

# **Manawatu Car Club Inc**

## **MAGAZINE**

### **AUGUST 2017**



## **Something for Everyone**

---

## EDITORSPEAK...

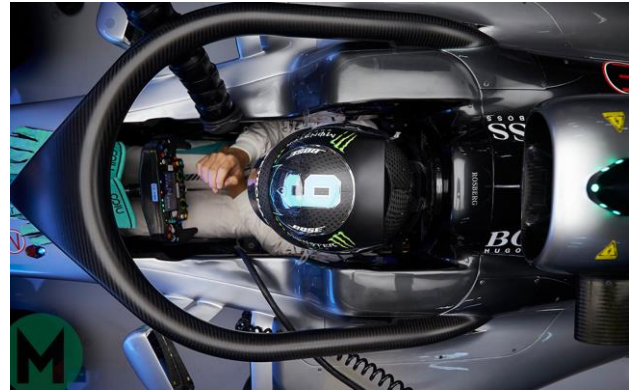
I've been watching with interest the on line debate over the FIA decision to make the Halo device mandatory in Formula One from next season. Most commentators seem to agree that it is possibly a step too far, and will in fact turn people away from the sport. Seemingly driven totally by the FIA, it has support from a few ( but not the majority ) of drivers, and it appears the teams were unanimously opposed prior to the announcement – it would be interesting to hear Liberty's views, so far they have not made them public.

What various others have said, and I personally agree with, is that not only is the Halo a dead ugly appendage on already aesthetically challenged cars, but that it puts a safety device, of questionable value, in your face ( excuse the pun ). It is a highly visible reminder of the sanitization of the top end of the sport. Other safety items have never been so aggressively imposing or encroaching. At a time when the sport needs to attract a younger audience ( in fact any audience ) and Liberty have done so much already to achieve this, isn't it heavy handed of the FIA to impose their will in this way ??

Of course the FIA is concerned with providing a 100% safe environment for participants and wants to ensure it is not open to litigation. I've covered this before, however I believe most fans want to see a gladiatorial spectacle. And there you have the central issue. In essence, risk is seen as an unacceptable ingredient, to be mitigated in any way possible. It begs the question, was there really a problem in the first place, or just a perception of one??



Meanwhile across the Atlantic the Indy cars technical group are working on a windscreen system to achieve the same goal of removing the risk of head injuries from flying debris. Again, one would have to look at Scott Dixons accident at the Indy 500 and ask, is there really a problem??



I wonder about the flow on effect. After all, F1 is about the best drivers in the world, driving the best cars in the world. Surely the benefits of any safety device are of greater value in the lesser formulae where more errors are made and more crashes tend to follow, the inevitable result of drivers learning their craft. Are we to have mandated Halos in Formula First?? If not, why not?? Should wheel tethers be made compulsory in all open wheel race cars?? If so, what about the huge historic contingent??

I'm all for safety, BUT, there is always, and has to be, an element of risk. The competitors are fine with that, otherwise they would exercise their option of choice, and chose not to race, wouldn't they?? One more step and the open cockpit / open wheel racing car becomes obsolete.

Perhaps I am just a dinosaur, viewing the past through my tinted spectacles, however in the F1 I grew up with there used to be diversity of design, sleek unencumbered shapes, encouragement to think outside the square, see innovative answers and achieve radical leaps in technology, an opportunity for privateers to "have a go", and the ability for spectators to see the drivers at work. Sadly this

has all been lost as the business has overcome the sport.

Little wonder that Historic racing is experiencing a worldwide upsurge in popularity (and long may it be so).



Speaking of F1, I recently came across this photo taken by professional American photographer Peter J Fox at Suzuka during last years Japanese GP ([www.peterjfox.com](http://www.peterjfox.com)). It's Nico Rosbergs Mercedes W07 under maximum lateral load, and is one of those rare images that truly captures the essence of motor racing – going as fast as possible with the equipment available. Just a superb shot if you haven't already seen it.

The Club's 70<sup>th</sup> birthday celebrations were a triumph for the organisers in my humble opinion. The Club hasn't celebrated a significant birthday since the 50<sup>th</sup>, so it was long overdue. The clubrooms looked the best they have for many, many years, and the archive room is simply superb. It's great to see the memorabilia of the club being given the respect that it is due. An excellent vision board courtesy of Vern Marshall and continuous slideshow of old photos provided talking points and focus for the many visitors, and the warm welcome extended by Lydia just capped off a great atmosphere. I told Colleen I would just pop down for an hour

or so ..... some 3 hours or so later I (amongst others) was politely asked to leave as the dinner set up required the time of our hosts.

As an aside it would be awesome to see more of the photos and memorabilia that members may have make their way into either the Club archives, or the Rush Collection, over time. So much of what the Club had has been lost through mishandling, natural disasters and plain old not caring, so that there are some big gaps to fill in.

The dinner was a splendid way to spend an evening. Great food, great company (some 150 people all told) and a very relaxed atmosphere. Russell H was once again an inspired choice

as MC, his remarkable knowledge, and ability to put people at ease and ask the right questions to get them to relate their experiences, is second to none. There was plenty of humour too to lighten the evening. I was fortunate enough to share a table with Graeme Lawrence, one of my heroes as a young spectator all those years ago. (I can remember taking a photo of him in the Lola T332 at Levin and using the Wellington College darkroom to blow the image up to poster size for my bedroom wall). Having the Amon family present was also very special. All in all a great catch up with some very special people that could have gone on much longer had there not been a FAEWS race meeting the following day. The organizing committee should reflect on a job very well done indeed and boy have they set the bar high for the 75<sup>th</sup>!!!

Remember to keep the rubber side down

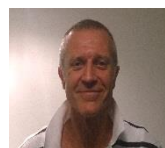
Trevor

Email Trevor at [littlebarton@actrix.gen.nz](mailto: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



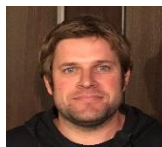
Gareth Stanley



Aaron Walker



Kerry Halligan



Simon Barry

**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, Jill Hogg, Russell Harris

**Editor:** Trevor Weir

### "Track & Yak"

**Time:** 7pm to 9pm

**Date:** Tuesday 8<sup>th</sup> August 2017.

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

**– Terrace End Carpark, Palmerston North**

**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...

Well July was definitely a game of two halves for Lydia and I...

It all started of course with the awesome 70<sup>th</sup> birthday celebrations on the 1<sup>st</sup> July. We opened the MCC Clubrooms up for the day where we displayed many of the archives that had been locked away for many a year. We also had a projector set up that had a slideshow playing of all of the photos (some 1700) that had been found and scanned from the past 70 years. Drinks and nibbles were served throughout the day, a huge thanks to Lydia for her awesome hospitality throughout the day. We had around 50 people come through on the day, many of them had not been to the clubrooms for quite some time so I might add so it was great to see them back... hopefully not for the last time. It was awesome to just sit back and listen to the many stories that were being told and to see the smiles on the faces when fond memories arose after a little prompting. We had to shut the doors at 4pm and ask people to politely leave so we could head over to the stadium suites to finish off the set-up for the dinner and then shoot home and change.

That night's dinner and the impromptu conversations that surrounded the dinner made all of the hard work leading into this event all very worthwhile indeed. It was an awesome night filled with great stories which brought many a tear to the eye and a sore stomach from laughing so hard, we truly could have gone on for many hours more! There are many people to thank for making this event a huge success, none more so than Russell Harris who led the night with a skill that only a few people have, my friend you are truly gifted at leading these events.

The following day was Round 2 of the Feilding Auto Electrical Winter Race Series. Numbers were again at an all-time high for this round even with the weather being a little on the cold and wet side. The racing was once again entertaining to watch and everyone enjoyed the day, so much so that the crowd at the Refueller Bar that night was a rather large one so we had to do a second cook on the BBQ!

In the couple of weeks following Round 2 of the Winter Series we had a well-supported Track & Yak night at the Rose & Crown, the Back Track Autocross and Drift Tutoring session on different weekends were also well supported with many a new driver turning up to have a go at each event which was great to see.

I was on a great high from having some many great events in July that it was unfortunate that the end of the month was a different story altogether... I had been suffering from a sore lower back for a couple of weeks and didn't think anything of it as we had been quite busy so just thought I had strained something, but things kept getting worse to the point that I could hardly sit, stand or walk so off we go to the doctor who after a quick look told me to go straight to the Emergency Dept at the hospital. I had two internal abscesses either side of my tailbone and going by my 39deg temperature at the time they were leaking into the blood system. So they operated on me that night. I got out of hospital three days later and went home to rest. Fast Forward a couple of days and again I didn't feel great so back to the Doctor I went who took another quick look and repeated his sentence from the first visit, back to ED it was for another operation, this time a little more evasive which means that I won't be sitting in a race car for Round 3 of the Winter Series – BUGGER!!! However we will be there to help with the lunches and do the BBQ so all is not lost.

