercar in Adelaide next year fetched \$9,100, while a race boot worn by Daniel Ricciardo in the Russian Grand Prix reached \$4,300. All the proceeds went to the Burrumbuttock Hay Runners which supplies and transports hay and essential living items to the affected rural community. Ya gotta luv the name of the Hay Runners...



Record broken. Brocktober returned to Bathurst with the world's largest collection of Peter Brock cars going under the hammer and a record being set for a car sold at auction is Australia. Thirty six Brock cars went on offer but not all reached their reserve and were passed in. Lot 1051 was a replica of PB's Austin 7 'Paddock Bomb' that included some parts of the original car, a bargain at \$AU8,800. Lot 1053 created much more interest, the famous Austin A30 in which he began his racing career, the hammer fell at \$AU79,000. It was into the serious money with Lot 1015, the stunning Bob Jane T-Marts liveried Chev Monza that Brocky campaigned in the early 1980s, its

new owner parted with \$AU100,000. The bidding got really serious when a Group A 1987 Holden Commodore VL went for AU\$800,000 before the auctioneer moved on to Lot 1065, the iconic 1984 HDT Group C 'Big Banger' Commodore, surprisingly it failed to sell after bidding stopped at AU\$850,000. The Lloyds Auction team left the best until last, Lot 1071. The 1982 and 1983 Bathurst winning HDT Commodore VH SS changed hands for a staggering AU\$2.10 million. One question remains, where and when will these cars be seen again...

Dream came true. It's been revealed that Anthony and Bron Bell have enjoyed a long association with the Waitahanui Lodge (south of Taupo on SH1) that they now manage. Apparently it's been their favourite 'getaway' for many years and there was always the dream that one day they would love to run the historic accommodation establishment. In very quick time their dream became a reality following a couple of phone calls and a one-on-one chat with the previous lease holder who they had got to know very well over the years. As for the other side of the business, who knew that Ants was an accomplished fly fisherman? Obviously the Waitahanui Lodge is THE place to stay if you want to be right on the lake front, catch a fresh trout for dinner and cook it on the decking BBQ while watching the sun go down. Let's drink to that...



Sauber opts for girl power again. Virgin Australia Supercar driver Simona De Silvestro got very close to securing a Formula 1 drive with Sauber in 2014, now the team has another female driver involved with its F1 programme. Last year 25 year old Tatiana Calderon started work for the Swiss-based outfit as a development and simulator

driver while continuing her GP3 and World Series Formula V8 3.5 schedule. In March this year the Columbian was promoted to a test driver role. With Kimi Raikkonen and Antonio Giovinazzi on the driver roster for next season a race start seems unlikely, but...

History created. During the qualifying sessions for the US Grand Prix Brendon Hartley became the first driver to suffer a breakage to the controversial protective 'Halo' device. The curved aero top section broke away with the airflow over the car carrying it away from the driver. A specific safety component isn't something you would expect to break...

Media star. It's always nice to see a motorsport news item that isn't filmed at Hampton Downs. In the sports segment of TVOne's News on 31 October there was a very good story on new club member Jacob Cranston entering the Toyota 86 Championship. For the camera crew and reporter it would have been a new experience finding their way to Manfeild Circuit Chris Amon. Our circuit might not have the visual impact of the Waikato track, but when you talk history it's a very different story. History is something that money can't buy...



The waiting game. Aussie Supercar fans hoping to see the battle between the Ford Mustang and Chev Camaro next year are not going to see their dream come true. The bodywork of the Camaro doesn't fit over the existing common safety cage, the problem being in the area of the car's rear window. Alterations to the regulations will have to be made to allow the Camaro project to proceed, so at the present time it looks as though Ford has the initial jump on its rival in the two-door stakes. GM-H say expect the Camaro in 2020, it should be worth waiting for...

Seen, and heard. The initial testing of Ford's new Virgin Australia Supercar challenger has been completed. Scott McLaughlin drove the prototype Mustang in its first on-track appearance at Queensland Raceway early last month, later in the same week a second round of tests were carried out at Phillip Island. The test car was based on DJR Penske's FG-X Falcon that's been the team's spare chassis for nearly two seasons, wearing its new bodywork with a trendy 'camouflage' livery made it difficult to pick-up on detail but one very noticeable feature was the massive two tier rear wing, maybe just winding up any GM spies! The next stage of development is the official aerodynamic homologation with back-to-back testing against the Nissan Altima and ZB Holden Commodore with Glenn Seton taking over the driving duties, and he's the right man for the job with two Australian Touring Car Championships (1993 & 1997) on his CV. It's been confirmed that DJR Penske,



Tickford Racing and the 23Red team will field the new title contender as Ford returns to the championship in a factory capacity. The 'Blue Brigade' can't wait...

MCC at the ITM SuperSprint. Seventeen cars lined up for the opening round of the 2018 Toyota 86 Championship, three driven by MCC members making their debuts in the category - # 15 Kaleb Ngatua (J J Wellers / Capture Signs), # 31 Jacob Cranston (Best Bars / Vista Lité W80) and # 99 Justin Allen (Battery Town / Thunder Adventure). Race 1 ended with Ngatua 5th, Allen 8th, and Cranston 12th. Sunday morning's 12-lapper saw Ngatua finishing 7th, Allen recording another 8th place and Cranston crossing the line in 14th. In the afternoon Race 3 it was Cranston's turn to shine with 11th place, Ngatua was 12th and Allen 16th, while in the Championship standings Justin and Kaleb ended the round in the Top 10. With that experience behind them no doubt all three will be eagerly looking forward to Round 2 which is also at Pukekohe on 8/9 December. They shouldn't expect the same size crowd...

*Innocent victim. During Race 2 Justin Allen got a taste of how close the Toyota 86 racing will be and what to expect. The Battery Towner got his share of unwelcome attention, including a hit from behind that partially removed the rear bumper. The 'damage protection device' flapped around for a couple of laps before becoming completely dislodged and parking itself on the trackside grass. It was brilliant placement as one of the TV cameras was able to focus in on it and you could easily read the words Feilding Auto Electrical. Cheap advertising to a huge viewing audience..*



The Superman GOFOR. Bryce Hogg has been signed by Team Allen for the Toyota 86 Championship series in a multi-role position. Vehicle Transport Manager, Assistant Spannerman, Technical Advisor, Wheel Changer, the list goes on. The bonus comes in the final event, a 3-Hour Race where Bryce will have a 60 minute stint behind the wheel of the # 99 Battery Town car as Justin's co-driver. Sixty minutes sounds much longer than one hour. There's no word of Bryce being required to complete a barista course, well not yet...

*The comeback has begun. The opening round of the SAS Autoparts MSC Formula 5000 Series at the ITM SuperSprint Round at Pukekohe drew an impressive 14 car entry that included Feilding's 1982/83 Formula Ford champion Kevin Ingram in his recently acquired Lola T332. Race 1 was on a part damp-part wet track that saw four drivers elect not to start, one spinning off on the warm-up lap and four spinning in the race itself, 'Big Rev' Kev finished in 7th place. He qualified seventh quickest for Race 2, dropped two positions with an 'off-track' deviation and grabbed one back to be 8th across the cross with six cars behind him. In race 3 the 'Viceroy' liveried Lola recorded a DNS. It was no surprise that Kenny Smith won all three races, but for Kevin Ingram it was an impressive comeback to serious competition...*

Flexing their muscle. At Puke the Central Muscle Cars had an outstanding 29 starters with Manfeild regulars Gary McKelvie and Michael Eden included in the high horsepower pack. The McKelvie HMC Monaro scored



a best 3rd place in Race 3 with Eden claiming a close fought 11th position. Unfortunately it was too close, as the group crossed the finish line there was contact and the Eden Falcon GTHO spun across the track and made heavy contact with the concrete barrier, badly damaging the right rear corner. The boot lid broke off with the force of the impact and flew across the track, thankfully without hitting anything. Calls don't come much closer than that one...

*Familiar headwear. Looking closely at the driver of the # 91 Sabre Motorsport Formula First and his 'head protection device' raised the question 'where have I seen that helmet design before'? Then the penny dropped! The driver was Ronan Murphy and the stunning design was one used by his well-known father, or was it Greg Murphy's actual helmet? If you ever get the opportunity have a good look at it, the artwork and its execution are amazing...*

Spel chek not working. ITL TraNZam co-ordinator Bob Cullinane went to a great deal of trouble to produce a large poster to promote the 5-round series, but it took three attempts by the printer to get the spelling of one word correct - Manfeild. The first edition had the common error from the time the name was created by the late Wendy Lester, MANFIELD. There was a polite phone call to correct the error for a new print run, the result was MAINFIELD, the simple task had gone from bad to worse! A not-so-polite call brought final resolution with print run number three. MANFEILD, the way it should be. It should have been correct the first time...

*Proud supporter. At the November Track & Yak Richie Arber arrived at the Rose and Crown wearing an AMG Mercedes T-Shirt. Mr President is definitely not a Lewis Hamilton fan but has been a long-time 'Benzer'. When questioned about his upper body attire the response was he was acknowledging the Petronas AMG Mercedes team's win in the Manufacturers Championship for the fifth successive year. He sounded convincing too...*

Kiwi icons meet. Prior to last month's test match against England a number of the All Black squad took time out to visit the McLaren Formula One facility at Woking. Both the AB's and McLaren have enjoyed great success at the highest level of their respective sports which gave the occasion special significance, hopefully the orange cars will soon be back doing what the black jerseys do. Winning...

*Youngest winner. The Sybil Lupp Trophy race is traditionally one of the feature events at the MG Classic Meeting with the entry being restricted to British cars and female drivers who can drive any marque. There are many well-known names engraved into the silver, but this year's race produced an unknown teenage winner competing in her first circuit event! Driving the familiar Shane Hobman EJ Holden Special, Jemma Barnes made an inauspicious start in the Pre-65 category, posting the 20th fastest time in qualifying with a best 1 min 40.13 sec lap and finishing 16th in the opening race. Possibly recognising the significance of the trophy, and with the benefit of handicapping, Jemma found her mojo on Saturday afternoon and at the end of the 6-lapper was more than six and a half seconds ahead of the chasing pack and had improved her qualifying lap time by 5.16 seconds, that's impressive. What makes her drive even more impressive is the fact that the Wanganui 16 year old is a Youth Mini Stock racer on short oval tracks where they only turn left! So how did Jemma celebrate her win? She headed off to the Stratford Speedway for a night's racing, on Sunday it was back to Manfeild for Day 2 of the MG Classic. That's called commitment...*

Where is the good Lord? Vern Marshall's appearance at the October Track & Yak night may have been a one-off as there was no sign of him in November. His Lordship was reminded of the occasion two days earlier at the MG Classic meeting so can't plead ignorance, maybe it took longer than expected to fully recover from the excitement of the weekend's racing? The T&Y regulars are starting to wonder what's going on in JFK Drive. People are asking if Lord Verdun's 'leave pass' has been revoked and he's 'confined to barracks'. The excuse from the man himself is 'I forgot'. It's becoming a worrying trend ...



