

Manawatu Car Club Inc

MAGAZINE

September 2017



Something for Everyone

EDITORSPEAK...

Spring has sprung, the grass has riz, come out yourself and see how tiz – or alternatively in our case, I wonder were the lambies iz?? (with apologies to all those New Yorkers from whence the saying comes)

Certainly the last week has been amazingly summer like; the grass, well it's hardly knee deep, however it is at least getting half a chance after struggling to stay above the water most of the last few months; and yes, lambing is in full swing so there are lots of little bleaters on the hillsides. Ahhh the rural life

There has even been a social life this month too including Colleen and I at last making it to an MX5 run up here a few weekends ago. A great social bunch of people who were very friendly



and embracing, just like the Manawatu crowd, however the driving was, how shall I put this, a little less spirited !!! We enjoyed a lovely run down to Meremere, onto Island Block Rd (previously used in the Targa) through to Miranda on the Firth of Thames and then the long way back to Drury on some wonderfully twisty and challenging back roads, frustrated only by some of the other MX5 drivers. Obviously they take a more scenic approach to their outings, or perhaps it's a reflection of their normal driving habitat in the big (gridlocked) smoke!! Either way it was still a fun outing with the top down, heater on and winter sunshine beaming down and after a leisurely lunch we all ended up perusing one of the MX5ers private collection of "stuff". Some pretty amazing stuff actually, collected over many years and several generations. I'm continually flabbergasted by

what is hidden away/hoarded in sheds in this country.

I was intrigued a few months ago to find that we were having a speed camera installed on the road we use to get to Waiuku. This is the main road that runs up the spine of our little peninsula, used by all the residents who commute to Waiuku, Glenbrook and Pukekohe daily, and due to its tight and twisty nature subject to its fair share of incidents. During the summer months tourist traffic is high as they head up to the Heads (pun intended), and it's usually easy to tell them from the locals, as the speed differential is significant. The cynic in me of course had the camera placed on one of the three decent straights which provide the only real passing opportunities on the 40km odd stretch of road and thus the prime revenue gathering areas. So it was with some surprise that I have observed an Armco barrier and the concrete footing for the camera being constructed very close to a notorious "collision crossroads". The effect of the camera will be drivers slowing prior to that point and hopefully reducing the accident rate significantly. For once, the parties responsible for its placement are to be congratulated, even though it will probably only have any effect on the locals who know it is there. What would make it truly effective would be huge great signs either side of it announcing its presence.



Here's hoping that the weather holds for the last round of the FAEWS and that everyone enjoys a great days racing.

Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668

Secretary: Jeff Braid - 027 477 3337



Vice President: Tim Wilde - 0274 729 664

Your Committee:



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Archivists: Terry Rush, Jill Hogg, Russell Harris

Editor: Trevor Weir

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 12th September 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.

GRID TORQUE...

email russellharris@clear.net.nz

Driving Miss Daisy. In last month's magazine the President mentioned his surgery. Apparently it restricted his activities in a number of areas and in the early recovery days he was unable to drive, when travelling he could only get comfortable in a vehicle with the passenger seat partially reclined. So Mrs President became his on-call dedicated chauffeur. At least by sitting alongside Mr President she couldn't be accused of being a back seat driver...



Heat treatment. As part of his post-op recovery Mr Arber was advised that heat on the affected area would make life more comfortable and speed up the healing process. There were no hot water bottles, electric blankets, wheat bags or Voltaren Emugel for Richie, he looked outside the square to seek a more suitable and practical solution to make life more bearable. The Arbers went to Fiji for a week...

Driving lessons. Craig McIntosh has shown very good form in the FAEWS, particularly in Round 2 when he had a clean sweep with three wins from three starts. It's said that his off-track driving has also seen significant improvement, but we're not talking about on the road, it's on the golf course. It's been revealed that his niece's partner is Lachie McDonald, a former Manawatu/Wanganui representative who has turned pro and plays in tournaments on the Australasian circuits - so Zippo has his own personal coach!! Lachie was on the tee in Japan at the end of August, and that raises a question. Was he given a shopping list of Evo go-even-faster bits for the Rose & Crowner...

