

Manawatu Car Club Inc

MAGAZINE

DECEMBER 2016



Something for Everyone

EDITORSPEAK...

Well, the big move is finally done, and I officially reside on the dark side of the Bombay hills but never fear, this wonderfully connected world in which we live will ensure that I can continue to contribute to the Club from afar, for as long as I can.

I am constantly amazed at how petrol heads appear to be everywhere. Once it gets a hold it's a very hard bug to shake. Already I have found the next door neighbour used to race motor bikes in his earlier years (and still has several of them, plus a very nice XY Falcon) and another of the immediate locals is a former NZ Champion on 2 wheels. It's like a clandestine brotherhood!!

Indulge my train of thought for a moment. Some people I know confess they derive no joy from driving their vehicles, to them they are like a fridge a means to an end ..., and their sole purpose is to get them from A to B with the least amount of fuss. Some of them drive very nice cars too, however it's perhaps more to do with the status attached to them than anything else. I find this attitude perplexing. I just don't get how you cannot derive pleasure from the driving experience.

To me the joy and exhilaration of driving is in trying to achieve the perfect line in a corner; keeping up a decent average speed by carrying momentum through those corners; using the brakes as little as possible; and maintaining the vehicle as stable and neutral as possible for the occupants comfort. In other words driving with finesse. Like most petrol heads I know, I don't care if I'm driving an old shitter or a brand new, top of the line, Euro, the same rules apply, and in some cases the old shitters are far more fun to drive quickly as you have to adjust to their "peculiarities" to achieve the best results!! What does this say about me?? Perhaps I'm the one that is just plain odd and out of step?? Perhaps the daily commute HAS turned driving into drudgery?? Maybe though, it's that I actually care about what I am doing, and take an active involvement in both



my driving and the surrounding environment, rather than plodding along on auto pilot like so many seem to do??

I think it would be a fascinating exercise to review if there is any correlation between those to whom vehicles are just a means of saving wear and tear on their shoes, and those that drive seemingly unaware of (or indifferent to) their surroundings?? And to extend that to see statistically if those same people are actually involved in more accidents?? My guess is that an indifferent and unfocused attitude to operating a 1700kg lethal weapon would translate into a higher mistake ratio, and almost certainly more accidents as a result.



Let me know your thoughts on this as I'm certain I am preaching to the converted here. I'm pretty sure you all get the same buzz I do when you hop into a car, so how do we as a group get our attitude to driving across to the masses? Is it even possible, or is it something in the genetics?

I was reminded of this interesting divide in driving habits after my last drive down to the Manawatu. After being frustratingly held up a several times on State Highway 1 (why does the Desert Road seem so fearful for some people, and why do people travelling at 100 kph suddenly turn into nanas the moment a corner comes into sight?) we turned off onto Vinegar Hill at about 10.00 in the evening to enjoy the final run to Feilding. Understand I was in the Ute, and with Colleen, so I wasn't about to go mad. However, we made great progress and I kept losing the car behind on the corners, only to have him narrow the gap again on the straights, so all was good in my world until I accelerated out onto the straight just past Stormy Point. I looked down at the speedo to see 120 kph and began to ease off just as the red and blue flashy lights lit up the mirror!! The officer was very professional, noting that I obviously knew the road, and asked that I proceed with a little less speed than the 117

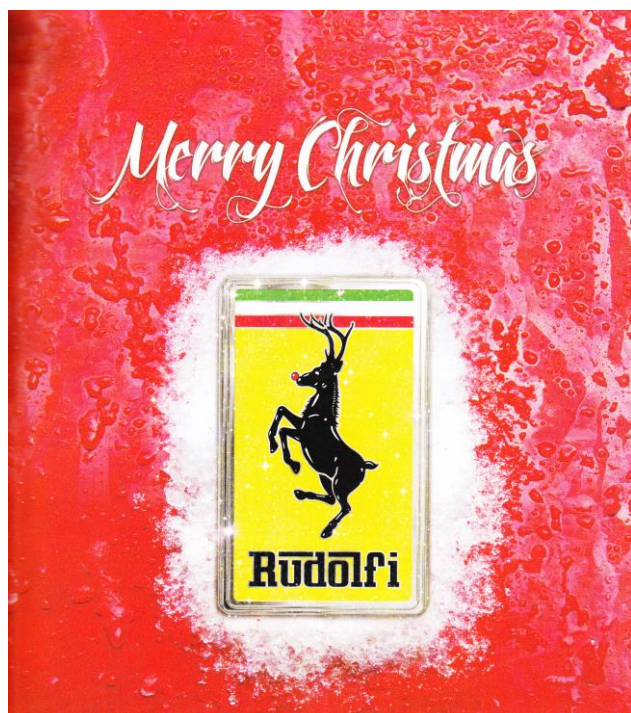
kph he had just clocked me at. I can only believe he actually had as much fun keeping up with me as I had staying in front. As I've said before it's all about attitude, right??

To new member (but old acquaintance of the Club) Richard Bosselman, who twisted my arm to purchase my unfinished MX5 race car (on the proviso I had first shot at buying it back if he ever chose to sell it), I wish you lots of fun competing. There is a little bit of work to do to make the car race ready, but I'm sure Richard will make a great addition to the class and he will enjoy some of the cheapest, closest, racing to be found. The only thing is he is quite a bit taller than me (and a kilo or two heavier) so it might be a squeeze getting in!!

I was reminded in a rather traumatic and direct way, a couple of weeks ago, of just how fragile life is. It is simply something we should never, never, take for granted. So my message to you this month is simple. Enjoy life, live it to its fullest, tell your loved ones that you love them as often as you can, and never ever have any regrets. Just get out there and do shit while you can, and just because you can.

Enjoy the Christmas / New Year break with your loved ones, stay safe and look out for a fantastic 2017 full of events. TW

Email Trevor at littlebarton@actrix.gen.nz



HAVE A HAPPY HOLIDAY SEASON, SEE YOU ALL IN 2017

A BIG WELCOME TO THIS MONTHS NEW MEMBERS

Greg Joy	Shannon
Shona Joy	Shannon
Richard Joy	Palmerston North
Keith Peden	Feilding
Jodie Hogarth	Feilding
Taylor Clark	Feilding
Jonothan Jenkins	Palmerston North
Lorraine Green	Palmerston North
Danny Neill	Feilding

We look forward to meeting you and getting to know you all

A very special welcome too, to Central Districts Classic Car Club members who, with the winding up of the CDCCC, will now become part of the MCC family.

Life Members:

Trevor Dixon	Brian Ax
Neil Deighton	Roly Jones

Members:

Ewart Anderson	Darian de Ridder
Heather de Rider	Ron Donker
Robin Fellingham	Peter Franecevic
Bruce Goodwin	Dave Harrod
Christine Harrod	Bryan Jardine
Shirley Jardine	Anthony Moulton
John Wilson	

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664

Secretary: Jeff Braid - 027 477 3337

Committee:



Jeff Braid



Geoff Boyden



Jill Hogg



Trevor Weir



Jaron Olivecrona



Greg Brown



Danny McKenna



Aaron Walker

Kerry Halligan.
(picture to come)

Noel Beale
(picture to come)

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

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

Archivists: Terry Rush, Geoff Boyden – 0274 447 348

Editor: Trevor Weir

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 13th December 2016.

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

– Terrace End Carpark, Palmerston North

This is the last Track & Yak for 2016 so why

**not join us! Feel free to bring your
husband, wife, partner or friend along.**

Race Licences

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

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

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

FROM THE PRESIDENTS PEN...

'Manfeild: Circuit Chris Amon' – what an awesome title for a great racetrack. I felt privileged to be at the unveiling of the renaming of our racetrack, it was an emotional event for all that were there and I know it means a heck of a lot to the Amon family, you only had to look into their teary eyes during the announcement to see that.

