

Manawatu Car Club Inc

MAGAZINE

JANUARY 2017



Something for Everyone

EDITORSPEAK...

Happy New Year.

Reading through the last few magazines (yes, I do print them off and read them at my leisure – and cringe when I find mistakes that have made it through) it occurred to me that we have had quite a nostalgic feel permeating them. While it is good to embrace our past, and for our current members to understand where we have come from, I do think we should also be clearly focused on both the present and the future. Also having in mind Andrew's thought provoking letter last month, I have one idea that might help redress the balance and perhaps resonate with both newcomers to the sport and us old farts.

So, my challenge for 2017 is to find a volunteer (preferably), ideally a clubsport person or RS Cup runner, to write a monthly report (that is, a blow by blow account) on their motorsport experiences, from a largely newcomers perspective. The good, the bad and the ugly parts too. What car are they using?, what have they done to it and why?, what is the ongoing maintenance?, what are some of the mistakes they have made or are aware of making?, take us through their racing day etc etc. My concept is to give a warts and all account of competing at a "base" level. Literacy is not important as I can fix that, what I need is someone prepared to scribble down their thoughts, feelings and actions on a regular basis, over a 6 month or so period. Any takers? Maybe one of our newer woman racers might like to accept the challenge rather than be shoulder tapped in the next month or two?

It was very sad to see the tarmac rally cancelled due to lack of entries. I think the concept has much to recommend it, especially as we have managed to get dispensation so that co-drivers do not have to have a rally licence. Was it just a matter of right idea but wrong time of year? There is certainly lots on in December and perhaps it was all too much for people. I sincerely hope that Greg and the rest of the organizing group don't give up and that they see fit to reschedule it in 2017.

Congratulations also to Keith Stewart and Jason Sutherland on a splendid result in the Silver Fern Rally. I have co-driven in, spannered on and competed against this car and watched as it morphed from a 1300cc club car to a very rapid

1600cc crossflow rally car then latterly a BDA engined classic rally car. This original shell would surely have to be a candidate for the longest continuous rally car history in NZ motorsport, Keith having owned it and actively campaigned it for some 35 years in all manner of events, including winning the MCC Club Championship more times than you can poke a stick at!!

Actually, there is a thought why do we not bring back the Club Championship?? Points allocation might be more difficult than of old because of the proliferation of race events, however

Roll on 2017

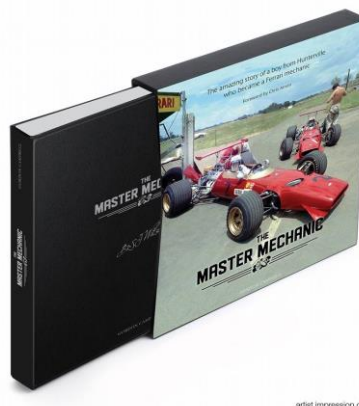
TW

Email Trevor at littlebarton@actrix.gen.nz



One of the many "barn find" images of Chris Amon that are from the treasure chest of memorabilia of the late Bruce Wilson, his former mechanic (who sadly passed away on Christmas Eve), and which will feature at the Chris Amon Celebration Dinner with Jacky Ickx in February. See the Manfeild website and the ad here for more details.

For those that are interested, the magnificent book on the life of Bruce Wilson is now available.



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 10th January 2017.

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

– Terrace End Carpark, Palmerston North

This is the first Track & Yak for 2017 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...

If you are reading this then thankfully you are not one of the 19 people that were killed over the official holiday period, this number is appalling to say the least. What is even more appalling is that it could have been a hell of a lot higher, let me explain. I travel a fair bit for work, both in my work Ute and when we relocate trucks between TR Group branches around the country I occasionally get behind the wheel to keep my eye in so to speak, and we did a bit of both over the past few weeks and the number of near misses through stupid driver behaviour was, as aforementioned, appalling. The most notable thing were the chances that people were taking to get past traffic, mostly through frustration that the driver in front of the line was driving at 85 – 90kph and the immediate driver behind did not have the confidence to past them when it was safe to do so for one car to pass one car, but that car then stayed less than a second off of their bumper. As you can imagine and have probably seen yourself, this lead to car number three or four getting frustrated and then taking a chance that could have so easily ended in disaster on more than one occasion that I witnessed. Oh and you can guess what happened when we got to a passing lane, the lead car suddenly found the loud pedal and nailed it so that others could not get past or they had to break the speed limit by quite a bit to get past, why oh why do people continue to do this is mindboggling to me.

Enough of that... Welcome to 2017, and what a great year it is going to be. I trust everyone consumed too much food over the Xmas period and then had a quiet drink or two to welcome in the New Year...

So what were the good and not so good things about 2016 for the Manawatu Car Club from my point of view?

Well the good things far outweigh the not so good. Firstly our Race Day volunteers, who all worked tirelessly throughout the year to once again show the rest of the country that they are by far the best at running a race meeting, in particularly the NZGP, IRC and MCC Winter Series Meetings where they all performed to an incredibly high standard, thanks team we would not be able to go racing without your support! Next is the growing number of MCC Members we have, where we saw a peak of just on 350 members in 2016 which is once again a record. Also the number of first time members who joined our club and got out on the race track, many of who were woman which is just awesome to see, so much so we have reinstated a Ladies Cup that will be presented annually at our Winter Series prizegiving in September each year. It was also great to see the team at Manfeild opening up the doors to the public and engaging more openly with the community, it takes guts to do this and you have done it well and I am personally excited to see what the future holds for Manfeild: Circuit Chris Amon. I must say that while we do not have the money that some of the other race tracks around the country have, we do punch well above our weight. There are many more good things that have happened throughout the year but I am mindful of taking up too much space so will stop there.

What about the not so good, well there really is only one thing that I would like to touch on and that is we are still struggling to get people to help out with a few projects that we would like to complete at the Clubrooms and around the Race Track itself. The working bees that were organized throughout the year were getting supported less and less so we will look to change a couple of things this year to see if we can improve the support for them.

The thoughts around this is that we know everyone is busy but out of the 8760 hours available in a year if we asked you to spend just 4 hours a year helping us out with a couple of projects would that be too much to ask? If we got say 20 people to each give us 4 hours that is 80 hours in total for the year and 80 hours would be enough to complete the projects we have to do and maintain what we already have. So we will be letting you know soon what days we have planned for the whole rest of the year for our working bees so you might be able to plan it in to your diaries to join us for one of them.

There is only one alternative if we either don't get enough support to help us with these working bees, or we don't get a building / maintenance company to sponsor / donate their time and resources to do these projects, and that is that we will have to end up paying for things to get done, it is as simple as that really. So we are happy to do this but it may end up meaning that our membership or race entry fees increase because of it, so is 4 hours out of a year really that much to ask for? And you never know, if you help out more than once over the course of the year you may get a reduction in your membership or race entry fee, so giving us a few hours of your time may save you money – a win-win for the both of us!

“Ask not what your club can do for you, ask what you can do for your club” – John F Kennedy (slightly modified)

What's ahead for the club in 2017? Well we have a few new exciting things planned for the coming year, but of most importance right now is the upcoming AGM on the 1st February at the MCC Clubrooms, this is where we elect our Committee Members and this time around our Vice President, these people run the club and collectively decide what needs to happen and is going to happen over the next 12 months. So if you would like to hear how the past year has gone and maybe have a say on what you would like to see happen in the coming year then make sure you come to the AGM. If you want to put your name forward and join in on helping us run the club then by all means print out the below form and fill it out and make sure that in accordance with our constitution, nominations 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. 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

I will finish by saying a huge thank you, thank you to all of our volunteers, sponsors, members and racers, thank you for joining in on the fun and for making 2016 a special year. So how about we make 2017 even better...!!!