We have a very special MCC Club Member of the Month this month. Hilary Ashworth and I were teammates a few years ago when we raced under the "Sykotec Racing Team" banner with Phill and Karen Dravitski. A couple of years ago Hilary was diagnosed with an aggressive form of cancer and the outlook was not great. However cancer had never met Hilary before and it was not about to succeed in stopping her from returning to the race track. She fought a long and hard battle and to see her back for Round 1 and 2 of the

Winter Series was one of the best things I have witnessed for a long time. It is great to have you back on track Hilary, you are truly an inspiration to all who know you.

That's about it from me, there is no update on the clubrooms this month as the work that was planned had to be postponed due to the poor weather of late and because I was laid up but we are hopeful of getting some things done in August if the weather permits.

Richie

## Some Photos from the 70<sup>th</sup> Celebrations...



A (miss?) guided tour from Vern Marshall



Harley having a small nap between photos







## **MCC CLUB MEMBER OF THE MONTH...**

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

**NAME:** Hilary Ashworth

**OCCUPATION:** Workforce Facilitator

**RACE CAR:** Honda Civic B18c standard motor #45 RS Cup

**EVERYDAY DRIVE CAR:** Mazda

**DREAM CAR:** 2013 Ferrari 458 Speciale



### **YOUR BEST MOMENT IN MOTORSPORT?**

Competing in the Four Hour Endurance Race at Manfield May 2010 with Trudy Ann Crooks and Mike Dunn in my Honda Prelude. Our best time was 1.26.

Other best moment was getting my Honda Civic with the Type R motor down to a 1.22 in the Winter Series IB Cup a few years back before I blew that motor and the next two motors. The standard motor has now completed 2 x Q and 6 races so things are looking up, just got to race learn to brake harder.

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

An air hostess so I could see the world.

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

Craig Lowndes, Mark Webber and Nelson Mandela

### **WHO WOULD YOU PLAY IN A MOVIE?**

Sandra Bullock in "The Blind Side"

### **THREE WORDS THAT BEST DESCRIBE YOU...**

Happy, positive and loyal

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

Koenigsegg One: 1, sounds good, fast and sleek

### **WHAT IS YOUR SECRET VICE?**

Don't have any

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

Most people are surprised I drive on the track

### **FAVOURITE QUOTE...**

NEVER TRADE THE THRILLS OF LIVING FOR THE SECURITY OF EXISTENCE OTHERWISE LIFE WILL PASS YOU BY





# **PRIZE GIVING DINNER**

**The Feilding Auto Electrical Winter Series Prize Giving is to be held at the MCC Clubrooms, 120 Kawa Kawa Road Feilding.**

**Join us to celebrate of a great Winter Series of racing**

- Date: Saturday 9<sup>th</sup> September '17
- Time: 6.30pm pre-dinner Drinks & Nibbles
- This is a 2 course Dinner Evening (not a pot luck)
- Cost: \$25.00 per person
- It is BYO Drinks only
- To confirm your seats please contact Richie
- Richie: Phone 027 290 0668 or email: [richie@trgroup.co.nz](mailto:richie@trgroup.co.nz)

**We kindly request that the Series Sponsor and Class Sponsors attend this Prize Giving Dinner**

**We also request that all those who will be advised they will be receiving awards, to be present at this event. You will know this of course at the end of Round Four.**

**A NIGHT NOT TO BE MISSED  
COME DINE AND CELEBRATE WITH US**

# **No Cooking required!**

## GRID TORQUE...

email: [russellharris@clear.net.nz](mailto:russellharris@clear.net.nz)

Pedal power at Spa. The Tour de France is the world's premier cycling event, and for very good reason. Beginning in the city of Dusseldorf in Germany and finishing with the ceremonial ride down the Champs Elysées and under the famous Arc de Triomphe in central Paris, the Tour's 21 stages total a distance of more than 3,500 kilometres, covered over 22 days. Of particular interest in this year's tour was the 212.3 kilometre Stage 3 that took the 200 riders from Verviers in Belgium to Longwy in France and included the famous Spa Francorchamps motor racing circuit. Not surprisingly the undulating 7 kilometre long track with its 19 turns sorted out the men from the boys and in true TDF traditions tens of thousands of spectators lined the stage. The outright lap record was definitely not under threat with the top cyclists reaching speeds of 80 km/h, which proved that four wheels are definitely quicker than two, on this occasion anyway...



*Pedal power at sea. The innovative idea of having cyclists powering the hydraulic system on the Emirates Team New Zealand boat proved to be a masterstroke, it was a major factor in 'Aotearoa' regaining the Americas Cup in the waters of Bermuda's Great Sound. The 'cyclors' were the engine room of the radical catamaran and their coach and lead rider was 2012 London Olympic medallist and Manawatu Sportsman of the Year Simon van Velthoven. The big local man from Kopane called 'Rhino' was the pacing power pedaller...*

Not all kiwis. We like to think that a New Zealand team is made up entirely of New Zealanders, but it's often not the case. The Americas Cup winning team had a real international flavour, a fact that seems to have escaped most people. The major sponsor was Emirates, the UAE airline, the team principal was wealthy Italian businessman Matteo Nora, while a number of the key design and building team were also 'imports'. NZed Olympic gold medallist Peter Burling was the helmsman who steered the high speed 'foiler' but the skipper was Glen Ashby who has something in common with two other skippers, Jimmy Spittle (Oracle/USA) and Nathan Utteridge (Artemus/Sweden) - all three are Australians!! The only kiwi skipper was Dean Barker sailing Team Japan...



*Another TRS success story. Canadian teenager Lance Stroll won the 2015 New Zealand Grand Prix at Manfeild and also claimed the overall series. This year he became the second TRS driver to actually race in Formula One, joining Daniil Kvyat who drives for Toro Rosso. Driving for Martini Williams the 18 year old Stroll struggled initially but soon moved up the grid and at the Azerbaijan Grand Prix made a career breakthrough when he finished third, overtaken right on the finish line by Valtteri Bottas to lose second place by just 0.1005 of a second. Mr Stroll's mega million dollar investment in his son's career finally paid a dividend with Lance scoring the first*

*podium of the season for the Martini Williams team...*

Kiwi 1-2-3 finish. A clean sweep of the podium by New Zealand drivers in international motor racing is anything but an everyday event, it's only happened once!! Wind the time machine back to 1969. The date was 13 July, the place was the Watkins Glen circuit in New York State, the event was Round 3 of the Can-Am sportscar series. The race was won by Bruce McLaren and he shared the podium with McLaren team mate Denny Hulme and Chris Amon who was in his first season at Ferrari. To complete the day Hulme set the fastest lap at 1min 02.46 secs, averaging 215 km/h (132.7 mph) around the 3.7 kilometre track. Running 7.1 litre 630 bhp

Chevrolet V8 engines, the McLaren M8B's were in a league of their own and 1969 was the most successful year for the McLaren team in the North American series - 11 races, 11 pole positions, 11 wins, and at the Michigan round there was a McLaren trifecta with the two kiwis heading American Dan Gurney in the 'spare' car. If you're only into F1, 'The Glen' hosted the US Grand Prix from 1961 to 1980. History lesson over for the day...

*The Mighty Quinn does it again. No one can deny that Tony Quinn is a remarkable man with exceptional entrepreneurial skills. His latest project has been working with disability technical people to convert the Highlands Park Repco V8 Muscle Car U-Drive Ford Mustang so that enthusiasts in wheelchairs can also enjoy the experience of driving a real race car. A simple hand control lever alongside the steering wheel forms the basis of the conversion. The first car is based at the Highlands Park circuit, a second converted 'stang will find its home at Hampton Downs. Of course the experience does*



*come at cost. The track's professional driver guides you through two warm-up laps showing you the racing lines, then you run another five at your maximum. Very affordable at \$395 but there are specific requirements. Most noteworthy is 'All participants must have a credit/debit card for the bond security of \$2000 NZD for any damages caused through negligence or inappropriate use of the vehicle. All funds will be released after the V8 Muscle Car U-Drive experience is finished if no damage has been caused to the vehicle'. It's a brilliant idea, fortunately Mr Quinn has the necessary financial resources to make it happen...*

Remember Liam Lawson. The Pukekohe teenager is a graduate of the FAE Winter Series, moving from Formula First to contesting the CAMS Jayco Australian Formula 4 Championship. Lawson is right on the pace in the hotly contested series with 3 x wins, 4 x seconds and a pair of thirds that put him in second place in the standings going into the Ipswich round, one point behind Nick Rowe. The Aussie won two of the weekend's three races to open up the gap so it will be game on in the final rounds...

