

Manawatu Car Club Inc

MAGAZINE

MAY 2017



Something for Everyone

EDITORSPEAK...

Well I guess the news of the moment is Manfeild's successful bid for the NZ Grand Prix at Circuit Chris Amon for a further (at least 3 year) term. This is fantastic news, not just for Julie and the Manfeild team, nor for the Car Club and its awesome V Force, but for the entire region. I can't begin to imagine the work that went into the bid, however as you will read in Julie's article, it was well worth all the effort. All I can say is well done to ALL those involved, including our local politicians, you all deserve a huge pat on the back.

Probably the single most gratifying aspect is to see the community come together to back this project, and this has not been the work of a moment. Dare I say it, but the work done by Julie and her team since her appointment as CEO, to raise the profile of Manfeild Park, backed by the determined and strategic focus of the Board under Gordon's leadership, and a huge improvement in transparency and public consultation has led to a far deeper respect for the management of the facility and a "buy in" (if that is the correct term) not just by the Councils but by a far larger percentage of the wider community.

Manfeild Park has always had its detractors, and always will, somehow there are always those willing to be negative about the world, however there is a great feeling of positivity about the place now, and this is the culmination of several years of hard work and effort. It's almost like a coming of age. As I said last month, we are considered a minority sport in NZ, and we must strive to keep a good public profile if we are to maintain any sort of presence amongst the ubiquitous ball sports (though it has to be said – it takes balls to go racing or rallying, and that includes the ladies !!).

On that note, Sam has written an excellent piece on the darker side of motorsport this month, not to put people off, but to show the reality, and the spirit of co-operation that there is in the Club. I can only say that she has exceeded my expectations by miles with her articles so far, and I enjoy reading them each month.

Now that I am considered a Jaffa, I thought I might be qualified to have a swipe at those involved in the planning and implementation of our nation's roading structure. It is not meant to be negative,

however I have seen some seemingly absurd examples of putting the cart before the horse recently. Why, for example, would you allow a 700 home subdivision in an idyllic country area, with the only access being a barely 2 lane country road, where meeting the milk tanker involves holding your breath and a minor excursion onto the gravel shoulder?? Why would you build a multi-million dollar motorway extension, interchange, tunnels and link roads, then put a permanent 80 kph speed limit on it?? Why has Wellingtons Transmission Gully taken over 40 years to come about?? And don't get me started on the on ramp traffic lights on Auckland's Southern motorway designed to smooth out the traffic flow. Actually, I've started seething already, so I will make a comment. I came home recently and noticed that at Manakau (where essentially 8 lanes merge into 3) the lights were being ignored, and the traffic was flowing and merging as well as, if not better, than normal. It's not just up here either. Take the Manawatu Gorge, shut again while Higgins do yet another clean up job. (As Andy Deighton noted, why does the railway side not have the same issue with slips??). And those that travel SH1 will know just how appalling the Desert Road section is at the moment, certainly disgraceful as an example of our National Highway. The bigger issue with all these problems is why not bite the bullet and do the job properly to begin with ?? Sure, the up-front costs are higher, but the maintenance costs would surely be lower in the long term?? It also seems that the left hand doesn't communicate with the right (within national and local government), so one or other is always playing catch up.

Ahhh, see, I have cynically answered my own question. No politician (national or local) wants to commit large chunks of money to single projects that take longer than their 3 year term to come to fruition, and the maintenance contractors don't mind being paid to patch up the same old patches !! It's just a shame that there is no coherent strategic plan for nationwide development, it's just an ad hoc hodge-podge.

Ah well, I'm just off to see if I can see any airborne pigs amongst Air New Zealand's finest flying over us!!

Keep the rubber side down.

Trevor

Email Trevor at littlebarton@actrix.gen.nz

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664

Secretary: Jeff Braid - 027 477 3337

Your Committee:



Jeff Braid



Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



Gareth Stanley



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

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Archivists: Terry Rush, Geoff Boyden, Russell Harris

Editor: Trevor Weir

"Track & YaK"

Time: 7pm to 9pm

Date: Tuesday 9th May 2017.

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

– Terrace End Carpark, Palmerston North

Why not join us!

Race Licences

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

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

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

FROM THE PRESIDENTS PEN...

Firstly I would like to say “Happy Anniversary” to our chief editor Trevor Weir, yes it has been a year since you took over the MCC Magazine mate, how time flies when you are having fun aye!

Well April was a busy month indeed, so much so that I don't know where to start... Probably at the beginning of the month would be a good place aye 😊 We had the first round of the EnviroWaste Track Day Series on the 1st April which was quickly followed a day later by the last round of the Mitre 10 Mega Summer Race Series. Both events were well supported with a few cars / drivers doing both of the events which was great to see. A week later and we were celebrating the winners and gridders at the Summer Series Prizegiving Dinner. Around 60 people were on hand to see the Class winners and place-getters get their awards, they also saw five special awards get handed out to our volunteers. The night was a great one, with plenty of laughs had and the meal was awesome thanks to Aaron Walker and his team from Vault 168. There are a few photos from the night on the next couple of pages in this magazine for you to enjoy. A huge thanks to Andrew Stewart from Mitre 10 Mega for the sponsorship of the series and for attending the Prizegiving dinner to help hand out the awards, it has been an absolute pleasure working with you.



Move on a couple of weeks and we had the first round of the EnviroWaste Autocross Series on the Back Track, as with the other two events in April, this was also extremely well supported. Gareith from EnviroWaste put up a couple of prizes at each of the EnviroWaste sponsored events and you will see who those lucky and appreciative winners were later on in this magazine.

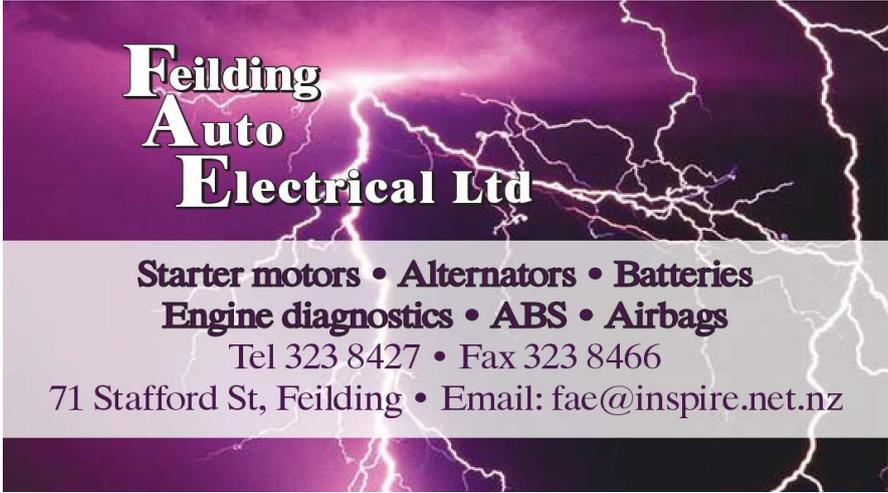
If all of that wasn't enough we have been hard at work writing all of the rules and regs for the upcoming Feilding Auto Electrical Winter Race Series as well. All of the classes have been confirmed, as have the class sponsors and I would like to take this moment to thank these companies for their sponsorship, it is truly appreciated by the MCC Committee, our members and our competitors. Please remember without these sponsors support our race entry fees would increase so please show your appreciation by supporting them whenever you can as all of them are MCC Members so you would be looking after one of your own if you did.

The finalized Winter Series Rules & Regs will be uploaded to our MCC website www.manawatucarclub.org.nz soon, they will also be emailed out to everyone that we have an email address for as well to make sure everyone knows the rules before heading into the series, so please make sure you read them...

FREE, FREE, FREE... We all love free shi.... I mean stuff don't we, well let me be the one to bring you some good news. Saturday 3rd June will be a **FREE TEST DAY**, yes that's right, just turn up on the day, sign the usual indemnity form in the race office and you can go testing for free, no catches, no gimmicks, absolutely FREE!!! All we ask (and no this is not a catch) is that if you have a passenger's seat in your racecar you would take some of our awesome volunteers for a ride around the track, you don't have too but I personally think this is a small ask for a free days testing...