I remember the first time I met Chris Amon, I was around 14 years old (so about 30 years ago give or take a year), my Grandfather had worked for Toyota for many years as a salesman and my Mother did many of the drive-away cars (there were not many car transporters back in those days) for Toyota so we were all invited to drive the new Corona Amon around the Manfeild Track. I was under the legal age to drive so my Mum signed the indemnity form for me and I was allowed to drive around the track for a couple of laps. This was the first time I drove around the Manfeild Racetrack and I was instantly hooked. We were introduced to Chris at the time and I remember my Mum telling me who he was and what he had achieved at that time in his racing career, to say I was in awe was an understatement and the nerves were on high alert and I was thinking what do I say to a Formula 1 driver, but Chris was ever the consummate gentlemen and made us all feel at ease and the conversation easily flowed and I remember thinking he was just like one of us. He was truly a great man and the renaming of Manfeild is an honour much deserved such is the emotional connection Chris had with Manfeild. So now Chris' name will be proudly displayed at and around the racetrack for all to see for many future generations to come.

Last month I mentioned that my place of work was investing a day in our Auckland office where those of us that had been with the company for 10 years or more were going to spend the day talking about the culture of our company. There were around 20 of us there on the day and we started out by talking about how long this discussion may go for. Some thought that it may be over in a couple of hours while others thought it would go a little longer, none of us thought it would go the whole day, which is ended up doing, and we could have gone longer if we had not had to catch flights at 6pm that night. We discussed why our culture was important to us, how we would describe our culture, what could hurt & help our culture and what our influence, as veterans of the company, can have on our culture. In all we wrote down on the walls of our conference room (they are painted in such a way that we can write on them with a whiteboard marker) around 200 things that we thought related to the points that were put on the table. We then discussed these things and narrowed it down to six maxims that we thought had the most influence on preserving our culture, these six things you will see in the picture on this page. We have had these six maxims printed onto a display board (A4 in size) that looks like a door of a truck and it proudly sits on the wall in our reception area.



So what is the culture of the Manawatu Car Club? Like the above we could probably write down as many, if not more things than we wrote on that day in Auckland as the MCC has been around a fair bit longer than TR Group has, but I am picking much of the same 200 things would be mentioned. So what can you do about adding to the culture, our culture, of the Manawatu Car Club? Well one of the ways is to put your hand up and join the MCC Committee, other ways are to simply express an interest that you would like to help out with different projects that we have happening, or you could become a race day volunteer and help out at the track, there are many things you could do to add to the culture of the MCC, so why not give it a go?

The Manawatu Car Club AGM date has been set for Wednesday 1st February @ 7.30pm. We will look to elect the Vice President of the club and also up to ten other committee members on the night. 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, in the meantime you can print off the copy of the voting paper on the next page and use this. Please fill it out and return it to Jeff Braid by scanning and e-mailing it to manawatucarclub@xtra.co.nz or by posting it to: Manawatu Car Club, PO Box 542 Palmerston North 4410

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, 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 think that you should be paid for this time and knowledge, or need constant recognition or praise for your input that you will put into this club, then the committee may not be for you. Bearing all that in mind, 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 aboard.

Manawatu Car Club Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms
120 Kawa Kawa Road, Feilding
Wednesday, 1st February 2017 @ 7.30 pm sharp.

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

And the Winner is... Back in the October edition of the MCC Magazine we announced that if you joined the MCC in either October or November you would go into the draw to win a Drift School Voucher. Well we have done the draw under Police supervision and the lucky winner is Jodie Hogarth. Congratulations Jodie, we will be in touch soon.

And lastly, thank you so much for your support over the past year, it has been truly great to be the President of such a great club with so many awesome people in it. Thank you to all of the MCC Committee and our wonderful volunteers who work tirelessly to make this club the great club that it is today. Please have a very Merry Christmas and enjoy your New Year celebrations and please stay safe on the roads over the holiday period as we want you all back safe and sound for more great racing in 2017.

Richie



VOTING FORM

2017 ANNUAL GENERAL MEETING ELECTIONS

Position: Vice President

Term: 2 Years. Re-election in 2019

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2017 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year.

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed



VOTING FORM

2017 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year.

Nominee:	Membership #	Signed
Nominated by:	Membership #	Signed
Seconded by:	Membership #	Signed

Please scan and email to manawatucarclub@xtra.co.nz or post to: Manawatu Car Club, PO Box 542 Palmerston North 4410

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Jo Dunn

BORN: Palmerston North

OCCUPATION: Truck Driver

RACE CAR: Mazda Mx5

EVERYDAY DRIVE CAR: Holden

DREAM CAR: T-Bucket Hot Rod

YOUR BEST MOMENT IN MOTORSPORT?

Racing in the RS Cup and getting a 1st. Finally been able to race instead of watching my husband race.

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

Drive V8's and Drive Milk tankers

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

Jason Richards, Greg Murphy, Julie Doyle

WHO WOULD YOU PLAY IN A MOVIE?

Sandy in Grease

THREE WORDS THAT BEST DESCRIBE YOU...

Hard worker, Fun, Ready for anything

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

Bedford Bus, because it is awesome, carries the car and the whole family can sleep and eat in it, while I'm racing!!

WHAT IS YOUR SECRET VICE?

Leave the racing to the track!!

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I've been a swim instructor for over 20yrs.

FAVOURITE QUOTE...

Go hard, play harder!!



Unhappy, upset lady. Lydia Arber couldn't believe she didn't do anything worthy of note for inclusion in the November issue of the MCC magazine. Maybe she didn't try hard enough...

Very sad day for blue oval badgers. 06 October 2016 will be remembered as a day of major significance in the Australian auto car industry, the day that Ford Falcon production ceased with the shutdown of the manufacturing facilities at Broadmeadows and Geelong after 56 years. The last vehicle to leave the assembly line was XR6 Ute, destined for a museum. Even good things don't last forever...



Outdone. In the Grid Torque column of the October magazine mention was made of Lydia Arber's moment in the final round of the FAE Winter Series when she spun the lil' Peugeot during a safety car intervention, many thought an act like that would be very difficult to beat, but it has been bettered. At the MG Classic meeting experienced racer/administrator Ross Armstrong spun at the hairpin, obviously finding there's a big difference in the power output of a tweaked 2016 Ford Mustang compared to his venerable MGB. So, what was embarrassing about the incident? The Mustang WAS the Safety Car...

Reflecting on the Emm Gee. The 31st edition of the MG Classic meeting saw the introduction of two new racing classes with serious appeal to both competitors and enthusiastic fans. The Historic Muscle/Saloon Cars are built and raced retro style with full trim and strict engine and suspension modifications and nearly 30 cars were on the grid. Attracting even more attention were the Historic Sports Sedans that brought out the best in Kiwi ingenuity, and if that wasn't enough to satisfy the discerning palette the Touring Cars were back to revive and relive the days of the Nissan Mobil 500 street races at Wellington...

Eye catchers. The Muscle Cars drew a big field and there were a couple of standout cars, Howard Wood's BMW 2002 Tii was spectacularly fast through the tight sections of the track while the 1996 6.6 litre Dodge Aspin RT of David Wood was a real head-turner wearing the famous #43 of legendary NASCAR star Richard Petty, the only thing missing were the STP stickers. In the Pre-65's Richard Hill had replaced his Austin A40 Farina with the ex-Angus Fogg Morris 1100, embarrassingly quick that Morry. There were 20 plus cars in the Sports Sedans, including a 1970 SCCA (Sports Car Club of America) Datsun 240Z Scarab 5.4 litre V8 and the ex-Ian Algie CRC Alfetta GTV Chevrolet that is now owned by Gordon Burr. This brilliantly engineered car is powered by a front mid-mounted 5-litre V8 engine and last raced at Manfeild in 1988, sadly it never got past practice/qualifying because of a



transmission problem. In the Allcomers there was Mike de Malmanche's intriguing 1973 Porsche 914 Renegade with the normal boxer engine replaced by a turbocharged 5.7 litre Chevrolet V8, Jeffery Wong pedalled a 2007 Ferrari F430 Challenge and Todd Moffatt returned with the "Fat Cat", the XK120 Jaguar propelled by a quad turbo XJS V12 that's now producing 800 horsepower at the rear wheels!! It didn't end there because the Touring Car entry included the Whittaker's Peanut Slab Ford Sierra Cosworth, a BTCC

Nissan Primera and BMW 320i, a quartet of M3 BMW's and Scott Blain's familiar black Ford Focus RS that placed 4th in all four races. The Sports Car races were dominated by David Glasson's 3.8 litre V6 Juno CN that has a phenomenal power-to-weight ratio, adding to the spectacle were a pair of Formula 5000 single-seaters, Paul

Christie debuted his 1968 McLaren M10 while the Lola T332 of Russell Greer is a familiar sight at Manfeild. Leaving the best 'til last, how amazing was it to see the 1957 Normac Special back at Manfeild, but not just on static display this time. Built in Norsewood by Reg McCutcheon and powered by a much modified 3.8 litre Chevrolet 6 engine, the Normac III was a technically innovative design and at the MG was driven by Kevin Bovey - size wise it was an interesting contrast to the Formula Junior and Formula Fords in the Historics class. In simple terms, there was something for everyone...