**wheels**



*A must have. As the end quickly approaches for the All-Australian Holden Commodore there's no doubt that the Lion is going out with a roar rather than a whimper, and for the last hurrah a model name from GM's past has reappeared. Back in 1983 HDT produced a hot Holden Commodore and a handful of Brock inspired utes with the 'Magnum' badge, but the 2017 Limited Edition 'Magnum' is a very different animal in every respect. The utility variant looks and sounds more race track than farm truck, and for very good reason. It begins with the 304 kW 6.2 litre LS3 V8 and revised suspension, the fact that the tray's carrying capacity has been reduced*

*by 80 kilos is offset by the enhanced better power-to-weight ratio!! Only 291 Magnum utes are being built, and is there another Greg Murphy link somewhere with '51' of them destined for New Zealand. Those who rushed in to buy the SS-V Redline Ute may be wishing they had waited...*

Congratulations. Once again the Robertson Holden International Speedway maintained its high level of excellence by dominating the 2017 Speedway New Zealand Awards, claiming four of the major pieces of silverware. From the Manawatu Car Club's perspective the most important trophy was the naming of the SNZ Official of the Year, FAEWS GT Cup racer Ross Thurston. Mr Thurston is a man of many hats and he wears them



all very well. In speedway circles his name is highly regarded as a 'racer's referee', he has competed in racing at the highest level which has given him the best possible understanding of what's actually happening on the track. If he needs advice one of his right-hand men is Ian Easton, it's a frightening combination!! Well done Ross, richly deserved...

*What's happening to this country of ours? It's widely recognised that the agriculture sector is a key element in our economy, but are kiwis becoming a nation of 'Queen Street' farmers?? Just released figures of new vehicle sales for the first six months of this year reveals that the list of NZ's Top 10 most popular vehicles for the period includes five utes, three SUVs, one car and one van - that's scary stuff and clearly illustrates how the local market has continued to change. The Ford Ranger is # 1 followed by the Toyota Hilux and Holden Colorado to complete the ute trifecta, the Mitsubishi Triton claimed fifth place with the Nissan Navara eighth. In the SUV sector Toyota's RAV4 was the top seller but ranked only sixth overall ahead of the Kia Sportage with the Mazda CX-5 back in ninth place. The Toyota Corolla easily remains this country's biggest selling car but could only manage fourth on the list, while the most versatile vehicle of them all completes Top 10, the Toyota Hiace van. So if you want to be fashionable, it appears that the Ute is the only way to go. But maybe the real reason for the popularity of the utility vehicle has got nothing to do with farming at all. Could it be having rights to a parking space at the local supermarket where bigger is best...*

Of note on the international auction scene was the recent sale of a 1996 Subaru Impreza. Not just any old Impreza though, this was chassis number 001 of the WRC cars, the primary test and development car used by Prodrive to hone the Impreza for Subaru's assault on the World Rally Championship. Driven in period by Colin McRae amongst others, after its rallying career was over it was retained by Dave Richards for the Prodrive "museum" and restored by the team. This icon finally went under the hammer for 230,625 English pounds (\$405,400 NZ).

*Sad to note the recent death of Eric Broadley, the man behind the British Lola marque. His influence and ideas permeated the sport from Formula Ford to Formula 1 in the second half of the 20<sup>th</sup> century. In his late teens he honed his driving and nascent engineering skills firstly with an Austin 750cc racer before producing his first car, the Broadley Special. This car was a genuine Lotus beater, and became the Lola Mk 1, which was designed to house multi format engine and gearbox combinations. This customer focus became one of Lolos enduring traits. Formula Junior cars followed which led to a commission by Reg Parnell to build the Bowmaker F1 cars for the 1962 season. Around this time Broadley came to Fords attention, and it was famously his design that ultimately became the GT40. Lola had huge success at Indy over the years, the first win coming with Graham Hill in 1966. Mario Andretti, Bobby Rahal, Al Unser Jr, Paul Tracey and Michael Andretti all took CART titles in Lola chassis, and Arie Luyendyk gave the company their 3<sup>rd</sup> Indy win in 1990. Best known of their cars were probably the T70 sports car series and the T300/330/332 F5000 cars along with some very successful 2 litre sports cars. The company folded in 1997 after a disastrous F1 project went sour and Broadley retired. The remains were bought by Martin Birrane who brought the name to the fore again in Champ Car and endurance racing.*



Your contributions to Grid Torque can be sent directly to Russell at [russellharris@clear.net.nz](mailto:russellharris@clear.net.nz) or to Trevor at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)

## ANOTHER MCC THEATRE NIGHT COMING UP??...

Following on from 'Senna', 'RUSH' and 'McLaren', another motor racing movie has been released with a one word title - 'WILLIAMS'.

It's the extraordinary story of team owner Sir Frank Williams who founded Frank Williams Racing Cars in the mid-sixties and contested the 1969 Tasman Series with a Cosworth V8 powered Brabham BT24 driven by Piers Courage. The popular 'Last of the English Gentlemen' finished third overall in the series with the team's best result second place behind the Ferrari of Chris Amon at Levin.

In 1980 Sir Frank won his first Formula One World Drivers and Constructors Championships with Keke Rosberg and the team went on to claim six more Driver's titles over the years, the last in 1997 with Jacques Villeneuve.

A key element in the Frank Williams story is that in March 1986 he became a tetraplegic following a car crash and has since been confined to a wheel chair. Despite this set-back he continued to run Williams Grand Prix Engineering until stepping down from the Board in 2012, replaced by his daughter Claire. Sir Frank remains in the role of Team Principal and is one of the most respected people in the sport.

The rags to riches cinematic story is the work of BAFTA winning director Morgan Matthews, 'WILLIAMS' had its world premiere screening on 11 July at the Curzon Mayfair Cinema in London's West End.



Seems like there's more great viewing coming up for club members on the big theatre screen at Event Cinemas.

The timing of the movie is most appropriate as 2017 marks the 40th anniversary of the formation of the Williams Grand Prix Engineering Formula 1 team that has won seven F1 Drivers Championships and nine Constructors Championships.

Earlier, two New Zealanders drove for Frank Williams Racing in the 1973 Formula 1 Championship at the wheel of Ford Cosworth DFV powered

Iso-Marlboro cars, Howden Ganley and Graham McRae.

Ganley did the full season with a best result in the Canadian Grand Prix at the Mosport circuit, finishing in 6th place after starting from grid position 21 on a track that went from wet to dry as the race progressed. For McRae there was just a single appearance, but it was historically significant.

At the British Grand Prix there were three New Zealand drivers on the grid, Ganley and Graham McRae in the FWR Iso-Marlboros and Chris Amon driving the Martini Racing Team Tecno. The race was marred by a 10 car crash that stopped the race after just one lap, McRae made a good start but was caught-up in the incident and forced to retire with a sticking throttle. Amon joined him in the pits on Lap 6 with fuel pressure problems, but Ganley upheld kiwi honour by crossing the line in 9th place, sandwiched between Jacky Ickx and Jackie Stewart...

RH

## 70 YEARS IN THE MAKING...

Saturday 01 July 2017 marked another milestone in the history of the Manawatu Car Club, it was the day that the club celebrated its 70th Birthday and recognised its achievements since being founded.

The MCC story began at 8pm on 26th June 1947 with a meeting at 28 Manson Street in Palmerston North that was attended by 17 interested people. Things moved very quickly, the club was formed and ran its first event just a few weeks later, a 120 mile Trial to Apiti and return with eleven 'competitors' participating.

Since that time the club has continued to be a motorsport leader in this country, both on and off the track.

As a result there was much to celebrate as past and present members came together to reflect on the club's proud achievements.

The 'open day' at the renovated club rooms met with the approval of all those who visited. Thanks to the rotating photo montage on the big screen, the many photo boards and the revamped archives room many memories were rekindled. The people were greeted at the door, fed with finger food and offered refreshments throughout the day, all conducive to creating the relaxed atmosphere that was the prime objective of the organising committee, a mood that continued into the evening and the celebration dinner in Manfeild Stadium's level one suite.

An entry walkway was formed through a diverse selection of competition cars in the foyer, including the ex-Jack Brabham ex-Denny Hulme Brabham Climax grand prix car from the Rush Collection. On the first floor landing the 150 arriving patrons were entertained by Feilding High School music students Kathy Keane and Piper Bismark who were fundraising for a school music tour to Melbourne next year.



There were pre-dinner drinks and lots of chat before proceedings began with the emphasis on a casual and relaxed atmosphere. President Richie Arber welcomed everyone (there were no special guests) and there was a response from Motorsport New Zealand President Wayne Christie before Russell Harris took over.

Following a message from Monaco-based Brendon Hartley on the three large screens the evening evolved. With a theme of informality and spontaneity there were no pre-arranged speakers, no notes to work from, just the list of attendees. Responding from their seat thanks to using a second cordless microphone, those asked questions responded brilliantly, extraordinary memories were forthcoming, hidden facts were revealed, and there was no shortage of humour with a list of 'speakers' that included Trevor Weir, George Hoskins, Vern Marshall, Terry Rush, Tim Gibbes, Brian Davies, Graeme Lawrence, Steve Bond, Lynda Hartley, Ian Easton and Nelson Hartley, together with Tish, James and Georgie Amon, the final words coming from Palmerston North Mayor Grant Smith.