Richie

Feilding Auto Electrical Winter Race Series 2017



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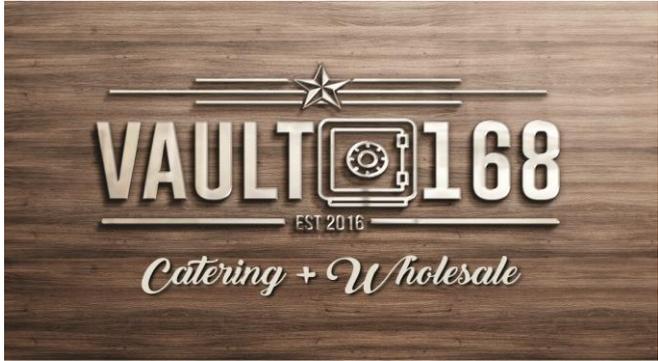
Class Sponsors:

- GT Cup** – Ernies Engineering Ltd
- IB Cup** – Coresteel Buildings Manawatu
- SF Cup** – Geartech Automotive Ltd
- RS Cup** – Danny's Auto Services
- RS Cup** – BT Advisory Ltd
- Classics Cup** – TR Group Ltd
- Group 4 Saloons** – GT Oil
- Retro Classics** – GT Oil
- Taxi Cup** – GT Radial
- MX5 Cup** – Max Tarr
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GT RADIAL

PROJECTS & CLUBROOMS...

We are going to build a wall... No not to keep Mexican's out but to finish off the fencing around the Carpark area. As you may recall the front fence was built and painted at the end of last year, now we want to fence the North and West side of the carpark area with a solid 1.8m high fence. Thanks to our friends, Andrew Stewart at Mitre 10 Mega and Warren Dunn at eHaus the cost to do this has come in at a remarkably friendly price so we will look to get into this as soon as is possible. A nice big black fence is a good backdrop to put signage on, so if you are interested in advertising your business to everyone that uses the clubrooms and drives past the clubrooms each day then contact me for a super cheap mate's rates opportunity to do just that. The price will even include the 2400x1200mm sign, all you have to do is supply the design that you want to go on it!



Currently there is no fence on the west side



Old green fence will go, making way for the new fence

Mitre 10 Mega Summer Race Series Prizegiving...

Series Results:

RS Cup

1st – Paul Rodgers
2nd – Rob Visser
3rd – David Penfold

SF Cup

1st – Daniel Hetterscheid
2nd – Matt Smith
3rd – Graeme Bretherton

IB Cup

1st – David Thomsen
2nd – Alastair Chalmers
3rd – Andrew Wasley

GT Cup

1st – Simon Barry
2nd – Kerry Halligan
3rd – Rob Trubshaw

Classics Cup

1st – Aaron Walker
2nd – Graham Moody
3rd – Mike Wilkin

Champ of Champs

Simon Barry

Volunteer Awards:

Alwyn Davies Memorial Trophy - Rescue Marshall Award - Mark Whale

Kirk Trophy - Helpers Award - Delina and Gordon Miller (joint award)

Blair Tennent Memorial Trophy - for outstanding club participation - Alan McGee

Rex McIntyre Memorial Cup - for excellence in your sport - Grid Marshalls - Anthony Goldie

Ross Tillson Memorial Cup - Long Service Award - Jonathan Jenkins



RS Cup Winners



SF Cup Winners



IB Cup Winners



GT Cup Winners



Classic Cup Winners



Champ of Champs



Delina Miller accepting the Kirk Trophy



Alan McGee accepting the Blair Tennent Memorial Trophy



Jonathan Jenkins accepting the
Ross Tillson Memorial Cup



Noel Beale accepting the Alwyn Davies
Memorial Trophy on behalf of Mark Whale



James O'Regan accepting the Rex McIntyre
Memorial Cup on behalf of Anthony Goldie



Andrew Stewart from Mitre 10 Mega
accepting an Appreciation Certificate and Poster



Where: Manfeild Stadium Upper Suites - 6pm

Dress: Smart Casual

Cost: \$65 per person - includes a Gift Bag, 2 Course Dinner, Wine on the table and plenty of laughs. A Cash Bar will be operating.

Reserve your Early-bird Ticket now by emailing:

richie@trgroup.co.nz

Or phone: 027-2900-668

MANAWATU CAR CLUB 70TH BIRTHDAY REV-UP 1st JULY 2017

www.manawatucarclub.org.nz

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Daniel Hetterscheid

BORN: October 1989

OCCUPATION: Carpet and Vinyl Layer

RACE CAR: Toyota Celica GT4

EVERYDAY DRIVE CAR: Holden SV6 or a Toyota Hiace

DREAM CAR: Mazda Rx3



YOUR BEST MOMENT IN MOTORSPORT?

Winning both the Winter and Summer series championships in the SF CUP for the 2016/17 season.

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

Formula 1 driver because I have always loved speed and loud engines

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

Daniel Riccardo, Scott McLaughlin and my awesome wife of course!

WHO WOULD YOU PLAY IN A MOVIE?

James Hunt

THREE WORDS THAT BEST DESCRIBE YOU...

Competitive, Immature, Stubborn

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

Holden V8 Supercar. Large, hard to handle but very quick and fun.

WHAT IS YOUR SECRET VICE?

PlayStation

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm am the 3rd generation Hetterscheid to be a member of the club and to race cars.

FAVOURITE QUOTE...

Ah good one!

2017, a year of celebration. In March the world celebrated Ferrari's 70th Anniversary and on a more modest scale the birthday of MCC Secretary Jeff Braid. It's a year that ended the extensive 100 year celebration of BMW and will bring other significant milestones. It's the big '5-0h' for the legendary Ford Cosworth DFV Formula One engine, the '6-0h' for the Lister Knobbly sports racer that thrilled kiwi crowds driven by Archie Scott-Brown back in 1958 and the '8-0h' for MOPAR, the world's oldest manufacturer owned aftermarket parts brand. Over in the 'Motherland' June 17 is significant because it will mark 110 years since the Brooklands circuit opened, the anniversary being marked by a grand reopening of the original finishing straight. This section of the track has been 'hidden' since 1940 under a hangar when the site was given over to wartime production of the Wellington bomber. A listed historical building, the hangar has been dismantled, renovated and relocated alongside the straight. No

doubt the Brits will do the occasion proud...



(Eds note: I have been lucky enough to have visited Brooklands, the attached photo was one of many taken and shows part of the original banking. It is much steeper than it looks!! The start / finish straight is to the right of the photo, the bridge is at the top of the test hill seen top right in the old photo above. The hangar building held, amongst other items, a near complete Wellington bomber recovered from Loch Ness, as well as an amazing display dedicated to the development of the famous "bouncing bombs" used in the Dam Busters raid. The clubhouse and paddock buildings are fully restored, and the whole site is amazing to walk around, and will be more so with the new changes. This was the birthplace of British aviation, and the first dedicated race circuit in the world. And if you get bored, Mercedes World is just next door).

Celebrations continue at local level. BWM M3 Touring Car exponent and master builder Warren Dunn celebrated his big '5-0h' at the Rose & Crown in true style with some clever thinking. The gathering coincided with the Aussie Supercar round at Phillip Island that was sponsored by the multi-purpose WD-40 product, so for the R&C party goes the bar tab was appropriate - 'WD-50'. Some mates suggested that 'WD-50' was the improved version of the original 'WD-40' with ten other uses!! The MCC has certainly benefitted from WD's versatility...

Employer to employee. MCC stalwart Danny McKenna has moved into a slower lane after selling Danny's Auto Services to long time employee and racer Matt Tasker. Upon relinquishing command one of Danny's first decisions was to switch to a four day working week, top call that. Now the question being asked is what will Danny do with so much spare time?? No doubt the motorhome will rack up more miles more quickly and the fishing rod will become part of building upper body strength, much better than weights at the gym. It could be likely that too much enjoyment will lead to a chat with 'the boss' about a three-day working week...

Planes and plans grounded. President Richie had big plans to appropriately celebrate Easter at the April Track & Yak, he was even prepared to wear those ridiculous bunny ears to add a level of excitement to the occasion. Unfortunately wild weather in Auckland meant flight cancellations and a long drive back to Palmy in a rental car, by the time he arrived back at 1.30am the Track & Yakers had long deserted the Rose & Crown. Thankfully Mrs

President brought the Easter eggs to the club's watering hole and Graeme Bretherton's children did the distribution so those present could eat a chocolate toast to Richie the Rabbit in his absence...