One for the Fordophiles. How about a 2017 Mustang with 1977 livery?? The 40th anniversary of the famous Ford 1-2 finish at Bathurst is certainly being celebrated in style with the news that a limited edition of seventy-seven Tickford Mustang GTs is being produced to pay homage to the victory of Allan Moffatt and Jacky Ickx. The Tickford Bathurst 77

Special is certainly not going to come up short in the areas of performance and visual appearance - the 5-litre V8 power plant benefits from the addition of a supercharger, while the car's exterior is a retro livery interpretation of the race winning car complete with a replica boot spoiler. Moffatt himself was involved with



Tickford in developing the ultimate Aussie 'stang that's a 'gotta have one' for Ford fanatics. With such a small number being produced there will be many disappointed potential buyers, for the fortunate few it will be a very good investment...

Holden + History = \$\$\$'s. Back in June a Holden A9X Torana Hatchback was put up for auction, but it wasn't any ordinary A9X. Driven by Bob Morris, the Ron Hodgson Racing/Channel 7/Breville/ASF Finance sponsored A9X won the 1979 Australian Touring Car Championship, when its racing career ended Peter Briggs acquired the car and for more than 35 years it resided at West Australian Motor Museums in Fremantle and York where it was one of the star exhibits because of its provenance. It wasn't always a static show piece, there were occasional

track outings at Barbagello Raceway. Earlier this year Briggs decided it was time for the # 7 A9X to go to a new home and it was shipped to Sydney for the Mossgreen auction on 28 May. When the hammer fell it changed hands for AU\$744,000 including buyer premium, well short of the pre-auction estimate of \$850,000 to \$1.05 million. Go back 40 years and the race ready cost of the Bob Morris car was \$11,000, a lot of money at the time...

Not the highest price. Earlier this year a road going Torana A9X with 140,000 ks on the clock was sold for AU\$260,000, but that is only pocket money when compared to a Ford Falcon GTHO Phase III that was sold privately just weeks later for AU\$750,000. That's a massive return on investment when you take into consideration that when it went on sale in 1971 the GTHO Phase III cost AU\$5,302. Old can definitely be gold...



Another game changer. Every sector of the vehicle market is producing models with a WOW factor that sets a new benchmark, and it appears that the magicians in Munich have pulled something really special out of their hat. That piece of magic is the BMW M760Li, the Bavarian company's new 7-Series flagship that carries a price tag of NZ\$350,000. The M760Li also happens to be BMW's fastest ever production road car, thanks to a small injection of M Sport performance enhancing components. Propelling the 2.3 tonne luxury limousine is a 6.6 litre twin-turbocharged V-12 engine that benefits from a M Sport exhaust system, the resulting 448kW of power being delivered via a M Sport calibrated 8-speed transmission to all four wheels - the result is a 0 to 100 km/h time of 3.7 seconds. Life on Germany's autobahns has got a little more interesting for rivals Audi and Mercedes AMG, the BMW M760Li is a stunning new contender for best in class. Maybe even best in show...



Another significant anniversary. The timing of the release of the M760Li just happened to coincide with the 30th year since the introduction of BMW's first V12 engined road car, the original 7-Series saloon. Three years later



the stunning luxury 850i coupé hit the market, at the time it had supercar performance with a top speed of 156 miles an hour and cost \$130,000 in today's currency - it was both fast and expensive. Wind the clock forward 15 years and a 6-litre BMW V-12 was the eventual choice of power plant for the iconic Gordon Murray designed McLaren F1 that stunned the world when it was unveiled in Monaco in 1992. The radical three-seater remains the world's fastest normally aspirated road car at 386.4 km/h (240.1 mp/h). It's a record that's unlikely to be beaten...