Each setting had a place mat with photographs of various motorsport activities at Manfeild, there were small individual gift bags, a superb meal from Carol and her team from 'The Verdict' and the cutting of the 70th Birthday Cake, appropriately by club veteran Stan Turner and Tish Amon.



All too quickly the Club's 70th Birthday Celebration ended with the realisation that Round 2 of the Feilding Auto Electrical Winter Series was the next day!! There was so much more that could have been told - maybe that will have to wait until the 75th Jubilee.

Organising Committee members Jill Hogg, Jacquie Mannes, Lydia Arber, Richie Arber and Russell Harris can look back with some satisfaction on a day that achieved all of its objectives and maintained the club's expectation of excellence. There were others whose contributions were a factor in the success of the day's events - Malcolm McKinnon/Audio Progress, Truck Rentals, Vern Marshall, Jacquie Mannes for the 70th birthday cake, Samantha Stanley's delightful 16 year old daughter Monique who captured the spirit of the evening through the lens of her camera, those who made their vehicles available for display and the First Security man who looked after them.



Unfortunately there were a number of people who were unable to attend for various reasons, a list that included Rob & Wendy Lester, Peter & Beulah Farland, Helen Worboys (Mayor MDC), Kenny Smith, Brian Green, Greg Murphy and the Higgins Family.

In the following week a number of congratulatory emails were received:

*Wendy and I have heard from a number of our former Car Club colleagues who were most impressed by the efforts which you and your Committee put into the 70th Anniversary of the Manawatu Car Club.*

*You are to be congratulated for the style and flair which produced such a memorable occasion for so many present and past Club supporters.*

*Wendy and I know about the workload which enthusiasts put into these events, and the outcome which you have achieved is a credit to all involved, and portrays a Club spirit that is great to see.*

*We are sorry that our present circumstances prevented us from joining you all - but perhaps we can meet up at the NZGP and look over the revitalised clubrooms, which we have heard about.*

*In the meanwhile,*

*Best wishes,*

*Rob (Lester)*

*We were thrilled to be invited to the birthday celebrations for the Manawatu Car Club because as you say it was a special place in Chris' heart. He was so excited when Robbie told him a circuit was going to be built on his home turf that had the backing of the car club and Higgins. And he always said it was the best circuit in New Zealand and I absolutely agree with that.*

*We all enjoyed the evening so much, the stories were great and the members so welcoming. So well done to you all, the years planning was so worthwhile for a fabulous evening and I'm sure a lot of hangovers for the drivers on Sunday.*

*Thanks again and see you at Manfeild sometime soon.*

*Tish (Amon)*

PS. Lynda Hartley was asked about her parents John and Elaine Morrison, the original gate keepers at Manfeild when there was just the one entry gate off Kawakawa Road. They wore the traditional white coats and each had a leather school bag for the cash.

Absolutely no one got past the Morrison's without paying or showing the appropriate pass, John had a simple rule - *'No exceptions, pay or stay away'!!*

It was later revealed that the two bags are still in Manfeild's possession and one will be donated to the MCC archives for display.

Manawatu's Blue Loos

**Gecko**

**ENVIRONMENTAL 2014 LTD**

**0800 025 552 or 021 509 221**

Mark & Rachel O'Connor

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

**Septic Tank Clearing & Portaloo Hire**

**Suppliers of Portalooos to the Winter Series.**

## TAKING IT TO THE PEOPLE...

Under the umbrella of Liberty Media Formula 1 has definitely picked up the ball in terms of entertainment and popularity, and fans are responding in big numbers.



Prior to the British Grand Prix, they took their F1 Live show to the streets of central London with tens of thousands of people behind the kerbside barriers, the fans were 10 deep in places - if they couldn't see at least they could hear the noise and smell the action with the burn outs and lurid slides!! There were the latest F1 cars and some famous older examples, the grand prix drivers fully immersed themselves in the spirit of the occasion, even down to the bubbly spraying. They went

down the crowd lines hand slapping and posing for selfies left, right and centre, they mixed and mingled with the fans signing anything thrust in front of them.

So well done to Liberty Media, the F1 teams and the authorities of London, just a shame that one driver didn't show up for the fan party. Ironically it was local hero Lewis Hamilton...

## FAEWS ROUND 2 REFLECTIONS...

Another club first. The meeting moved the MCC into the era of 'live streaming' utilising the services of Event-Tech who have been involved with the Robertson Holden International Speedway for many years. Three cameras were used and the operators/director did a very good job first up, a most encouraging start that has received positive and favourable feedback.

*More talent unearthed. Being unable to compete must have been very frustrating for Ray Hartley, so the man who is never-short-of-a-word came up with a solution. He took the remote microphone and patrolled pit lane, chatting with a driver/s from each race and handing out his highly sought chocolate fish. With the event being 'live-streamed' for the first time the outside world would have appreciated his input. At the end of the day Mr Hartley suggested that he may have found a new motor racing career, so have we seen the last of the long-time Porsche/MG pedaller on the track...*

Going Nowhere. In the control building the small illuminated sign alongside the elevator button showed 'Out of Service' for most of the day. Apparently some of the film crew who were heading for the roof platform to set up had their travel plans cut short when their mode of transport stopped in mid-flight. Fortunately there are emergency procedures and the situation was quickly resolved much to their collective relief. The end result was climbing up and down more stairs than expected...

*International interest. President Richie received a message from one of the IB Cuppers who was missing from the grids on the day but was able to view the racing via 'live streaming'. But Peter Beauchamp wasn't watching from the comfort of home, he was on holiday in Canada at the time...*

Unsealed. GT Cupper Ross Thurston showed he would be the man-to-beat during the brief practice/qualifying session, nearly 5 seconds ahead of his nearest rival. In the first race the Mitsubishi Evo was powering away from the field, but on the back straight on lap four the car suddenly emitted a massive trail of oil smoke that certainly looked both spectacular and expensive. Had the engine hand grenaded?, had the turbo suffered an internal haemorrhage?, were questions being asked - it proved to be as simple as a blown oil filter seal. To minimise the risk of engine damage 'Evo-man' had fitted a very trick American two piece filter as part of his preparation, so the sealing ring blowing was most unexpected. Luckily, it proved to be a straight forward fix - a short drive to Repco in Feilding, buy a \$10 Ryco filter, problem solved. Unexplained is the reason for a DNF in Race 2 and a DNS in Race 3...

*Last race, last lap, last corner - unlucky last. There was great deal of sadness around the pits at the conclusion of Round 2 of the FAE Winter Series, the reason was seeing the Nissan Skyline GTR of Max Pennington on its trailer in badly damaged condition. For Max the meeting was to be his finale to a racing career that spanned 51 years. During that time he had a major involvement with the Nissan Mobil 500 series and was one of the instructors for those selected to participate in the popular Celebrity races. The immaculate # 116 Skyline GTR was running the GT Cup class but by their final race of the day the GT Cup was down to three runners with Ian Easton and Ross Thurston parked-up. Understandably the decision was made to again run the GT Cup cars with the 16 car IB Cup field for the handicap six lapper. As is normal the field bunches up closer during the final lap and this race was no exception with cars two and three wide dicing for position. Nearing the end of the back straight for the final time Max was 'threading the needle' through the traffic when contact was made and the GTR speared off the track at high speed, glancing off the inside protective barrier and continuing along the wall until finally stopping at the Turn 7 flag point!! Max was shaken but mingled in the pits before driving his motorhome back to New Plymouth. He felt pain overnight, the next morning's hospital visit revealed 3 broken ribs!! Max Pennington's racing career deserved a much better finish...*

Serious ouch. Manfeild Park Operations Manager Steve Easthope later reported that the contact between the Skyline GTR and the infield barrier was very significant. The force of the impact moved four of the 2 ton concrete blocks back half a metre!! Now that's what you call a 'King Hit'...



*Winners are grinners. After the final race the biggest smile of the day was on the face of Andrew Manderson, the former National League basketballer 'slam dunked' the field in the IB/GT 'combo' race. Life was a little gloomy with a DNF in the Reverse Grid race, Andrew's race ended prematurely, however the 'IB' Honda Integra was in fine fettle for the third outing of the day. In the closing laps Andrew was being chased hard by IB class sponsor Geoff Spencer in his BMW, the gap was diminishing very quickly as they went into the final lap. But the basketballer 'ran the clock down' and crossed the line 2.6 seconds ahead of the Coresteeler to take the win. He would have been even happier after noting that his best lap time had improved by around five seconds from the start of the day...*

Honest racing. Perusing the result sheets revealed a very interesting fact - only one driver was penalised for a time breakout!! It wasn't because drivers were displaying amazing powers of discipline, the real reason was the track conditions. Cool temperatures, low cloud, overcast, damp track, no drying wind. Simple answer really...