Retro man. With Jeff Braid upstairs as an Assistant Clerk of Course, Julian Hardy was seconded to the role of Pit Lane Announcer and he certainly entered into the spirit of the occasion. An "official" white coat and Panama hat, not so sure about the short trousers though. Adding to the visual impact was the moustache in recognition of the month being "Mo-vember". Julian was in fine voice and make some very good "bubbly" selections, he could reflect on a job well done...

Busy boy. Ian Easton simply can't get enough racing, even after something like 45 years in motorsport. The # 111 Ford Mustang appears to have given Jack Jack a new lease of life, it's a very competitive combination. He was on the grid at Pukekohe in the ITM Super Sprint Central Muscle Car support races, two weeks later he's at Manfeild for the MG Classic and really shines on a track he knows well - three back-to-back wins and a second place. Jack Jack is back back, and lovin' it...

Multiple winners. Ian Easton wasn't the only driver to take the chequered flag more than once. Ben Boyden/BMW 320i 2/4 Classic 3, Wayne Davies/Ford Mustang 2/4 Pre-65, Brock Cooley/Chev Nova 2/4 Pre-65, Keith Mainland/Van Diemen RF79 3/4 Historics, Jon Telford/Mazda RX8 3/4 Sports Sedans, David Glasson/Juno CN 3/4 NZ Sports Cars, and there were two perfect scores, Aaron Black/BMW M3 4/4 Touring Cars and Andrew Whittaker/Porsche 991 Cup 4/4 Allcomers. Very few of those victories came easily...

Biggest surprise. In the Classic 3 category there were a pair of MG TD models of early fifties vintage, both had 1250cc engines but there were visual differences, one definitely looked "racier" with stripped down bodywork and widened wheels with wider tyres, and it proved to be "racier" with the difference in lap times over the weekend being something close to 25 seconds. The TD with the fat feet had the nickname "Cream Cracker" and



Grant Kern drove it with great enthusiasm and a "take no prisoners" attitude, making impossible passes look very easy. In qualifying "CC" posted the 4th fastest time in the 27 strong field, only 2.06 second slower than the pole setting BMW 320i of Ben Boyden. That was on a damp track, but the weather improved which seriously affected the handicapping and Grant's chances, but it was great viewing for the spectators as a 1950 MG TD isn't meant to go that fast. The "standard" TD engine produced a modest 57 horsepower which gave the car a top speed of 124 kilometres an hour (77 mph) and 0-100 k's in 18.5 seconds,

those figures suggest that "Cream Cracker" was anything but standard, but the engine's capacity has been officially verified as correct. Maybe some detective work has to be done...

Most appropriate winner. The Sybil Lupp Memorial is a very special trophy as it recognises an extraordinary lady who was both a talented racing driver and mechanic who specialised in MG's and Jaguars. In 2014 the winner was Margaret Goodwin in the familiar Chev Camaro, last year Alan Blundell in his magnificent 1939 Jaguar SS100 triumphed, and in 2016 Bron Bell headed the field home in the silver bullet Mini with a winning margin of

1.32 seconds over the rapidly improving Jo Dunn in her Mazda MX5. Later in the day Jo recorded her first win. British car, lady driver, the perfect result...

Best entertainer. The 40th and final race at the MG Classic was the Jeff Cooley Final Farewell Memorial that was open to everyone, with the grid positions decided on the "first up, best dressed" principle. Often the last race has been a fizzer because of low numbers but this year 29 drivers fronted to make up a quality field worthy of the event's name. Mainly thanks to Dean Curtis it was the most entertaining six lapper of the weekend as the works liveried #5 Ford Escort weaved in and out of the traffic driven like it was a rally car on a loose metal road, sideways here, sideways there, all under perfect control. Twelve cars were lapped, three more than once!! "Dean the Machine" won the race from John Rush (Escort V8) and Peter Edmond (Volvo 850R), it was a very fitting finale to the meeting...

Best smiley face. It had to be Jonathan Hogg who finally returned to racing after major shoulder surgery. The replica BMW CSL Batmobile became eligible to compete by fitting a passenger seat and running the correct specification tyres. Any soreness was quickly forgotten in the heat of battle and Jonathan's weekend got off to the perfect start, he was the first recipient of a bottle of Lindauer. Selecting a car or driver from each race is one of the traditions of the MG Classic...

Best in Show Award. There were three finalists in this category - Brian Ax, Brian Ax and Brian Ax. "Chopper" was back in his absolutely, positively immaculate 1955 MG TF to take his place on the grid among 26 others in the Classic 3 class, and he was out there displaying the very best of British tradition. To enhance the car's performance the windscreen was lowered to its horizontal position, it certainly looked quicker. And the driver could have been a WW1 fighter pilot with period goggles and long white scarf flowing in a wind that only speed can generate. But wait, there's more. To complete the perfect picture "Chopper" had a flying suited blonde female monitoring his progress from the pit wall, the only driver in the class to indulge in such a luxury. Brian Ax has never been one to do things by half, it was great theatre, more Goodwood Revival than MG Classic, so why don't we have a Goodwood type meeting? It could be a helluva lot of fun...

Thunderbird was go. Over recent years a number of Ford Thunderbirds have competed at Manfeild in the Pre-65 class, this year there was just one, but you couldn't miss it, it was painted bright orange. What created additional interest in the car was the driver, Stuart Crosby, the former mayor of Tauranga and one-time speedway saloon racer. Stuart provided one of the most interesting moments of the meeting when he had an "off" at Toyota, fortunately without hitting the barriers. There is usually nothing special about an "off" at Toyota because they are quite common, what made this excursion different was that it took the traction of two 4WD's to extract the monster...

A "Who Dunnit". The third Classic 2 race of the weekend was red flagged after just 19 seconds with Russell Gregg's Ford Escort stopped a hundred metres down the track - it was very obvious that the left rear corner of the car had taken a very heavy impact. It appears there was some confusion when the flag dropped for the second group, some cars went, the Escort didn't. It all happened very quickly, but who made contact? A careful scan through binoculars at the restart revealed nothing. It was later discovered it was the Bryce Hogg, but the front of his Mazda showed no damage, apparently the front corners of an MX5 are particularly strong. Ironically Bryce suffered damage to the right front guard when it was scraped by another car taking evasive action...

Grumpy's ride. Popular official Ian Bowater is the Patron of Pre-65 Racing Saloons Inc and was given a big surprise when he was strapped into Wayne Davies' 4.7 litre Ford Mustang for hot laps at the conclusion of Sunday's lunch-time rides. Apparently it was a first-time experience for the personable Taupoian and he rather enjoyed it. It was a quick 'stang too, over the weekend Wayne won two races and placed second to the Cooley Nova in his other two events. For a bit of history, the first Pre-65 Saloon race was run at Timaru's Levels Raceway on Labour Weekend in 1979, ten years later the concept crossed Cook Strait to make it a national category...

History lesson. The Poul Christie McLaren M10 has special historical significance because it was the factory car in 1969, driven by Peter Gethin it won the European F5000 Championship and Gethin retained the title the following year driving the updated M10B version. The Englishman won the 1974 Tasman Series driving for the Belgian VDS Racing Team that was founded in 1964 by Count Rodolphe van der Straten and regarded as the most prestigious “private” team in Europe. VDS brought a pair of Chevron B34 Chevrolet cars south of the equator, his team mate



Teddy Pilette placed third on the points table. Peter Gethin is best remembered for winning the race with the closest finish in Formula One history, the 1971 Italian Grand Prix at Monza driving a Yardley BRM. After a race with an average speed of 244.21 kilometres an hour (150.75 mph), he beat Ronnie Peterson by 1/100th of a second with the first five cars separated by 61/100ths of a second, it was Gethin’s only F1 victory. Chris Amon started from pole position in a Matra and finished sixth, more than 30 seconds further back...