Perfect summary. English television presenter Chris Harris is a very lucky individual as he gets to drive the cars that we can only dream about. You may recall him appearing in last year's revamped 'Top Gear' series that simply didn't have what it takes without the Clarkson/Hammond/May combo and was deemed a failure. Harris was good and



the only 'newbie' capable of matching the legendary trio when it came to skill levels in both talking and driving, he is regarded as something of a supercar connoisseur as an owner and a driver, and is an accomplished racer. He hasn't been afraid to speak his mind either, he's incurred the wrath of Ferrari and Lamborghini and for periods was banned for what he had written in reviews of their products!! He is one of the few media who have driven the LaFerrari FXX K, which is the track only extreme version of the Maranello factory's hybrid super car - 6.3 litre normally aspirated V12 engine + electric motor + KERS = 1035 horsepower = 1.44 kg per horsepower power-to-weight ratio = phenomenal performance. After track testing the FXX K Chris Harris ran out of superlatives to describe the experience, but produced a brilliant line that said it all - 'a very good reason to get rich'...



Popular man. From Manfeild: Circuit Chris Amon to the London Classic Car Show, Jacky Ickx was a busy man in February. Two weeks after being the special guest at the official opening and dinner for the renaming of the circuit the great Belgian was special guest at the London Classic Car Show at the ExCel Centre in the London Docklands, and received the 2017 Icon Award at the associated Gala Evening Celebrations. Held for the third time, this is a major show with nearly 800 of the world's finest classic cars on display with

an estimated value of NZ\$900 million. The main attractions were the Ferrari Tribute to celebrate the Maranello company's 70th Anniversary (twenty one cars were on display including two of the fabled 250 GTO models), six cars in which Jacky Ickx had won World Championship Grand Prix, the Le Mans 24 Hour and Paris-Dakar Rally, and the parade of 66 hand-picked classics, including racing cars, that were driven on The Grand Avenue, a quarter mile 'highway' through the centre of the show. Over the four day event 37,000 visitors passed through the doors of the impressive ExCel venue that opened in 2000 - the indoor area covers 100,000 square metres, there are 3,700 parking spaces and 60 bicycle racks, also included in the 100 acre complex are six hotels and more than 30 bars and restaurants!! It sounds like the sort of show that should be on every classic car enthusiast's bucket list...

Immediate success. Fresh from winning the NZ Formula 1600 Championship, former Speedsport Scholarship winner Liam Lawson maintained his outstanding form across the Tasman in the opening round of the Australian

Formula 4 Championship at the Sandown Raceway on the outskirts of Melbourne. Six races over the weekend brought two wins, four second places and the lead on the points table. The series has 7 rounds at six circuits, finishing at Surfers Paradise on 20-22 October. With that sort of form the young kiwi is likely get a great deal of television exposure as four rounds are support races for the Virgin Australia Supercar Championship. Sabre Motorsport's Dennis Martin must be an extremely proud tutor...

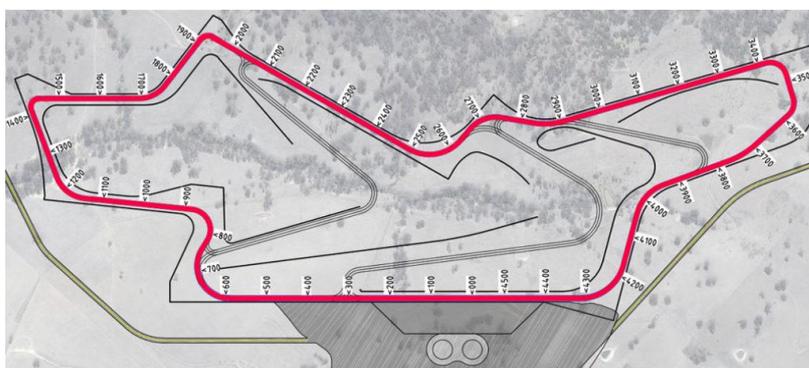


Big OEs. Another group of young New Zealand drivers are racing overseas in bids to further their careers. Liam Lawson has the closest link to the MCC thanks to racing a Formula First in the club's Winter Series. On the back of winning this year's e national Formula 1600 Championship the teenager is racing in the CAMS Jaycar Australian Formula 4 Championship, fellow Pukekohe driver Taylor Cockerton is contesting the 5-round Formula Masters China Series while Southlander Brendon Leitch is competing in the United States Formula 4 Championship. Both Cockerton and Leitch have been TRS regulars so have considerable experience in wings and slicks open wheel racers...



Ooops of the month. Phillip Keith is a pivotal part of the MCC Crash Rescue team and rightfully prides himself on the performance of this volunteer team. Also rightfully, 'PK' prides himself on everything he does, including his driving skills. He must have thought it was a late April Fool's joke when he heard a very loud bang as he backed his Foton ute around the corner of his garage, maybe he had never noticed it was there before?? It was nothing major, well, nothing that a new well-side deck wouldn't fix...

It's all happening across the ditch. There's no shortage of motor racing news emerging from our western neighbours, it's just a matter of where to start!! Moves are afoot to have the Ford Mustang made eligible for the 2018 Virgin Australia Super Championship, not surprisingly the push is coming from DJR Team Penske. Big initial hurdles to jump will be getting official approval from Ford and a change to the rule book (currently two-door cars are not allowed) and the associated politics that will come with it. It won't be an easy assignment but Roger Penske does enjoy a very close relationship with the Ford hierarchy in the USA which might be of some assistance. Swiss Miss Simona de Silvestro will have a new co-driver for this year's Pirtek Enduro Cup endurance races with Renee Gracie being replaced by the experienced David Russell who is in his 7th season with Kelly Racing/Nissan Motorsport. Russell has had two top 10 finishes in the past 3 years in the Bathurst 1000, which makes this a very good move for the Harvey Norman Nissan Altima team. Probably the biggest story regards Bathurst, and plans by the local City Council to create a dedicated state-of-the-art motor racing circuit at the foot of Mount Panorama alongside Conrod Straight. The NSW State Government has already allocated \$5 million from the state budget



at the foot of Mount Panorama alongside Conrod Straight. The NSW State Government has already allocated \$5 million from the state budget

towards the project, so the plans are definitely serious, but don't panic, the Bathurst 1000 will continue to be run on the iconic mountain circuit. The BCC is keen to attract more motorcycle and open wheel racing as part of their wider plan, with the World Superbikes and MotoGP prime targets - it won't be easy luring those two events away from Phillip Island!! Motorsport must be on a high in New South Wales because there are also two other tracks under consideration while construction work has already begun on the new Luddenham Circuit near Sydney...

All over for another year. The Mitre 10 Mega Winter Series has been another success story for the club. After competitor's encountered wet weather at the Taupo round the weatherman was much kinder for the finale at Manfeild that attracted around 50 entries for the three categories. Racing finished on schedule, the clean-up was done in record time, followed by the all-important post-event BBQ where stories of the day were exchanged. Later in the evening heavy rain began to fall and continued well into the following week. Perfect timing...

Good stuff. There was some close racing across all three classes with three of the nine races having a winning margin of less than one second!! In the handicap races the biggest margin was Daniel Hetterscheid's 3.6 seconds victory in the SF Cup with only 2/10ths between second and third, in the RS Cup 6 lapper 1.6 seconds was the gap between Paul Rodgers and Anthony Bell, while last-man-away Simon Barry pipped Craig Stuthridge right on the line in the IB Cup/GT Cup to win by 0.829 seconds. That's handicapping as it should be, so full marks to Timing Chief Jacquie Mannes and her team...

Very quick rice burner. Sam Barry really knows how to extract the optimum performance from his GT Cup Mazda RX7, impressively winning all three of his races in the rorty rotary and setting the FDT with a best lap of 1.13.779, an average speed of 147.847 km/h. It might be a little bit tougher going in the FAE Summer Series when the Crawfords come out to play...