Richie



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E trade@megapn.co.nz
Monday-Friday 7am-7pm
Saturday & Sunday 8am-6pm

PALMERSTON NORTH

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

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



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



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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: Graeme Bretherton or “GB”

BORN: October 1968

OCCUPATION: Regional Manager for ANZ Bank

RACE CAR: Holden Commodore

EVERYDAY DRIVE CAR: 2015 Hyundai Sonata

DREAM CAR: McLaren P1

YOUR BEST MOMENT IN MOTORSPORT?

Winning the SF Cup in the 2015/16 Summer Series



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

A Pilot as I love Planes

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

Bruce McLaren, Richard Branson and Lewis Hamilton

WHO WOULD YOU PLAY IN A MOVIE?

Tom Cruise in Top Gun

THREE WORDS THAT BEST DESCRIBE YOU...

Competitive, Impatient, Ambitious

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

Formula 1 Car – Technologically advanced and very fast!

WHAT IS YOUR SECRET VICE?

Lollies

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I am actually a nice guy!

FAVOURITE QUOTE...

No one remembers who came second

GRID TORQUE...

email russellharris@clear.net.nz

Big dollar fundraiser # 1. For those who could afford to go the “Legends of Speed” gala night at Auckland’s Vector Arena on 25th November would have been a night to remember. Rubbing shoulders with Scott Dixon, Hayden Paddon, Earl Bamber, Brendon Hartley, Shane van Gisbergen and Greg Murphy who were amongst the assembled stars. The beneficiaries from the dinner were the New Zealand Elite Motorsport Academy and the “Bring back WRC” campaign. Ticket prices ranged from \$500 for an individual up to \$10,000 for a Gold category table seating 10 people, excluding GST. The special guest for the night was WRC Promoter Oliver Ciesla, one assumes he was on the “free” list...



Memory test. We know that time goes very quickly but when did New Zealand last host a round of the World Rally Championship? The answer is 2012. The Auckland-based event produced a Citroen 1-2 result for Sebastien Loeb and Miko Hirvonen with Petter Solberg (Ford Fiesta) completing the podium. 12th Overall and winners of the S-WRC (Super 2000) category were Hayden Paddon and John Kennard in a Skoda Fabia. NZ is bidding for the WRC to return to our shores in 2018...

Big dollar fundraiser # 2. The following night at Shed 10 on Queens Wharf there was the “Future Legacies” dinner to launch a partnership between McLaren and The University of Auckland to support young students and researchers seeking a career in motorsport engineering. The guest list included Derek Bell, Bruno Senna and other international personalities. This event was more affordable at \$398 for a single seat and \$3,500 for a table of 10, however people were expected to open their wallets and enthusiastically participate in the various auctions. No doubt many of Auckland’s rich and famous were seen at both events...

Purely coincidental. At the “Future Legacies” dinner the first recipient of the new scholarship was announced. Third year U of A student Andrew McLaren (no relation) will spend 9 weeks at the McLaren Technology Centre at Woking in England, what an opportunity to advance your career...

On yer bike. During the brief visit back to Kiwiland Brendon Hartley competed in the “Huka Challenge”, an 85



kilometre off-road mountain bike race that took riders on tracks alongside the Waikato River and through the Craters MTB Park in the Wairakei Forest. With a total climb of 2,347 metres the “Huka Challenge” is extremely demanding and only suited for experienced and fit bikers. Optional rides were the shorter distance “Huka Steamer” and “Huka Teaser”. Two hundred and thirty-four riders completed the HC, Brendon crossed the finish line in 26th place overall and 7th in the Male 19 to 34 category (33 finishers) with a time of 4 hours 49 minutes and 23 seconds - it makes you tired just thinking about

it. A great effort which showed that Brendon is also a very quick pedaller both on and off the black stuff...

Test driver. Ian Easton is getting even more serious about his motor racing. For the ITM Motorsport Taupo meeting on 10/11 December he arranged for Angus Fogg to “test” drive the # 111 Ford Mustang during practice to get a second opinion with regard to the handling department. Foggy has impressive credentials - two time winner of the NZ Mini Seven Championship in the late 90’s, twice runner-up in the NZ 2-litre Touring Car Championship, and second in the NZ V8 Championship on two occasions before winning the title in the 2011/2012 season. In classic racing he’s prepared and raced a Morris 1100 that is indecently quick and has competed overseas in Australia, England and Europe. Foggy builds and prepares race cars, backed with nearly

20 years of racing experience, his knowledge is invaluable. So what was the outcome?? Both were so busy that it didn't happen...

Name change. After 44 years Formula Ford is no more, the re-branders have come up with the name "Formula 1600". The original 1.6 litre Ford Kent engine is very much yesterday's technology, a simple design, easy to work on and with proven reliability. So does the name change open the door for other makes of motors?? Possibly yes, but not in the immediate future...



Another history lesson. The inaugural New Zealand Formula Ford Championship was raced in 1972 and won by David Oxtan driving an Elfin 600. Among the better known and remembered names of subsequent winners are Dave McMillan (72/73 & 75/76), Grant Campbell (77/78 & 88/89), Kevin Ingram (82/83), Steven Richard (83/84), Shane Higgins (86/87), Craig Baird (87/88), Ashley Stichbury (92/92 & 93/94), Shane Drake (94/95), Greg Tullett (95/96 & 97/98), Scott Dixon (96/97), Fabian Coulthard (01/02), Jonny Reid (02/03), Shane van Gisbergen (05/06), Sam MacNeill (06/07), Richie Stanaway (08/09) and Andre Heimgartner (011 & 012).

Greg Tullett was a double double champion, he also won the New Zealand Superboat Jetsprint Championship twice (90 & 91). How many of those names do you recall...

Formula Ford, the elusive title. Ken Smith MBE has enjoyed an extraordinary motor racing career record that began as a 16 year old when he won the 1958 New Zealand Hill Climb Championship. Four years later came a Formula Junior single-seater, followed by Formula Ford, Formula 5000, Formula Pacific, Formula Mondial and TRS, all interspersed with the occasional outing in sports cars and saloons. Kenny has won the New Zealand Gold Star on five occasions, been a 3 time winner of the New Zealand and Penang Grand Prix, has twice won the Selangor Grand Prix and once the Malaysian Grand Prix. He is the undisputed King of Formula 5000. The now 74 year old competed in the Formula Ford Championship possibly more times than any other driver, but the title always eluded him, coming closest in 2001 when he was runner-up to James Cressey. Despite the big age difference Kenny always gave the young bucks a great run for their money...



Prediction. The word from a top local MSNZ official is that Liam Lawson will be the man-to-beat in this summer's National Formula 1600 Championship. The Pukekohe teenager was impressive in winning the opening round at Timaru in November - the series resuming in mid-January at Ruapuna, followed by Teretonga, Taupo and Manfeild: Circuit Chris Amon. The name of Liam Lawson should sound familiar because the now 14 year old figured prominently in the 2015 FAE Winter Series driving a Formula First under the banner of Dennis Martin's Speedsport Scholarship "Star of Tomorrow" programme, he finished runner-up to Craig Greenwood. One swallow doesn't make a summer, but...