*Boys turn to win. Formula First's fast lady Amy Smith was the driver to beat in the opening round, but the boys had their revenge in Round 2. Nine entries including several new names to the series and typically close racing, in the final race there were 5 lead changes on a slippery track!! Aucklander Nathan Sudiono was one of the new drivers and he immediately impressed by posting the fastest qualifying time, more than half a second quicker than FAEWS regular Alex Hawley who would later set the FTD. Unfortunately for Nathan that form didn't carry into the racing itself with a best result of 5th in Race 2. Three races and three different winners with Billy Frazer, Conrad Clark and Callum Crawley first across the line while Alex Hawley continues to rack up the points with his consistency to head the points table. For Amy it was not a good day at the office, after spending the qualifying session in the pits she placed 7th place in Race 1, a DNS was recorded for Race 2 followed by 9th in Race 3. We all have the occasional day-to-forget...*

Close finishes. In Race 1 for the SF Cup class Sean Browne beat Matt Smith by 0.040 of a second after a side-by-side dash to the black and white flag with Bayley Walker just 2/10ths further back. If you thought that was close, the finish was even more desperate in the opening IB Cup Scratch race when Dave Thomsen in his rapid Mitsy Mirage Turbo edged out Geoff Spencer's BMW by just 0.029 of a second. In the Reverse Grid Race 2 Thomsen went from grid 16 and last to second in another thriller, losing out to pole sitter Richard Clulee by 0.438 of a second in the run to the line with the first five cars covered by just two seconds. Spare a thought for Graham Moody in the Classics Cup, twice beaten in close finishes by margins of 0.655 and 0.034 of a second. Great racing and the sort of stuff that people would like to see at major meetings around the country...

*Not-so-close finishes. Kerry Tong was a very comfortable winner in all three Taxi Cup races with his biggest margin more than 14 seconds. But the Falcon driver might not have it so easy next time if stories that arch-rival Craig Schofield is set to return for Round 3. If that happens we are back to the classic Ford versus Holden battle for supremacy. Fourteen seconds was close when compared to the first GT Cup race where Craig McIntosh powered his ultra-quick Mitsy Evo to a 28 second win, but that figure was eclipsed in the SF Cup Handicap when Simon Manthel scored a 29 second victory over Tiki Mossop. While that may appear to be boring racing to some, it has to be remembered that there are always races-within-races to maintain interest...*

Lots of winners. Billy Frazer, Conrad Clark, Callum Crawley (Formula First). Craig McIntosh x 3 (GT Cup). Sandra Eden, Grant Rivers, Ian Williamson (Classics Cup). Dean Curtis x 2, Layton Hammond (Retro Saloon Trophy). Geoff Boyden x 3 (GT Oil Saloon Cup) Dave Thomsen, Richard Clulee, Andrew Manderson (IB Cup). Kerry Tong x 3 (Taxi Cup). Bryce Hogg x 2, Troy Howard (MX5 Cup). Cory Anderson x 2, David Penfold (RS Cup). Sean Browne, Greg Browne, Simon Manthel (SF Cup) Ryan Urban x 3 NZ Superkart Drivers Championship). Generally it shows that the format of the series is right on the mark and achieving its objectives...

*Takeover imminent? There were 14 entries in the RS Cup with a 50/50 split of men and women, which must be unique in motor racing in this country. The latest addition to the female ranks is Tessa Field who has swapped her speedway Stockcar for a circuit racer during the winter months, and having to note that Manfeild has both left and right corners, longer straights and a much grippier track surface. During the meeting the girls achieved*

*some very impressive results with Anna Wild second quickest in qualifying and backing that up with second place in the RS opener, Hilary Ashworth was second home in Race 2 and Samantha Stanley had the same result in the final handicap 6-lapper. You had to feel a little sorry for Sam because she was heading for her first ever win but was run down by David Penfold as the checker flag beckoned, beaten by 8/10ths of a second!! Mr Penfold certainly found some pace from somewhere because his fastest lap in that race was more than 3½ quicker than earlier in the day. The only consolation for Samantha was setting the class FTD, the lady has come a long way in a short time...*

MX-Fivers had an interesting day. The Hogg Brothers (Bryce & Gareth) dominated the first two races while long-time class supporter Troy Howard was a popular winner in the Handicap. Alex Corpe topped the qualifying sheets and was at the pointy end of the pack, so too was Jeremy Hoskins. Others had their dramas. Derek Smyth had a lurid spin across the track heading towards Toyota after the lights went out, impressive avoidances followed. Second season FAEWS racer Matt Dilly's lap times improved by more than six seconds as the day progressed but the popular driver from The Lone Star State retired after a single lap in the final race with a blown diff. Manfeild media man Richard Bosselman grew with confidence at his second meeting, from a qualifying 1.36.09 to a best 1.29.29, along the way he also had a huge moment in the esses when the # 90 car was in complete control of the driver, but he went home the happiest man of all after beating two-time champion Bryce Hogg by 1.4 seconds - the fact it was the Handicap Race and the pair placed 11th and 12th respectively out of the twelve finishers was irrelevant!! Bragging rights are everything...

*Battle lines drawn. In the SF Cup it's definitely game on in the Browne family between father and son. Remembering that Greg was a non-starter in Round 1, young Sean got the perfect start to Round 2 when he won the Scratch race with the older Greg back in 4th place, it was advantage Sean. Sweet revenge came in the Reverse Gridder when dad beat lad by 1.2 seconds. One all. The final Handicap race proved very little with Sean finishing 12th and Greg two places further back in the 16 car field - Sean probably claimed a bonus point for his faster best lap time!! Two rounds remain and it's hard to see the duel for family honours lessening in intensity...*

Noted. Brock Cooley ran a 'borrowed' Mazda RX7 in the GT Cup but it in the haste to get out onto the track for their final race the crew may have overlooked the necessity to check the security of the bonnet. Out on the track the rear hinged panel went from the horizontal to the vertical position which severely restricted forward visibility. Fortunately it happened on the warm-up lap at much less than race pace.

Ian Easton was a non-starter in the final GT Cup race, the # 111 Ford Mustang had been loaded into the Easton Motorsport transporter. Word was that the Roush built engine had a problem in an area where Roush built engines aren't meant to have a problem.

IB Cupper Richard Clulee had a big moment exiting the Turn 7 sweeper on the opening lap of his first race. Thankfully the BMW spun onto the infield instead of going the other way which would have made life very interesting for the pack of following drivers!!

Wanted. Opposition for Geoff Boyden in the GT Oil Saloon Trophy category. Michael Jane doubled the size of the class field in Round 1 but didn't appear for Round 2. It can't be much fun racing on your own with an end-of-series trophy at stake. Thankfully there were four runners chasing points for the Retro Saloon Trophy.

Superkarter Ryan Urban continued to be in a league of his own, but in the first race on the moist track his dominance looked to be threatened when Teddy Bassick overtook the leader and opened up an advantage in the following two laps. Was the cat playing with the mouse?? Urban got serious, hit the front again and won comfortably by three seconds.

Because of delays the V-Force workers had no proper lunch break for the second straight meeting. They might have been deprived at the time but most made-up for it at the post event BBQ. Despite the cooler weather they seemed to have worked up an appetite and a thirst, though not necessarily in that order.

The day ended, eventually. The delays went on and on, the late afternoon sky got darker and darker. Race 21 was the MX5 Cup / Taxi Cup combo but when the field assembled on the dummy grid all 21 cars were grouped as one, not in their normal split grids. There was talk, lots of talk, and the handicapping had to be revisited. There was a full 20 minute delay before the race finally got underway. It won't happen again...

RH

## INTERPRETATION...

At Round 2 of the FAEWS Samantha Stanley enjoyed the best day in her racing career. After qualifying 6th fastest (3 ladies in the Top 6 and 5 in the Top 10) the # 88 Honda was 6th in the Scratch race, 12th in the Reverse Gridder and an extremely close second in the Handicap 6 lapper. Chatting to Samantha and mentioning the big improvement in her driving the word 'aggression' was used. Wrong call. Lady racers do not use the word - *'we drive with assertion'*.

The Concise Oxford Dictionary defines 'assertion' as: - insistence on a right or opinion; insistence of recognition of one's claims; declaration; positive statement.

So 'assertion' it is then...

## HANG IN THERE LADIES...

With the strong female representation in the FAE Winter series it was timely that a recent edition of the local 'SKYSPEED' television programme included a story about Rosemary Smith, one of the early female rally drivers.



The fast lady from Dublin achieved remarkable success during an international career, in her early days as a factory contracted driver for the Rootes Group. She drove cars ranging from the Sunbeam Rapier to the V8 engined Sunbeam Tiger, but her biggest achievement was winning the 1965 Tulip Rally outright driving a Hillman Imp, the following year she won the Coupe des Dames in the famous Monte Carlo Rally.