Where were the spectators?? The MG is the longest running classic meeting in New Zealand, something the organising club should be very proud of. Over the past 31 years we have been privileged to see hundreds of wonderful cars racing in the spirit of the event. The enthusiasm remains, as does the unique atmosphere, but there is one area that must be a concern, the almost alarming drop in spectator numbers. So why not ask the question - did you know about the event via a form of media? Sadly, it appears that the MG Classic is one of the best kept secrets on the New Zealand motor racing calendar...

Can’t get enough. One of the real characters of Australasian motor racing is popular driver and team owner Paul Morris. During an impressive career the 48 year old Victorian has driven everything from Formula Fords to Indy Lights Championship single-seaters, 2-litre and V8 ATTC saloons, Bathurst 24 Hour GT sports cars, speedway sprint cars and stadium super trucks. The individual highlights being a 4-time winner of the Australian Super Touring Championship and winning the 2014 Supercheap Auto 1000 with Chaz Mostert. Known as “The Dude”, Morris will drive anything, anywhere, anytime given the opportunity and at the Pukekohe ITM Super Sprint meeting he was pedalling a SsangYong Aycton ute, and when he wasn’t out on the black stuff he was behind the microphone as a TV commentator for support races, there is no end to his talent...



Warning. Bron Bell’s silver Mini is sporting a new sticker - “THIS VEHICLE IS OPERATED BY A HIGH MAINTENANCE DRAMA QUEEN WITH ISSUES”. But who bought the sticker? There is word that Ants (Mr Bron) is building up a second Mini so he can return to the track for the Mitre 10 Mega Summer Series and share the pleasures that racing brings with Mrs Bell. Also joining the coming series will be Richie Arber but not in the Taxi Cup Falcon, Mrs Arber has given permission to run “her” Peugeot 206. Should be interesting...

Talking running. On Sunday 20th November the popular Ashhurst to Esplanade Fun Run took place with a record 553 runners and Walkers. There were two courses, the half marathon 21 kilometres that started at Ashhurst and a shorter 12 kilometre that started at the Winstone (Higgins) quarry on Te Matai Road before re-joining the riverside pathway with the finish at Manawaroa Park. The weather was good and among the runners in the 12k were two MCC members making their debut in this type of speed event, Tammy Boyden and Lydia Arber. The

pair were happy with their first out time and epitomised the Olympic Spirit - "It's not the winning that counts, it's the glory of taking part"...

Special day as the country comes to town. The MCC Clubrooms was the venue for a wedding on November 19th and reports are that the decorated venue looked absolutely stunning, an amazing transformation and oh so romantic. The bride was Tina, daughter of MCC Committee member Greg Browne, you may have seen her at the track taking photos of Greg and Sean when they have been racing. On a day when the bride is traditionally the main focus, Greg upstaged everyone in the bridal party with his choice of footwear - gumboots. There's nothing like a pair of Red Bands to complete a picture of sartorial elegance... Ah yes, but the big question was - trousers tucked in or left out?? Ed

Racing with a future super star. The profile of MCC member Fabian Coulthard was raised considerably when he switched to the Aussie V8 Supercars, it's forgotten that he was very competitive in single seaters prior to going tin-topping. Fabian won the New Zealand Formula Ford Championship in 2001 before heading overseas to contest the British Formula Renault Championship. The second cousin of former F1 driver David Coulthard, Fabian drove for Manor Motorsport where his team mate was a promising young English driver who the British media and commentators had big wraps on, Lewis Hamilton...

Confession. A prominent club member, who shall remain nameless but not blameless, had a coming together with another vehicle while reversing out of a parking space at Jaycar in Featherston Street. Several days later President Arber questioned the driver about the race tape on the left tail light of the Mitsy Lancer and was given the full details of what happened. Being the gentleman that he is, he proffered an explanation that the lighting in the area isn't particularly good which would have contributed to the incident. The response was - "It happened in the middle of the day"...



Useless information # 1. More than eleven hundred of the latest generation Ford Mustangs have been sold in New Zealand. On a per capita basis New Zealand ranks top on the global sales chart...

Useless information # 2. There are 44 airlines with scheduled flights in and out of Auckland. Palmerston North has 3...
Don't I know it sigh .. Ed !!!

RH

Your contributions to Grid Torque can be sent directly to Russell at russellharris@clear.net.nz or to Trevor at littlebarton@actrix.gen.nz

**Track & Yack - 13th December @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**

Big Boys Toys...

Big Boys Toys was held on the 18th – 20th November at Arena Manawatu, this was the second time the event has been held in the Manawatu region.

The MCC had the same site as last year, which was right beside one of the main doors to the FMX and BMX display which featured Levi Sherwood, so the foot traffic past our stand was high. Our stand featured Kerry Halligan's Crawford, Jaron Olivecrona's superb looking Nissan S14 Drift Car, Lydia Arber's R.S. Cup Peugeot 206Gti, Warren Dunn's beautifully presented BMW M3 and Manfeild's TRS T2 Car.

The back wall of our 14m long stand featured brightly coloured pictures from the recent Winter Series as well as our MCC logo and wording which featured our Facebook and Website addresses. The stand was the best at the show for the colour and the variety of Race Cars on it and it certainly brought the crowds flocking to it.

We also had rolling TV footage of the many photos that were taken over the Winter Series, a huge thanks to Stew Wood for putting these together for us to use.

We met and talked to existing Club Members, past Club Members – many of whom are looking to re-join the club, prospective new Club Members, and interested new racers. We handed quite a few of our information sheets and posters of the upcoming Mitre 10 Mega Summer Race Series and Tarmac Rally that we had printed for the event, with those who took them showing a genuine interest in what we do.

A huge thanks to Kerry (who also let people jump in and out of the driver's seat of the Crawford), Jaron, Lydia, Warren, Micheal and Gavin (from Manfeild) for getting your cars to the show and for letting us use them to promote the Car Club and Manfeild.

A special thanks to Jill Hogg for your help with organising the whole event and manning the stand for most of Friday and the weekend and to Sam Law, Jaron Olivercrona, Lydia Arber, Aaron Walker and Michael Barbour for your help to also man the stand on the Friday and over the weekend.

All in all it was a very successful promotion of the Manawatu Car Club.

RA



PROJECTS AND CLUBROOMS...

Over the last month, we have relooked at the contract for the maintenance of the grounds at the clubrooms. We decided to add on to the lawn-mowing contract and have it include the spraying of weeds and edges, maintaining the embankment and the mowing of the road berm. We have put it out for a tender / contract and are awaiting pricing to consider the cost of full grounds maintenance.

The new road frontage fence signage is made and ready to go onto the fence, once that is painted. We also have signage to be placed on the embankment, advising that viewing is not permitted for this area and that it is private property.

We have purchased 2 x 2 seater sofas to go into the snug area to replace the sofa and chair that were there on loan.

Over the last two weekends the clubrooms have been used for a MG Classic dinner and a wedding.

Over at Manfeild Park, the café has been painted Manfeild Green and what a difference this has made to the look of the Café and in making it recognisable as a Café, and in doing so, the patronage increased. It was great to see so many people using it over the weekend of the MG Classic meeting. We had hoped that we would have had the exterior completed with "racing scene" photos affixed to the exterior walls prior to the MG Classic, it was not to be, so that is the last project to complete.

Geoff Boyden

DANNY'S

AUTO SERVICES

FULL MECHANICAL REPAIRS



YOUR NEW LOCAL STOCKIST OF JAMEX RACE PRODUCTS

Seats and harness in stock now. For a super friendly deal talk to Danny NOW

Phone (06) 358 6884 or visit them at 25 David St Palmerston North

A VERY INTERESTING READ...

Question – How many “home grown” vehicles have been manufactured in New Zealand??

The answer is around 90.

It's hard to believe, but you can read all about them in a hard cover book that was published in 2013, “New Zealand Manufactured Cars - A Cottage Industry”. A founder member of the Constructors Car Club, author Mark Harlow has a wonderful knowledge of the subject and his research into the diverse range of vehicles is extraordinary. Each chapter details a single car with the words accompanied by colour photographs – some of the vehicles never made it past the prototype stage, some that made it have long disappeared while others are still seen on our roads or race circuits.