Poor effort. There were seventeen F1600 cars on the grid at Timaru - fourteen from the South Island, two from the North Island and one from the United Kingdom. Only two drivers crossing Cook Strait for the opening round is a more than a little worrying. With two North Island rounds in February, MSNZ will be hoping that the Southerners don't catch the same travel bug and stay home...

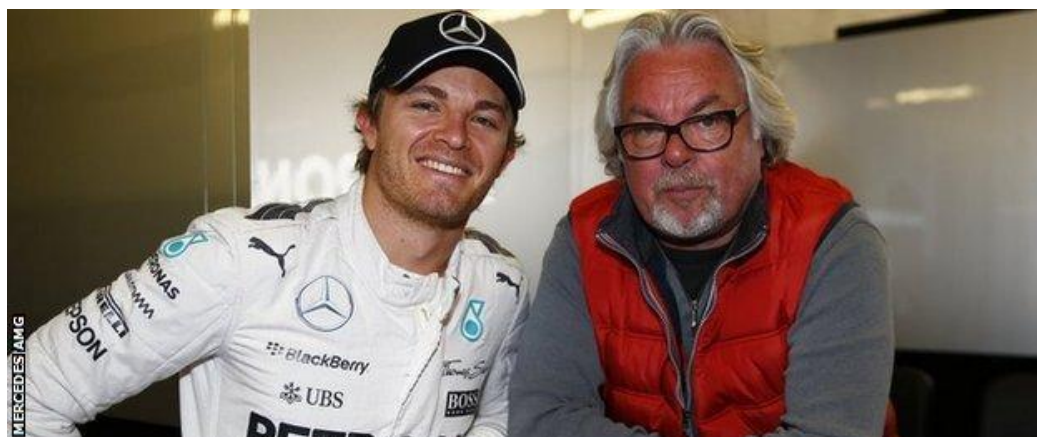
Walking the talk. Richard Bosselman is widely regarded as one of New Zealand's foremost motoring journalists, over the years he has test driven many of the world's best cars in many countries and visited top manufacturing facilities. Apparently the local scribe is going from road to track in 2017 as a competitor in the MCC Winter Series, his vehicle of choice is a Mazda MX-5. Word is that Mr B is goin' hogg huntin'...

Ultra-superbike, ultra-super price. At the Milan international motorcycle show in early December Italian manufacturer Ducati displayed a machine that has set a new standard for the superbike sector of the market that today has a very simple formula, lighter weight = higher performance. The Ducati 1299 Superleggera is the first production bike to feature extensive use of carbon fibre in its structural components (monocoque, rear sub-frame, rear suspension swing arm, wheels) and aero fairing. Further weight saving is made with a lithium-ion battery, titanium suspension springs and lighter engine internals. With its superquadro L-twin engine developing 160 kW (215 bhp) and weighing 156 kilos, the 1299 Superleggera has a breath-taking power-to-weight ratio and even more breathtaking level of performance, it's a mind blower!! Carrying a NZ\$130,000 price tag, the limited production run of 500 units was pre-sold, so don't expect to see one of these engineering masterpieces in your neighbourhood soon ...



International incident. Going back nearly 40 years in time to the Formula Pacific Peter Stuyvesant Series there is a story that has never been told. It involved a prominent club member and a prominent driver and it began on a big Saturday night in the Manawatu Car Club rooms over a "cup of tea". During the course of the "cuppa" there was a bet over a packet of cigarettes with the driver's race overalls at stake. The driver lost and the deal was honoured. The next morning the driver remembered/discovered what had taken place and had to approach the new "owner" and ask for his overalls back so he could race!! The pair would later meet again, but on the other side of the Pacific Ocean. In the words of the MCC man - "He remembered me two years later when I saw him at the Canadian Grand Prix. He had to buy me a drink". The MCC member was Murray Starnes, the driver was Keke Rosberg. It has to be one of the best motor racing tales ever...

More than F1. In the last issue there was a focus on the flamboyant Finn Keke Rosberg when he raced in our Peter Stuyvesant Formula Pacific Series in 1977 and 1978. He won the F1 World Championship in 1982 driving



for Williams, an achievement that is notable for the fact that Keijo (Keke) is the only driver in the 66 year history of the championship who has won the title after recording only a single victory, the Swiss Grand Prix at the Dijon-Prenois circuit in France. In that season

the sixteen GP races produced 11 different winners. He retired from single-seater racing in 1986 but did find that there was life after F1. In 1990 and 1991 he drove for Peugeot in the World Sports Car Championship, and over the following four seasons he contested the German Touring Car Championship driving for Mercedes Benz and Opel. His racing career ended in North America in 1979 with the SCCA Can-Am Challenge Series driving a Budweiser-backed Lola-based Spyder NF-11 for Newman-Freeman Racing. Rosberg claimed 8 pole positions but thanks to a combination of poor reliability and accidents he only won two rounds, Atlanta and Watkins Glen, to

finish 4th in the overall championship standings. He went on to guide the F1 careers of JJ Lehto and Mika Hakkinen before son Nico moved into the premier category and in 2016 emulated his father's achievement - FIA Formula One World Champion. The Rosbergs are the second father/son pair to win the ultimate prize, Graham Hill claimed the title in 1962 (BRM) and 1968 (Lotus-Ford) with Damon Hill following in his father's footsteps in 1996 driving for the Williams team. What else do the Rosberg and Hill names have in common?? Both fathers were back-to-back winners of the New Zealand Grand Prix, Graham Hill 1965 and 1966, and Keke Rosberg in 1977 and 1978. It's all part of our rich motorsport history...

Epic alright. Owner/drivers came from Great Britain, America, Canada, Japan, Hong Kong and Australia to join locals in the Land of the Long White Cloud for the McLaren Epic New Zealand Tour in early December. Thirty-two cars valued at \$45 million made their way from Auckland to Queenstown with everything five star along the way, it was a very impressive convoy. The event will probably be best remembered for the crash involving the 1994 McLaren F1 close to the final destination. The media was in a frenzy over the incident with the organisers trying to buy photographs and covering everything that revealed the maker's name, all quite bizarre. The Australian driver was charged with careless driving. Overnight The Land of the Long White Cloud became the Land of the Long Black Skid Marks...



Room of learning. The Higgins Suite at Manfeild is under the stewardship of the legendary Vern Marshall, its full title should be Higgins Educational Suite. Under the expert guidance of Headmaster Marshall, the invited "pupils" solve all of motorsport problems at all levels, both on and off the track, and when they've done that they create their own problems so they can solve those as well!! It's motorsport education at the highest level...

Getting the drift. At the opening round of the Mitre 10 Mega Summer Series Jaron Olivecrona wheeled out his drift car during the lunch break, sadly the "smokies" only lasted a short duration after lighting up the tyres exiting Toyota corner, but it was spectacular while it lasted. Apparently the problem was a turbo pipe that refused to stay where it was meant to be. There was certainly a high level of excitement in the Higgins Educational Suite and one of the "pupils" revealed that Jaron has a new engine in the pipe line, a Toyota V-12. That took discussion to a new level and it was suggested that the motor was from a SUV model. But is it...