In 1968 there was a switch to a Porsche 911, then two years later Smith finished 10th overall in the demanding 1970 World Cup Rally driving an Austin Maxi.

Away from rallying, the Irish woman drove sports cars in the American endurance races at Sebring and Daytona and has participated in the Goodwood Festival of Speed, while her latest achievement in motorsport came earlier this year at the Circuit Paul Ricard in France.



On 10th May Rosemary Smith drove an 800 horsepower Renault Sport single-seater as part of the celebrations acknowledging the French company's 40th year in Formula One.

In life, opportunities come along from time to time, but this one was well worth the long wait for the 79 year old, with it came the honour of being the oldest person to drive a F1 car...



## OVERLOOKED...

Quite rightly much was made about the achievement of Chris Amon and Bruce McLaren in winning the 1966 Le Mans 24 Hour race and 50 years later having a New Zealand driver (Earl Bamber) in the winning car.

In June this year there was cause for even greater celebration because Brendon Hartley and Earl Bamber shared the spoils of victory with Timo Bernhard in what was arguably the most dramatic race in the event's long history.

Having two kiwi drivers in the winning car on two occasions is something special, but overlooked is the fact that this year's event was also cause for celebration in the United States of America - it marked fifty years since the All-American victory at the famous Sarthe circuit.



The winning drivers were a legendary pairing, A J Foyt and Dan Gurney, who shared a Ford Mk IV, an evolution of the J-Car that was designed and built by Ford's Special Vehicle Department but shelved in the early stages of the company's GT programme. The 1966 win was achieved with the British built Ford GT40, but Henry Ford II was insistent that the new challenger would be an all-American effort.

Following a disappointing performance in the Daytona 24 Hour, considerable modifications were made, in particular to the car's aerodynamics. Shelby American designed and fabricated a new low drag body shell in only 10 days that produced impressive results in the wind tunnel and on the test tracks where the new car was clocked at better than 355 kilometres an hour (220 mph).

The new car made its race debut in the Sebring 12 Hour Endurance race where it won in the hands of Mario Andretti and Bruce McLaren, but Le Mans was the real target. Ford entered four of the 7-litre Ford Mk IVs, only one finished, but it was where it finished that mattered.

The Foyt/Gurney # 1 Ford took the lead after 90 minutes of racing and was never headed. At 4pm on the following day they held an advantage of nearly 4 laps over bitter rivals Ferrari to record a stunning victory in the world's most famous sports car race, and all in front of the Ford hierarchy.

Henry Ford II had his wish - winning at Le Mans with an American built car, prepared by an American team and driven by American drivers

On the victory podium another piece of history was made when Gurney broke with tradition. Instead of sipping from the magnum of champagne and passing it around he shook the large bottle and showered Henry Ford II

and others in the crowd. What happened that day in 1967 established a ritual that has been re-enacted in victory celebrations around the world ever since.



After the ceremony Dan Gurney autographed the bottle and gave it to a well-known photographer, many years later it was returned to him, a reminder of the day that the stars and stripes ruled in Southern France...

For Antony-Joseph 'A J' Foyt 1967 was a special year in his extraordinary career. Eleven days earlier he had triumphed in the 51st running of the Indianapolis 500, avoiding a 4-car pile-up on the final lap to drive down Victory Lane for the third time - averaging 151.207 miles an hour in his Coyote Ford.

It was also a special year for New Zealand's Denny Hulme. Driving an Eagle Ford he finished in fourth place at the 'Brickyard' and was awarded the 'Rookie of the Year' trophy. Driving a Brabham Repco Hulme triumphed in the Monaco and German Grand Prix races and won the 1967 Driver's World Championship ahead of Jack Brabham. Yes, it was a very special year...

RH





## THE WINNING FEELING CONTINUES...

The 6 Hours of Nurburgring was the final European race in this year's FIA World Endurance Championship and the famous German circuit again proved to be a happy hunting ground for Porsche, and in particular the # 2 919 Hybrid shared by Brendon Hartley, Timo Bernhard and this year's new co-driver Earl Bamber .

With Porsche debuting their new high downforce aero package, the 24 Hour Le Mans winning trio continued their outstanding form at the 'ring, beginning on the first days 'free practice' with Bernhard quickest in the first session. In the second session Brendon beat his team mate's time by a



massive 3 seconds and was a full second quicker than Andre Lotterer in the # 1 Porsche with a similar gap back to the quickest Toyota - a very encouraging start to the weekend!!

However the pendulum swung towards Toyota in qualifying with pole position at an average speed of 188.5 kilometres an hour, the Hartley/Bamber/Berhard Porsche sharing the front row with their sister car in third place on the grid. Brendon - *'I've got mixed emotions as we definitely had a car capable of getting pole today. My lap wasn't 100% perfect while Timo was delayed by traffic. We missed out on pole by just over one tenth of a second so it was very close. Thankfully the # 8 Toyota, our closest rival in terms of the championship, starts from P4'.*

Following light rain in the morning, the race was run in dry conditions with the pole sitting # 7 Toyota setting the early pace ahead of the Porsches. The first round of pit stops saw Hartley take over from Bernhard. Brendon re-joined in third place behind Neel Jani, but he edged past the # 1 car 3 laps later before hunting down the Toyota and taking the lead, doing a double stint behind the wheel but dropping behind the Jani/Lotterer/Tandy 919 Hybrid before handing over to Bamber. At one stage Hartley lost some performance for an unusual reason, a build-up of rubber picked up from the track that affected the car's aero, it was cleaned off during the pit stops.

Back on the track Bamber soon regained the lead, only to lose it while avoiding a spinning LMP2 car. He still held second place at the 164 lap mark before pitting for Bernhard to do the final stint. A quick 'splash and dash' on lap 197 saw the German back in front, but not without a degree of controversy. A world championship is at



stake and the # 2 Porsche heads the standings, the # 1 car had a 'longer' final stop which worked in Bernhard's favour and he took the chequered flag to win his home race after covering 204 laps of the 5.14 kilometre circuit in the 6 hours.



When the cars crossed the finish line the # 1 Porsche was just 1.6 seconds behind the winning entry, with the # 7 Toyota shared by Kamui Kobayashi/José Maria Lopez/Mike Conway more than minute further back. The # 8 Toyota TS050 finished in fifth place, losing valuable points in the process and easing the pressure on Porsche at the halfway mark in the championship race.

For Porsche it was a hat-trick of victories at the Nurburgring, likewise Brendon Hartley and Timo Bernhard stood on the top step of the podium for the third successive year.

Timo - *'Either Porsche could have won today - it was very close from the start through to the finish'.*

Earl - *'It's been a nice Sunday drive'.*

Brendon - *'I was really happy with my first stint. I took over from Timo and came out right behind the sister car but got ahead within a few laps. The car was feeling really strong initially and I took the lead from the Toyota and pulled out a good gap. But halfway through the stint we lost some performance, caused by pick-up with regards to the front aero, but then right at the end the balance returned. The entire team was faultless and my speedy team mates were in fine form. Big thanks to all the boys and girls at Porsche for all the hard work on the high downforce kit, a double victory at home felt special and well deserved'.*



Now the WEC teams take a northern summer break with Porsche leading the Manufacturer's Championship by 39.5 points over rivals Toyota, while the Hartley/Bamber/Bernhard combination heads the Driver's Championship standings by 30 points over the # 8 Gazoo Racing Toyota of Sebastien Buemi/Kazuki Nakajima/Anthony Davidson, the defending champion # 1 Porsche holds fourth position, 62 points behind the leader.

The 2017 WEC results chart shows that the # 2 Porsche team is the hottest ticket in town at the present time - 2nd in the opening round at Silverstone, 3rd at Spa-Francorchamps in Belgium followed by

back-to-back wins at Le Mans and the Nurburgring.

The fifth round of the championship is the 6 Hours of Mexico at the Autodromo Hermanos Rodriguez in Mexico City on 03 September...

RH



## COMING TO AN END...

On Friday 28th July Porsche officially announced that its involvement in the LMP1 class of the FIA World Endurance Championship will end at the conclusion of this season. The company confirmed that it will increase its commitment to the GT class, thus remaining involved in the WEC as well as contesting the American IMSA Sports Car Championship and other long distance classics running their 911 RSR model.

Further, it was confirmed that from 2019 a Porsche works team will compete in Formula E which the company sees as the ultimate competitive environment for driving forward the development of high-performance vehicles in areas such as environmental friendliness, efficiency and sustainability.

The best news at the announcement was that the current LMP1 team will remain intact, including the drivers - that guarantees future employment for Brendon Hartley and Earl Bamber, and don't be surprised if Brendon gets the nod to develop and race the new Formula E single-seater, his testing experience at Red Bull and Petronas Mercedes will be invaluable to the Weissach team.