Mega dollar car park. On Sunday 13 August the Rush Collection was the destination for Wellington and lower North Island members of the Ferrari Owners Club of New Zealand. Seven examples of Maranello engineering were parked-up, ranging from a 1982 308 GTS (Magnum PI) to much more recent models like the 6.2 litre 740 horsepower F12 and California T. The 'tifosi' were most impressed with the hospitality (fresh scones with the

cuppa) and the wide range of vehicles that comprise Terry and Joy's outstanding collection. No cars carrying the famous Prancing Horse emblem in the shed, maybe one day...

Looks like bad news. Despite the best efforts of FIA Vice President Morrie Chandler and Hyundai factory driver Hayden Paddon it's looking more and more likely that Rally New Zealand will be missing from the 2018 WRC calendar. The high costs of coming to kiwiland don't help the situation and there are rival bids from Turkey and Croatia which are much closer to gravel rashing HQ's. Despite our roads being regarded as the best in the world, it's simply a question of economics for the teams involved... EDs note – it would appear Rally Poland has got the axe and Turkey will take it's place. No NZ unfortunately.

Better news. The Virgin Australia Supercar Championship bosses have been listening to the drivers, and more importantly to the fans. The outcome is that the ITM Auckland SuperSprint at Pukekohe Raceway will have a new format with two 200 kilometre races that will include pit stops, this move ensures that the previous major problem will be eliminated - there will be over taking!! In the past there have been two 100 kilometre races each day that tended to be very processional as there were no pit stops for fuel and tyres, strategies weren't part of the game plan, the key was starting from the front row of the grid. Our man Fabian Coulthard says 'It's a fantastic change. With longer races there will be a bit of strategy involved and that will make a big difference for the fans, we'll be able to put on a better show'. Now that the game has changed, book your seat at the track or in front of the television set now for the Red Rooster Super Sprintweekend of 3/4/5 November...



Back on the top step. Racing south of the Queensland / New South Wales border worked wonders for our man Fabian Coulthard. After the disappointments in cane toad country it all came together in Race 17 of the Championship, the Red Rooster SuperSprint at the Sydney Motorsport Park. The grid looked very good after qualifying with Scott McLaughlin on pole (again) with Shane van Gisbergen and FOC sharing the second row, three kiwis in the top four!! In the race itself Fabian found his mojo and was back in winning form. Meanwhile Scotty and SVG were involved in a couple of niggly incidents and both were eventually pinged 33 seconds by the race officials for their indiscretions which dropped them to 10th and 15th places respectively, losing a bucketful of championship points in the process!! Sunday had to be a better day...



Sunday, a much better day. The 52 lapper will be best remembered for the final 10. It was racing as good as it gets as tyre wear came into play and team mates helped each other. First up van Gisbergen let Jamie Whincup through into the lead and assumed the role of tail gunner. Coulthard had better pace than McLaughlin so he let FOC slip by to challenge the Red Bulls, while Chas Mostert was at the back of the freight train right on McLaughlin's rear bumper. It was pulsating stuff, two laps to run and Coulthard got past SVG, but Whincup had long gone. The other three were trying to out fox each other looking to pass, McL slipped by SVG but the "Giz" grabbed the spot back at the next corner. Last lap and the battle royal continued for the final step of the

podium, two had to lose and they were McLaughlin and Mostert. Red Bull had a 1-3 result but FOC was simply sensational with his speed in the closing stages to split the two Holdens. Races don't come much better than that one. In the 2017 championship race McLaughlin leads Whincup by 12 points, Coulthard is 95 points further back and 151 ahead of van Gisbergen. That Aussie fella is the big worry for the kiwi trio...

Record breakers. Jamie Whincup became the winningest driver in Supercar Championship history when he took his 106th the chequered flag. Meanwhile Scott McLaughlin continues to re-write his own record book. Pole position for Race 18 in Sydney was his 13th of the 2017 Virgin Australian Supercar Championship season and his seventh in a row. With it came his 16th successive front row start. This young man is something very special...