Close, but no cigar? In these times the thought of a V-12 engined SUV from a Japanese manufacturer seems at odds to the current market trend, so a combination of curiosity and Google may have found what the Marshall pupil was talking about. Back in 1997 Toyota produced their second generation "Century", a large four-door limousine produced mainly for the domestic market. It was the company's luxury flagship model within Japan and was powered by 5-litre V-12 engine that produced 206 kW (276 bhp). So is this the engine that the creative Mr Olivecrona has in his possession and is being prepared for installing in the Nissan Sylvia drifter? There is also talk that it's being seriously tweaked to pump around 800 horses. If it is, one thing is for certain, the sound of the V-12 on full song will be incredible...

Unemployed. It's very disappointing news that Super Black Racing will not be on the grid for the 2017 Virgin Australia Super Championship. Prodrive Racing Australia cannot supply a car and there isn't time to secure the necessary funding. Our man Chris Pither has to find another drive, very few seats are available and time is quickly running out. It's a case of Ice Break to heart break. Also job seeking is former Bathurst winner and two-time winner of the NZ Touring Car Championship Jason Bargwanna. The experienced "Bargs" has been the

Driving Standards Observer/Investigating Officer for the Aussie V8 Supercars for the past three seasons, a role that's considered to be one of the most difficult in the sport. There is always controversy over racing incidents, everyone has their own view and believe they are right, possibly best highlighted by the Jamie Whincup, Scott McLaughlan, Garth Tander clash in the closing stages of the 2016 Bathurst 1000 race. The decision not to retain Bargwanna was made by the Supercars Commission, it will be interesting to see who replaces him in the hot seat...

The price was right. The MCC's latest acquisition is an extremely important addition to the club's inventory, a Nissan Terrano that has the title of FVI (First Intervention Vehicle). It's a little bit confusing because in fact it's the second intervention vehicle, the first responder is the much more agile and faster quad. The Terrano was traded at Manawatu Nissan, a good deal was negotiated and the ownership transferred to the club. A few hours at Signfusion transformed the look, it certainly underlines the professionalism of the club's operations. Congratulations and thanks are in order to all those involved...

Great start. The 3-round Mitre 10 Mega Summer Series began at Manfeild: Circuit Chris Amon on 18 December and the organising team had every reason to smile. Sixty-one entries on the day, a massive increase over the forty that faced the starter twelve months earlier. Some very good fields, some not so good, ranging in size from 5 to 18 cars, the racing provided plenty of interest and the weatherman also played his part with a perfect summer's day. New names and/or new cars show that motor racing at this level is very much alive and well...

Noted. RS Cup racer Rob Visser is a medical doctor associated with Pro Med New Zealand who are contracted to Manfeild to provide the medical services that were previously undertaken by St John. Dr Rob was involved with the medical set-up at the Highlands Park circuit at Cromwell, it's a big shift from Central Otago to the Manawatu and the scenery is very, very different. The first sections of the new pit wall safety fence have been erected in front of the garages, it looks most impressive and doesn't impede the view. The Bell's two-car Mini team had a set-back when Ant's new race car developed a serious oil leak prior to the meeting. Bron generously stepped aside to allow her man to display his on-track skills, the new target is Round 2 at Taupo. On the first lap of qualifying Kerry Halligan's Crawford Pontiac suffered a serious power shortage in the electric department which shut the engine down. The current flow on high tech engines is very critical, fortunately the team were able to get the electronic stars aligned and the rest of the day went without a hitch. There are times when nothing seems go right for Ross Thurston. For the series he had the Mitsy's gearbox rebuilt at very considerable cost to solve problems in the transmission department. Just one and half laps into his qualifying warm-up the box jammed in third gear, the problem couldn't be solved, so it was trailer time for Rossco, again. Richie Arber gave Mrs Arber's Peugeot 206 a very solid workout on race day but it was a bit of a roller coaster ride getting there. Urgently wanted parts to complete the preparation were sent to New Plymouth instead of Palmerston North. With time of the essence it became a case of DIY, so the Ford Ranger also got a solid workout. A look through the entry list revealed a number of family connections racing. The Stanleys, the Walkers, the Beauchamps and the Edmonds. The Mitre 10 Mega Summer Series is the right concept - early start, early finish, go home, all happy...

Getting the message. Jeff Kendrick is one of Australia's leading race engine builders and there is a large sign across the back of his Perth workshop which has a simple warning statement. "Speed costs money, how fast do you want to go". Your call...



Play on words. To most EnZedders the title "Lord of the Rings" will never be forgotten, four words that made Peter Jackson very famous, and very rich. Across the Tasman, from early November until late February Speedway Australia run their "World Series Sprintcars" over 18 meetings in six states, with all the rounds

live streamed to New Zealand - the best Americans against the best Aussies, it's as good as it gets in oval track racing. It's the 30th year of the event and carries the title "LORD OF THE WINGS 30 SUIMMERS TELL THE TALE". It uses the LOTR's print font as well. Damn clever those Ockers...

Words of wisdom. To get the most out of a bottle of wine, drink it yourself...

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 – Tuesday 10th
January @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**

PROJECTS AND CLUBROOMS...

It's good to report that our tender process for a new lawn mowing contractor was successful. Jeff Braid appointed our new contractor who will now mow the lawns, keep the weeds under control with spray and mow the roadside berm for a great price. The lawns are to be mowed on a fortnightly basis.

An application for funding for a replacement roof at the clubrooms was declined in November but Richie's good news is that funding may be available very soon, so it's a waiting game. Good things take time.

The 2 new two seater lounge suites have arrived and have been delivered to go into the snug at the clubrooms. Apart from mounting the T.V. onto the wall, this area is fully complete.

At our last MCC Committee meeting I advised the committee that I would not be available, should I be nominated for a position, due to my own business commitments. However you will still see me on the Race Track.

Geoff Boyden

A DOUBLE LOSS...

2016 saw the passing of two New Zealand motor racing legends from our region. One a driver, the other a mechanic, two people who had enjoyed an enduring friendship that was forged more than 55 years ago.

Chris Amon died on 3rd August at Rotorua Hospital, aged 73. Bruce Wilson died on 25th December Bruce Wilson at a Feilding rest home, aged 85.

The two names first became linked together in 1961 when Chris acquired his first real racing car, a 1½ litre Cooper Climax.

The Cooper had a damaged gearbox, and though they had never met Amon took the car to Bruce's Hunterville garage for repair. New parts were half a world away and expensive, so the damaged components had to be either rebuilt or manufactured.

The Cooper had a win at Levin, but later in the year Chris bought the Maserati 250 F and it was logical to have Bruce prepare the car. Working on the Italian classic was a huge contrast to the local farmer's vehicles and machinery that were the mainstay of the business, but it began a special relationship that was possibly unique in motorsport. What they achieved together was on a shoestring budget, in times that were very different to today.

When Chris raced the Ferrari 246 T in the 1968 Tasman Series the pair resumed their journey but without quite the same financial constraints. Amon scored wins in the New Zealand Grand Prix at Pukekohe and the following round at the Levin circuit, finishing second overall behind the great Jim Clark in a Lotus Ford.

For the 1969 Tasman Series two of the 246 Dinos were entered by Australian-based Scuderia Veloce for Chris and English driver Derek Bell, the cars being shipped directly from Italy to Hunterville for re-assembly. For passers-by it must have been quite a sight to see the two scarlet racers being prepared alongside well-used local Land-Rovers that were in the workshop for service!!