Acts of chivalry? In the RS Cup category it was Gareith Stanley v Samantha Stanley and Anthony Bell v Bron Bell for post event spouse bragging rights. Three races and the wives finished ahead 2 – 1, in the case of the Stanleys the biggest margin separating them was 8/10ths of a second, in the case of the Bells it was significantly greater, maybe some Minis are just quicker than others. There has been no explanation forthcoming because what happens on track stays on track, but scanning the results sheets reveals that 'break out' penalties could have played a part...

Too keen. In the three RS Cup races the biggest winning margin was 1.8 seconds, there were also 14 break-out time penalties with Sean Browne and Anthony Beauchamp being the major culprits with three each. It didn't get much better in the SF Cup, Peter Beauchamp picked up a total of 170 seconds of penalties and Kieran Moorman 130 seconds. Andrew Tierney also accumulated 140 seconds that included a double whammy in Race 3, 10 secs for a break out and 30 secs for failing to complete a drive-through penalty. Obviously these drivers haven't yet realised that the faster you go the less time the fun lasts...

Sandbagger? Sean Browne finished 10th and last in the RS Cup Scratch race. He won the Reverse Gridder by 0.166 seconds over Rob Visser who started from the back row, then it was 10th again in the Handicap. The young Browne set the fastest laps in two of the races but has to learn what the word 'restraint' means if he's to avoid incurring break-out penalties. As a matter of interest Sean was pinged 30 seconds for his indiscretions in Race 1, the official results show that he finished last, 29.999 seconds behind winner Rob Visser. Speeding can be costly...

Familiar face if you followed local sport. In the IB Cup races there was a Honda Integra carrying # 42, the driver was Andrew Manderson. It's a name not generally familiar to motor racing, but in the best era of this country's National Basketball League the tall fella played as a 'swing man' for the Palmy-based Ubix and Central Power Jets teams in front of full houses in the Showground's stadiums. Over a 20 year career he played alongside the calibre of the great Stan Hill and the two sensational American imports 'Mr T' and 'Wille B', Tyrone Brown



and Willie Burton, and played in three NBL Grand Finals. Something of a multi-tasker, Andrew pedals his Integra at race meetings and a bicycle during the week, he's been a postie for 27 years delivering mail to various areas of Palmerston North. Like so many others he began his racing career in the MCC Winter Series and was the first winner of the RS Cup eight years ago, in the same car that he races today!! The Honda originally had a 1600cc engine but has been improved over the years - 1800cc motor, better brakes, better tyres. Andrew Manderson and the # 42 Honda Intergra epitomise the true spirit of the club's Summer and Winter Series...



Opportunity knocks. MCC Magazine editor Trevor Weir's 'near' neighbours are the Manukau Golf Club, 30 minutes south of Auckland. The Windross Farm Golf Course is a quite a bit more than a driver and 5 iron away across the harbour waters from the Weir ranch but the region will attract global attention in late September when Windross hosts the 2017 Mckayson New Zealand Women's Open. This could be a great opportunity for Trevor to host a BBQ for Lydia Ko and the world's top female players and show them what a real kiwi rural lifestyle is like...

The 'cold' look. The photograph in last month's magazine of actress Nicole Kidman with the two Scuderia Ferrari drivers at the Australian Grand Prix was the perfect pictorial evidence of why the Finnish driver is referred to as "The Iceman". Or was it case of two's company, three's a crowd...

Moment in history. 20 April was the ninth anniversary of Danica Patrick becoming the first woman driver to win an IndyCar Series race. Driving for the Andretti Green Team, the then 26 year old drove into Victory Lane at the end of the Indy Japan 300 raced at the Twin Ring Montego circuit, finishing 5.85 seconds ahead of Hélio Castroneves with Scott Dixon third. Patrick became the most successful woman driver in open wheel and NASCAR racing history...



The ultimate hot laps. Fancy three full-on laps around the most iconic circuit in motor racing history? You're strapped into the passenger seat of a Porsche GT3 alongside a professional driver for the experience of a life time, flat out around the famous Nurburgring in Germany. A Palmerston North couple have included the ultimate 'taxi' ride in their European holiday itinerary and the three laps doesn't come cheaply at NZ\$2,300. Here at home thee hot laps in a V8 Holden race car start at \$349 (Pukekohe, Manfeild, Ruapuna),



alongside Greg Murphy in his V8 Super Tourer. Another option is Manfeild's T2 experience as the back-seat driver in the two seater TRS racing car for \$350. So what makes the laps of the 'Green Hell' so special at the price? Three laps of Manfeild equates to 10.05 kilometres, three laps of the Nordschlief equates to 62.4 k's on a high speed journey with 441 corners to negotiate, and it will take less than 30 minutes from start to finish. But does that make it a bargain? It definitely does if you compare it with the \$5,000 that a limited number of people paid to ride for charity in Tony Quin's \$4.2 million Aston Martin Vulcan around the Highlands Motorsport

Park circuit last year. At the 'ring you also get the bonus of 'racing' all sorts of vehicles at all sorts of speed to add to the excitement... (especially if Sabine is driving !! The photo says it all. Ed)

Mate against mate. One feature of the FIA World Endurance Championship with a local link is that two former flat mates oppose each other in the premier LMP1 category, one driving a Toyota, the other a Porsche. Swiss driver Sébastien Buemi and Kiwi Brendon Hartley spent much time together when both were in the Red Bull Junior Team. After racing in the GP2 category in 2008 both were short listed for the Scuderia Toro Rosso Formula One drive, it was Buemi who got the final nod and he went on to race in 57 world championship grand prix. Both spent time as F1 test/reserve drivers (Red Bull & Petronas Mercedes), Sébastien made his WEC debut in 2012, Brendon two years later. Both have won the WEC title once but neither has won the Le Mans 24 Hour race. Both have unfinished business...

Irony. Dunlop developed a new super soft tyre for the 2017 Virgin Australian Supercar Championship and the official pre-season tests were scheduled to be undertaken by the Prodrive Racing (Australia) team at the Phillip



Island circuit, chosen because it was the track with a surface that would best show up any deficiencies. Poor weather conditions forced a cancellation and the Championship round on 23/23 April at the Melbourne track spectacularly proved the full value of testing with teams suffering an extraordinary number of tyre failures, particularly in the first race. Blowouts at 280 kilometres an hour are almost certain to get the adrenalin pumping!! The new compound tyres might have been fragile but they were fast, Fabian Coulthard set a new lap record that was 1.3 seconds under the old mark...

Quickly getting up to speed. Simona de Silvestro is the first female driver to compete in a full Oz Supercar series in 19 years and the 'Iron Maiden' is proving that she's definitely not out of her depth. De Silvestro had problems with the chicane barriers in the Clipsal 500 races on the narrow streets of Adelaide and recorded finishes of 20th and 23rd, but from that point things improved quickly. In Tasmania there were a pair of 15th places and in the recent round at Phillip Island the Harvey Norman Nissan Altima placed 13th in both races - in R1 she was actually sixth across the line but was one of the many pinged 15 seconds for a pit lane violation, in R2 she finished ahead of the three NZ drivers!! It has to be remembered that de Silvestro has never previously driven on any of the circuits which makes her achievements all the more remarkable. Simona is turning heads in more ways than one...



Monster prize. Onecard have come up with one of the ultimate competition prizes, a chance to win a ride along with Petronas Mercedes AMG driver Lewis Hamilton, the three-time Formula One World Champion. The rules appear to be quite simple - buy any two 500ml Monster Energy products and swipe your Onecard to enter. The promotion runs from 24 April to 21 May, no doubt special conditions will apply. If you enter and win, but aren't a Lewis Hamilton or Mercedes Benz fan, offer it to Richie Arber and you'll have a friend for life. It must be said that the President isn't a Lewis fan but he has great passion for any car associated with the three pointed star. Apparently it goes back to when he was three or four years old and his story goes that a Mercedes was the only make that didn't induce car sickness!! Thankfully he's grown out of that phase...

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 WORLD DRIVERS CHAMPION



Monster story of the month. Word is that Murray Starnes is to become a father again. What can you say!!!

Useless Information. The world's largest flower hub is on the outskirts of Amsterdam. Five million flowers are flown in and out of Schiphol Airport every day, they arrive by air from 60 countries and on-shipped by air to 130 countries around the globe. The speed required for such a perishable item could never have been achieved before the aeroplane...