The Foreword for the 306 page book was written by well-known and respected journalist Allan Dick who gives an interesting insight into the subject and was clearly impressed by Mark's work. From a local perspective, of particular interest are the chapters on cars that have been manufactured in our region. Names like Mararn, Saker, Tull and Short Countess may or may not be familiar.

The names of Dave Harrod, Steve Bond, David Short and Bruce Turnbull should be familiar, so too FDL (Fibreglass Development Limited) and did you know that Bruce Turnbull had a close initial link to the Hulme Supercar - all is revealed in a book that's worth taking the time to find...

New Zealand Manufactured Cars - A Cottage Industry

Author Mark Harlow

ISBN 978-1-877427-51-0

Published by Willsonscott Publishing International Limited

info@willsonscott.biz www.willsonscott.biz

RH

Manawatu's Blue Loos



Gecko
ENVIRONMENTAL 2014 LTD

0800 025 552
Septic Tank Cleaning & Portaloos Hire
loos@geckoenvironmental.co.nz

Suppliers of Port-a-Loos to the Winter Series.

'RUMOUR HAS IT' CAFE

MCC Members favorite Café
305 Rangitikei Street, Palmerston North
P: 06 358 7144 / F: 06 358 7145
Coffee to go / Food to go / Pies / Cakes / Light Meals
Catering for all occasions – your venue or ours

BACK SEAT. DRIVER.
230kmh. Dare you!
The ultimate passenger ride



MANFEILD

T2



SO now our circuit has a new name, we are 'Manfeild: Circuit Chris Amon', thus tied to a motorsport and motoring legend whose association with our track that goes back to its genesis.

The announcement of the 3.03km main circuit being renamed as 'Manfeild: Circuit Chris Amon', as the first stage of an ongoing celebration that will be further celebrated at the next New Zealand Grand Prix on February 11-12, was made to media at Manfeild on November 24, with the Amon family in attendance along with other special guests from, of course, the Manawatu Car Club, as well as from Toyota New Zealand and Southward Museum.

Also with us was Bruce Wilson and his son, Rolf, who have just published a book about Bruce Wilson's time as a mechanic for Chris during the early racing years, including the period when they ran the Maserati 250F that is now held by the Southward Museum.

The determination to honour Chris in this way actually began before he was lost to us on August 3 this year. However, unfortunately, we had not progressed to the point of discussing it with him. Accordingly, we waited until an appropriate time after the funeral to broach the idea with the family.

That happened on September 12, when I and Richard Bosselman went to Taupo to meet with Chris's wife, Tish, over lunch. It was a very special and emotional day for us all, of course, but we needn't have been as nervous as we were, because Tish was immediately receptive to the idea, as were the children – James and Georgie, who both live in Palmerston North, and Alex in London.

Tish told us that the family was extremely honoured that Manfeild would recognise Chris in this way; we felt, of course, deeply honoured that they would allow us the opportunity.

The Amons have confirmed that Manfeild was a huge part of Chris's life and very dear to his heart; James and Georgie say some of their earliest memories were of being here, playing in the sheep yards, while Chris was down at the circuit.

Chris, of course, was a giant of motorsport. His achievements were the fuel for him being made an MBE for his services to motorsport in 1993 and being inducted into the New Zealand Sports Hall of Fame in 1995. However, we here always felt that another acknowledgement was worthy: one recognising him as having been instrumental in our track's design – if you didn't already know, those banked corners were at his insistence - and, of course, for his ongoing involvements through work with Toyota New Zealand, and his passion about us becoming the home of the New Zealand Grand Prix, a title he held twice, and that association with Toyota Racing Series, which competes for a trophy in his name.

Simply, we feel that Chris was a true friend of Manfeild. We will always be especially indebted to Chris for having unhesitatingly going in to bat for Manfeild on the two occasions when the NZGP host rights were up for negotiation.

You might not know that he readily provided testimonial letters of ardent support for the initial and ongoing host rights bids, arguing memorably in 2009 that 'Manfeild as a circuit provides a layout not equalled at present by any other track in the country.' What a battler!

His view didn't simply reflect a racer's perspective – Chris also loved Manfeild from a fan viewpoint because, he said, it offered unrivalled spectator viewing.

The track history reminds that Chris' association with Manfeild can be traced to around 1972, when he was still competing in Europe and when the track was but a pipedream by the Manawatu Car Club.

In 'Manfeild: The Real Story', the circuit history compiled for Manfeild's 40th birthday celebration in 2013, Rob Lester recalled that, in 1972, he visited Chris while he was home at the family farm at Scott's Ferry, near Bulls,

to discuss the best circuit layout for what was then a bare patch of scrubland and swamp.

Rob wrote that he took plans to Chris and the circuit choice was made there and then; but only after Rob agreed that the corners had to be banked – a unique feature still, in this part of the world – because it would make the track faster and more challenging and also offer unprecedented spectator viewing. Chris was right on both counts.

Chris and two other top national drivers of the day, Graeme Lawrence and Graham McRae, manned an earth mover to turn the first sods of earth for the track layout in February, 1973.

He also finally got to drive regularly on the circuit around 1978, when he used it for test-driving road cars for a television programme, The Motor Show. That association led to an approach by Toyota New Zealand. He'd lambasted one of their products and they decided they needed his expertise to provide improvements. From this began a product development partnership with Toyota that ran until 1998 and was of unique and undoubtedly special status, with Manfeild as his base.

With road car work behind him, Chris turned back to motorsport: Toyota Racing Series, wholly designed and funded by Palmerston North-centred Toyota New Zealand, was activated on his argument that a top-calibre single seater category was an essential springboard for young Kiwi talents to reach the international stage. He was right again. Our own Brendon Hartley, for one, has always been quick to cite TRS as being a key to him winning a chance, initially with Red Bull, to race at the top.

Beyond all this, we figured Chris also deserved recognition for simply being a fabulous person, the epitome of the Kiwi battler and a great friend. We also thought it was especially right the circuit he loved so much should also honour his memory during the period of NZGP tenure.

We are grateful that the renaming proposal progressed with wholehearted support from Manfeild Park Trust and the Manawatu Car Club.

What next? Well, assuredly, the NZGP on February 11-12 will be Amon-intensive. We have formed a working group to advance some special projects, including a celebratory dinner that will include the TRS prize giving on the Sunday night.

We are thrilled that James and Georgie have joined us in planning for the February celebration.

Can I just reassure, also, that the renaming is not intended as a commercial enterprise, rather, it is wholly motivated by desire to honour an emotional connection with a man who meant so much to us all.

Julie Keane
CEO

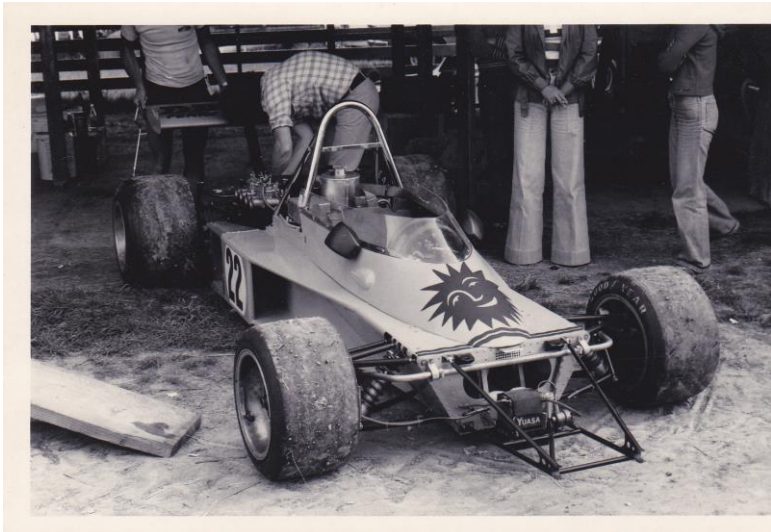


CONFESSIONS...