Fritz Enzinger is the Vice President LMP1 and a key player in Porsche's return to top-level motorsport in 2014 - *'Building up the Le Mans team from scratch was a huge challenge. Over the years, we have developed an incredibly successful and professional team. This will be our basis going forward. I am certain that we will maintain our high level in Formula E. Confidence is high, and we are excited to get started'*.

So after four highly successful seasons in LMP1 that include a hat-trick of wins at the 24 Hours of Le Mans and back-to-back Manufacturer and Driver Championship title in 2015/2016 Porsche is preparing to move on in-line with the company's future strategic programme. In the meantime, they have two World Championships to defend and are well positioned to complete the coveted double in a season that ends at Bahrain on 18 November.

Brendon - *'Porsche LMP1 will stop at the end of this year. It's a big shame but in the same breath it's been an absolute honour and privilege to share success with the Porsche team, create unforgettable memories, and to play a part in the success and development of the 919 Hybrid over the past 4 years. Racing is in Porsche's blood and I'm looking forward to whatever the next challenge may bring. We will give our 100% for the remainder of the season to fight for the World Championship title and to give the 919 Hybrid project the ultimate send-off it deserves. Danke schon!!'*



Formula E might not have the visual appearance and noise of Formula 1 but it does have the huge advantage of taking the racing to the people because the race venues are specially designed street courses in the heart of major cities, clearly displaying the philosophy of FE's Liberty Media owners who have done a spectacular job in their first year of running Formula 1.

Now in its third season, Formula E has become a focus for a number of major vehicle manufacturers with grids including the names of Jaguar, BMW, Audi and Renault-Nissan. Now Porsche is joining the silent armada. There are strong suggestions that Mercedes Benz is quitting the German DTM

Saloon Series and switching to Formula E, while the Fiat Group and an unnamed Korean maker have indicated their interest in future participation. It's a list that makes impressive reading...

RH

## KIWIS HOT IN AUS...

Ya gotta love the Ozzie Supercar Scoreboard. After the Townsville 400 and the Ipswich Super Sprint rounds the victory scoreboard reads - NZL 13 - AUS 3. In pole positions it reads better still - NZL 14 - AUS 2.



At the Watpac Townsville 400 round at Reid Park on 8 July the local fans were overjoyed when Jamie Whincup won the Sunday race because their number of wins was immediately doubled!! But Scott McLaughlin was the man who ruled the roost with two pole positions and a win in the Saturday race and second place behind Jamie Whincup on Sunday to go to the top of the championship

standings. The Queensland track wasn't very kind to our man Fabian Coulthard. The weekend didn't get off to a great start with a lowly 9th in Qualifying for Race 13 of the championship but it did get a little better in the race itself with 10th place. Fabs would have gone to bed hoping for a better day tomorrow, unfortunately that didn't happen. Twelfth in qualifying, turned around on the opening lap, and only recovering a few positions to finish a lowly 21st - that's a very long way from his regular spot on the podium!! From being 10 points ahead of McLaughlin after the previous round at Darwin, Fabian was now 158 behind his team mate and hoping for a change of fortune.



The month of July ended with the Coates Hire Ipswich SuperSprint at the Queensland Raceway. Queensland is the home state of DJR Team Penske but the two Shell V-Power drivers weren't able to deliver the perfect result.

For Scott McLaughlin it was business as usual in the first race of the weekend, pole position, first place and another 150 championship points in the bag. Team mate Fabian Coulthard had a day that was much harder work. It didn't look good starting from 13th position on the grid but FOC was a man on a mission. With a handful of laps remaining he was running 10th, then passed four more cars before the flag to claim a hard earned sixth place.



Sunday's longer 200 kilometre race had McLaughlin on pole with Chaz Mostert alongside but Scott had an average start, an average opening lap and an average first pit stop, from that point he was playing catch-up with Mostert controlling the race. In the garage they rolled the dice to get the # 17 car into contention, up to second place and closing to 2.8 seconds behind the leader. A life line was thrown on lap 54 with a Safety Car intervention, the field closed up, and the race went green with 8 laps to run. But Mostert wasn't going to be denied his second win of the year, crossing the

line ahead of McLaughlin with the fast finishing Shane van Gisbergen claiming his second third place of the weekend, the trio separated by 1.25 seconds.

Coulthard was 5th across the line, dropping more championship points behind his team mate, so after 16 races McLaughlin tops the table with 1896 points, 129 ahead of Jamie Whincup, Coulthards a further 104 points back, just 25 ahead of SvG. The kiwi roosters can't crow too soon because the big points endurance races are still to come...



How close can it get. For Race 15 at Ipswich qualifying was run at record breaking speeds, McLaughlin posting the quickest time ahead of a resurgent Craig Lowndes, the margin a minuscule 0.0089 of a second. The top five cars were separated by 1/10th of a second, the top seventeen by half a second and the fastest 27 of the 30 cars were within one second of the pole time. Twelve months earlier the MCC's Chris Pither claimed his first and only Supercar pole position on the Saturday on the same track, the Super Black Racing Falcon stopping the clock at 1 min.10.038 secs. McLaughlin blasted around the 3.12 kilometre long track in 1 min 08.817 secs!! Following practice his engineer Ludo Lacroix had said 'You don't know what this car is capable of'...



Fast forward 24 hours. The popular little Frenchman was right. In qualifying for Race 16 young Mr McLaughlin clocked an amazing 1 min 08.4208 sec lap to claim his eleventh # 1 starting position for the season and equal the record of five consecutive pole positions. It seems appropriate that he now shares the honour with one of his bosses, the legendary Dick Johnson, both driving Ford cars carrying race number '17'. So there's a new challenge for the Speedy Kiwi in qualifying for the first race at the Sydney Motorsport Park...

Spotted. Seen in the big crowd at the Queensland Raceway were 1981 World Champion Alan Jones and none other than Kenny Smith. Can't imagine the pair being relegated to watching the racing from the spectator embankments. Any of the corporate boxes would have been very pleased to host them, simply a case of making a choice...

Back behind the wheel. Kiwis Chris Pither and Richie Stanaway were among those who got important wheel time during the Euro Cup co-driver's session at the Ipswich weekend. Chris is teamed with Dale Wood in the # 99 Erebus Motorsport Holden Commodore while Richie re-joins Cameron Waters to share the Monster Energy Ford Falcon. The first of the three EC rounds is the Sandown 500 in mid-September, followed by the Supercheap Auto Bathurst 1000 and the Gold Coast 600. Following the three endurance races comes the ITM Auckland SuperSprint on 4/5 November at Pukekohe, on present form that should be an incredible weekend for kiwi motorsport fans...

RH

## PLAQUE ACKNOWLEDGMENT...

In the July issue of the magazine there was reference to the new plaque in the clubroom's entrance hall acknowledging the achievement of Brendon Hartley winning the 2015 World Endurance Championship.

It should be emphasised that the finished product was a very much a team effort. Former Formula Ford racer Gary Rogers is the owner/trainer/driver of 'Magnum Images' and was responsible for the stunning photographic montage while hobby framer Ken Benn produced the desired frame in his 'Picture Nook' workshop with a glass clearance tolerance of just one millimetre.

I had the easy part, the concept and providing the 1:18 scale model of the Porsche 919 Hybrid - it was the combined talents of Gary and Ken that produced the superb finished product...

RH

*Ed's note – If you haven't yet already seen this piece of art, I would suggest you stop in at the clubrooms and take a look. It is a real credit to all involved, and in fitting with the celebration of the Club history on the hall walls*

# DANNY'S

## AUTO SERVICES FULL MECHANICAL REPAIRS



**YOUR NEW LOCAL STOCKIST OF JAMEX RACE PRODUCTS**

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

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

## ANOTHER FORMULA 1 ANNIVERSARY...

1977 British Grand Prix at Silverstone is remembered for two reasons for different reasons, English hero James Hunt won the race, but the event also marked the arrival in Formula One of a driver quite unlike any other the world had seen before, or seen since.

The McLaren team entered a third M23 for a young Canadian snowmobile champion who had switched to single-seater racing cars and won the United States and Canadian Formula Atlantic Championships in 1976. He beat James Hunt, Alan Jones and several other Grand Prix stars in a non-championship race at the Trois-Rivières circuit. Hunt recommended him to the McLaren management and a deal was struck for up to five races during the 1977 Formula One season - his name was Joseph Gilles Henri Villeneuve.

Driving a powerful state-of-the art F1 car for the first time, Gilles Villeneuve astonished every onlooker during practice when he spun on every corner, it was his unique way of exploring the car's maximum adhesion limits!!

He qualified 9th fastest and eventually finished in 11th place after a non-scheduled pit stop caused by a faulty temperature gauge. People were impressed, *The Times* newspaper report commented - *'Anyone seeking a future World Champion need look no further than this quietly assured young man'*.