A week in the life of. Saturday racing at Manfeild. Sunday racing at Manfeild. Monday home. Tuesday fly Palmerston North to Auckland to San Francisco, onto San Antonio. Wednesday drive new Mercedes Benz GLE SUV at a venue in Texas. Thursday fly San Antonio to Los Angeles onto Auckland. Friday fly Auckland to Palmerston North and home. Write story, mission completed. Richard Bosselman leads an envied lifestyle, and with business class air travel too...

Dream 'Dream Team'. Triple Eight Race Engineering have wasted no time in naming their driver line-up for the 2019 Bathurst 12 Hour race, it's almost as close as you can get to the best-of-the-best. Craig Lowndes, Jamie Whincup and Shane Van Gisbergen are the three drivers named for the '888' car, with a collective record of 15 wins and 29 podiums at Bathurst is this the most formidable trio ever seen at Mount Panorama? Lowndes was on the top step of the podium in 2014 and again last year when he teamed with Jamie Whincup and Tony Vilander, while Van Gisbergen was victorious in 2016. Triple Eight are joining up with Scott Taylor Motorsport with regard to the weapon of choice, a Mercedes AMG GT3 in Vodafone colours. The Liqui-Moly 12-Hour race might live in the shadow of the Bathurst 1000, but for those who prefer a taste of the exotic with names like Aston Martin, Audi, Bentley, BMW, Ferrari, Lamborghini, McLaren, Mercedes Benz, Nissan and Porsche on the grid it's the race of the year. Mark 03 February 2019 in your diary for the seventeenth running of the event that doubles as the opening round of the 2019 Intercontinental GT Challenge Series. Better still, be there...



Overly complicated? In a recent video clip Brendon Hartley explained the functions of the steering wheel of his Toro Rosso STR13. Centre data screen, lights for gear shifting, a myriad of multi-coloured buttons and switches that have to be memorised with regard to operation and purpose. He also revealed that the operating manual for the wheel has 35 pages! For the past decade there has been a trend to place more and more functions on the steering wheel of production cars. Remember the 'old' days when there was just a centre button for the horn...

Happy frogs. The Deloitte's Fast 50 Awards recognise the country's fastest growing businesses in a number of categories. Palmerston North Company Frog Parking was named Regional winner as 'Fastest Growing Exporter' in the 2018 Wellington and Lower North Island. Frog Parking is an outstanding local and international success story, the creators of parking guiding systems and providing complete parking management solutions in cities, malls, airports and universities. And the link to the Manawatu Car Club? The Finance Manager of Frog Parking is Mrs President, Lydia Arber, well qualified too with a Bachelor of Accounting Degree at Massey University. At Frog Parking success is something they don't crow about, they croak about it...



Froggies causing grief. What's got into the heads of the young French F1 drivers? Someone should remind Force India's Esteban Ocon that F1 is not stockcar racing. He was involved in a collision with Brendon Hartley in Mexico that cost the kiwi a 5 second penalty, then collided with Max Verstappen in Brazil while being lapped, costing the young Dutchman an almost certain race win. During the same race compatriot

Pierre Gasly ignored team orders to sink any chance Brendon had of a Top 10 finish and scoring a vital WC point. Was it an act of sabotage? No way does the #28 STR13 look like the Rainbow Warrior...

Ringside seat. Brendon couldn't have got much closer to the action with the 'push and shove' between Max Verstappen and Esteban Ocon during the post-race driver weigh-in following the Brazilian Grand Prix. On the scales, hears a scuffle right behind him, looks around to see what's happening, then walks away. The FIA Stewards reviewed video evidence from the FIA CCTV cameras, weren't impressed by what they saw, found Verstappen the guilty party, and slapped him with two days of 'public service' at the direction of the FIA within six months of the incident. The Stewards determined that 'it is the obligation of sportsmen at this level to act appropriately and as role models to other drivers at all levels, Verstappen failed in this respect'. Now the motorsport world waits to see what task/s young Max will undertake in those two days. The guessing begins now...



Not just another race. For the past 158 years the Melbourne Cup has been a social and cultural tradition that brings Australia and New Zealand to a standstill. Today the Cup Carnival is one of the world's biggest horse racing events, attracting more than 310,000 race-goers to Flemington over 4 days each year. The race was first run in 1891 for a prize of a gold watch and 170 pounds cash, quite a contrast to the 2018 Lexus Melbourne Cup that became the world's richest handicap race run over 3,200 metres with stake money of AU\$7.3 million. Of that, AU\$4 million and AU\$250,000 of trophies go to the winner. Little wonder that it attracts the best distance horses and riders...

Patience rewarded. When Cross Counter crossed the finish line to win the 2018 Lexus Melbourne Cup it ended a 30 year wait for the horse's Dubai owner, His Highness Sheikh Mohammed who first entered the race in 1988. Cross Counter has been this year's standout for the family's famous Godolphin Stable that just happens to be the world's largest private facility, in the past 11 months the 3 year old bay gelding has earnings of more than 14 million NZ dollars in stake money so is definitely paying his way. Sheik Mohammed also reminded the world of an old saying. If at first you don't succeed, try, try again...

THANKS NISSAN. Those were the two words on the windscreen banners of the Nissan Altimas at Newcastle for the final round of the 2018 Virgin Australia Supercar Championship. Official factory support of the V8 Supercar programme has ended and on reflection huge credit must be given to Kelly Racing (later Nissan Motorsport/NISMO) for bringing the new brand into the series in 2009 and developing the Altima into a winner. The record book reveals five race wins, six pole positions and one round win for a team that battled against the odds after having to jump a large number of hurdles to get established. John, Margaret, Rick and Todd Kelly have deserved much more in terms of success. Competing in the big time was never going to be easy...



One had to win, one had to lose. The scriptwriter for the 2018 Virgin Australia Supercar Championship produced another extraordinary series that would be decided on the final page of the final chapter, the Coates Hire Newcastle 500. Two drivers, McLaughlin v Van Gisbergen. Two makes, Ford v Holden. Two races of 95 laps. Two groups of supporting stars who could play vital roles in the final outcome. Twelve points the difference in favour of McLaughlin. The only known factor was that a New Zealander would win the 2018 title, but which one. Race 1 - SVG P1 MCL P3. Different pit stop strategies, a Safety Car intervention, a sensational race ending. SVG had better fuel management and was able push hard, MCL was struggling to conserve. On the final lap the Shell V-Power garage made the call 'save, save, save', SVG seized the opportunity, made the overtake on the second last corner to cross the line with a 2 point championship lead. The scriptwriter had built the tension to an extraordinary level with one race to end the season, but he hadn't finished his day's writing. Throw into the plot a refuelling infringement with car # 97, the Stewards meet and give SVG a 25 second time penalty as required under the relevant rule, 2nd place becomes 5th and a 2 point advantage becomes 53 points behind! That put serious needle into the build-up to the final race. Race 31 and the scriptwriter ran out of ideas. Had the Flying Kiwis one-two in Qualifying, but Reynolds claimed the \$1,000 cheque by topping the times in the Armor All shoot-out, MCL was P2 and SVG P3 on the grid. Good starts all round. No drama. Lap 30 MCL P1, SVG P5, when was the drama coming? Lap 60 MCL P1, SVG P5, still no drama. Lap 90 MCL P1 SVG P4, drama comes with Reynolds pushing hard for the lead. Lap 92 Mrs Penske says to Mr Penske 'Let him go', Mr Penske relays message to engineer who relays it to MCL, will



the driver conform? Lap 93 Reynolds into lead, no drama. Lap 95 Reynolds takes checker P1 for Erebus and Holden. MCL P2 and the championship for DJR Penske and Ford, SVG P4 and championship runner-up for Triple 8 and Holden. Result caps off great year for Roger Penske with a 'triple crown'. Won Indianapolis 500 (Will Power), won NASCAR Championship (Joey Logano), won Virgin Australia Supercar Championship (Scott McLaughlin). Perfect farewell for the Ford Falcon with title win # 17...

*Overlooked. The Dunlop Super2 Championship title was also going down to the wire at Newcastle. Palmerston North driver Chris Pither held a 32 point advantage over arch rival Paul Dumbrell and grabbed the critical pole position for Race 1 of the weekend, it was an impressive performance from Chris as it was his first visit to the street circuit. Beaten off the line, Pither maintained second place throughout the race, critically finishing ahead of Dumbrell to increase his championship points lead with one race to go. Sunday and Pither collects his sixth*



*pole position of the series, four more than anyone else. He led the race until it was red-flagged following a big crash at the tail of the field. Chris Pither was the 2018 Dunlop Super2 Champion and there was cause for a double celebration, remarkably it's the first Supercar Championship win for Garry Rogers Motorsport. No one has deserved a championship more...*

*Bypassed. Last month the Giltrap Group Roadshow visited three cities,*

unfortunately Palmerston North wasn't one of them. On show were an Aston Martin DB11, Aston Martin DBS Superleggera, Aston Martin Vantage V8, Bentley Continental GT, Bentley Bentayga SUV, Lamborghini Aventador S, Lamborghini Urus SUV, McLaren 570 Spyder and McLaren 600LT - around four million dollars' worth of exotica. Mouthwatering...

*Did you know? Other than motor racing the New Zealand Police are the oldest and most enduring client for track usage at Manfeild Circuit Chris Amon. Since 1975, two years after the track opened, thousands of serving police have had driver training at the complex. In those early days the Holden Kingswood was the patrol car of choice and recruits spent two weeks on track, today the programme is over eight days and involves the latest Holden Commodore with the latest technology. The Police Driver Programme spans hazard perception and awareness, skid management, advanced driving techniques, crash scene management, communication use while driving, vehicle stop tactics and tactical pursuit situations in a safe environment. It's a very serious business too as recruits are required to achieve a silver driver classification. The Police Training programme and the near completed National Driving Training Centre make Manfeild Circuit Chris Amon a unique facility...*



Aotearoa going electric? Auckland may host a round of the Formula E World Championship next year on a waterfront circuit that includes two wharves. Kiwi driver Mitch Evans has been involved in the bid to stage a round in this country, the next step is to secure the necessary Government funding to make it happen, the idea is certain to have the full support of the Green Party. A 'watch this space'...