Another kiwi Supercar star in the making. At the Red Rooster Super Sprint meeting the TV commentators were raving about the drive of Richie Stanaway in winning the Sunday race in the Dunlop Super 2 series in his debut appearance. The field included virtually all of the Pirtek Cup Enduro co-drivers and the NZeder won by nearly 5 seconds. For the three big endurance races Richie joins Cameron Waters in the Monster Energy Falcon, it could be a combination to watch and worth a place bet at the TAB...

Retro returns. The first of the three Pirtek Cup Enduro Series is the Wilson Security Sandown 500 on 15/16/17 September. It's also one of the most popular rounds of the year because teams wind back the clock with both cars and crews appearing in the look of yesteryear. The concept is not new but it's brilliant, bringing back so many memories of years long gone. The old days with a modern twist...

Living it up. Those privileged to be invited into Lord Verdun Marshall's Level 2 viewing quarters are catered for very well. Some wander off to indulge in the basic hot dogs and chips, some bring their own food, while the lucky ones are invited to indulge in the now iconic egg and bacon pie. There is only one thing better than a slice of Lady Yvonne's bacon and egg pie two slices...

Heroes for hire. You can't help but be impressed by the work of the club's Crash Rescue team, they are right on top of their game and had a particularly busy day at Round 3 of FAEWS. With the rebuilt low load trailer working as it should the vehicle recovery operation is both quicker and slicker. No job too big or too small, they do it all...

SOS call from the Mother Ship. Jacquie Mannes is the Chief of Timing and Lap Scoring and for a while it looked like she would be a 'Lone Ranger' in her room in the Control Tower, the regular assistants were unavailable for Round 3. Initially Kaye Flanagan was seconded from Race Control, a plea for 'helpers' brought a positive response, and all was well on Level 2. Not the sort of start you want to your day...



Manawatu Nissan



Roadside Assist. At Round 3 of the SAEWS there was acute embarrassment for one prominent motorsport personality when it came time to go home. Parking on the lush green grass at the rear of the pit area looked inviting and an appropriate place for the latest model four-wheel-drive ute. There was no problem parking, but it was different story at the end of the day when the surface was much wetter. Even the driver's undeniable skill combined with the benefit of 4WD couldn't extract the ute, so the SOS call went out. There was a quick response and the situation was saved. The errant driver

shall remain nameless, but the vehicle was identified as a Nissan Nivara with Manawatu Nissan stickers. You can work it out...

Time for a break. Craig McIntosh took time out after Rounds 3 of the FAEWS and headed off-shore to destinations half a world away. Mr and Mrs Zippo flew to Europe which would have had much more appeal than frequenting our west coast beaches at this time of year. Craig spoke of a second honeymoon which prompts the question is - did he walk the talk...

Unfortunate cancellation. Sunday 20th August didn't quite go to plan for the scheduled Envirowaste MCC Autocross on the back track. Jeff Braid was on-site bright and early, but the picture that greeted him didn't look good. Streams were running across the track, large puddles were forming at the hairpin and the grass was wet, very wet. It was a scenario with serious implications if a car left the track, so reluctantly the pin had to be pulled. Competitors were on their way, many phone calls were made, not surprisingly there was disappointment all round. It was the right call at the time, but the weather improved as the day progressed and the afternoon was fine!! You win some, you lose some...

Twelve-wheel drive. When it came time to deliver the lunches for the Round 3 infield workers Owen took a short-cut to the V-Forcers at flag point 3 in the esses, the outcome was that the First Reponse Vehicle (Nissan Terrano) got stuck. No problem, they called-up Greenie in the bigger Toyota Land Cruiser for some extra grunt so the remainder of the lunches could be delivered before the pies got cold. The two four-wheel-drives were connected, the outcome was lots of revs, lots of wheel spinning and going nowhere. There was a call for heavy artillery, a third 4-W-D arrived on the scene, was connected to the stranded Jappas and promptly extracted them from the soft infield. The V-Forcers got their pies hot thanks to a Cummins diesel powered Foton Tunland. Thank you Phil Keith, thank you China...