Amon dominated the championship with four victories, claiming the coveted title ahead of Jochen Rindt's Lotus Ford after winning both the Australian and New Zealand Grand Prix trophies. Bell finished fourth in the overall standings.

Over the years there have been many mechanics from New Zealand who have been part of motor racing teams at the highest level, in many instances thanks to their versatility and can-do attitude, but Bruce Wilson was much more than a mechanic - put simply, he was a bloody clever man.

Through the 1968 Tasman Series and the 1969 New Zealand rounds the Ferrari had a fixed rear aerofoil while the Lotus wing was adjustable which gave a significant advantage during a race. But Bruce had been working on a solution that was both more ingenious and more effective than the wing on the Lotus, and remember that Colin Chapman was widely regarded as the world's leading race car designer at the time.

The Wilson wing was electrically adjustable via a switch mounted on the steering wheel, it was easier and quicker to operate, it was a master stroke that levelled the playing field.

Perhaps the ultimate accolade was the famous Maranello factory allowing him to rebuild the superb quad-cam fuel injected V-6 engines during the 1969 campaign instead of shipping them back to the factory - it certainly demonstrated the respect they held for his ability, and the faith was justified as the motors proved to be more powerful and more reliable.

Later the Amon/Wilson pairing were involved with the March Can-Am sports car project, unfortunately without the success that had been enjoyed with the Tasman Ferrari.



The recently released book "The Master Mechanic" reveals that Bruce Wilson was much more than a mechanic, he also had a strong involvement with the local community. It's an extraordinary tale and author Gordon Campbell has done full justice to his subject, it's a compelling read that gives the full and "unique story of the

boy from Hunterville who became a Ferrari mechanic".

Appropriately the book was officially launched during the function on 24th November 2016 to announce the renaming of Manfeild to Manfeild: Circuit Chris Amon. Bruce was able to attend along with the Amon family, making the occasion also a very special reunion.

Unfortunately, there have been delays with the Hong Kong printer and shipping, so the eagerly awaited book will not become available until early/mid-January with a RRP of \$70.00, outstanding value because it's a hardback and comes in a slip cover.

The book is much more than just another motor racing story. It's a story that had to be told about the country boys from Hunterville and Bulls who became legendary figures in different ways. Each was one of a kind with mutual respect for the other's ability, together they took on the world's best and won.

We should never forget the achievements of master mechanic Bruce Wilson and racing driver Chris Amon...

RH

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‘Barn find’ images for Manfeild night...



A teenaged Chris Amon prepares for his first race in his celebrated Maserati 250F car – the machine and this, and other images, will be at a New Zealand Grand Prix dinner celebrating the late motorsport icon, at Manfeild Stadium on February 11-12. (Image: Bruce Wilson collection).

PREVIOUSLY unpublished slides, photographs and 8mm cine camera photo unearthed for a book spanning the early period of Chris Amon’s racing career will further flavour an upcoming celebration of the motorsport great’s life. Among the images is a particular delight – a 17-year-old Amon on what is very likely his maiden outing in the Maserati 250F that took him to international success. It is a picture that until now has been kept in the private collection of the man who was intrinsic to Amon’s rise to the top – Bruce Wilson, the incredibly talented mechanic who was the driver’s friend and, for many years, his right-hand-man.

The launch of a book chronicling Wilson’s role synchs neatly with preparation to host the New Zealand Grand Prix at Manfeild: Circuit Chris Amon on February 11-12 and also honour the memory of a motorsport great who had such close ties with the facility and the region.

“The circuit name change and the subsequent announcement of Jacky Ickx, the greatest racing all-rounder of all time who cut his teeth as Amon’s Ferrari team-mate in 1968, as the guest speaker at our apres-GP dinner to honour Chris has raised a huge amount of interest, not just in New Zealand but internationally,” says Manfeild chief executive Julie Keane.

“Another aspect of the dinner will be a display of film and photos of all aspects of Chris Amon’s career.

“We are especially indebted to Rolf Wilson, Bruce’s son, for allowing us access to a huge trove of memorabilia that gives incredible insight to a part of the story that has rarely been documented – those very early years.”

Bruce Wilson joined Amon's race team when the Bulls driver was just 16 and for more than a decade worked on most of his cars - including the Ferraris that Amon took to double NZGP victories - both internationally and from his garage in Hunterville.

The story of those days and more is in a 400-page book, the Master Mechanic, is on sale now.

The image that has raised so much interest is from a selection that appear to have been taken in the small South Island of Renwick, which in the early 1960s hosted a popular national race meeting on its streets.

Amon recounted in an exclusive video interview, also never before seen and to be shown on the night, that this was his first race in a 200kW (270bhp) 600kg machine that, having just a few years previous been considered the pre-eminent car in Formula One, would have been a huge step up from the Austin A40 Special, stock cars and a 1500cc Cooper single seater he'd driven prior.

"I was probably more of a passenger than anything ... but I survived that, did a race at Levin with it and was still struggling to get used to it then got on the wide open spaces of Ardmore and, suddenly, everything clicked and it felt wonderful."

The man who drove for several top F1 teams including Ferrari, won Le Mans with Ford and in partnership with Bruce McLaren and achieved BMW's first touring car successes would have been 17.

The slide shows Amon, a picture of concentration, as three mechanics, Wilson included, prepare to push it toward the grid. The driver is dressed to the accepted standard of the day: A rudimentary crash helmet, goggles to protect his eyes from stones and dressed in casual trousers and a yellow t-shirt. Among spectators is Amon's mother, appearing pensive.

The story of how Amon got to drive one of the archetypal racers of the 1950s is interesting. It was on a used car yard run by Wellington motoring identity Tony Shelley, also a keen racer of the period. The machine had been bought new from the factory by British team BRM as a test bed, and altered to suit. It remains the only 250F in which the oil tank was located beside the driver, and just one of two with disc brakes. It placed third in the Argentine Grand Prix of 1955 with Mike Hawthorne, and also provided another Englishman, Peter Collins, with a victory that year, then subsequently came to New Zealand.

"Tony had inherited it in some deal he had done – it had been traded for a road car, as I recall – and so it was sitting in the lot," Amon recounted.

Amon's parents and the Shelley's knew each other socially, through both having properties in Paraparaumu. Somehow the car came up in conversation, and the canny salesman saw an opportunity.

"Tony said he'd bring the car up to Levin and let me take it for a lap – I think, in hindsight, he already had an eye for a sale, though probably he wanted to have a few laps in it as well."

When Amon's turn came, he was under strict parental instruction to go easy. Even so, he immediately got a feel, and a liking, for the car.

"It did exactly what I imagined – I gave it a bit of throttle and it spun the tyres, and the engine sound was just amazing."

The deal was done, and soon they were racing. The differences between the Maserati and the Cooper he'd shifted from were huge.

"The Cooper was quick, too, but much tamer ... the Maserati did everything. It sounded right, it leaked oil. It had character."

The Maserati provided a taste for lairy oversteer and he immediately revelled in the challenge it laid down. He became a consummate 'drifter' half a century before the skill became a sport in its own right.

"I loved that car. You could steer it on the throttle. In fact, the quickest way around a corner was to throw it into a big slide and hold it there on the power."