More useless information. More than one million bath tubs of water plummet over the famous Niagara Falls every second...

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

"A very prestigious award..."

Our very own Russell Harris has recently won a very prestigious award indeed.

As you may or may not know Russell doesn't only write for us, he also writes for a number of other publications, including the Ferrari's Owners Club of NZ 'Scuderia Ferrari' magazine. Russell recently won the Carpenter Cup, which is the Editors Award for the Best Magazine Contribution for the story he wrote on Chris Amon.

The piece was so informative that another writer – Richard Bosselman sent Russell a note that read "As you will appreciate, I have been writing about Chris Amon for some years and, through that process, have accumulated significant research -enough to leave me satisfied I knew my subject very well. Your 'Scuderia Ferrari' article sets me straight, well written and incredibly informative, my friend. A masterpiece. Well done".

Maybe it is time to write a book Russell???

Richie



EnviroWaste Clubsport Events...

There has already been two events run under the EnviroWaste Clubsports Events banner since our last magazine, the ever popular Dual and Single Car Sprints and a Back-Track Autocross. At each event EnviroWaste handed out a prize to one of the competitors that made entering the events that little bit more exciting.

Logan Moorman won free entry to the next round of the Sprint Day Series.



Richie & Logan

And Steve Tippett won a \$50 Petrol Voucher at the Back-Track Autocross event.



Richie, Steve & Gareith (EnviroWaste)

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“WE NEED MORE CARS. WE NEED MORE DRIVERS. THERE IS A PLACE FOR ALL TYPES OF CARS, AND ALL SPEEDS...”

19th Annual The Sound MG Charity Classic Race Meeting - Sunday 14th May 2017, Manfeild, Feilding.

The MG Car Club Wellington Centre is again hosting The Sound MG Charity Classic Motor Race meeting. Spectators contribute to our cancer charities (Cancer Society & Kara Hands) by donating a large gold coin upon entry.

Like the last 18 meetings, this year’s event is a one day meeting focusing on classic sports and saloon cars, including historic single seaters and sports cars. It is not often that classic sports and saloon cars have a full one day race meeting almost completely devoted to their vehicles. There will also be Charity Rides for the public at lunch time.

It is also worth mentioning that those who attend the meeting that this is a fairly unique occasion that combines a celebration of the core spirit of classic motor sport with the opportunity to do something positive for a worthy cause. There are few among us who have not been touched in some way by the hazards of cancer.

Classic Motor Racing Committee: MG Car Club (Wellington Centre) Inc & MG Classic Racing Register Inc.

Enquiries Ron Robertson 0274 439 969 or Paul Chipp 027 248 3430.



**Track & Yack – Tuesday 9th May @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**



It's the Big One...

Feilding Auto Electrical Winter Race Series

Round 1 – Sunday 4th June
Round 2 – Sunday 2nd July
Round 3 – Sunday 6th August
Round 4 – Sunday 3rd September

Saturdays prior will be a TEST DAY – DRIVER-TRAINING – AND DRIFT PRACTICE

Drivers Briefing at 9.00am sharp – Qualifying and Racing starts soon after.

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Prize Giving @ MCC Clubrooms Saturday 9th September

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Scrutineer Training...



At the MCC Clubrooms on the 29th March we held a MSNZ Technical Dept Scrutineer Training Session which looks at new developments and helps to refresh and reinforce current knowledge. We had a great turnout with 17 people turning up, a couple of those were new to the area of scrutineering which is awesome to see. There are a few changes in the wind so we will keep you up to date on these as they are finalized.

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GREAT news everyone – the New Zealand Grand Prix is staying at Manfeild.

We're over the moon that our venue has succeeded in winning a fresh multi-year contract for the country's most prestigious international motor-race, thus seamlessly continuing an association that has been continuous since 2007.

The announcement of continued preference for Circuit Chris Amon as host of the season finale for premier single seater racing category, Toyota Racing Series, is from the sport's governing body, MotorSport New Zealand, on the recommendation of promoter Speed Works Events and Palmerston North-domiciled category provider Toyota New Zealand.

It means we definitely have the race for 2018, 2019 and 2020 and are in the box seat for the two years beyond that.

Our success is down to people power. Our victory is your victory.

The central theme of our bid was enforcement that Manfeild is not only perfectly in the middle of the middle million - that is, within easy reach of a seven-figure population count from all around this area – but is also the home race track to the six cities in the lower North Island.

This was a point also made by local political leaders who enthusiastically backed us and accepted by MSNZ, which said the support of seven city and district councils in the Horizons region – in addition to our own two local bodies these being Wellington, Whanganui, New Plymouth, Hastings and Napier – was hugely central to the decision.

Palmerston North mayor, Grant Smith, Manawatu district mayor Helen Worboys and Rangitikei MP Ian McKelvie were alongside me when the bid was put Speed Works Events' general manager Geoff Short at Manawatu District Council on March 16. Geoff was extremely complimentary of the Mayors' passion for keeping the race.

I'd like to take this as an opportunity to pass on my heartfelt thanks to Helen and Grant, and all those others – including, of course, my staff and also the Manawatu Car Club – who worked so hard for this.

As you will know, we were facing a competing proposal from Hampton Downs Motorsport Park as well as an expression of interest from Pukekohe Park.

This year's GP, in February, was a joint venture between our venue and Speed Works. We wanted it to be a showcase of what we could do and really worked hard to engage with innovation and flair. Our impetus was also driven by our commitment to this to be a fitting commemoration of our dear friend Chris Amon, a Manfeild man through and through.

The race weekend was a big success, attracting nearly double the spectator numbers of the previous year. We think this validated our community engagement programme and event promotion plan.

MSNZ president Wayne Christie told us he was deeply impressed and saw it is as great indicator of what will be possible during the next period, when Speed Works has sole promotional rights.

While the race weekend was a good show for us, we're pleased to say it was the subsequent effort put in to show that Manfeild was considered a vital facility not just to the Manawatu but the whole of the lower North Island that really swung it.

Wayne believes this was crucial. "The tangible support ... from the combined regional councils is an important aspect ... which will undoubtedly contribute significantly to helping Speed Works and Manfeild continue to grow the public profile and stature of this event."

Geoff Short was also very complimentary. He said it was a relatively simple decision to stay with us because "they really want to grow the Grand Prix, making it the status event that it should be, and where we want to take it too."

He was impressed by Grant and Helen, saying: "This is unlike any other kind of support I've seen for motorsport in recent years."

A lot of people and organisations contributed to the success of the bid and we are grateful for their support and commitment. Now the hard work begins to implement the plan. There has been mixed reaction to the announcement, which makes us more determined to put on the best show yet!

Julie Keane
CEO



“SAM SAYS” - MOTORSPORT 101 ...

Sometimes things go wrong

Over the past few months I've told you how challenging, fun and easy entry-level motor racing is. I've probably talked it up so much that I've given you the impression that nothing bad ever happens, no one spins up, no one rubs another car, no one slides off the track and there is never any damage. Well, when you let a group of people in hotted up racing cars fly around a track at speeds knocking on 180 km/h in the slowest class, sometimes things get messy.

We've all spun up at some stage, we've got a bit wobbly pushing the car into a corner and sometimes people rub paint. I've seen a group of cars slide off the end of the track straight into a wall in the pouring rain (damage, but no one was hurt) and, unfortunately, I myself have recently been the victim of a major incident.

Now, I don't want to scare you off, especially if you are seriously considering getting into motor sport. What I want to do is let you know that things do happen but the world doesn't end if someone totals your car and the amazing people within the Manawatu Car Club community will do anything to help you get back on the track.

I'm not going to dwell on the how and why of what happened in Taupo. What I will say is that I'd had an awesome weekend and I was in the last set of corners of the last race before the finish line and someone blind-sided me and sent me shooting towards the fence at a rapid rate. All I can remember is trying to work out what the noise was, why I was going sideways and why my window was open. Once I realised that I wasn't on the track anymore, all I could focus on was how to get into the kitty litter to arrest my speed. It's amazing how the human brain reacts when your safety is threatened. I felt like I had 10 minutes to go over all the scenarios and outcomes and make an informed decision on which option to take. In reality, it was probably 10 seconds and I just did what I could to avoid hitting the fence and/or rolling the car.