It's about the sound. From next year the World Superbike Championship won't be quite the same with the most distinctive exhaust note missing. Think back to the WSBC finals at Manfeild in 1988, 1989 and 1990, the bikes heard above the four cylinder Hondas, Yamahas and Kawasakis were the V-Twin Ducatis. During the release of the stunning new 1299 Panigale R Final Edition there were strong rumours that the famous



Italian brand will race a V-4 engined machine from 2018 onwards. In the WSBC the twin cylinder bikes from the Bologna factory enjoyed the benefit of rules that permitted both engine capacity and weight advantages over the their four cylinder opposition, but their record cannot be denied - there have been more than 330 victories since Marco Luccinelli stood on the top step of the podium at the Donington Park circuit in April 1988. At the highest level of Superbike competition the sight and sound of the legendary V-Twin 'Duke' may be about to disappear from the world's racing circuits, but will never be forgotten...

Numbers down. Word is that the live-screening of R3 of the FAEWS didn't draw as big an audience compared to the initial R2 screening. The repeat screening at 8pm on the same day initially appears to be a good idea and is welcomed by some, but it does make it an extremely long and late night. During a quiet period in the racing last month MCC President Richie Arber was interviewed about the club and its activities, an opportunity to spread the word promoting one of this country's most progressive car clubs. It's about getting the word out there...

Captain Fearless. Famous yachtie Grant Dalton is a man who enjoys his motor racing and has been a familiar face at Manfeild in recent years driving the Red Dawson tribute Chev Camaro. Grant also has a passion for motor cycles and last month attended an Isle of Man festival to race two Classics machines, a Superbike and a Lightweight. Everyone knows how dangerous the road circuit is, but that's part of the IoM challenge. The 60 year old Dalton was riding the Superbike and travelling around 160 clicks when the engine seized as he cranked the bike into a corner. Down goes man and machine - 'I wasn't hurt at all. I just slid for a decent distance and got up again. It's not a big deal, it's all part of it'. Not a big deal? Most would disagree with that...



Coming our way. Would you believe a genuine NASCAR racer?? Yip, it's true. The car is the real deal with a full-race engine, it has Chevrolet badging and was driven by one of the current top drivers. Start guessing now...

Thinking about the kids. Full marks to the vision of the Tekno Racing Team in the Oz Supercar Championship. At the Red Rooster Sydney Supersprint the regular race number and Woodstock branding was replaced by #95 with the Holden Commodore a Lightning McQueen look-alike. The concept was to promote the release of the Cars 3 DVDs and there was a LMcQ Transporter in a special family activity area. It's all about marketing, promotion and making the event an experience for fans of all ages...



The rising values of classic cars show no sign of abating. At the recent Monterey Week auctions (Pebble Beach, Quail Lodge and Monterey) records were being broken with each auction. Top price of US\$22,550,000 (a little over NZ\$31 million) went to an ex works 1956 Aston Martin DBR1 race car. DBR1/1 participated at Le Mans three times – 1956, 1957 and 1958 – but retired on all three occasions. The cars most significant result was overall victory at the 1959 Nürburgring 1000 KM. As an Aston Martin works entry, DBR1/1 participated in 16 major

international races between 1956 and 1959, including the three runs at Le Mans, the 12 Hours of Sebring in 1958 and 1959, as well as three entries at the Nürburgring 1000 KM, in 1957, 1958 and 1959. DBR1/1 was mostly driven by Roy Salvadori but he was also co-piloted on longer races by such famous drivers as Carroll Shelby and Jack Brabham.