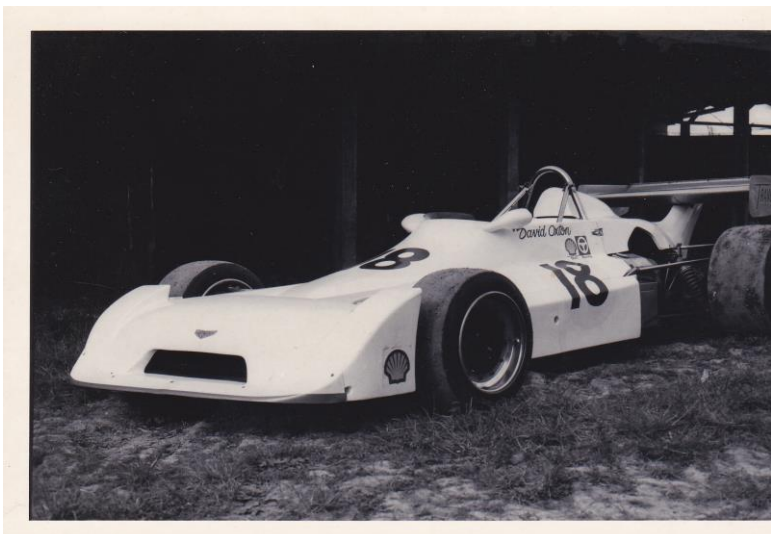
Following on from last month, the close of 1976 saw the end of the line officially for the Formula 5000 cars, and the beginning of the new Formula Pacific class, which in turn led to an impressive list of international up and coming drivers racing in NZ.

Formula Pacific sprang from American Formula B which was introduced in the 1960's for single seater cars with a 1600cc, stock production block, and engine. This was picked up in the mid 1970's by John Webb (who, at the time, owned Brands Hatch circuit) and introduced into the UK as Formula Atlantic, initially as a cheaper option to Formula 2. Many of the cars were based on current F2 and F3 chassis, suitably modified to suit the class



The ex Redman Chevron stayed in New Zealand, purchased by ex Gold Star champion David Oxtan, and it along with several other Pacifics were entered for the October 1976 Manfeild meeting as a shakedown for the January 1977 NZ Grand Prix meeting and summer series.

The pictures on this page are from this meeting and show Oxtan at speed on the front straight (with the 44 gallon drum pit wall!!) in the B29 Chevron, and at rest in the pits. Nice to note that apart from the seal the pit area still retains the same atmosphere as today.



The middle photo shows the self built Cuda of Ross and Jimmy Stone (yes, the Stone Brothers of V8 Supercar fame). Looking like a miniature McLaren M23 this car was built to a very high standard (so nothing has changed there!!) and with a potent Nicholson BDA was very quick once sorted. The McLaren connection came about, I believe, after Ross spent some time working for the McLaren factory, and no doubt pinching all the best current ideas on chassis and suspension.



The array of chassis used in the 1977 International Series was quite astounding, and included Cuda JR3, March 76B, 75B, 74B and 742, Chevron B35, B34 and B29, Ralt RT1, Tui BH2, Lola T360 and T460, Modus M3, Birrana 274, Elfin 622 and 642, and Surtees TS15. Many used BDA engines built and maintained by Nicholson who was, at the time, building DFV V8's for the McLaren F1 team.

With drivers from Finland, USA, Jamaica, Indonesia, Hong Kong, Australia and NZ it truly was an International Series.



The two photos to the left were taken at Manfeild in October 1977 and show Dave McMillan's Ralt RT1 and Ken Smith in the March 76B, still sponsored by La Valise Travel, but in an unfamiliar, for him, blue livery.

And the winner of the 1977 Series?? None other than Keke Rosberg, a later World Champion and father of current F1 contender Nico.

Interesting to note that the Australians persisted with Formula 5000 as their premiere category until 1981 when they too accepted Formula Pacific as their top tier of single seaters.

70th ANNIVERSARY OF THE MANAWATU CAR CLUB

SATURDAY 24th JUNE 2017

KEEP THIS DATE FREE FOR A CELEBRATION BIRTHDAY PARTY AT THE CLUBROOMS.

JOIN US FOR LUNCH, SPEND AN AFTERNOON REMINISCING, CATCHING UP AND TELLING STORIES, THEN FINISH WITH A CELEBRATORY DINNER ... AND CAKE OF COURSE

UPDATES ON FACEBOOK AND THE MCC WEB PAGE



HAVE SUMMER SORTED WITH OUR NEW RANGE OF OUTDOOR FURNITURE

- Trailers Available

- Delivery Services

- & Everyday Low Prices

**MITRE 10
MEGA**

PALMERSTON NORTH

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



AUDI WIN A BATTLE, PORSCHE WIN THE WAR...

The 2016 FIA World Endurance Championship has ended with all three LMP1 category teams enjoying the spotlight during the nine race series with Porsche, Toyota and Audi all recording round victories, while Porsche retained both the Drivers and Manufacturers Championship titles.

The 6 Hours of Shanghai on 5/6 November belonged to the # 1 Porsche 919 Hybrid with Brendon Hartley the individual star of the driver line-up.

For qualifying Brendon and Mark Webber were teamed together and put their car on pole position, but it wasn't without drama. Brendon - *"It all started pretty well. I went P1 on the first lap but ran wide on the last corner, which resulted in the lap time being deleted. Mark did a mega lap to put us back in contention"*.

Fortunately Brendon got another set of fresh tyres for a second attempt on the 5.45 kilometre circuit that also hosts the Formula One Grand Prix - *"The pressure was back on for my final attempt. Awesome team effort to get the pole"*.

Neel Jani in the # 2 Porsche also infringed by exceeding the allowed fuel consumption and got a second run but the sister car didn't have the same pace and qualified sixth, slowest of the LMP1 cars.

Andreas Seidi, Team Principal - *"This was a good team performance and it is a rewarding feeling to start from pole position again. We knew from free practice that we would be fast on a single lap. Brendon and Mark responded perfectly to it"*.

In China Brendon started the race and did a double stint before pitting on lap 60 for a driver change. Timo Bernhard also double stinted and maintained the lead before handing over to Webber on lap 120. 30 laps later Brendon took over again and brought the car home for a well-deserved win, the trio covering 195 laps and clinching the Manufacturers Championship for Porsche.



Brendon - *"What a day. The first corner after the start was interesting. I think the Toyota used a big package of energy from the e-motor and passed me quite easily into turn one. I knew he would suffer later in the lap, because according to the rules you can only use a certain amount of energy. I got him just before the safety car came out. This was a good little battle on the first lap, and after that I tried to keep it clean and handed the car over with an 18 second*

lead. We had to change the nose because a massive piece of rubber had damaged the light. Once again our pit stops were great and on my last double stint everything went smoothly. I am very, very happy".

To complete the domination Brendon recorded the fastest lap of the race with a time of 1.45.935 on the 5.45 kilometre Shanghai International Circuit, the 26 year old drawing praise from his team mates. Timo - *"We've had a super race today. Brendon made a great start so we were able to keep the lead and then extend it"*. Mark - *"Brendon was flying today and Timo's double stint was really nice. I did a single stint and got some used tyres out of the way before Brendon brought it home"*.

Not surprisingly Team Principal Andreas Seidl was also high in his praise – *“The title is the result of having a fast, reliable car and a strong team performance. Here in Shanghai we took pole, set fastest race lap, constantly had the fastest car on the track, the best pit stops, the right strategy and the best drivers at the wheel”.*

The # 2 Porsche crossed the line in 4th place which dramatically reduced the lead of Neel Jani, Marc Lieb and Romain Dumas in the Drivers Championship to just 17 points.



The final round was the 6 Hours of Bahrain on 19/20 November, an emotional weekend as it also marked the final WEC race for both Audi and Mark Webber, his last as a professional driver.

After qualifying on the 5.4 kilometre circuit in the Persian Gulf, Audi had pole position from the #1 Porsche in the hands of Brendon Hartley and Timo Bernhard with the sister 919 Hybrid on the second row.

Brendon - *“It was a good qualifying, but also a tough fight, as we desperately wanted to get onto the front row. Timo made a mistake at his first attempt, so we knew he would go again. I had a pretty clean lap. Not perfect, but good. Then Timo did a mega lap in the end to get us on the front row. Audi was a bit quicker today, but after the long runs we have a good feeling about the race”.*

In a tactic to boost Porsche’s chances of retaining the Driver’s Championship, Bernhard let Neel Jani pass him on the opening lap of the race that was dominated by the pair of Audis who went on record an impressive 1-2 farewell result.