*Unhappy ending. MIKE Racing was on the grid at Highlands Motorsport Park for the final round of the New Zealand Endurance Championship on 24 November. The Palmerston North based team qualified for the event following its impressive second place in the North Island Endurance Series at Manfeild Circuit Chris Amon. Following problems at a meeting at Ruapuna Park near Christchurch in September the gearbox of the GT3 spec Mercedes AMG SLS was replaced. Brendon Leitch and Christina Orr-West against shared the driving duties of the Dayle ITM supported car with the pair having very different experience on the Central Otago track. For Orr-West it was her first visit, by contrast Leitch has been the 'resident' track driver for several years and completed an estimated 10,000 laps! Unfortunately the 6.3 litre 600 horsepower Dayle ITM Mercedes recorded a DNF result after the driveshaft failed in the final half hour of the race when the car was holding third place. Victory went to an Audi R8 LMS GT3 followed by an Aston Martin Vantage GT3 and a Porsche 997 GT3R. There's always next year...*



So much history - gone. The recent closure of the world renowned Donington Collection of single seater race cars takes away the opportunity of viewing F1 history in up close and personal detail. The Collection, the result of circuit owner Tom Wheatcroft's passion, had been open for some 40 years, and had some outstanding cars and special displays, including a huge array of McLarens, a V16 BRM, the Thinwall Ferrari, Stirling Moss's Monaco winning Lotus 18 ..... and so many more. However since the ill-fated bid to regain the British GP in 2007 when the circuit was left unusable after the deal collapsed, and Tom's untimely death in 2009, son Kevin has been selling key cars from the Collection to fund the rebuilding of the circuit. With the circuit now being run by a third party, the Collection was considered unsustainable and closed its doors for the final time last month.



Also closing after a chequered 17 year history is the English Rockingham circuit, the first purpose built oval track in the UK after Brooklands. It was built, at a cost of some NZ\$140 million, to bring American style racing to the UK and Continental fans and opened in a blaze of glory with a championship CART race in 2001. The concept was one of those ideas that seemed right but just never came off. Blame the traditionalist British, blame the CART / IRL spat at the time, but somewhere it went wrong. The 2 mile infield track continued as a popular venue, with the BTCC headlining, but in 2016 the owners went into administration, and with a huge new housing development being built nearby, the uncertainty around the venue led to most series not listing it for their 2019 calendars. Closure was inevitable.



635 horsepower, a top speed of over 300kph and the only output is water that can be bottled and given to VIP guests to drink?? Sound intriguing?? This is the potential future of the WEC and Le Mans as a hydrogen powered hybrid prototype was demonstrated to assembled guests recently at the Spa Francorchamps circuit. With 4 electric motors, 2 for each rear wheel, it carries 8.6 kg of hydrogen in 3 pressurized tanks which fill the fuel cell, to which oxygen from the air is admitted, creating electricity by electrolysis. With KERS it adds up to an impressive system. And refuelling?? Simply fit the valve and job done, all completed wearing normal clothes, not a set of overalls or helmet in sight. Garage 56 entry at Le Mans?? .....

With an ex Richard Burns WRC Impreza (Rally GB winner 2000) and an ex Colin McRae Focus selling recently for \$NZ750,000 and \$610,000 respectively, could the ex Petter Solberg Impreza that helped him to WRC runner up spot in 2002 be considered a bargain at \$460,000 ???

It's true, the ex-Graham Lawrence 1969 Brabham BT29 has a new home in the Manawatu where it will join a couple of other distinguished historics .... and some old racing cars !!

FINAL THOUGHT - IF THE CAR IS EASY TO DRIVE, IT'S BECAUSE YOU'RE NOT DRIVING FAST ENOUGH. Mika Hakkinen F1 World Champion 1998 / 1999

# Manawatu Car Club Memberships expired 30<sup>th</sup> September '18

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

It's easy to renew, just go here:

<http://manawatucarclub.org.nz/get-involved/membership/>



## COME RACING WITH US!



REMEMBER when you first took the wheel – remember, too, how you came to understand how important it was to recognise risk and learn how to be able to make better, safer decisions when operating a vehicle?

The impetus to ensure all new drivers in the student age group are so-prepared is what compelled us here at Manfeild Park to launch the National Driver Training Centre.

Our core aim has been simple and straightforward: To provide the kids of our region, when at an age where they are preparing to leave school and enter the workforce, with a skillset that enables them to meet driver licensing requirements and ultimately achieve a credential that will likely prove invaluable as they reach employment. That initial ambition has won widespread acclaim and seen hundreds of regional youngsters achieve restricted or full class one road car accreditation over the past two years.

However, as you might know, this is just part of the NDTC vision. Our plans also embrace a broader ideal of specialist training in everything from heavy vehicle competencies to (motorcycle) licences, with every aspect of course utilising our wonderful facility here in Feilding.

Our vision for Manfeild Park to be home to a new national commercial driver programme has now transcended from aspiration to active fruition with the announcement of \$2.8 million in funding support from the Provincial Growth Fund. The provision of this support, announced on November 15 – fittingly at our venue – by Regional Economic Development Minister Shane Jones, green-lights a programme that has the ability to train up to 700 drivers and machine operators annually at Manfeild Park.

The investment will go toward expanding the current Class 1 driver training programme to deliver a full suite of driver training; including class 2 - 5 (heavy/commercial licences), wheels, tracks and rollers and civil construction. It will also fund delivery of something that venue users may well have already seen taking shape. That's the expansion of the back track into a replica roadscape, complete with intersections and a roundabout, to enable new drivers to get a feel for road driving away from the public arena, as well as other areas in which training with light to heavy machinery can be undertaken.

The sum total of all our efforts, previous and going forward, is tremendously exciting; the first facility of its kind in New Zealand, providing a solution to many regional problems and challenges. Among the latter stands a project that will, quite literally, reshape our region: Construction of the Gorge replacement road.

Carving out, from 2020, a new section of State Highway Three across the Ruahine Ranges between Ashhurst and Woodville will be a fantastic undertaking, the biggest civil engineering project in our region for years. It is clear the construction phase will demand more skilled workers than the region can presently muster. We are of the understanding that at least another 350 workers will be needed for the Gorge project alone.

It makes sense to imagine that the workforce will be recruited locally, and thus we believe the skillsets that NDTC will provide will be imperative to those seeking the kinds of employment opportunities that this massive development will offer.

Certainly, it is my view that investing in driver training programmes connects local people with local trainers - providing the skills that encourage employment in key industries like infrastructure, road transport, agriculture, forestry and distribution and logistics.

The NDTC's creation was driven by sobering research suggesting 85 percent of students in our region were leaving school without a driver's license. Logically, we knew that made it harder for our employers to find young people who have the skills they need.

That sentiment is recognised by local schools and training providers, industry and other agencies, all of whom have come on board to collaborate with our programmes.

Included among NDTC's historic supporters are Pub Charity Limited, Mainland Foundation, Central Energy Trust, Lion Foundation and Toyota New Zealand, who have respectively provisioned the funds for back circuit redevelopment and Toyota Prius PHEV plug-in electric cars for the students to build their skills.

Working very closely with education and training providers to remove barriers for young people to achieve a driver licence has delivered some wonderful success stories.

I took pride to relate to the significant audience who gathered at Manfeild for the funding announcement that, to date, 115 drivers have completed Defensive Driving Courses, and more 440 students from around the region are working towards obtaining their class 1 licences.

We are just at the beginning of our journey as New Zealand's premier driver training facility. A journey that we believe will have an immense impact on our people, our industries and our region.

Julie Keane

CEO



(L-R) Manfeild Chief Executive Julie Keane, Economic Development Minister Shane Jones, Manfeild Park Trust Chair Gordon Smith and National Driver Training Centre project lead Michael Barbour visit a new feature on the Manfeild back track, a roundabout installed for the centre's driver training activity, on November 15.

## FLAG DROPS ON 2018/19 F1600 CHAMPIONSHIP...

Over the years the Manawatu Car Club has produced a number of national open wheel champions in the Formula Vee and Formula Ford categories that are such an important stepping stones in developing racing careers.

Formula Vee has become Formula First while Formula Ford has adopted a name change to Formula 1600, but for both the basics remain the same, so does their ability to provide extremely close racing.

In the 2018/2019 NZ Formula 1600 Championship the club's colours are being carried by last season's Formula First champion Callum Crawley. The Feilding teenager lined up with 23 other drivers for the opening round of the series at the Timaru Raceway on 10th November, a one-day meeting with three championship races, two 10 lappers followed by a 12 lapper.

Making his debut in the highly competitive class Callum finished 9th in the main race, his only Top 10 finish of the day, but consistency saw him leave the South Canterbury circuit placed 11th in the Championship Standings. Round 2 is at the Teretonga Park circuit in Southland on 1-2 December.

Callum is driving a Van Dieman RF92 chassis that has notable history as it was originally raced by well-known Australian Supercar driver turned commentator Russell Ingall. Best remembered for being a two-time Bathurst 1000 winner, between 1988 and 1994 Ingall enjoyed great success racing Formula Ford in Australia, Britain and New Zealand - in 1992 he dominated the NZ Dunlop Formula Ford Series by winning 10 of the 12 races. The following year he drove for the factory Van Dieman team in the British FF Championship and won 13 of the 16 races, completing his dominance of the category at global level with victory in the Formula Ford Festival and World Cup at the Brands Hatch circuit.

RH



MITRE 10  
**MEGA**

# MITRE 10 MEGA Summer Series

## THREE-ROUND CLUB RACE SERIES

**R1** Manfeild **Sunday 9th Dec 2018**

**R2** Manfeild **Sunday 20th Jan 2019**

**R3** Manfeild **Sunday 7th Apr 2019**

Prizegiving **Saturday 13th Apr 2019**

**FREE SPECTATOR  
ADMISSION!**



Stew Wood Photography

 **Manawatu Car Club**

**Classes:** GT Cup GT-A and GT-B,  
IB Cup, SF Cup, RS Cups

**Races:** Four X 6-lap races per class

**Entry Fee:** \$250

(Discount for Manawatu Car Club members)

**ORGANISER**

Jeff Braid, Secretary  
Manawatu Car Club Inc  
027 477 3337

info@manawatucarclub.org.nz  
www.manawatucarclub.org.nz

Supplementary Regs and Entry Forms available on website



MITRE 10  
**MEGA**



# TOP RECOGNITION...

The Supreme winners of the annual Manawatu Secondary Schools Sports Awards are young people of exceptional talent. The nominees cover a wide variety of sports with a number competing at the highest level, an experienced judging panel selects the finalists for the various categories, followed by further rigorous scrutiny of each person's achievements before the winners are found.

The 2018 MSSS Awards were held at the Awapuni Events Centre on 31 October and brought further good news for motorsport, remembering that Brendon Hartley was named Sportsman of the Year and Supreme winner at the 2017 Manawatu Sportsman of the Year Awards, following on from his being named Manawatu Junior Sportsman of the Year in 2008.

When the MSSSS Boy's Supreme winner envelope was opened the name announced was ..... Callum Crawley.

The Palmerston North Boys High School student won the 2017/18 New Zealand Formula First Championship and is currently a member of the New Zealand Elite Motorsport Academy, his achievements obviously impressed the judges against an exceptionally strong group of finalists.

Congratulations Callum on this important recognition of your latest achievements, may you have continued success as you begin your 2018/19 Formula Ford Championship campaign...

RH



## SOMETHING YOU PROBABLY DIDN'T KNOW...

What was the first Formula 1 car carrying the name of its maker? The first name that come to mind is Jack Brabham who debuted the Brabham BT3 in the 1962 German Grand Prix, or was it Bruce McLaren, but his McLaren M2B didn't appear until the 1966 Monaco Grand Prix. In fact you have to go back to the mid-1950s for the correct answer.