Tyres and fuel were the costs: It chewed up both prodigiously. And though Amon senior wrangled free fuel from the brand that supplied his farm, it wasn't exactly tractor-suited, being petrol heavily laced with methanol, with 10 percent acetone, a dollop of benzoyl and a touch of castor oil.

"I remember the fuel made excellent paint-stripper," Amon chuckled in memory. "It was a hugely powerful brew."

He and the car parted company in 1963. Amon headed to Europe to enjoy a long and illustrious international career, notably leading the Ferrari team for three seasons in the late 1960s, achieving New Zealand Grand Prix wins for the Italian thoroughbred marque in 1968 and 1969. He retired from Formula One in 1976, having taken part in 102 Grands Prix, scoring 83 championship points and reaching the podium 11 times. He is remembered as Ferrari's favourite test driver and also a central figure in Ford's famous win in the 1966 Le Mans 24-hour Sportscar race. He is also remembered as a key figure in New Zealand motorsport, no more so than with the Toyota Racing Series, the high-powered wings and slicks single-seater category now contesting the NZGP.

The Chris Amon Trophy is awarded each year to the overall Toyota Racing Series champion.

The Maserati, meantime, has risen to become the country's racing car, a prized possession of the Southward Collection car museum north of Wellington. Collection collator Sir Len Southward bought it in 1967, paying several hundred pounds for it in a deal sealed outside a pub. Today Maserati 250Fs gather many millions of dollars at auction.

Mrs Keane says the 2017 NZGP and associated Chris Amon Celebration is a fantastic opportunity for motorsport fans to see the best circuit racing in the country, with the Castrol Toyota Racing Series having established as the best preview of young talent with huge futures, to honour a New Zealand racing legend and to hear from Jacky Ickx about his amazing career and the season he spent as Amon's team-mate.

More information about the Chris Amon Celebration dinner, including ticket price details, can be found at www.manfeild.co.nz

For more information:
Julie Keane,
Chief Executive Officer,
Manfeild Park Trust.
027 659 9666.
ceo@manfeild.co.nz



CONFESSIONS...



1978 saw the second of the International Summer Series run for Formula Pacific cars, and a return of Keke Rosberg in one of Fred Operts new Chevron B39's to defend his 1977 title (top photo). The then 29 year old Finn was running alongside team mate Bobby Rahal (second photo). A couple of months later, in March, Rosberg would make his Formula One debut in the season opening South African Grand Prix, unfortunately taking his Theodore into retirement after just 15 laps with clutch issues, but launching the career which would see him win the World Championship in 1982. The 25 year old Rahal was also just starting his career, having finished second to Gilles Villeneuve in the 1977 Formula Atlantic championship. For the 1978 season he was contacted to race in Formula 3 for Walter Wolf. Late in year he would start in both the US and Canadian F1 GP's in a Wolf.

Behind the number 2 Rahal car, taking its place on the grid, is Ken Smith's March.

It is important to remember that the Formula Atlantic / Pacific and Formula 3 classes were very much a direct feeder class to Formula One at the time, and also that the average age of drivers in these cars was much higher than now days !!

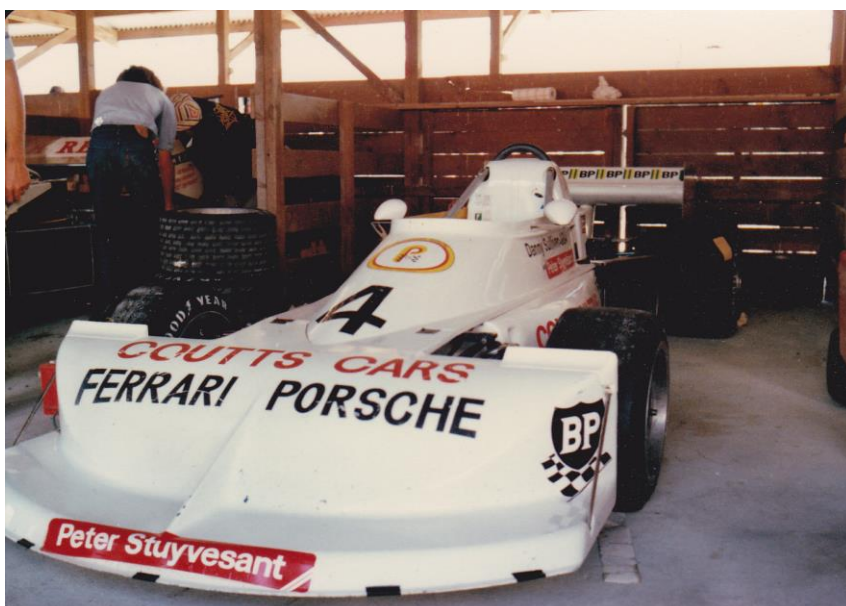
The bottom photo show Jamaican Richard Melville's March 76B in a state of undress following problems in practice.

All the photos this month are from the Manfeild round in January 1978. The entry list featured 8 international drivers plus the locals and Brett Riley back from competing in the UK. No Australians however as they were still racing the F5000 cars as their premiere single seaters.



The top photo shows Kiwi Dave McMillans Ralt RT1 powered by a Hart prepared BDA engine. Dave was arguably the best of the NZ drivers in these cars and enjoyed some success, including winning the Series in 1980...

Next down is the March 77B of American Danny Sullivan, who many will know as a later winner of the Indy 500 (1985) and highly successful CART racer. Danny won the CART series in 1988 and raced for a number of high profile teams during his career. He also ran a full season of F1 races with Tyrrell in 1983 at the behest of principal sponsor Benetton, who wanted an American driver in the team. He later became a TV announcer with CBS.



The Martini sponsored Chevron B42 was raced by Steve Millen (brother to Rod) and was also a front runner in the class. We all know how well Steve has done in his career racing in the USA, everything from off road trucks to IMSA wins and long distance race wins. Of course it was his Ralt RT1 that featured in the 1981 NZ movie Smash Palace (directed by Roger Donaldson and featuring Bruno Lawrence the movie was produced in a remarkable 4 months from the start of filming to its premiere at the Cannes Film Festival and features plenty of footage from the 1981 International Series – if you haven't seen it, do yourself a favor and watch it on You Tube).

I remember getting a signed poster from Steve at this meeting ... I wish it was still about!!

As always, the background of these photos is probably as interesting as the shots of the cars themselves.





The top photo shows my favourite Formula Pacific car, the Cuda JR3 referred to last month, raced by Ross Stone. This car caught my fancy at the time primarily because it was an NZ creation, painted in McLaren orange, and looking just like a scaled down M23 F1 car. The fact it went well and was immaculately presented helped too.



The bottom photo is of Pierre Dieudonnes Erlich RP3. Dieudonne is better known as a tin top racer particularly with the Batmobile BMW CSL and Sierra RS500 (who remembers him at the Wellington Street Races ?), however he spent 3 years competing in British Formula 3 (1975 – 77) concurrent with the European Touring Car Championship before giving up the single seaters to concentrate solely on saloons. The Erlich was an interesting chassis, built for Dr Joe Erlich by Sabre Motorsport (Adrian Reynard and Bill Stone) to a design by Graham Humphries and utilizing mostly March components. It was designed to be simply changed from Atlantic / Pacific trim to Formula 3 and raced in both categories. Our own Brett Riley raced a later version when he was competing in F3 in England.