The relief that washed over me when I came to a stop was overwhelming. I sat there trying to work out precisely what had gone wrong. I could see people looking at me to see if I was ok, but of course they couldn't come onto the track. A marshal eventually arrived and told me what had happened. I guessed straight away who had hit me, even though the last time I saw him he was way down at the other end of the straight. He must have been rocketing up it to try and get past the last few cars to take the win from the back of the grid. Some people push too hard, and I do stand by my previous articles in saying that that is not what the RS Cup is all about.

Thankfully all I had was some bruising and shock, as did the other driver, even though both our cars were totalled. We really were very, very lucky that things played out as they did. Had any variable changed, it could have been a lot worse.

To top it off, I was later informed that had I not hit the kitty litter and I had instead screamed towards the finish line out of control, I would have got my points! Turns out I got a DNF, even though it wasn't my fault!!!

As for getting back on the track, we were lucky enough to meet someone at a New Year's Eve party who happened to have a Civic that suited our needs. It didn't have a healthy engine so was well priced and as we didn't need it running, we snapped it up. A good lot of people banded together to help with the engine transplant and my husband swapped wiring harness and ECU – not a job for the faint-hearted. Within two months I was back on the track.

Here are some photos of how it all went down.



Before we headed to Taupo

In the pit garage after race 3



A close up of the damage

Apparently I hit the fence and lost my rear bumper when I turned into the kitty litter. I don't remember that bit!





Clockwise from above

- My car is a banana !!
- Donor and recipient
- Ready for the transplant
- Wiring harness and computer changeover is a big job
- Back on the track



A glimpse of what the new livery will look like...

How did I feel when I got back on the track? Well, let's say there were some nerves however my first day back in the car wasn't in a race, it was at a track day so I was out there by myself without having to worry about anyone else hitting me. I found this a really good approach because I could get my mojo back, get used to the car and remind myself just how much fun racing really is in a relatively easy environment. Even though I started out slow, my lap times consistently improved throughout the day.

I wasn't too scared in my first race either, although I did fall down the order a bit as I was nervous being very close to other cars, especially in the corners. I let more people than I needed to go past. I was checking my mirrors more than usual, however the person who hit me is now in another class so I didn't have to worry about him getting too close to me again. I did manage to break out on a couple of laps so I know the car has what it takes to be competitive.



Now that I'm out the other side and I'm back racing, I can reflect on what I learned about the situation. I learned that if you are going to commit to racing, you need a roll cage, a proper race seat and harnesses. This will set you back about \$1500. It's a small price to pay for your safety if you're going to really get into this sport. I learned a hell of a lot about wiring looms – not that I really wanted to know – and I further confirmed that my husband really is very good at car stuff and he knows a lot of awesome people. I am acutely aware that we are very lucky to be able to participate in this sport and get things going again without too much expense.

The biggest lesson of all, however, was that people who race together stick together. I'm eternally grateful to all the people who helped out on that day in Taupo, especially the marshals and rescue crew without whom we couldn't do this. I want to do a big shout out to all those people who came over to check if I was ok, who stored the car, who helped fix it and who regularly ask me how it's all going. You guys know who you are. Thank you!!

PS: High temperature brake fluid, people. It's essential.

I'd like to open my next column up to you guys. Do you have any questions you would like answered? Any particular events you would like to hear more about, other than races? Let the editor know and he will pass them on to me and I'll do my best to make my answers informative and entertaining.

SAM



LOOKING BACK...



A real mixture this month, just to exemplify the diversity in the Clubs history.

To the left is the Mk 2 Escort RS2000 of Jim Brown (Brown Bros Ford, Pahiatua). This car had an interesting history, being brought into the country by Ford NZ for the Benson & Hedges long distance saloon car race. The race started life as the Wills 6 hour in 1963, and later morphed into a 1000km distance event, all the time being open only to "standard" production saloon cars. Driven by Denny Hulme and Mike Hailwood in the 1978? race the RS was prepared by Masport as a de facto factory entry, and I believe was to Group 1 spec, rather than factory standard. Certainly it went well, and Mike and Jim enjoyed some success with it at various club level events before it was sold on. Where is JB 6143 now I wonder??



To the lower left is part of the British Sports Car grid at one of the Ohakea Wings & Wheels revival meetings. Eight or nine cars per grid formation, just like the old days!! These events ran for several years as a classic meeting with an aviation component and were so popular the traffic congestion caused many headaches.

The famous ex works Cologne Capri of Paul Fahey, seen here in the pits at Levin (tenuous link I know, but the Manfeild crew largely ran the meetings) in Jan 1975. Paul imported the car in 1974, and with its 3.4 quad cam GAA V6 engine, it was a giant killer. The car went on to become a successful OSCA car in the hands of Inky Tulloch and John Osborne, and is now in the safe hands of Roger Townsend being restored back to this spec.





The Castrol 6 hour race for production motorcycles was a highlight on the Manfeild calendar from 1974 to 1988. I'm not sure which year this is, but my guess is mid to late 1970's from the bikes. With names like Dave Hiscock, Neil Chivas, Graeme Crosby and Aaron Slight on the winner's trophy, it was a highly sought after title. The support from the manufacturers was extensive and the competition fierce, encouraging entries from all the top NZ riders.

From the beginning, a feature of the race was the "Le Mans" start, and the battle into the first couple of corners was like watching a sprint race. 6 hours flat out exposed any weakness in the bike, and amazingly for the first few years many riders rode the entire 6 hours solo. Given the respectable power outputs but relatively crude braking and handling by modern standards, this was quite a feat.

Revived in 2015 and run to a different "relay" format, the 6 hour now runs at Hampton Downs



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CELEBRATE SUCCESS, OUR MAN IS # 1...

V-Power rules. The second round of the Virgin Australian Supercar Championship at Symmons Plains in Tasmania brought delight and disappointment, depending where you were at a given moment in the first race of the weekend. The Tyrepower Tasmania SuperSprint began with a massive multi-car crash that brought the race to halt on the fifth lap and results being declared with no championship points awarded. Shane van Gisbergen was leading at the time of the stoppage with Fabian Coulthard 11th and Scott McLaughlin 14th, fifteen cars were listed as finishers, the remainder of the field were classified as DNFs!!



The drivers were much better behaved in the Sunday race that was a DJR Team Penske benefit with Fabian Coulthard leading Scott McLaughlin across the line for a perfect one-two result after the full 76 laps. There was a disappointing result for SVG with a much lower than expected 9th place but he remained at the top of the championship standings.

Back on the mainland, Round 3 was raced at the magnificent Phillip Island circuit that overlooks Bass Strait. On Saturday 'Fabulous Fabs' was declared the winner after one of the most dramatic championship races in years. Fifteen cars suffered punctures, there were numerous pit lane infringements, there were a number of incidents/crashes, the race finished behind the Safety Car with only 51 of the scheduled 57 laps completed, and the 'winner' actually finished 12th - it was a race with every element you could think of!!

The WD-40 Phillip Island 500 round got off to the best possible start for Kiwi fans with Scott McLaughlin, Fabian Coulthard and Shane van Gisbergen 1-2-3 in the Top 10 Armor All Shootout for the key grid positions - another \$1,000 in the kitty for the DJR Team Penske end-of-season party. Coulthard grabbed the lead at Turn 1 and held the position until he suffered a front tyre failure on lap 19. He wasn't the first to suffer, the first tyre failure occurred on the 10th lap and there was so much rubber debris on the circuit by lap 23 that the officials called a Safety Car intervention to clean-up the track!! Strategies disappeared out the window and many drivers incurred the wrath of the officials for crossing the line at the pit entrance that marked the slow lane, there was a great deal of sympathy for the drivers involved as there was no element of danger, the penalty was 15 seconds being added to their race time!!



Craig Lowndes took the chequered flag ahead of Coulthard but was pushed back to 12th place, so Coulthard had the top step of the podium, a new lap record and the championship lead, SVG was fourth while McLaughlin's indiscretion dropped him back to 10th place in the final results.

There was lots of discussion in pit lane over the infringement penalties and Erebus Team driver David Reynolds came up with the simplest of plans, put a road cone to mark the start of the line that caused the problem!!