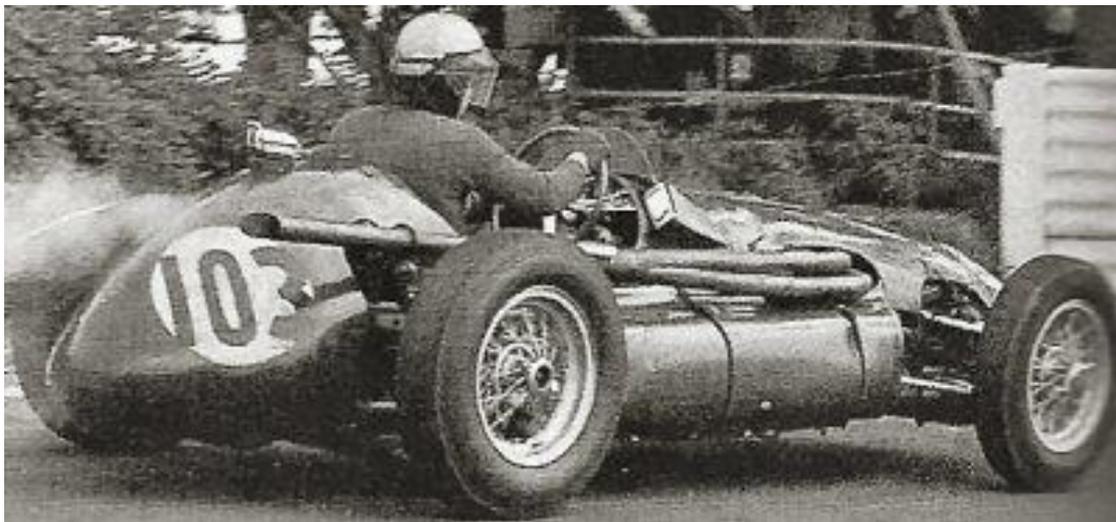
Paul Emery and his father George built racing cars pre-WW2 and post war with their attention on the fledgling 500cc Formula 3 category. The likes of Cooper, JBS, Kieft and Staride were building rear-engined cars but the Emeryson was front-engined and front-wheel-drive. Most components were sourced from a local breaker's yard, including BSA three-wheeler hubs and driveshafts. A De Dion rear end was used, the suspension medium was bungee cords and the car had a single inboard mounted drum brake at the front. While most 500s used the single cylinder J.A.P. motor the unconventional Emeryson initially ran with an Emery V-Twin that used a pair of 250cc J.A.P. cylinders, the idea was to overcome the inherent vibration of the 'single', but the twin proved to be unreliable and the idea was dropped. Seven or eight of the cars were built and powered by either a J.A.P. or single-cam Norton motor, Paul achieving some success in the car of his own design.

Paul Emery was widely regarded as a brilliant engineer and one of England's most prolific and ingenious special builders, he was also a man who didn't like using new parts when a used one was available! In the early 1950's his attention turned towards building a grand prix car, the design of the Emeryson Mk1 was similar to other GP cars of the time and powered by an Aston Martin DB3 engine when it first appeared in 1953. This motor was later replaced by a 2-litre Alta unit purchased from John Cooper for 100 pounds.

The Emeryson Mk1 competed at many meetings over the years and in 1954 was driven by Lotus founder Colin Chapman in the BRDC International Trophy race at Silverstone, the only time that Chapman raced a GP car. Paul entered the 1956 British Grand Prix at Silverstone where he qualified faster than four Maserati 250Fs, including the car driven by Jack Brabham, but in the race he was forced to retire with engine ignition problems after only 4 laps.

It would be the only Formula 1 race for Paul Emery, at the time he didn't know that he had created motor racing history...

RH



## NANNY STATE? NAH MATE, HAVE A DRINK...

Back in the day, pre our current Nanny State, safety vest, PC world, both the bar and competition used to be the focal points of the Club - there were some who were Club members purely because of the social side. Car dealers and various prominent local business guys were regulars and they also used to contribute to running costs of a fair few members cars, myself included.

The first bar I frequented was at the Club property in Rangitikei Line where Manfeild was initially going to be built.

I wasn't a Club member at the time and was underage but nobody cared.... I was there just before Xmas one year where I think a pig was the raffle prize...the raffle wasn't taken by the winner and when everyone got back from the annual pilgrimage to Kuratau a few weeks later the pig was a bit of a mess as was the Clubrooms.

Whilst there were some within the Club who did not approve of the bar the general feeling "was to hell with them, we are having fun and not creating any drama".

Eventually the Club bought the property in Kawa Kawa Rd and the Clubrooms was built. I flag marshalled at the first Manfeild race meeting and became a Club member a wee while later because I was still karting at the time. For a few years there was a fair bit of social activity between the two clubs... pool nights etc that usually ended up in a race around the host track much later at night!!

For the majority of its life the bar was run illegally. This of course was back in the day when drink driving was a practise frowned on by few and the way to finish off a Friday night was at the Police Canteen. Whilst not condoning it, the drink driving of back in the day needs perspective....the cars most were driving took an age to get to the speed limit, even the 30mph one and most wouldn't do 100 mph. I was driving a Fiat Bambina 500 as a daily driver... .it was so pitifully slow that even with a mild breeze the smoke billowing out the back used to overtake me and every time I tried to pass anything fast like a pushbike and revved it hard the starter motor fell off due to all the bloody vibration. It was however perfect to escape Mr Plod as it was small enough to fit down cycle ways and walk ways between streets..... Mr Plods Holden Kingswood didn't have a chance. It didn't really help that much though because most Mr Plods knew where the car lived... .damn.



The Social side of the Club was run for many years by Bondy and the late Doug Hopcroft, with help of course. When a social function was organised you knew that if a ticket wasn't bought then one or both of them would be on the phone cajoling (that's a nice word for abuse) you until you bought one... .it was easier to buy a ticket even if you were going to be out of the country than not purchase!!! Then they got clever and all Committee members were given tickets to sell.... God help you if you didn't sell them. Because of this hard work functions were fairly well patronised and yet again there was an illegal bar doing fairly well... .and by God there were some funny nights!!

The Manawatu District Council booze department made a few requests regarding getting a licence to which was always replied "we are working on it" when we were actually doing nothing of the sort. Eventually a few years later the Councils attitude, whilst still friendly, got a bit insistent.....so we had to raise the white flag. They informed us we were the only Club in the area not to be licensed, we had dragged the chain for a fair while so it was all good.

I was instructed by the Committee to sort out the licence and told I was the Bar Manager... .a position I was then suckered with for about 15 years cause no one else wanted to do it.....some things don't change.

Eventually the Clubs and my Bar Managers License were obtained.....

It's fair to say the Licence conditions and hours of trading were treated as guidelines. There were never any fights or drama and we never came to anyone's notice within Officialdom so we were left alone. I can recall only one incident..... the Club Secretary drove into a paddock down Kawa Kawa Rd in the late morning hours one night... she walked back to the Clubrooms and the bar was promptly closed.

The monthly Thursday club nights always had the potential to be big but sometimes they got huge.....more than once I had to lock up the Clubrooms in a hurry and go straight to work!!!!



In the days before VCR (if you don't know ask your parents) we had semi regular movie nights where 8 or 16mm movies (yep... ask your parents again) from the likes of Castrol or Shell would be shown..... sometimes whoever was the projectionist would accidentally on purpose put on a "bluer" (oh god... 3 times about the parent thing) movie to much hilarity and abuse. When we finally got a VCR and bigger TV that gave us access to a lot more to watch..... which meant later nights.

Lion Breweries donated the Clubrooms beer chillers... as long as we sold Lion product for a period of 5 years I think it was. This did cause a bit of controversy cause the majority were DB drinkers but we had enough Jaffa etc visitors for after rally and race functions that nobody noticed Club members hooking into the DB which was kept out the back.

A couple of times a year we had guest speakers, one that springs to mind was the guy in charge of the Excess Speed Tax Department who obviously walked into a fairly hostile environment..... he sure deserved credit for fronting!! He held his end up well though, despite the shit he was being given, until he got to the just introduced stupid catch cry of the day "Speed Kills". When asked if speed actually does kill, at what speed does this happen, he was unable to answer and this caused much hilarity. He did however gain grudging respect cause he was a good bugger. (Eds note - if memory serves me correctly this was Neil Gyde, an ex-rally competitor and senior police officer)

Soon a very cunning plan was hatched....the Club would run bars at Manfeild via a Booth Licence. Don Edmonds stepped up to lead the charge on this huge mission. It's fair to say there were issues and some bloody hard work but eventually we were underway after refurbishing a shed into a bar and building a new one on the access road into the circuit down by the old Dunlop corner. One of the requirements of a Booth licence was that no one was able to bring booze into the facility. This caused drama with the paying public so eventually the requirement was honoured in the breach and as usual we carried on with no drama. The venture proved so successful (along with other steps the Committee had put in place) that Club Membership Fees were able to be frozen for what must have been in excess of 10 years. Eventually Don cried enough and as a replacement was unable to be found the whole thing eventually fell apart.

The Club AGMs tended to be long drawn out affairs mainly because some members who had done little or nothing during the year felt the need to question and be heard...repeatedly!! A beer was mandatory afterwards to allow the good humour to flow to the surface again. After one AGM the Club Patrons (Fred Parker and Fordy Farland) were heard discussing the merits of their respective rides, Fordy's was a Jag and Fred's a modified Anglia. They could not agree so they organised a drag race down Kawa Kawa Rd upon departure..... nobody knows who actually won cause it was very dark but they both later claimed victory. Even in their 70s they were still competitive.....probably because they were bought up in the era of "winners rule" not "it's all about participation"...don't get me started on that crap.

The Clubrooms used to be packed chokka after Manfeild meetings... even after the extension was built. The biggest meeting was the Xmas one and occasionally a marquee courtesy of Rush Hire was also used on the Clubrooms lawn... there were literally hundreds present. The Police got a bit grumpy with Kawa Kawa Rd being almost blocked and definitely one lane so Competitors were allowed to park on the circuit...this led to trailer races as the night progressed but I better not mention that. One of the features of these evenings

was the annual North vs South boat races. The late John Osbourne was the South team captain and from memory Bondy led the North. Now it's fair to say both these gents were bloody loud and competitive so there was always severe cheating going on and the result was never cut and dried despite repeated rematches... it was damn funny to watch tho. And it wasn't just locals, the overseas contingent generally came for a drink as well... and some played very hard. I will always remember I won a set of race overalls late on a Saturday night as a result of a bet with an overseas Formula Pacific driver whilst we were leaning on the bar, smoking, drinking and talking rubbish. These were hung behind the bar overnight but had to be given back the next morning due to him needing them for Sundays races.....his name can't be mentioned but we will call him Keke, who could party with the best there was, won the day and Series and then later on became F1 World Champion. There were numerous other equally well known people or arguably more so who have leant against the Car Club bar having a beer.....good times.