A brief resumé of the race for the # 1 Porsche shows that Bernhard was in 4th place when he handed over to Webber on lap 29, the Australian overtaking the best placed Toyota during his stint before Hartley jumped in after 59 laps. Thirty laps later Bernhard was back behind the wheel, then Hartley again after 120 laps, the pair switched after 156 laps, then after 180 came the moment when Webber took the wheel for the 21 lap final stint of his racing career, crossing the line 1 min 17 secs after the winner for third place and on the podium.

The # 2 Porsche had a heavy contact with another car early in the event and crossed the line 3 laps down in 6th place - for Neel Jani, Romain Dumas and Marc Lieb it was enough to clinch the Drivers Championship and complete back-to-back successes for the German team.

Post-race comment:-

Brendon Hartley - *“My first stint after Timo and Mark had been driving went pretty cleanly. I had Kasuki Nakajima (Toyota) behind me and it was a bit tricky with the traffic, but it came out okay. Regarding the Audis, we were hoping to get closer when it got cooler, but it didn’t work out today. They deserved the victory in their last race. And for Mark and us it worked out, as we got onto the podium in his last race. We did our maximum today, and it is really very sad to see him go”.*

Timo Bernhard - *“It was very important to hand the car over to Mark at the end and enable him to do the last laps, and we wanted to be together with him on the podium for one last time. This was a very emotional day, too much to put into words”.*

Mark Webber - *"I was the second and last driver in the car today, and pretty happy with both stints. Early in the race I had a nice little fight with the # 5 Toyota, I managed to pass him and tried to pull away, but we didn't have enough pace to fight the Audis. Then for the final stint I was pretty emotional putting my helmet on for the last time. I enjoyed the last stint and I got to bring the car to the chequered flag for the top three finish, and this was the maximum we could get today. It has been such an incredible three years for me with Porsche, together with Timo and Brendon and the whole team. Nothing is forever. I'm stopping at a good time".*



For the defending FIA WEC champions it was a series of what might have been - no points from the opening round at Silverstone, 16th place in Belgium, 10th in the Le Mans 24 hour race that carried double points. Their fortunes changed with successive wins at the Nurburgring, Mexico City and Circuit of the Americas, followed by third place at Fuji before winning again at Shanghai, and ending with third in the 6 Hours of Bahrain - the final outcome was a disappointing 4th place in the Drivers Championship.



With four victories the Hartley/Bernhard/Webber trio proved they were the combination to beat, the sister Porsche that won the title and Audi Sport Team Joest had two wins each, while Toyota had a solitary success in their home race at Fuji.

The two Porsche 919 Hybrids simply exchange the "1" and "2" race numbers for 2017, but with the withdrawal of Audi there must be some doubt about the future of the premier LMP1 category in the World Endurance Championship, a case of watch this space...

RH

And the rumour mill continues regarding the Porsche LMP1 driver line up for 2017. So far Briton Nick Tandy and Andre Lotterer have been announced and confirmed as replacements for retiring Mark Weber and dumped World Champion Marc Lieb, however it appears that Romain Dumas seat may also be under threat. If this is indeed the case, then Kiwi Earl Bamber must certainly be in the front line, having been vying with Tandy for the vacant seat in next year's #2 car. Could we see a Kiwi pairing in this car???

Ed

WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



MANAWATU TOOLSHED TRACKDAY SERIES FINAL
SATURDAY DECEMBER 3RD

MANAWATU CAR CLUB TARMAC CLUB RALLY
SATURDAY DECEMBER 17TH

MCC SUMMER RACE SERIES ROUND 1
SUNDAY DECEMBER 18TH

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

SAD PASSINGS...

Eddy Dench enjoyed a long association with the Manawatu Car Club as a member of the crash/rescue team for more than 25 years. During this period he was involved at the Levin and Manfeild circuits as well as the Wellington Street races under the command of Crash/Rescue Chief Vern Marshall. During his time at Manfeild Eddie had the responsibility for “Splashe” corner, the esses. He was a familiar figure within the club, equally familiar was his distinctive yellow Mk 4 Ford Cortina S.

After selling his dairy farm Eddie became fully dedicated to his hobby of vintage tractors and machinery. He was a “Farmall” man and had a large collection with every tractor immaculately restored down to the finest detail or decal. At the many shows that he attended Eddie was always easy to pick out from the his fellow enthusiasts because he had the whitest overalls - he was a stickler for immaculate presentation. But it wasn’t just about show, Eddie was also an accomplished operator, winning a major ploughing championship in the South Island in 2013.



Eddie Dench passed away on 09 November at 71 years of age – he was one of the Manfeild “originals”, dedicated in his work, with a great personality, a man who epitomised everything that is good about the Manawatu Car Club’s volunteer force...

Jeff Cooley joined the Manawatu Car Club prior to the 2015 Winter Series. He was an enthusiastic supporter and member of the Pre-65 group from the time he first raced in the category in 1992, starting with a Ford Anglia that was followed by a Mk1 Ford Cortina. The lure of Allcomers bought the switch to a potent Ford Capri Perana replica, then with “big-being-better” thinking came a return to the Pre-65’s with the ex-Derek Mitchell 1964 Chevy Nova.

Jeff went to the other end of the scale with his final car, a quick 1.6 litre Toyota Corolla FXGT that ran at last year’s FAE Winter Series and the 30th Anniversary MG Classic.

Aged 51, Jeff was a popular competitor on and off the track, and passed away while watching the Supercheap Bathurst 1000 on 9th October, but the Cooley dynasty continues with son Brock now driving the big 5-litre Nova and being the man-to-beat in the Pre-65 class...

Fred Opert was another sad passing since the last magazine went to print. It’s a name probably unknown to the younger generations, however the likeable American was a very good race driver in his own right and became better known as a team owner and being the American importer for Chevron and Brabham racing cars. Fred Opert Racing came to New Zealand in the late seventies to contest the Peter Stuyvesant Formula Atlantic Series with a driver of exceptional skill who would become a Formula 1 world champion.

At the wheel of a Chevron B34 the relatively unknown Finn Keke Rosberg was certainly spectacular to watch,



particularly at Pukekohe where he rode the chicane kerbs without damaging the car, the other drivers couldn't master the art to the same level and many smashed front splitters or damaged the suspension. The Rosberg/Chevron combination were in a league of his own and won the New Zealand Grand Prix both years with equal success at Manfeild - winning six of the 10 races in 1978 was a good indication of the dominance.

Before Opert departed our shores the car was bought by Feilding's Norm Lankshear who raced it until the end of 1981, in the following two seasons it was driven by Bryan Hartley before the next owner crashed the car badly at Pukekohe. Sadly it remains in "as is" crash condition in a shed, with such a history it's a car that deserves much better than that... *More on this car in next months "Confessions" Ed*

Fred Opert was 77 years old when he passed away in early August and will also be remembered for discovering new drivers and developing their talent. Over the years he was instrumental in the careers of more than 20 Formula One drivers including three world champions - Alan Jones (1980), Keke Rosberg (1982) and Alain Prost (1985, 1986, 1989, 1993). That would make impressive reading on any CV...



Tish Amon, Bruce Wilson, James and Georgie Amon at the announcement of "**Manfeild: Circuit Chris Amon**"

MITRE 10
MEGA

MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild **18th Dec 2016**

R2 Taupo **22nd Jan 2017**

R3 Manfeild **Apr 2nd 2017**



Stew Wood Photography

FREE SPECTATOR ADMISSION!

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

Entry Fee: \$220

Transponder hire: \$20

Supplementary Regs and Entry Forms at:
www.manawatucarclub.org.nz

ORGANISER

Jeff Braid, Secretary
Manawatu Car Club Inc
027 477 3337
manawatucarclub@extra.co.nz
www.manawatucarclub.org.nz



Manawatu Car Club



LETTERS TO THE EDITOR

Hi,

Please pass this email on to Trevor. I always enjoy reading the Newsletter.