There was much burning of the midnight oil repairing damaged cars for Sunday's race, in a bid to overcome the serious and dangerous tyre problems the regulations relating to camber angles and tyre pressures were amended, the changes must have made some difference because there were less failures!!

The 'Reynold's Solution' was in place, and the day started well enough with a Shell V-Power lockout of the front row, Scotty Mac qualifying a remarkable 3/10ths of a second ahead of his team mate. The pair led the early stages but incidents and punctures saw strategies go out the window again. When you roll the dice the right numbers don't always come up, they certainly didn't for the kiwi trio. Chaz Mostert won the race that went the full distance, McLaughlin finished 14th, Shane van Gisbergen 16th and Coulthard 17th, so there wasn't too much to celebrate for the NZ trio. Talking of celebrating, for race winner Mostert it did come at a cost, the SuperCheaper did a static burnout and the officials lightened his wallet by \$3,000!!



Despite the lowly placings Fabian retained his championship lead, 7 points ahead of the 'Giz' with Scott currently in 5th position after six races, and the 2017 Virgin Australian Supercar Championship victory scoreboard makes very good reading, NZ 5 - AUS 1.

After all the Phillip Island dramas the teams deserved a longer break before crossing the continent for the Perth SuperSprint meeting at Barbagello Raceway on 06/07 May with a MCC member leader of the pack...

RH

2017 FIA WORLD ENDURANCE CHAMPIONSHIP...

The 2017 World Endurance Championship moved into serious mode with the traditional two-day test weekend at the Autodromo Nazionale Monza, the high speed circuit near Milan in Italy.

Twenty seven of the 28 teams attended along with large numbers of motor racing mad fans, and while greatest interest focussed on the glamour LMP1 category with its two combatants, Porsche and Toyota, the passionate 'tifosi' kept a very close eye on their beloved Ferrari 488 Turbos that run in the LMGTE Pro and LMGTE Am classes.

For New Zealanders the main focus was on the performance of the new # 2 Porsche 919 Hybrid shared by Brendon Hartley, Earl Bamber and honorary Kiwi Timo Bernhard.

In earlier testing at the Paul Ricard circuit in France the heavily revised Porsche Hybrids covered more than 6,200 kilometres. At Monza they clocked up another 3,800 kilometres in weather conditions that ranged from sunshine to rain and included a thunderstorm during the night session, this meant that there was a big variation in temperatures and track conditions that was most beneficial in both chassis set-up and tyre selection.



At the end of the prologue it was Bamber who had set the fastest lap in the # 2 car at 1.31.823, in the sister # 1 car Neel Jani clocked a best 1.31.666, but it was the Toyota Gazoo Racing TS050 Hybrid driven by Frenchman Nicolas Lapierre that comfortably set the fastest time of 1.30.547 around the 5.793 kilometre track.

Brendon - *"We felt very ready when we came here. We wish we were lining up for a race rather than for a test because Monza is a great track with a good atmosphere and a lot of fans even on a test day. I hope in the future we can race here. In all conditions it was very close with the Toyotas, so it's clearly going to be a tough and close fought championship. Also it was good to get used to traffic again as at the previous test we felt very lonely".*

Earl - *"The guys at Porsche have done great development work on the 919. During the Prologue here at Monza, we had learned a lot again about the car, especially when driving in difficult conditions. During the Saturday night session we had a thunder storm and it's very useful to get track time in the rain".*

Timo - "..... . I think all of us enjoyed these days at Monza very much, a super surrounding, lots of real motor sports and sports car enthusiasts who created a great hype during the autograph session as well - overall, this was a fantastic kick-off event for the new WEC season. Brendon and I know each other like a married couple anyway, and Earl fits in just perfectly. Ready to rumble!".

For both Porsche and Toyota there were satisfactory outcomes, testing was over, and it was from Italy to England for the 6 Hours of Silverstone, the opening round of the 2017 WEC .



Toyota set the pace in the opening practice sessions that saw former team mates battling to top the time sheets, when the sessions ended Sébastien Buemi headed Brendon Hartley by 0.781 seconds.

In qualifying the times of two nominated drivers are averaged to set the grid positions, Toyota Gazoo Racing locked out the front row with the Porsche 919s together on Row 2, it was the first pole position for Toyota since the Shanghai round in 2014. Brendon and Timo Bernhard drove the # 2 car and their time was fourth fastest, the pair being not helped by the fact they hadn't done a qualifying simulation during practice.

The biggest talking pre-race point was that the two LMP1 teams were running opposed aerodynamic configurations - Toyota were running their cars with high downforce and Porsche with low downforce to achieve higher speeds on the Silverstone straights, apparently as part of their preparation for the Spa-Francorchamps and Le Mans 24 Hour races which are both high-speed circuits.

On race day itself, Toyota began this year as they finished last year by winning, the best news from a New Zealand perspective was that Brendon had a much better race than last year when he tangled with a slower car in the lapping process while leading and did everything but roll his Porsche. Twelve months later he and team mates Timo Bernhard and Earl Bamber were on the second placed step of the podium after a 6 hour long thriller in front of 50,200 fans.

Silverstone was typically British with its changing weather conditions, a cool day with occasional light rain. Brendon did the first and last stints with Earl driving the middle segment, in-between the two kiwis Timo was at the wheel. The lead changed continuously during the pit cycles in a race punctuated by two Full Course Yellows and a Safety Car period, the latter when the pole sitting Toyota crashed heavily in the fourth hour. The car made it back to the pits and after long repairs returned to the track to be classified 4th in the LMP1 class and score valuable manufacturers points. When Brendon pitted for his final refuel the # 2 Porsche was leading by a full minute and he was back on the track still holding an 8 second advantage with 30 minutes to go.

Toyota were benefitting from better aerodynamics with their high downforce configuration and switched to fresh tyres at their final stop, it proved to be the difference and Buemi took the lead with seven laps remaining with an aggressive inside move at the hairpin in slower traffic. The Toyota eased away to win by six seconds and claim the historic RAC Tourist Trophy, Brendon lost the gamble while the # 1 Porsche Hybrid shared by Neel Jani, Nick Tandy and André Lotterer finished 40 seconds further back to claim third place.

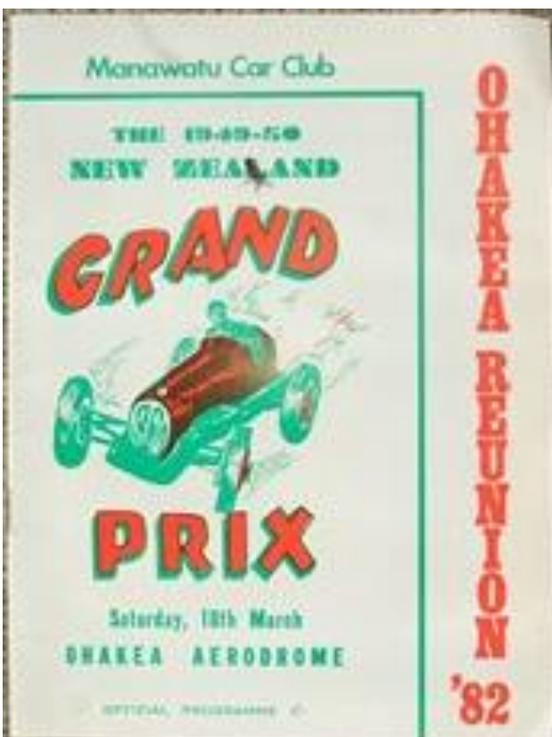
Brendon - "It was an action-packed first lap, getting the jump on Neel around the outside of Turn 3. He gave me room, which was good. I did my best to hang onto the Toyotas while at the same time trying to save a little fuel which would open up our strategy. I was back in the car for the finish and it was very close, closer I think that many people thought it would be but I was always optimistic. We took a gamble at the end by not taking tyres on



to retain track position. Buemi was a little forceful although he would have got through sooner or later but we can be happy with second place”.

Silverstone ended with LMP1 honours shared, Toyota leading the Driver’s Championship and Porsche the Manufacturer’s Championship with eight rounds remaining. The second is on 6th May at the ultra-fast Spa-Francorchamps circuit in Belgium where Porsche’s theory on their low downforce aero set-up will be put to the true test...