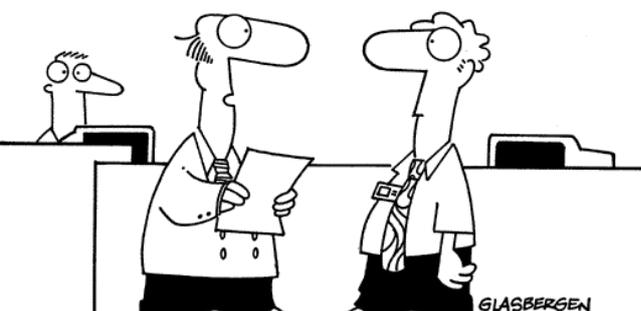
Do I lament what has happened to the bar since then? Not really ..... times change, that was then and now is a different time. I'm just glad the Clubrooms is finally being used again.

Do I fear for what's coming? Hell yes..... sadly I can see the day when it's a requirement to wear a bloody fluoro vest in a bar. After all shouldn't a bar owner protect his patrons from the potential dangers that the thick client doesn't need to take personal responsibility for? It is all such pure bollocks but there is no point in blaming the booming OSH industry or the clowns we voted for ..... we have collectively allowed this crap to happen by rolling over and accepting it. Don't get me wrong... I'm all for saving lives but a fluoro vest can't protect from an idiot any more than wearing one on a plane will stop a crash.

MS



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**"I believe it's important to be sensitive to the needs of our employees...but do we really need a paper cut support group?"**



## OVERLOOKED...

One of the oldest trophies in motor racing dates back to 1905. It's been won by a New Zealand driver on five occasions, but the significance of the silverware has been largely ignored.

The Royal Automobile Club (RAC) International Tourist Trophy is the longest lasting trophy in motorsport and is presented to the winner/s of a selected event each year in the United Kingdom.

A number of circuits have hosted the trophy race over the years involving vehicles varying from touring cars to grand prix cars and sports cars. The 'TT' has enjoyed a close link on both the national and the international scenes involving the World Sports Car, World Touring Car, European Touring Car, British Touring Car, FIA GT and FIA World Endurance Championships.

The names engraved on the trophy are testament to its significance. In 1906 Charles Rolls was the victor in a 20 HP Rolls-Royce, in 1929 Rudolf Caracciola won, in 1930 and 1933 it was Tazio Nuvolari, two of the greatest grand prix drivers of their era.

The winningest driver is Stirling Moss who triumphed on seven occasions during the 1950s and early 1960s at Dundrod and Goodwood, the last five of those wins being in successive years, a remarkable achievement. Moss also had the best cars available, starting with a Jaguar XK120 that was followed by a XK120 C-Type, Mercedes-Benz 300 SLR, Aston Martin DBR1 and Ferrari 250 GT.

The driver closest to Moss's record is Denny Hulme who took the checker flag on four occasions at Oulton Park and Silverstone. The first win came in 1965 driving a Brabham BT8 Climax sports car, the following year he was again victorious in a Lola T70 Chevrolet and the same combination won again in 1968. Hulme's final success came 18 years later when he co-drove a V8 Rover Vitesse with Englishman Jeff Allam to win the 1986 race.

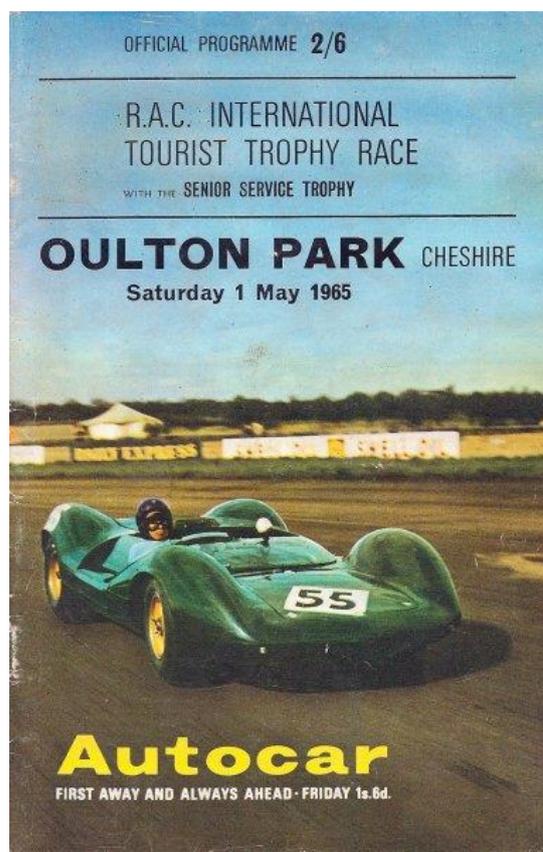
In 1994 the trophy was presented to the winner of the Touring Car World Cup race at Donington Park where it was handed to Kiwi Paul Radisich who drove a V6 Ford Mondeo Ghia. Radisich enjoyed some success with the car as the previous year he won the World Cup race at the Monza circuit in Italy and in both years finished third in the British Touring Car Championship.

Other New Zealand drivers have competed in 'TT' races but without success, notably Bruce McLaren and Chris Amon.

McLaren drove a 'works' Aston Martin in the 1963 event at Goodwood but retired after 94 laps with oil pressure problems. He returned the following year with his ex-Roger Penske Zerex Special Oldsmobile sports car but after 18 laps the car's clutch failed.

In 1965 the three biggest names in New Zealand motorsport were on the grid together - two retired, the other won. McLaren's race ended on lap 30 when an oil leak side-lined his McLaren-Elva Oldsmobile, thirty laps later he was joined as a spectator by Chris Amon who drove the Bruce McLaren Motor Racing entered Elva BMW, overheating ended its race. Denny Hulme went on to record the first of his four wins while McLaren had the consolation of setting the fastest lap when he broke the 100 mile an hour average barrier.

So New Zealand has a proud record in the history of the RAC Tourist Trophy with five victories which gives bragging rights over Australia who



have just a single win against its name, Brian Muir driving a Chev Camaro Z 28 won in 1970.

Five years ago it was announced that the famous trophy would be awarded to the winners of the 6 Hours of Silverstone, a round of the FIA World Endurance Championship. This presented further opportunity for another New Zealand name to be engraved into the silver but it unfortunately didn't happen. In 2014 Brendon Hartley co-drove the third placed car, in 2017 Brendon and Earl Bamber were together in the second placed Porsche 919 Hybrid - the top step of the podium proved to be very elusive for the talented young kiwis.

Over its 118 years history the trophy race has been held on a wide variety of 'circuits'. In the initial period the race was held on the Isle of Man where three different road courses were used before the race switched to the legendary 'Mountain Course' with its 219 corners.

In 1928 the race was moved to Northern Ireland where the law allowed public roads to be closed to the public for motor racing. The Ards Circuit was hugely popular with both competitors and spectators, reports of the day suggest that the race attracted several hundred thousand people to the venue. Sadly racing there ended in 1936 when one of the cars crashed, killing 8 people and injuring 40 others.

The important 'TT' race was moved to England where Donington Park was the host circuit in 1937 and 1938, then it was back across the Irish Sea to the 11.9 kilometre Dundrod road circuit in Northern Ireland that still holds the motorcycle Ulster Grand Prix that was first contested in 1953.

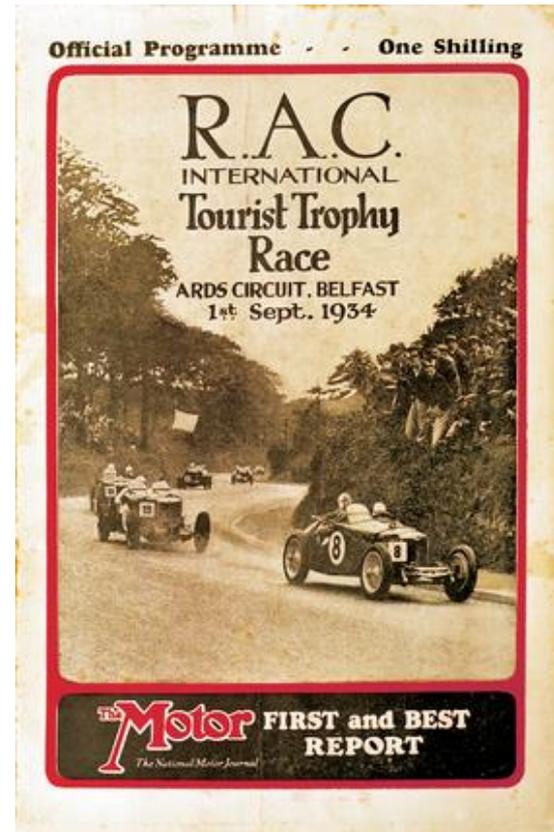
Stirling Moss won three times at Dundrod, but the lap record was set by compatriot Mike Hawthorn driving a D-Type Jaguar, he completed a circuit in 4 minutes 42 seconds during the 1955 race, an average speed of 152.35 kilometres an hour.

By way of comparison, in last year's Ulster Superbike Grand Prix New Zealand rider Bruce Anstey set a race record average speed of 214.33 km/h but that impressive mark was beaten 12 months later - records are made to be broken!

From 1958 the race has been held in England. Goodwood (7 years), Oulton Park (5 years), Silverstone (18 years), back to Donington Park (3 years) before what appears to be a permanent home at Silverstone in 2005.

Over the years many wonderful stories about the RAC Tourist Trophy race have been told, this is one of the best.

The Ards circuit was a 22 kilometre long triangle. The BBC commentator watched the race start from his main viewing point, then with his sound engineer drove across the middle of the triangle to watch them pass on the second leg. As soon as the cars passed that spot there was another quick drive back through



the country lanes to the original commentary position. This went on for the entire six hour duration of the race. Remember, that was more than 70 years ago!

Those were the days...

RH



# SHOWMEMBER GALLERY...



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## STUFF MOTORING - TOP CARS FOR 2018...

MCC member, Mazda MX5 racer and highly respected motoring journalist Richard Bosselman was one of the four members on the judging panel, joining David Linklater, Damien O'Carroll and Rob Maetzig.

The highly experienced test quartet had to choose the top vehicle in seventeen categories, when that task was completed there had to be an overall supreme winner - not exactly a task for the faint hearted in a country where so many individuals consider themselves experts in all things motoring!

All models of vehicles were eligible and the Stuff Motoring team made their decisions based on the cars they had driven between October 2017 and the end of September 2018. The categories were set in advance and the cars had to be fully tested on New Zealand roads and conditions.

The criteria is simple - *'Cars are judged on fitness for purpose and excellence relative to their rivals'*.