Remarkably McLaren didn't retain his services. Chris Amon and Walter Wolf made contact with the famous Maranello factory and in August Villeneuve flew to Italy where the 'piccolo Canadese' (little Canadian) met Enzo Ferrari, who saw him as a reminder of the great Tazio Nuvolari because of his physique. Following testing a contract was signed for the last two races of the season and a full season the following year, it signalled the beginning of a quite remarkable career, remembered for a wide variety of reasons, but in particular his uncanny car control and never-say-die attitude.

The record books only tell part of the story that made Gilles Villeneuve one of the most legendary drivers in motor racing history. During a five year F1 career there were sixty-seven grand prix starts, 6 race wins, 13 podiums, 2 pole positions and 8 fastest laps, runner-up to Ferrari team mate Jody Scheckter in the 1979 world championship.



He lived for the intense feeling of being on the ragged edge, and fans all over the world idolised him for it. In the words of Chris Amon - *'He had an outrageous driving style'*.

Off the track he was also different from the other drivers, living in a large motorhome with his wife Joann and two children.



Tragically, his life ended in a horrific crash during the final qualifying session for the 1982 Belgian Grand Prix at Zolder, and the entire racing world mourned the loss of the 32 year old.

At the funeral Scheckter delivered a simple eulogy - *'I will miss Gilles for two reasons. First, he was the most genuine man I have ever known. Second, he was the fastest racing driver in the history of motor racing. But he has gone. The memory of what he has done, what he achieved, will always be there'*.



English designer Harvey Postlethwaite was in awe of what Villeneuve achieved with the first turbocharged Ferrari during the 1981 season, scoring two wins in a poor handling car that had more power than normally aspirated Cosworth V8s but also had massive throttle lag - *'In terms of sheer ability I think Gilles was on a different plane to other drivers. To win those races at Monaco and Jarama on tight circuits was quite out of this world. I know how bad that car was.'*

His legacy lives on. The race track on Notre Dame Island in Montreal where appropriately he won his first grand prix in 1978 was later named Circuit Gilles Villeneuve in his honour. Son Jacques used his father's # 27 in the year he won both the Indycar Championship and Indianapolis 500, and in 1997 became the Formula One World Champion.

Forty years after his spectacular debut, the name, together with the number '27', hold a very special place in grand prix history. So does his unbelievable wheel banging duel with Rene Arnoux in the final laps of the 1979 French Grand Prix as they fought for second place - well worth a look on You Tube

Gilles Villeneuve is still regarded as the brightest star in the F1 galaxy. He was unique and his ability behind the wheel of a racing car has been best summed up by words from French driver Jacques Laffitte - *'No one can achieve miracles, but sometimes Gilles made you wonder'...*

RH

## NOT THE FIRST...

The July/August issue of the glossy 'NZ Classic Driver' magazine included a story that brought back a memory and could suggest that Brendon Hartley is not the first Manawatu Car Club member to win a 24 Hour 'race'.

Back in November 1972 Palmerston North couple Rex and Elaine Carkeek were the only starters in a 24 Hour 'race' with a difference. It called for very careful planning, clever strategy, exacting timing and personal endurance - it was the challenge of completing the journey from the Cape Reinga lighthouse to Bluff's Stirling Point in under 24 hours, without exceeding the speed limits along the way!! It has to be remembered that SH1 was very different 45 years ago to what it is now, gone are the likes of the Mangawekas, Earthquake Gully and the Hunderlees, today there are numerous time-savers in the form of bypasses, motorways and expressways. There were no all-night service stations, pumps after dark were coin operated.

The vehicle of choice was an 18 year old Citroen Big Fifteen, the legendary Traction Avante, with over 500,000 kilometres on the clock, so the 1.9 litre engine was well run-in!!

In-line with the traditional start of the famous Le Mans race, the Carkeek's started their marathon at 4pm on a trip that would require an average speed of just under 85 kilometres an hour (53 mph) to meet the target. The Citroen only had a top speed of around 120 km/h, however its forté was cornering ability thanks to a combination of front-wheel-drive and Michelin radial ply tyres.

At each mark down the North Island they were ahead of schedule and arrived at Rongotai Airport to be loaded aboard a special SAFE Bristol Freighter flight to Woodbourne, near Blenheim, then it was back on the road again heading south with more than half the time gone. Darkness turned into light and the Citroen remained ahead of schedule, finally reaching the destination with the clock showing 3.57pm - 3 minutes to spare!!

On 23 November 1972 the Carkeeks received a congratulatory message from Rob Lester on behalf of the Manawatu Car Club. On 20 June 2017 Brendon Hartley received a congratulatory message from Richie Arber on behalf of the Manawatu Car Club. Back in the seventies the message was hand delivered as a telegram, today the same thing is done my email in micro seconds - many things have changed over the years...





## LOOKING BACK...



I thought this month I would take a quick view at one of the Clubsport events that has for such a long time been a backbone of the Club, namely the autocross.

While gymkhanas (latterly renamed Motorkhana) are the most entry level of events, and in the early days formed part of the "Monte Carlo" style rallies run by the Club in the 1950s, the autocross is considered the next step up. Basically a huge Motorkhana, created to challenge participants and tailored to fit the venue, autocrosses are held on a variety of surfaces. The most common venues, up until the building of the circuit, were a friendly member or farmer's paddock. Once Manfeild was established the inner areas of the circuit added an extra area to create courses with the benefit of the clubrooms being right next door.

Of course the events were weather dependent so tended to be held in the drier months. Lately the Club has utilized the circuit to create sealed autocrosses which cater to the current member's needs.



The art of driving quickly on a greasy grass surface is one which has helped many MCC members to success in the rally arena as the techniques translate directly to gravel events. I can recall events with up to 70 competitors which really pushed the organisers and resulted in helpers timing anything up to 4 cars at once on manual stopwatches. The results were usually calculated on the aggregate of 3 or 4 runs, so mistakes hurt the end result!!



Photos, top to bottom

Mike Brown in the Brown Bros Ford Escort 1600 Sport, Don Gilham in his 1460 (??) Mini, Peter Day in the EX Lancer and Kerry Hammington in his 1600 Anglia. The first three taken at Manfeild, the last at Pahiatua (??)





The introduction of a sliding points scale which allowed for the number of competitors in a class and weighted the points according to their overall placing did much to give a level playing field and encourage a huge variety of vehicles. Likewise the decision to run road tyres only, which was made for pragmatic reasons (so as not to destroy paddocks) but took away some of the advantage of the more powerful cars. Then came the BOS (for Bucket of Sh\*t) class, first dreamed up by Curly Hamblyn and Chris Cowan amongst others. This encouraged the use of what are now termed “end of life” vehicles, that were a low or no cost option, and often with multiple drivers. I recall a series of Mitsubishi Mirages and an EX Lancer being used by my family, and from memory none of them cost more than \$100. Each was run until it broke (which in most cases took a considerable time) and provided a huge amount of fun for almost no outlay. The rivalry was tremendous.

Most of the paddocks used were far from flat, leading to some very interesting courses as the organizer of each event strove use the contour to provide a challenge to the drivers.



The markers used to define the course were constantly upgraded, with bigger flags, better wooden stakes, and finally the use of fiberglass poles and rubber rings to hold the flags on thanks to Keith Stewarts farming background. The wooden poles could damage cars if hit (an incentive to keep away??) whereas the fiberglass poles bent and were far less damaging



Photos, top to bottom

Brian Terry in the Datsun 1600, Graham Buchanan or John Reid in the Laser, the Welleans family Escort, and Keith Stewart in his 1600 Escort. All but the Laser taken at Pahiatua

# WE WANT YOU



## TO EXPERIENCE MOTORSPORT FROM THE INSIDE



**TEST DAY AND DRIFT PRACTICE CIRCUIT CHRIS AMON**  
SATURDAY AUGUST 5<sup>TH</sup>

**FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 3**  
SUNDAY AUGUST 6<sup>TH</sup>

**ENVIROWASTE BACK TRACK SEALED AUTOCROSS**  
SUNDAY AUGUST 20<sup>TH</sup>

Entry details on [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) or follow us on Facebook



# Events Calendar

## AUGUST 2017

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

## SEPTEMBER 2017

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

## OCTOBER 2017

- Sat/Sun 21<sup>st</sup> 22<sup>nd</sup>      OctoberFAST

## NOVEMBER 2017

- Saturday 4<sup>th</sup>      Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend  
Sunday 5<sup>th</sup>      Envirowaste Multi Event Weekend Motorkhana & Autocross

## DECEMBER 2017

- Saturday 9<sup>th</sup>      Envirowaste Track Day Series Round 4 (Final)  
Sunday 10<sup>th</sup>      Summer Series Round 1

# Come Racing With Us



## PARTING SHOTS...



Two great photos of MCC promoting itself to the public. The first is one of Terry Rush's trucks with the Russell Grace Mini 7 and Terrys Formula Vee on board at a Feilding Christmas parade. The second is the club display for the Feilding Centenary in 1981. Norm Lankshears Chevron and Bruce Turnbolls Fronzelli aboard Eddie Denchs (??) truck