Other significant cars under the hammer included the Porsche 917K (917-024) which was used by Porsche predominantly as a test vehicle, with very limited race time. The car was sold to Jo Siffert and leased to Steve McQueen's Solar Productions for the making of the famous 1971 film Le Mans. It made NZ\$19.5 million. At NZ\$9.3 million a 1959 Aston Martin DB4GT used by Aston as the development vehicle for the DB4 series, and with a racing history (Moss and Parnell) was a little more affordable.

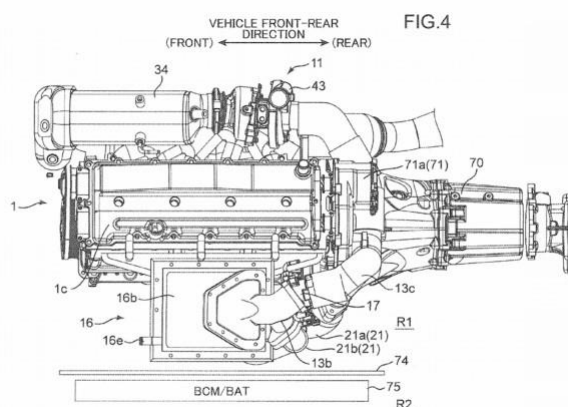


Most stylish though would have to have been the 1950 Ferrari 166MM/212 Export on offer. Giannino Marzotto specifically commissioned Carrozzeria Fontana of Padova and the famous sculptor, Franco Reggani, to create a streamlined body designed for maximum efficiency and performance on chassis no. 024MB. The panels were created with a special type of Duralmin, and the car was

far lighter than the factory cars. The unique coachwork earned it the nickname “Uovo” for its distinctive egg-shape. The chassis was a 166 with a 2.6 V12 from the 212 installed hence the convoluted title. In 1951, the Uovo held the lead of both the Mille Miglia and the Giro di Sicilia before it was forced to retire, though later that year it emerged victorious at the Coppa Toscana. The car has remained a significant part of Ferrari lore for decades. Unseen for almost 30 years (with the exception of a very brief display at the Museo Enzo Ferrari) it sold for NZ\$6.2 million. Compared to the other Ferraris on offer – 1966 275 GTB/C at \$20 million, 1961 250 GT SWB Berlinetta at \$11 million, 1955 121 LM Spider at \$7.9 million - that could almost be considered a bargain!!



September 1976. 41 years ago this month a young racer forced the F1 establishment sit up and take notice. He dominated the North American Formula Atlantic season that year, having won six consecutive races prior to the non-championship “round the houses” Trois-Rivieres race which pitted the local hotshots against the best Europe could offer. James Hunt (on his way to his World Championship title), Alan Jones and Vittorio Brambilla joined Patrick Tambay, Bobby Rahal, Tom Klausler, Tom Gloy and Bill Brack, all seeking the glory. However, both pole position and the race win, much to Hunts surprise, belonged to the man who grew up just a few miles away at the other end of Lac St Pierre. The direct result of Hunts admiration was a test with McLaren and the rest, as they say, is history. The driver?? The incomparable Gilles Villeneuve.



What are Mazda up to?? Hot on the heels of the innovative companies recently announced plan to put into production its HCCI (Homogenous Charge Compression Ignition) engine (Skyactiv-X in Mazda parlance), that will use compression for ignition at low loads, not spark plugs, just like a diesel, comes news of a patent application for a small engine using an electric supercharger AND twin turbos. The application shows only a RWD format and it is presumed the supercharger will tap into current i-Eloop energy harvesting technology. Wouldn't that be awesome in an MX5?