So who were this year's winners :-

Top Small SUV - SEAT Arona

Top Medium SUV - Subaru Forester

Top Large/Seven Seater SUV - Hyundai Santa Fe

Top Premium SUV - Volvo XC60

Top Performance & Luxury SUV - Mercedes Benz GLC 63 S

Top Pick Up Truck - Ford Ranger Raptor

Top Van - Ford Transit Custom

Top Small Car - Volkswagen Polo

Top Family Car - Holden ZB Commodore

Top Estate Car - Holden ZB Commodore

Top Plug-in Car - Hyundai Kona

Top Luxury Car - BMW Plug-in 5 Series

Top Executive Car - Mazda6 Takami

Top Sports Car - Hyundai i30 N

Top Performance Car - BMW M5

Top Convertible - Mercedes Benz E-Class

Top Coupe - Ford Mustang



The judging panel regarded the Audi A8L as having the Top Car Interior, they opted for Hyundai as the Top Brand, and were of the opinion that the Sexiest Car was the BMW i8.

Naming the Supreme Award is by far the most difficult task because they are comparing the winners of each category against one another with so many variables having to be taken into consideration. The outcome can be surprising, in the previous two years the Supreme winners were the Holden Spark (2016) and Skoda Kodiaq (2017).

Judged The Stuff Motoring Supreme Winner for 2018 was the Volkswagen Polo.

*'It presents as a budget-priced supermini, but in fact what you're getting is a package of engineering excellence, outstanding quality, surprising practicality and unexpectedly high levels of driver entertainment'*.

The mainstream Polo models are powered by a 1.0 litre turbo petrol three cylinder engine producing 70kW coupled to a seven-speed dual-clutch transmission. For the performance minded there's the recently released Polo GTi with a slightly detuned version of the 2.0 litre turbo-petrol motor from the Golf GTi that delivers 147 kW - twice the capacity, twice the power output, twice the fun!

Let the debate begin...

RH



**MERRY CHRISTMAS**  
**FROM THE EDITORIAL TEAM**

## MOTORSPORT 201 – HORSES FOR COURSES...

I guess if you have got this far in this series of articles, you are probably wondering why we haven't already covered the most fundamental item required for motorsport – a car. Well, that would be because buying a car is the easy part, it's all the other stuff you need, or need to know, that makes the process a little trickier.

So, it's true, you can race just about anything that has wheels and a motor. And the sky is literally the limit in terms of what you can spend on going fast, however you don't NEED to spend much to be competitive AND have fun. We have already established that to begin with a road car is more than capable of providing you with a great learning platform, and will be very competitive in Clubsport level events. Indeed, the "famous in NZ" BOS Class ( for Bucket of Shit ) was started right here in the MCC to allow a very cheap entry to the sport in tired old unmodified road cars that were available for free, or at worst a couple of hundred dollars. Ultimately this concept has fathered the RS Cup and even the 2K Cup.

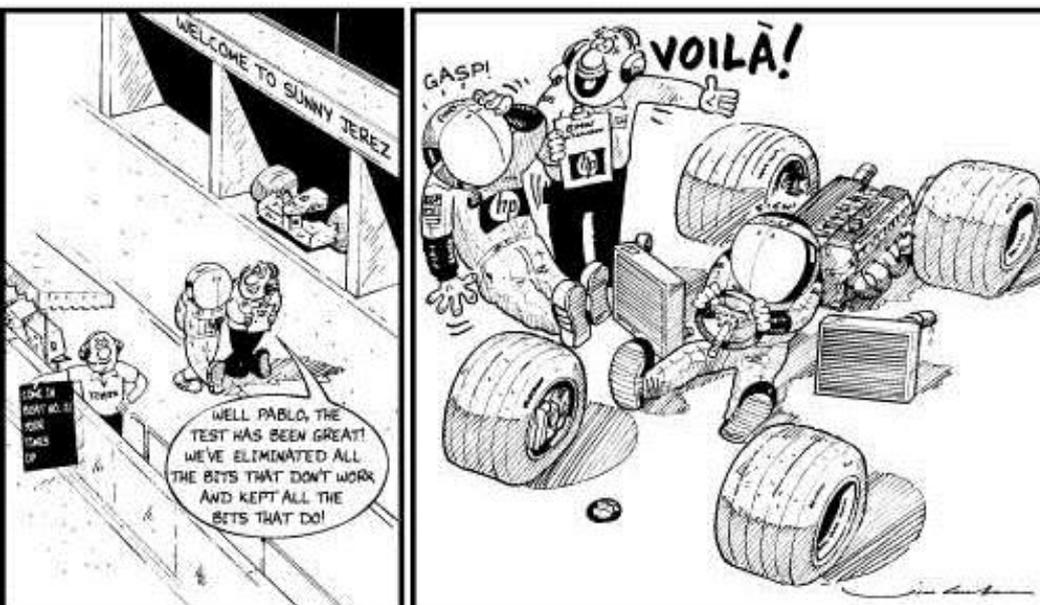
So, car choice is a very personal thing, and most competitors begin with what they have at hand at the time, then proceed to modify that vehicle, or buy an existing, faster, vehicle. What you do is really dictated by two main considerations – 1. the depth of your pockets and 2. your motorsport aspirations.



If you are young, and planning on being the next Lewis Hamilton, your pathway could start with Dennis Martin's amazing Formula First Scholarship programme, a proven first step of many champions and many more aspiring champions ( including Callum Crawley last season ). The next obvious step on this path is then Formula Ford ( 1600 ) and then the Toyota Race Series. Then world domination – with luck and a big wallet!!

If tin tops are more your thing, the RS Cup is a great place to learn race craft skills that will allow you to progress up the IB Cup and SF Cup ladder. Likewise, if throwing rocks at the scenery does it for you, then the Engine Room Sprint Series is a brilliant starting point, leading to Regional and the National Rallies.

So, the car. Is it better to buy or build ?? I would have to say that building a car, while challenging, is very rewarding however it will take double your expected budget, and take twice as long as you thought to finish it. Then you will have to deal with the inevitable teething issues that will appear. Having said that you know exactly what you have got and it gives you a chance to build a bit of a team around you, even if it's only a few mates helping out on the odd weekend.



Buying a car is almost always cheaper, and you have a yardstick to measure it by ( its competition history ) BUT you may be buying someone else's ham fisted attempt at a pile of shite, so go in with your eyes open and with someone that knows what they are looking at. Most racers ARE straight up and honest – the old chestnut of buying at the end of an event and taking the car home

with you is a good way of ensuring you get what you are paying for !! Just letting it be known that you are in the market is a good start, the NZ motorsport community is not that big and someone always knows someone that knows someone with a great car for sale. Remember too to check that harnesses are in date, fire extinguishers comply and seats are able to be adjusted to suit your driving position.

A great idea for a compromise car that can be used at basically any event is to check out the rally car market. Yes, it might be a bit heavier than a similar race only car, but it will also be built a bit stronger, have the advantage of being road legal, and with a quick swap of suspension and wheel alignment can go from gravel to circuit, or anywhere in between.

As to budget, well, a BOS type car that will get you started might be \$500 - \$1000 ( try the motorsport minded car dealers as they often trade cheapies and might let one go to a good home ), a good caged club car can be had for \$4000 - \$5000 and from there \$\$\$\$\$\$\$\$\$\$ talk.

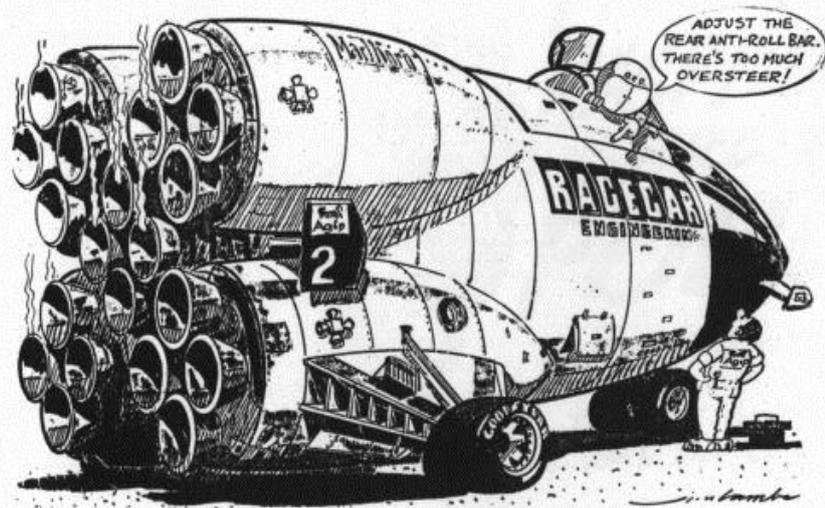
One thing to remember. You can always add power. The secret to fast lap/stage times is not just a good motor. The car needs to handle and brake properly to provide a stable platform to utilise the engine output, many a time a well sorted car has embarrassed much more powerful machinery. Put your money into getting the basic setup right, then hone it until it is as near perfect as you can get it, THEN add power.

Remember too that purchasing or building a car is just the start. Leave enough in the bank account to allow you to enjoy it to the maximum. It's not much fun looking at it in the shed when everyone else is out there racing. Think entry fees, the cost of getting to events, consumables ( fuel, tyres, brake pads ), a contingency for repairs ( body and mechanical ), possible upgrading options .....

Most of all, remember to have FUN at what ever level you compete at.

The good news is – once the bug has bitten you can never get rid of it.

The bad news is -once the bug has bitten you can never get rid of it !!!



TW

## THE 'O' FACTOR... PART TWO

When you read the list of who drove the Ferrari 250 GTO during the early 1960's it includes the names of twenty-one grand prix drivers, four of them world champions - John Surtees, Graham Hill, Phil Hill and Jackie Stewart.

Other well-known names were Stirling Moss, Innes Ireland, Jean Behra, Richie Ginther, Oliver Gendebien, Mike Parkes, Ludivico Scarfiotti, Willy Mairesse, Jo Siffert, Richie Ginther, Lorenzo Bandini and the young Mexican brothers Pedro and Ricardo Rodriguez - another successful GTO driver was legendary American racer and team owner Roger Penske who drove the N.A.R.T. and MECOM team cars, not so successful was Chris Amon.

During that period Dan Gurney and Ken Miles spearheaded the Shelby Cobra challenge, in the Aston Martin camp there was Jim Clark and Bruce McLaren while the Lightweight Jaguar E-Types were in the capable hands of Roy Salvadori and Jack Sears. To add to the interest of GT racing many drivers swapped makes from year to year, and occasionally race to race!

The Shelby Cobras finished ahead of the GTO only once in 1963 but did much better the following year when they topped the overall GT category in three major races (Sebring, Le Mans, RAC Tourist Trophy). Aston Martin only beat the GTO on one occasion when Roy Salvadori won the Coppa Inter-Europa at Monza in 1963.

Moss did the majority of the on-track development of the 250 GTO and drove the prototype car in its competition debut at the 1962 International Daytona 3-Hour race where he finished 4th overall and won the 0-3000cc GT category. The following month Phil Hill and Oliver Gendebien finished second overall in the 12 Hours of Sebring - it was the beginning of a remarkable era in sports car racing for a remarkable car.

The 250 GTO won its class in all nine races that were contested in its first year of competition, the outright placings were even more impressive. Following on from Sebring there was another second overall in the Le Mans 24 Hour, the first six places in the Paris 1,000 km at Montlhéry, the first three in the RAC Tourist Trophy at Goodwood.