MANAWATU CAR CLUB 70TH ANNIVERSARY CELEBRATIONS

SATURDAY JUNE 24 2017

UPDATES ON FACEBOOK & WEBSITE



OUR announcement that former champion driver Jacky Ickx will celebrate his contemporary, Chris Amon, at a special function during the New Zealand Grand Prix meeting at Manfeild in February has reverberated around the world.

It is impressive how far and how quickly the news of our signing of the Belgian superstar has raced around the globe.

The level of interest from specialist media in Europe, the United Kingdom, Australia and North America – let alone the impressive coverage we received nationally – suggests we are definitely on the right track with having Jacky Ickx as our guest speaker at the Chris Amon Celebration dinner here at Manfeild on the evening of February 12.

The 1960s and '70s were especially massive years in the history of Formula One and, of course, Chris Amon was right in the thick of it.

The 2017 New Zealand Grand Prix is our community's opportunity to celebrate the Kiwi icon, who sadly passed away in August, two weeks after his 73rd birthday.

Chris Amon was central to the Manfeild story and, of course, his legacy lives on with the Castrol Toyota Racing Series that will be chasing our country's greatest national circuit title that weekend.

As we said recently, renaming the main track as Manfeild: Circuit Chris Amon was just the start. The intent is to make the entire GP weekend a Chris Amon Celebration and, thus, a national salute to a New Zealander admired and respected by his peers and enthusiasts worldwide.

Since the track renaming we have been working assiduously on coming up with all sorts of initiatives to further enhance an already great weekend. We are delighted that James and Georgie Amon have come onboard, as family voices, with our effort to recognise their dad.

An evening of food, drink and great companionship always seemed the right way to finish the race weekend and our success with the 'Dinner with Damon' night of 2011, when former F1 champion Damon Hill was the speaker, told us the format and the venue, Manfeild Stadium, were 'right' for this.

Obviously we needed another guest speaker; not just someone from the sport but someone who knew Chris Amon from those days. Among those contemporaries, a few particularly special names stood out.

The story of how we came to make contact with Jacky Ickx, who was Amon's team-mate at Ferrari in 1968, will make a great after-dinner tale. But simply it began with a casual conversation with a friend of Manfeild who happened to have a friend who was a good friend of the Belgian. Then followed a lot of emails and phone calls ...

We're still to announce ticket pricing, but assuredly this is going to be a night of exceptional value and one that any motorsport fan will not want to miss.

You will get it all – the greats of a bygone era and, because this is also the prize-giving dinner for the Castrol Toyota Racing Series, the stars of the future ...

We all feel incredibly honoured that one of Chris Amon's contemporaries is travelling so far to join us for this special event.

Jacky Ickx enjoyed a highly decorative career that included six wins in the Le Mans 24 Hour race, eight F1 grand prix wins, and a win alongside Allan Moffat in the 1977 Bathurst 1000. It all kicked into high gear in 1968, when he ran as a team-mate with Amon at Ferrari.

Both men had followed similar pathways into grand prix racing where they had been plucked from relative obscurity and fast-tracked to the best teams of the day.

The Belgian was just 23 when he joined the Italian marque – he readily concedes that Amon was his hero and, in the 1968 season, also the better driver.

In a recent interview on this subject, Jacky Ickx said that the only way to make a true comparison of drivers is if they are in the same car – in 1968 he knew Chris was better than he was.

That's quite a salute from a man whose accomplishments now place him at the very pinnacle of the sport.

Jacky Ickx achieved 25 podium finishes in Formula One, including eight wins, and also enjoyed considerable success in sports cars – he won the Le Mans 24-Hour race an astounding six times - plus rallies, touring car and off-road races, including a 1983 Paris to Dakar win.

The dinner will provide the best opportunity to hear his stories and I'm now asking all fans of motorsport to do their bit by coming to the Grand Prix and joining us on the night to celebrate Chris and his legacy.

Meantime, you can find out more about the NZGP and the summer motor racing series on our Manfeild web and Facebook pages, which in addition to providing race meeting ticketing information also have links to Castrol Toyota Racing Series and to summer series promoter Speedworks.

The Grand Prix is also being promoted across a diversity of media, from print and radio to the backs of buses – you'll soon be seeing some impressive artwork on the back of buses on the Palmerston North to Feilding routes, in Kapiti and in Wellington.

Our plan is to involve schools, with a campaign combining with return to class on the week of February 6, and also Feilding businesses, with Feilding and District Promotion working with us on an 'Adopt a Driver' initiative and a window competition. We will also have race cars in the central business areas of Feilding and Palmerston North, respectively on February 9 and 10.

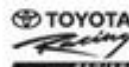
There is no question that we must make this event the best one yet, there is fierce competition to take the NZ Grand Prix away from our circuit and we must get engagement from everyone. We will do our best to put on a great event but we need people to come and support it. There are many ticketing options to make it affordable for everyone - Buy 1 get one Free, Under 14's are free so you could enjoy a great weekend at the track for as little as \$45 for the weekend for the whole family. All these details can be found on our website.

As this is the last newsletter of the year, on behalf of myself and the team we would like to wish you a very Merry Christmas, be safe on the roads, enjoy time out with loved ones and we look forward to "revving" up again in 2017.

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CLUBSPORT REPORT...

The **Manawatu Toolshed Track Day Sprint Series** final round was run at Manfeild: Circuit Chris Amon on Saturday December 3rd.

As luck would have it the weather was fine and dry, bringing out 30 drivers to have fun with their cars and maybe sneak up the class rankings.



The class winners are as follows:

Class	1st	2nd	3rd
Overall	David Thomsen	Simon Munro	Craig Phillips
NAFWD	Craig Phillips	Andrew Wasley	Gareith Stanley
NARWD	Dave Penfold	Zeke Sage	Richard Clulee
FI4WD	Simon Munro	Chris Aspros	Daniel Hetterscheid
FI2WD+NA2WD Over 3800cc	David Thomsen	Peter Edmond	Lane Collier
Rookie	Daniel White	Brian Kouvelis	Mark Sayers
First Woman Driver	Samantha Stanley		

Congratulations to the champions. The Overall winner Dave Thomsen was awarded a year's free membership of the Manawatu Car Club and free entry into the 2017 Sprint Series.

There were 80 unique entries in the five-round 2016 series, with 22 rookies new to motorsport in 2016.

Kevin and Leslie Salmons of the Manawatu Toolshed have been long term sponsors and supporters of the series, providing excellent prizes for the winners over the years. With the sale of the Toolshed to new owners this sponsorship is now at an end.

The Manawatu Car Club acknowledges the generous contribution the Salmons have made to promote entry-level motorsport within our club. We wish them well in their new enterprise.

Manfeild 4.5km Sealed Autocross

With the cancelation of the Circuit Tarmac Rally it was decided to keep the track booking and run a sealed autocross using the full 4.5km Manfeild circuit.

This involved setting up chicanes on the straights to keep the speed down and the challenge up. The morning runs would be clockwise and the afternoon runs anti-clockwise. The sum of the best time in both directions counted. There was also a special prize for the closest best time set for each direction.

Drivers were released from pit lane to the pit entry, around the pit wall for a flying start across the start/finish line. After a lap of the whole circuit the run ended with a flying finish, with cars returning up the pit exit. After lunch it was the other way.