RH



THINGS 'AINT WHAT THEY USED TO BE...

Sixty seven years ago people had a very different writing style and phrasing compared to today, we're talking about the true English language, not text speak.

Amongst the club archives has been found an irreplaceable scrapbook that was donated by a Beryl Todd, it relates to two important events - the 1982 Ohakea Reunion Meeting and the 1984 Wings & Wheels.

Among the items in the scrapbook is the 1982 meeting's programme that includes a report covering the inaugural New Zealand Grand Prix in 1950.

The following are some quotes worthy of reading.

"The Grand Prix over 108 miles, being 30 laps of the circuit, had drawn the excellent list of 23 entries, of which Roycroft, with the supercharged racing Austin from Auckland, was a non-starter due to breaking the crankshaft at Wigram and in consequence wrecking the engine. Spares being unobtainable he spectated from one of the pits."

"..... all but Coglan got to the line apparently in good order and condition where they lined up on the starting grid waiting for Coglan's car to get going. Unfortunately, despite a considerable delay, the field could not be held up any longer so the 18 actual starters were despatched with a snarl of exhausts on their way, with the exception of Ken Hemus, whose low gear unfortunately passed away on the line and delay occurred while he sorted out another."

"First excitement was on the third corner from the start when the Ford of Laurie Powell, while in the front, spun right across the track. This brought out the yellow flag which most of the drivers failed to see having already passed the Ford, which promptly set out after the field again."

"By this time the unfortunate Hemus had pulled into the pits with the Bugatti, having lost a couple more gears, and decided to retire. Clinkard with the unusual crab tracked Special was going well until noises inside indicated that a connecting rod was trying to get out of the crankcase. Thus at five laps the field was reduced by two."

"The 13th lap saw Brown fall by the wayside. Apparently trouble had developed in the back axle and this car had been motoring extremely well and handled so perfectly as to be more than a potential challenger was out on this 'unlucky' lap."

"George Smith fell out on the 27th lap, again the Ford 'graveyard' was destined to be the place. He had driven a hard race actually touching 110 m.p.h. while the car lasted, until a belt pulley splitting put his water pump out of action, and the piston and cylinder heads practically melted to put paid to a valiant effort".

"Hec. Green thus moved into the lead for a short while, but was soon disposed of the honour by McMillan who had driven an excellently judged race throughout, Green and McMillan having tremendous scraps over the lead which was retained chiefly by the superior speed of the Jackson, thus a mere 75 yards deprived Green of the Double of Wigram and Ohakea".

At the 1982 Reunion Meeting there was a wide variety of entries that created much more than a passing interest.

Motor cycling greats Rod Coleman, Len Perry and Hugh Anderson were astride Manx Norton racers, competing against the trio was Manawatu Car Club Life Member Stan Turner riding a 1956 500cc AJS. The oldest motor cycle that took to the circuit was a 1913 Mead Flyer ridden by Peter McGee in the Demonstration Runs, the youngest a Matchless of 1964 vintage.

The club was well represented in the Sports Car classes with familiar names like Club Patron A S 'Fordy' Farland in the R.A.L. Special, Rod Brayshaw drove his MG TF, Leo Bolter was behind the wheel of a Jowett Jupiter and Feilding's George Caske raced his 1936 Morgan 4/4.



The Saloons were equally diverse, ranging from a 1936 Riley Kestrel to a 1982 Alfa Romeo Giulietta, the latter driven by Russell Grace who still competes in the annual MG Classic meeting at the wheel of a BMW 2002.

In between were examples of Mini Cooper, Ford Lotus Cortina and Porsche 356B. The various Jaguar models included the well-known 3.8 Mk 2 of Ray Archibald, a combination that twice won the New Zealand Saloon Championship, while 'Fordy' Farland's son Peter drove a 1958 Mk 8. It didn't end there because Mangaweka legend Neil Deighton fronted in a 1958 Wolseley 6/90.

The magnificent Southward Museum 1915 Stutz Indianapolis 500 car headed the Racing Car entry, appropriately the 1950 NZGP winning Jackson Special appeared in the hands of current owner Fred Courtney. There were the names of Cooper and Brabham, cars that looked miniscule alongside the Ford Model A Racers of Palmerstonians Ian Ferry and Roger Holmwood.

The Classic entry list was as exotic as they came at the time, ranging from a 1930 Delage to a 1982 Porsche 911 Turbo. Graham Ax of Motor Machinists' fame drove his 1939 Chrysler Coupe, Terry Rush entered a 1965 Chev Corvaire, Ernie Sprague a Ford Cologne Capri and there were examples of Sunbeam, Daimler, Jaguar, Mercedes Benz, Aston Martin, BMW and Bentley. But all these cars were upstaged by Dr G B A Cowie from Masterton who opted for a 1974 Rolls Royce Silver Shadow with its 6.8 litre V8 engine!

Amongst the tens of thousands of spectators were a number of the drivers who participated in the 1950 Grand Prix meeting, together with those of the time, including world champion Denny Hulme.



The event was a unique occasion that brought the automobile and aircraft together to raise funds for the establishment of a permanent RNZAF National Museum, the two-hour flying display that ended the meeting was both memorable and appropriate. Run under the

auspices of the Manawatu Car Club, the event was a huge success in every respect and a credit to the organising capability of the committee chaired by Fordy Farland - financially it was well worth the effort, after starting planning with a \$0 bank balance a cheque for \$10,802 was presented to the Ohakea Base Commander.

Two years later the event was replicated under the name 'Wings & Wheels', but that's a story for another day...

WE WANT YOU



PUKENAUA ROAD GRAVEL SPRINT
SUNDAY MAY 14TH

OKOIA ROAD HILLCLIMB
SATURDAY MAY 20TH

PUKERIMU ROAD HILLCLIMB
SUNDAY MAY 21ST

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



Events Calendar

MAY 2017

- Sunday 14th Pukenaua Road Gravel Sprint (Taihape Car Club / Engine Room Series)
Sat/Sun 20th/21st Dual Weekend Sealed Hillclimbs Okoia Hill & Pukerimu Rd (Wanganui Car Club)

JUNE 2017

- Saturday 3rd FREE Test Day / Drift practice
Sunday 4th MCC Winter Race Series Round 1
Saturday 10th Tararua Rd Gravel Sprint (Dannevirke Car Club / Engine Room Series)
Sunday 18th Envirowaste Manfeild 4.5 km Sealed Autocross

JULY 2017

- Saturday 1st Test Day + Drift practice
Saturday 1st Manawatu Car Club's 70th Birthday Rev-Up – Manfeild Stadium Upper Suites
Sunday 2nd MCC Winter Race Series Round 2
Sunday 16th Envirowaste Back Track Autocross

AUGUST 2017

- Saturday 5th Test Day + Drift practice
Sunday 6th MCC Winter Race Series Round 3
Sunday 20th Envirowaste Back Track Autocross

SEPTEMBER 2017

- Saturday 2nd Test Day + Drift practice
Sunday 3rd MCC Winter Race Series Round 4
Saturday 9th Winter Series Prizegiving
Sunday 17th Envirowaste Track Day Series Round 2

OCTOBER 2017

Sat/Sun 21st 22nd OctoberFAST

NOVEMBER 2017

Saturday 4th Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend

Sunday 5th Envirowaste Multi Event Weekend Motorkhana & Autocross

DECEMBER 2017

Saturday 9th Envirowaste Track Day Series Round 4 (Final)

Sunday 10th Summer Series Round 1



The NZGP is staying at Manfeild: Circuit Chris Amon

Come Racing With Us

PARTING SHOT...



Probably the winningest car, and certainly the winningest car / driver combination in the Clubs history, Keith Stewart and his Mk 1 Escort. Unbeatable for years and years as Club Champion, Keith and the orange Escort were highly competitive in any event they competed in. The car began life as a 1300cc club car, and quickly grew a 1600 X flow along with all the requisite bits to become a very competitive rally car. As familiar to Central Region Rally fans as Club members, the car now enjoys life as a classic rally car with a BDA engine. Recent success in the Silver Fern Rally prove neither has lost that competitive edge. Keith also owns the ex Will Orr Subaru Legacy RS rally car, and his self-built 4WD Balig V8 hillclimb monster.