It was more of the same in 1963, unbeaten in their class with 2nd outright at Le Mans and the Nurburgring 1,000 km, and outright victories in the Daytona 3 Hour, Spa 500 Km and RAC Tourist Trophy.



For the following year Maranello rolled out the evolution GTO 64 Series 2 to back the regular cars. There was an outright debut win in the Daytona Continental 2,000 km and a 1-2-3 finish in the Spa 500 km - that result was impressive because only three GTO 64 variants were built! Over the season the Ferraris were again unbeaten in their class and scored a stunning 1-2 result in the Tour de France.

1964 ended the official factory involvement but in the following years the 250 GTO remained competitive in private hands.

One of the most successful was Englishman David Piper who drove his Lotus 16 into second place in the 1960 Lady Wigram Trophy race behind Jack Brabham before becoming disenchanted with single-seater racing and moving into sports cars.

Chassis 3445GT was purchased by Ulf Norinder, the colourful Swedish driver who campaigned a Lola T190 Formula 5000 car in the 1970 Tasman Series with moderate success, placing 6th in both the opening round at Levin and the New Zealand Grand Prix with a series best 3rd in the final round at Sandown.

Norinder achieved some notable successes with his GTO during the 1964 season. In February he finished 5th overall with John Cannon in the Daytona Continental 2,000 km, in April there was 9th overall and 2nd in class in the Targa Florio partnered by Pico Troberg. For the Nurburgring 1,000 km in May his co-driver was Chris Amon, unfortunately for the kiwi star the big Swede crashed out of the race. Six weeks later the car appeared on the grid for the Reims 12 Hour with the combination of Amon and Jackie Stewart sharing the driving, but Norinder's car preparation wasn't up to the same quality as the driver pairing, there were numerous minor problems and delays before pair finished 17th and last. Norinder's final outing in 3445GT was the Vaskustloppet sports car race at the Falkenberg circuit in Sweden which he won in front of his home crowd, following his retirement from the sport he retained the 250 GTO as a road car until he sold it.



Who are the rich and famous who own these cars?

Probably the best known is Nick Mason, founder member and drummer of the legendary rock band Pink Floyd that was formed in 1965, he is also a classic car collector of both road and racing cars and a driver of exceptional ability. He bought the Ferrari in 1977 for NZ\$63,250 with proceeds from the album 'Dark Side Of The Moon'. More than forty years later Mason still owns the car and spoke of its history and versatility in the outstanding book 'Into the Red' that he wrote with Mark Hales.

*'This 250 GTO, chassis number 3757, was completed in June 1962, and was supplied to the Belgian Ferrari racing team, Ecurie Francorchamps. The car competed at Le Mans in 1962, finishing second in class and third overall, driven by Blaton and Dernier, and that same year finished third in both the Coup du Salon and the Tour de France. The following season it won several major races including the Spa 500 kms (with a new lap record) driven by Willy Mairesse'.*

*'I've used the car for just about everything, including taking the kids to school in the snow when a modern saloon refused to start. I've raced it in the UK and Europe, competed in various rallies and done thousands of miles just for fun'.*

*'Perhaps the one moment when I knew this was the right car for me was after the deal had been done, when the documents were handed over. I immediately recognised the original 4HLY registration on the old logbook from a photo I'd*



taken in 1963 of the car going through the chicane at Goodwood - I'd kept and treasured the photo throughout the years as a reminder of the car I most wanted to own'.

As for that registration number 4HLY. It was later replaced by the plate 250 GTO - the ultimate finishing touch.

World renowned fashion designer Ralph Lauren has a GTO in his 'garage' that's regarded as one of the world's best car collections. The 'garage' also includes the Scuderia Veloce 250 LM that was successfully raced by Spencer Martin in New Zealand in 1965/66 and Wairarapa farmer Andrew Buchanan the following summer. The Lauren Collection is brilliantly displayed and well worth viewing on You Tube (Ralph Lauren Amazing \$350 million Dream Garage Video).



In 2010 extrovert BBC Radio 2 DJ Chris Evans paid NZ\$25.5 million for a 1963 example and had to sell three Ferraris from his collection to pay for it! Three years later he sold the car for NZ\$79.8 million, a very good return on investment.

Canadian billionaire Lawrence Stroll, whose son Lance won the 2016 Toyota Racing Series and drives for the Williams team in F1, has a 250 GTO in his extensive classic collection. The latest owner is WeatherTech boss David MacNeil who paid NZ\$105 million for the privilege.

A total of thirty-three 250 GTOs were produced plus three of the upgraded Series 2 cars, but there was also a lesser known 'big brother', the 330 LMB. Four of these cars were built in 1963 using the 3.9 litre version on the V12 engine, visually they were distinctly different with GTO front and GT Lusso rear bodywork created by Carrozzeria Scaglietti. Forty cars in total, remarkably each one still exists today.

The majority of the cars are in the United States, others are in collections around the world, though not in this part of the globe - the nearest this country has got to the 'Holy Grail' are replicas built on Ferrari chassis.



When Christchurch businessman Pat Hoare finished racing his front-engine Ferrari '256' single-seater at the end of the 1962 season there was no market for the car and it was converted to a road car based on GTO blueprints secured from the factory. The complete '256' frame, suspension, brakes, wheels and running gear were retained but visually a major problem was the car's wheelbase being six inches shorter which significantly altered the proportions. Despite that shortcoming it was an outstanding example of local craftsmanship at the time. In the early 1970's the unique car went to England together with the original bodywork and was restored to when Hoare received it from the factory for his 1960 campaign.

A true 'replica' was built in Auckland for one time Kiwi McLaren team manager Alistair Caldwell but it was shipped to England by its owner to be enjoyed on the roads of Britain and Europe. There's been superb recreations of the 250 GTO built by Oamaru master craftsman Rod Tempero using the 250 GTE as the 'donor' car because of the basic similarity.

It's definitely the cheaper option - the only requirements needed to have a car built are a suitable 'donor' vehicle, a healthy bank account and no nervousness about writing a cheque that will end with six noughts!

Back in that wonderful period in our motor racing history when the world's best grand prix drivers contested the International Series, four Ferrari sports/GT cars raced in New Zealand, but none were the 250 GTO.

First were a pair of 750 Monza sports cars that came to our shores for the 1957 International Series, one is a prime exhibit in the Southward Museum. English driver Geoffrey Richardson brought a 250 GT to New Zealand in early 1963 to contest the sports car races that supported the International series, not surprisingly the car drew a great deal of attention at the time. Spectators were treated to the sight and sound of the GTO's successor during the 1996 and 1967 seasons when the magnificent Scuderia Veloce 3.0 litre V12 rear-engined Ferrari 250 LM was raced with great success by Spencer Martin and Andrew Buchanan, a car that's never be forgotten by those who saw it in action on our circuits.



Over the years many stories about the 250 GT/O cars have been told, not really surprising with their competition records and continuing record auction prices.

The cars raced in an era when fatalities were all too common, yet only one driver was killed driving a 250 GTO and it was in freak circumstances. During the early laps of the Coupe du Salon race at Montlhéry in 1962 Henri Oreiller crashed into a building at speed, the force of the impact being absorbed by the front corner of the left hand drive car, Oreiller died after being impaled on the gear lever. To save time at the start of the race he hadn't done up his seat belt, an action that cost him his life.

What might be regarded as the best story relating to the GT masterpieces from Maranello doesn't actually involve the GTO, it's the 250 GT that preceded it.

British team owner Rob Walker forged a very strong relationship with Enzo Ferrari and Stirling Moss, Moss had previously won the RAC Tourist Trophy race and was entered to drive Walker's new 250 GT SWB in the 1960 event. During the course of the 3 hour race the more observant people noticed that Moss was



receiving very little information from his pit board, but the reason was simple. Moss had tuned the car's radio to the BBC station that was carrying Raymond Baxter's 'live' commentary, allowing him to monitor 'who-was-where' in the field throughout the race! When the chequered flag fell Moss had covered 108 laps (417.142 kilometres), two laps ahead of the Aston Martin DB4 GTs driven by Roy Salvadori and Innes Ireland. The power of radio!

That was one of the most remarkable of the 212 wins in the career of Stirling Moss. Two months earlier he had crashed during practice for the Belgian Grand Prix when his Lotus 18 suffered a mechanical failure. Moss broke both legs and three vertebrae were crushed, but he made an astonishing recovery to take his place on the grid.

That famous car, chassis 2119GT, with its distinctive dark blue paintwork and white stripe across the front guards and bonnet is now in the private collection of Ross Brawn, the man who had great success in Formula 1 as the Technical Director for Benetton, Ferrari, Honda that became Brawn GP, then overseeing the transition of his team to Mercedes Benz before retiring in 2014. Last year Ross Brawn was appointed Managing Director of Motorsports and Technical Director of the Formula One Group.

Just one question remains. With the new generation of hi-tech super/hyper cars will one car eventually emerge to challenge the unrivalled mystique of the Ferrari 250 GTO...

RH

## THE HARTLEY FILE...

From Mexico it was to South America for the Brazilian Grand Prix at the Autodromo Interlagos.

FP1 and 2 were held in partly cloudy and dry conditions with an air temperature in the low to mid 20 degree range. In the first session the Toro Rosso cars ran on the 'Soft' tyre option with Brendon completing 32 laps, recording the 18th fastest lap and three positions behind Pierre Gasly, the team mates separated by 2/10ths of a second. Both ran the Pirelli 'Ultrasoft' in FP2 that produced times around 4/10ths of a second quicker, Gasly improved three places to be 12th fastest, Brendon dropped a spot to be 19th on the sheet after running 46 laps.

Conditions were similar for Day 2 and FP3 brought improvement for STR with the cars on the 'Super' tyre, Gasly got into the Top 10 while Brendon moved up the chart to 16th after dropping his best time by more than 7/10ths of a second but still half a second behind Gasly. With a possibility of rain around the Sao Paulo track all the drivers were out very quickly for Q1 to set a fast lap time, five minutes into the session light rain started which made conditions tricky. Gasly was P12 to make Q2, Brendon was quicker than in FP3 by another 7/10ths but it was only good enough for 17th on the grid, a brake lock-up proving to be costly - times were close with P1 to P20 covered by 1.5 seconds.



*'I was two-hundredths of a second from going through to Q2, which is annoying. I made a mistake on my lap with a big front lock-up into Turn 8, it caused a small flat spot and I lost about one and a half tenths which made the difference of a shot at Q2. It was tricky out there with the rain, but I had good information from the pit wall and my engineers about the track conditions. I was happy with the car after being not happy with the balance in free practice. The margins were tight today and we just missed out. It's going to be a tough race for us, but the car felt decent and anything can happen tomorrow, especially if we have the mixed conditions forecast'.*

The weather was cloudy for the 71 lap race, importantly the track temperature was up by 5 degrees. The Brazilian GP ended in controversy following a clash between race leader Verstappen and lapped driver Ocon, both spun, Hamilton got past and went on to take the checker ahead of Verstappen and Raikkonen.