Again thirty competitors signed up and had a ball. It was the first time any of them had run the full circuit and a few of the regulars reckoned that anti-clockwise is awesome!



Here are the results:

Class	1st	2nd	3rd
Overall	Jason Sutherland	Richard Clulee	Russell Byne
NAFWD	Alistair Chalmers	Ric Chalmers	Matt Tasker
NARWD	Richard Clulee	Richard Kelly	Iain Atkinson
F12WD+NA2WD Over 3800cc	Jason Sutherland	Russell Byne	Richard Ramson
Rookie	Dave Goodgame	Dylan Tasker	David Harlick
First Woman Driver	Jorgina Christensen		

Bruce Baird in his Subaru WRX won the low profile 3 ton floor jack with a difference of only 0.01sec between the laps. Remarkable!

We will be running two of these 4.5km sealed autocrosses next year, as a stand-alone on 18th June and part of the Multi Event Weekend on 5th November, so mark these dates in your calendar.

Jeff Braid

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Manawatu Car Club



FORECAST IS FOR THUNDER...

In a previous issue of the MCC magazine mention was made of a new single-seater racing category that was being developed in Australia - Formula Thunder 5000.

For new members, or to refresh the memories of older ones, the concept is to bring THE noise back to open wheel racing, but with a modern twist. In effect Formula Thunder 5000 is similar in many ways to the TRS cars, except they have been given a healthy dose of steroids.

The man behind the concept is Chris Lambden, one of Australia's leading motoring journalists and publishers, a former Australian Touring Car Championship privateer racer and recent Formula 5000 competitor driving a McRae GM1.

The FT 5000 car is based on a Swift carbon fibre chassis that was designed by the California constructor in 2009 for Formula Nippon, and is powered by a five litre 570 horsepower quad-cam Ford Coyote based V8 engine - to keep costs controlled the chassis, engine, gearbox, shock absorbers, brakes, wheels and tyres are all single brand and the car's specification will be frozen for a minimum of four years. Visually the car captures the Formula One look of the seventies with the signature high airbox of the Formula 5000 that we know so well.

The prototype car looked very menacing in natural black carbon fibre and the sceptics were very quick to write it off when it was revealed in March of last year. The car has undergone an extensive test programme and the initial shakedown runs at the Phillip Island circuit were conducted to check reliability. Despite the car not being properly "set-up" for the session the results were encouraging - 65 laps with 100 per cent reliability and just 3/10ths of a second off the existing outright lap record.



The first major public viewing was a track demonstration at the Australian Muscle Car Masters meeting at the Sydney Motorsport Park in October. Jonathan and Jill Hogg were there.

Mr Hogg - *"It was really impressive with the true sound of the Formula 5000 we know. To see it in the pits with the engine cover removed was even more impressive, full of technology, it's a beast. We watched it from above Turn 1 at the SMP, a great viewing spot. The front straight is around 800 metres long and Turn 1 is a sweeping up-hill left hander onto a shorter straight, the cars carry a lot of speed through the bend. Drivers use a wide entry and brake, or in the case of the Mini Coopers momentarily lifted off the accelerator. The FT 5000 went through there absolutely flat out, it was unreal. Let's hope they get the series off the ground".*

Mrs Hogg - *"It looked really smooth and made the sort of sound that any true petrol head would enjoy. The livery that we saw didn't really suit it though".*

Of course there are many questions that still have to be answered. Does Australasia need another open wheel category? Will the concept be viable? Chris Lambden hopes a series will be up and running by the end of 2017, he's certainly not the only one hoping.

We know that it's a small world, believe it or not, there's a MCC association with the man with the plan.

Wind the clock back a few years (40?) and we find that MCC Life Member Murray Starnes was a mate of Chris Lambden back in their karting days.

Murray's inside information suggests that Chris intends bringing the cars to New Zealand for two rounds, with one likely to be at the Ruapuna track because Christchurch is Chris's home town. Can Muzza persuade his mate to make Manfeild: Circuit Chris Amon the other venue??

PS If you need reminding about the sight and sound of a Formula 5000 car in full flight, find a spare 15 minutes and go googling.

1. Greg Murphy First F5000 Drive (4min 30secs)
2. Greg Murphy F5000 Onboard Raw (7min 04secs)

The first clip features Murph driving Chris Lambden's McRae GM1 and Andy Booth in David Abbott's Lola T400 at Hampton Downs. Much of the HD footage is shot in-car and despite there being a trendy musical backing it's a "must see".

For those who don't like trendy music backing, the longer second clip will have much greater appeal. The visual is Murph hard at work, the audio is pure 5-litre Chevrolet V8 backed by transmission gear whine - now that's real music.

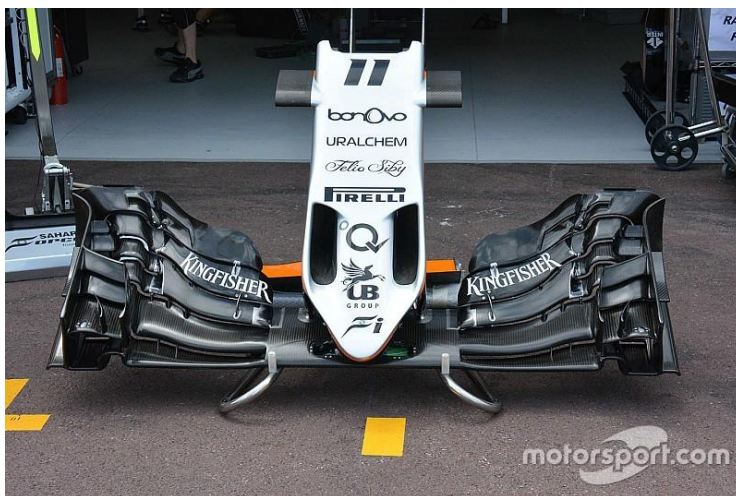
Better make that a spare 60 minutes to allow for multiple replays, it really is that good

RH

TOO COMPLEX??

In the December issue of F1 magazine there is an article written by Pat Symonds, the technical director of the Martini Williams team, it's titled "THE SCIENCE BEHIND ... Vortices, wakes and wheelnuts". It's a most interesting read, the following is quoted directly from the column and illustrates the complexity of today's formula one car.

"Believe it or not a modern front wing consists of nearly 300 separate components that are bonded together. In addition, nearly 200 moulds are required to produce a wing, and once the parts are all manufactured a jig consisting of around 350 components is needed to assemble it correctly. You can understand why it takes more than four weeks to make a wing, and why it is so frustrating to see them damaged so regularly".



Another good reason to return to the cars of the seventies when simplicity and style were fashionable, the cars had character and wore proper numbers...

WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



MCC SUMMER RACE SERIES - ROUND 2
SUNDAY JANUARY 22ND
Bruce McLaren Motorsport Park, Taupo

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



Events Calendar

JANUARY 2017

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

FEBRUARY 2017

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

MARCH 2017

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

APRIL 2017

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

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.**

Come Racing With Us

PARTING SHOT



Brian Green in characteristic sideways pose in the Escort RS1800, seen here at a gravel sprint held on the roading network at Linton Army Camp in 1979. The venue was “arranged” via Camp Commander Dave Hayward who later became the ever efficient organizational brains behind, and manager of, the Daybreaker Rally. Through Dave, the Club also gained access to the wonderful roads of the Waiouru Army area for the rally.