A couple of comments:

- Email contacts listed in the Newsletter. Listing mobile numbers isn't the best way to encourage feedback.
- Novice drivers graduating to circuit racing. As someone who made the leap from autocross and track days a few years ago, the initial switch to circuit racing is intimidating. The RS Cup is a great class for the new and slow.

A few recommendations:

1. It might be convenient and expedient to combine RS (novice/slow class) with MX5's and SF intermediate / faster), but the faster class should ALWAYS be placed at the front of the grid, and the slower class behind, and they should start together to minimise the risk of being lapped.
2. They should NEVER be combined in handicap events.
3. For competitors who constantly break out, a move to a faster class should not be optional. Entry level competitors are truly budget racers, who don't want and/or cannot afford panel damage. Mixing the novice class with faster vehicles is a real disincentive to owners of exotic and classic cars, who would like to put a 'toe in the water'.

Mentors - a good idea, and should not only include race day, but preparation, gaining a licence, vehicle compliance, safety gear, etc. As I have only been racing for a few years, I would be happy to assist those getting started in the Wellington region, in terms of paperwork, licence, car, etc, leaving the circuit stuff to more experienced drivers.

Spectators - because the Winter Series is free for spectators, we perhaps don't value audience participation fully, or recognise every visitor is an opportunity to gain new competitors. MCC should produce a brochure for the RS Cup, MX5 and perhaps SF, which each competitor displays in the pits. MCC could also design a template for each competitor, again displayed on each vehicle in the pits, covering for example, the driver's name, age (range), region from, car description, modifications, estimated cost of build, current standing in the series, photo of car, photo of driver (optional), etc.

Driver training - great if this was available on Saturday, before race day, especially for those who are not local. Also if tutors/mentors could watch their trainees racing on Sunday and provide feedback ready for the next round.

Andrew Wellum

Thanks Andrew for taking the time to provide some feedback. It proves that at least one person reads what I write!! There are some very good ideas here, and you may notice that I now have my email address more prominently displayed as a result of your comment. You are correct with your summation of the spectators as a "forgotten" resource. They are there because they are interested, so you are right in that they are a captive audience and open to becoming involved. I would like the committee to pursue the mentoring idea again, however I am aware that it comes down to having capable people with the time to devote to the concept. Driver training on Saturday is something that could be made to work with a little effort and would fit in with the programme fairly easily I suspect. Plenty to work from here!!

We received the following letter from Warren recently. Sorry that it reproduced as a scan

Trevor Weir,
Editor
Manawatu Car Club Newsletter
P O Box 542
Palmerston North 4410
14/11/16

38 Mistral Road
Northwood
Christchurch 8051
Phone 027 4320975

Dear Trevor,

Please find enclosed some old photos taken at Levin many years ago.
No doubt you will recognise who is in them immediately however, if not, am sure Russell Harris will.

Photos taken at Levin 1969. 47 years ago.

Top photo is of Graham Hill inspecting the broken drive shaft on his "Gold Leaf Team Lotus"

The second is when both Graham Hill and Jochen Rindt, who had just crashed out of the race, (ended upside down I think with the car having to be lifted off him) sat on the rear tyres of the Lotus for photos. As you can see I just missed the photo shoot however did salvage something. Not sure who is talking to Graham Hill, could be Ron Frost maybe! Unfortunately, Graham was killed when his private plane crashed coming into land during a storm, in the UK while Jochen Rindt was decapitated when crashing through a barrier at Monza.
Russell, no doubt you will correct me if I am wrong.

As for the last photo of Denny Hulme driving the MG, not sure what year that was however definitely at Levin.

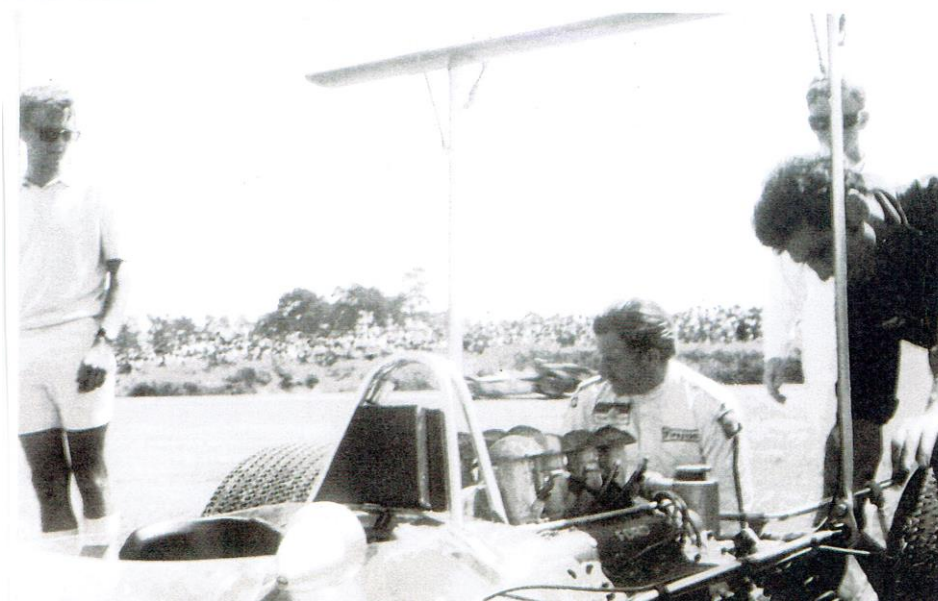
Can confess I had help in identifying when the photos were taken. Have a set of the "Shell Book of Motor Racing" that came out after each season. Not sure if it is a full set however they run from 1963 to 1972. Must admit, looking back through them bring backs lots of memories. Great Motor Racing days back then.

I was fortunate to be "in the middle" at Levin due to Flag Marshalling duties. Normally Ken Burmiester and myself were stationed at "Cabbage Tree Corner" however on this occasion were shifted around to opposite the pits. Took the photos with a very basic Black and White camera. (Not a "Box Brownie" from memory!

You may find the photos of interest and apologies that they are photocopies. My scanner did not produce a good copy unfortunately. Originals available to borrow if required.

Regards

Warren Masters.





Events Calendar

DECEMBER 2016

Saturday 3 rd	Manawatu Toolshed Track Day Series Round 5 Final and Prize Giving – Manawatu Car Club
Friday 9 th	Manfeild Public Test Day, competition cars and bikes
Saturday 10 th	Suzuki Series Test Day – Entrants only
Sunday 11 th	Suzuki Series
Sunday 11 th	NZ Drift School (Back Track)
Friday 16 th	Manfeild Public Test Day, competition cars and bikes
Saturday 17 th	Manfeild Circuit Tarmac Club Rally – Manawatu Car Club
Saturday 17 th	Manawatu Car Club Rally Prize Giving (Xmas Party at the Clubrooms TBC) – Manawatu Car Club
Sunday 18 th	Mitre 10 Mega Summer Race Series - Round 1 – Manawatu Car Club

JANUARY 2017

Sunday 22 nd	Mitre 10 Mega Summer Race Series - Round 2 Taupo (Wellington Anniversary Weekend)
Friday 27 th	Manfeild Public Test Day, competition cars and bikes

FEBRUARY 2017

Friday 10 th	NZGP Test Day
Saturday 11 th	NZGP
Sunday 12 th	NZGP
Friday 17 th	IRC Test Day
Saturday 18 th	IRC
Sunday 19 th	IRC
Friday 24 th	Manfeild Public Test Day, competition cars and bikes

MARCH 2017

Friday 3 rd	Manfeild Public Test Day, competition cars and bikes
Friday 31 st	Manfeild Public Test Day, competition cars and bikes

APRIL 2017

Saturday 1 st	Track Day Series Round 1
Sunday 2 nd	Mitre 10 Mega Summer Race Series - Round 3 (Final Round) – Manawatu Car Club
Saturday 8 th	Mitre 10 Mega Summer Race Series Prize Giving Dinner – MCC Clubrooms
Friday 28 th	Manfeild Public Test Day, competition cars and bikes

Come Racing With Us

PARTING SHOTS...



Mr Manfeild himself, Rob Lester, on his step-thru which was such a familiar sight, as between his races he went about the circuit and pits ensuring everyone was happy. And, I believe, the first ever Formula Ford grid