Starting on 'Medium' tyres Brendon drove an outstanding race, climbing from P17 to P11 while Gasly went from P10 to P13, but there was frustration for the Kiwi after Gasly disobeyed team orders to let him past until the penultimate lap. Brendon had much greater pace on new 'Supersoft' tyres following his late pit stop and was chasing down Perez for 10th place and a championship point until a crucial delay behind his team mate took any opportunity away. There was very 'colourful' language on the team radio in an attempt to resolve the blocking situation for which Brendon later apologised! On a strong charge following the pit stop and with Sainz Jnr in close attendance Brendon pulled back 16 seconds in 10 laps before being blocked by the stubborn Frenchman. It was drive that deserved a better result.



From Brazil it was across the Atlantic to the United Arab Emirates for the final championship round, the Abu Dhabi Grand Prix at the stunning Yas Marina Circuit where both the air and track temperatures were the highest of the series.



Pre-race the big talk was about Robert Kubica joining Williams for 2019, the Polish driver taking part in FP1 and completing 25 laps. The session looked promising for Scuderia Toro Rosso with Gasly posting the 11th quickest time and Brendon 14th, both running the 'Hypersoft' tyre. At the end of the second 90 minute session Gasly remained in P11 while Brendon dropped two positions despite being 2.1 seconds quicker than in the morning!

The temperatures increased for FP3, in the last 10 minutes most drivers switched to the 'Hypersoft' tyre and Brendons 17 laps produced a best 1.39.074 to have 12th fastest time, surprisingly 2/10ths slower than in FP2! Team mate Gasly ended the session in P15. Remembering that the GP is a night race under lights, Qualifying at Yas Marina starts at sunset and ends in darkness, but the evening ended early for STR with both cars not making it through to Q2. Brendon clocked a best 1.37.994 to claim P16 on the grid with Gasly one grid spot back after recording a best 1.38.166 before suffering an engine failure on his final lap.

*'We knew it was going to be tight today, but I was in P12 this morning so we thought at least Q2 was possible. To be 16th and just missing out on Q2 two weekends in a row was frustrating. The track*

conditions were really different compared to a few hours ago, so we probably couldn't get the best out of the car in Qualifying. We've put a lot of focus on race pace this weekend and there wasn't much between me and Pierre today, but I think we just weren't quite quick enough and I wasn't particularly happy with the balance of the car. Hopefully we've done some good work during the practice sessions so we can have a strong car for the race tomorrow'.

As we've seen a number of times this year the race had a dramatic opening lap, a clash between Hulkenberg and Grojean ended with Hulkenberg's Renault barrel-rolling and coming to rest against the barrier and catching fire, the Safety Car being deployed immediately. Brendon had to run wide to avoid hitting Magnussen and picked up debris that damaged his front wing, forcing him into the pits. The team had no latest specification wing as a replacement so had to fit the less effective older style. Changing the tyres during the stop brought a new challenge for Brendon to make them last the full race distance.



On lap 4 there was rear wheel contact with the barriers, but from that point he settled down and began working his way up the field with an outstanding recovery drive. Maintaining a strong pace while preserving the tyres saw the # 28 car move up to 15th position with 15 laps remaining. On lap 48 the sister car of Gasly became one of the five retirements, four with power unit failures. Despite deteriorating tyres and diminishing lack of grip there were three more overtakes in the closing laps before Brendon crossed the line in P12 after a remarkable drive that was effectively a 'zero-stop' strategy.

'Unfortunately, my race was kind of over on the first lap. I didn't have anywhere to go with the

crash into Turn 8 and I had to go off the track to avoid the cars in front. I ran into some debris and damaged the front wing, so I had to stop on the first lap and then did a whole race on one set of tyres with the old spec front wing, which was always going to be an uphill battle. I managed the tyres well, but after the issue on lap 1, P12 was pretty much the maximum we could manage. I've finished the year a lot stronger than I started it as the past few races have been great, however today didn't work out as planned. I'm happy with my progression throughout the season and I feel I've come out of this year a stronger individual and racing driver'.

The 2018 Formula 1 season was over, a season that generated unprecedented interest in this country because of a man who is a proud member of the Manawatu Car Club. The following day Scuderia Toro Rosso announced that 22 year old Thai driver Alexander Albon would join the team in 2019 alongside Daniil Kvyat. Has the checker flag fallen on Brendon's career as a Formula 1 driver ...

"I left the circuit on Sunday with my head held high. I'm very proud of my story and journey so far but am left feeling I have unfinished business in F1. For the moment that has been put on hold. I've hit speed bumps before and I am a strong believer that tough situations make you stronger, it also helps that I have a great NZ support



crew, family, friends and wife. I also want to thank my trainer Rob and almost all of the 500 strong Toro Rosso staff who I have stood beside and have enjoyed working with this season, all of the engineering team, the mechanics, marketing, PR, logistics, hospitality crew, factory staff and of course all at Honda Racing. I really do appreciate the support I have received from fans across the globe this year, I still have plenty more pages to write in my story and I will make the most of the opportunity's in the next chapter".

## THE OTHER GTO'S...

While the Ferrari 250 GTO remains one of the most talked about cars in automotive history, long forgotten is the fact that three major manufacturers mass produced cars with the 'GTO' badge.

General Motors were the first when they released their Pontiac GTO in 1964 and remained in production for the next decade, during those ten years there were a number of changes in engines/transmissions and body styling. It received a number of accolades, including being named Motor Trend magazine's 'Car of the Year' in 1968. It was popular too with 1966 being the highest production year with 96,946 units leaving the production line.



The Pontiac GTO was a 'muscle' car in the true sense of the word, perhaps not surprising with the engine capacity eventually reaching 455 cubic inches (7.5 litres)! One of these cars was raced in New Zealand by the colourful Robbie Francevic, first appearing in the 2005 Central Muscle Cars series and later he competed in Targa New Zealand Rallies where it drew a large amount of attention.

Thirty years after American production ended in 1974 the Pontiac GTO reappeared, a left-hand-drive re-badged Generation 3 VZ Holden Monaro produced in GM-Holden's South Australia facility. During a three year build run nearly 41,000 cars were shipped to the USA, as production neared its end the local market benefitted with a limited edition HSV Coupé GTO that would be the last Monaro-based car built by GM- Holden.

Between 1970 and 1977 Mitsubishi produced the Galant GTO, a two-door coupe with option of a 1.6 or 1.9 litre engine, this version of the popular Galant range was followed with the Mitsubishi 3000 GTO, a 3-litre V6 rear engine 2+2 coupe that first appeared in 1990. With the passing of time the Pontiac or Mitsubishi models have never attracted the same attention as the Italian original!



In 1983 Ferrari paid their own homage to their most iconic car when it introduced the 288 GTO that was built to compete in the new Group B racing category, unfortunately the series failed to materialise. Based on the 308/328 models, the 288 GTO was powered by a 295 kW (395 bhp) 2.9 litre twin turbocharged V8 engine. All planned 272 cars were sold before production began and used purely as road cars, it was the first street legal production car to break the 300 kilometre an hour (186 mph) barrier. Last year an example sold at auction with the hammer falling at NZ\$5,875,000, there is one 288GTO in New Zealand, part of a private collection.



Answering the question from Part One of 'The 'O' Factor' story - What happened to Chiti, Bizzarrini and the other six former Maranello employees after Enzo Ferrari fired them?

With backing from a group of businessmen they formed their own grand prix team, Automobili Turismo e Sport, abbreviated to ATS. There's nothing quite like revenge on a race track!

A new grand prix car was designed and built, it was incredibly low in side profile (the driver was exposed like a Cooper 500) and powered by a Chiti designed 1.5 litre V8 engine producing a rumoured 190 bhp at 10,500 rpm.



The ATS 'Tipo 100' made its debut at the 1963 Belgian Grand Prix in the hands of two former Ferrari drivers, Phil Hill (1961 world champion) and Giancarlo Baghetti, both retired with transmission problems. Reliability plagued the team throughout the season though the cars finished 11th and 15th in their home Italian Grand Prix. The following year one car was resurrected for the Monza race but failed to finish, ATS quickly faded from grand prix racing and the prototype car later became an addition to the Donington Collection. Their attempt to take on Ferrari at their own game was a dismal failure, and to rub salt into their wound John Surtees won the 1964 world championship in a car with the famous Prancing Horse emblem.

Following the demise of ATS Giotto Bizzarrini founded his own company in 1964 but five years later it also failed. In between those years he created the Bizzarrini 5300 GT Strada that was powered by a 5-litre Chevrolet engine (an Italian touch were the four twin-choke Weber carburetors in the vee of the American motor that used the standard rocker covers with the Chevrolet name), it was followed by the Bizzarrini 1900 GT Europa that was designed for GM-Opel and there were a number of 'one-off' cars.

Before ATS, Bizzarrini was contracted to build a special version of a car he was extremely familiar with. Enzo Ferrari refused to sell a 250 GTO to Count Giovanni Volpi who owned the Scuderia Serenissima racing team because he hired the fired Ferrari employees to work at ATS, at that time Volpi was very closely linked to the fledgling team.



Volpi had purchased the lightweight 250 GT SWB that finished second in the 1961 Tour de France with the intention of running it for his own team. The following year the GTO arrived on the scene, unable to secure a car Volpi contracted Bizzarrini to upgrade his 250 GT SWB so it would be competitive against the newcomer.

Bizzarrini incorporated all the ideas that he had accumulated while working on the GTO. The engine and radiator were moved further back in the chassis, the V12 motor sat lower by fitting a dry-sump lubrication system. Involved with the project was body specialist Piero Drogo who created aerodynamically advanced bodywork that was significantly lower than the GTO and



following the Kamm theory had the roof line extended to the rear of the car.

The result was an extraordinary racing car with the full name Ferrari 250 GT SWB Drogo, it immediately became known as the 'Breadvan'.

With six Weber carburettors instead of three the engine was more powerful, the car was 65 kilograms lighter and was more aerodynamically efficient. Making its competition debut in the 1962 24 Hours of Le Mans it proved to be faster than the 'normal' GTOs and was running in seventh place overall before being retired in the fourth hour with a driveshaft failure.

There was 4th overall and 1st in the GT category in the Guards Trophy race at Brands Hatch, 3rd outright and 3rd GT in the 1,000 km de Paris at Monthéry, and setting a new GT course record in the Ollon-Villars Hillclimb. The final appearance of chassis number 2819 GT under the Scuderia Serenissima banner was to be the Puerto Rican Grand Prix, but the entry was withdrawn following the death of Ricardo Rodriguez in Mexico.

The unusual aerodynamics of the "Breadvan" proved the Kamm theory that was later used on the Ford J-car and Alfa Romeo Giulia TZ, the concept also making its way to New Zealand. At the third meeting of the 1965 New Zealand racing season at Pukekohe the twin-cam Anglias of Paul Fahey and David Simpson became a major topic of conversation when they appeared in 'Fastback/Breadvan' form.

There seems to be some irony in the fact that Giotto Bizzarrini created the ultimate version of the car that he was involved in creating...

RH





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