The Mahindra Goldrush Rally Coromandel, round 4 of the NZ National Championship, proved disappointing for local entrants with none finishing the event. Tricky conditions led to a high attrition rate, including Bruce Herbert / Bevan Parker in the EX Lancer (mechanical), Crunch Bennett co-driving for Clinton Cunningham in the Fiesta (suspension damage) and series sponsor Brian Green with regular codriver Fleur Pedersen in the Mirage. The Dannevirke crowd, however had a better day, with the Stewart Motorsport Audi S2 Quattro, piloted by Ray Wilson, and co-driven by Malcolm Stewarts long time co driver Doug Parkhill finishing in 25th, and the Michael McLean / Len Fisher Subaru WRX in 41st.

The recent Belgian Grand Prix might have marked a milestone for Lewis Hamilton (equalling Schumachers record 68 pole positions), however it also marked the 50th anniversary of the first American to win a GP in an American car. Dan Gurney in the beautiful V12 Eagle Weslake averaging 146 mph when trees lined the fearsome circuit rather than today's Armco. The car was built of lightweight materials to offset lanky Gurneys size – the tub being crafted in magnesium and many of the suspension components and exhausts usually created from stainless steel were crafted from titanium. After surviving a scare with low fuel pressure caused by a dodgy Lucas fuel pump, Gurney went on to a winning margin of over a minute on Jackie Stewarts H16 BRM, and a new all-time F1 record average speed.



It seems as though the dulcet tones of our very own Mr Motorsport, Russell "Turbo Tonsils" Harris will be missing from the Palmerston North Speedway arena when racing begins this season, for the first time in some 40 years. Doctors' orders apparently

Useless Information. A small number of English Premier League football (soccer) teams play matches overseas as part of their pre-season preparation and Australia is usually one of the destinations because they draw full houses. Emirates is the naming sponsor of the famous Arsenal club so it was appropriate that the 'Gunners' jetted into Sydney in one of the airline's Boeing 777-200LR (Long Range) aircraft that featured a special livery promoting the club's summer tour to OZ and China. It's estimated that the total value of the players in the Arsenal squad is close to \$1 billion, that's right, one billion dollars. For that amount of money Emirates can buy two Boeing 777-200LRs at list price and get something like \$200,000 change...

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



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.



Seeing lambs in the paddock, daffodils on the roadside and the increasing count of blue sky days, some bringing actual warmth to the air ... these are all signs that Winter is at last loosening its grip.

For us at Manfeild, there's another sign that Spring is in the air. The Father's Day finale of the Manawatu Car Club's winter motor-racing series is one of the biggest motorsport events of the 'off-season.'

The series, which encompasses four rounds, each on the first Sunday of the month, certainly seems have reputation with participants and followers as being especially enjoyable.

This is club level racing that brings real competition but is also flavoured by fun and a strong spirit of fraternity.

The racing is fierce yet occurs with a different perspective than might flavour, say, the New Zealand Grand Prix. Some classes are known as 'chocolate fish' categories because that confectionary is the only immediate prize for race winners on the day.

The series to date has been brilliant and fully reflective of level of interest in this level of competition. For instance, the previous round drew 114 drivers, as well as 28 Superkart racers.

The MX5 Cup/Taxi Cup is heading for an exciting conclusion; the roadster category battle is especially interesting because it is a battle between the Hogg brothers, Gareth – who has the points lead, but only just – over Bryce, with a third competitor, Jeremy Hoskins, still in with a real chance of causing an upset.

Formula First, the entry single seater category which enjoys huge regional support, is also another great category heading for an exciting conclusion. Alex Hawley is topping the points table there, but success on the day could easily fall to a cluster of other drivers.

The Superkarts, GT Cup, Classics and Saloon Cup are among the speed events, the latter two always bringing a rich variety of cars, and the IB, SF and RS Cups are also huge entertainment.

All in all, then, there's promise of a great day of racing that (and I hope I'm not going to be a jinx by saying this) has almost always been favoured by good weather. Since it's all free to watch, what's keeping you to come and watch the great action at Circuit Chris Amon?

This time of the year is also special to the memory of the New Zealand motorsport identity whose name we celebrate with great pride.

August 3 was the first anniversary of Chris Amon's passing and July 20 would have been his 74th birthday.

A reminder of Chris's enduring international stature and amazing talent came at the latest round of the 2017 Formula One world championship, held on the historic Spa circuit in Belgium last weekend.

Commentators noted that an impressive feat that our compatriot established almost half a century ago appeared to have finally been surpassed.

This was for the average lap speed. In the 1970 GP, our compatriot achieved an incredible speed average of 244.6kmh at Spa while in a chase for victory.

The pace he set in his March F1 car remained out of touch until the weekend, when Lewis Hamilton finally lapped just a touch quicker during pre-qualifying in his Mercedes.



The Spa average speed is one that is particularly heralded, because this historic circuit is one of the great venues.

It is impressive that Amon's achievement stood for so long. However, what the commentators also pointed out was that the Kiwi's feat was still especially fantastic regardless, because it was over a longer distance and on a more harrowing course than that tackled by Hamilton.

1970 was the last year that F1 took on the original Spa, which was almost double the distance of the current track, and took in incredibly daunting curves - and two villages - that no longer form part of the track.

Just another reason among many as to why Chris so deserves to be honoured as a national motorsport treasure.

Julie Keane
CEO



Great PR...

Saturday was the test day for Round 3 of the FAEWS and when it came time for a lunch break Manfeild Circuit Chris Amon was taken over by the hot rodders who were holding their annual swap meet in the Manfeild Stadium. To participate in the 'cruise' the drivers paid a gold coin as a donation to CanTeen.

On the same day a bucket list got shorter by one when Jarred Townsend's drift dream was fulfilled. It happened thanks to a combined effort by Manfeild and the Manawatu Car Club, together with major input from MCC Committee man and all-round good guy Jaron Olivecrona.

The 24 year old Wellingtonian suffers from acute Leukaemia and among his last wishes was to drive his ultra-powerful Nissan Skyline that had taken two years to build from a write-off.

JO was on hand to provide expert advice and rode shotgun, he was most impressed with Jarred's ability as he destroyed several sets of tyres during his special time that was watched by family and friends. *'This has been an amazing experience for me and I'm so grateful to Manfeild and everyone else for making it happen'.*

On race day cancer survivor Jack Hurst had a wish come true thanks to the MCC and the Make-A-Wish Foundation. The 17 year old was strapped in the passenger seat of Craig McIntosh's 490 horsepower Mitsubishi Evo for hot laps and while the ride was slower than normal it certainly lived up to the teenager's expectations and he enjoyed the experience. Thank you MCC, thank you Craig.

RH

2017 FAE WINTER SERIES ROUND 3 OBSERVATIONS...

Formula First...

One driver left his best 'til last. It was typically full-on in qualifying with the top of the leader board continually changing. The final lap of the session saw the computer go ballistic with pole position for the opening race changing as every car crossing the line. In the end it was Billy Frazer who did the business over the final 3.03 kilometres to go from slowest to fastest. That was impressive...

2016 FAEWS winner Caleb Ngatoa returned to the track for Round 3 and immediately impressed. Two second placings and a third really put the cat amongst the pigeons when it came to series points scoring. Callum Crawley was the class star with two wins and a third, while Billy Russell continued to impress with a win, a second and a fourth against his name. For table topper Alex Hawley it was an average day at the office with only one podium finish, but he retained his lead in the standings ahead of Conrad Clark and Taylor Hurst...

For 2017 Speedsport Scholarship winner Conrad Clark the learning curve got a lot steeper following his two impressive wins in R2. The August meeting was a different day with different weather and his best result was 5th place in the final race. The Taupo youngster would have learned a lot from the experience...



New Voice. In a very good move the Formula Firsters will have their own category commentator for the next Summer Series. Sheridan Bonner will be the man behind the microphone and was at Manfeild to see the set-up that he will be using. Sheridan enjoys close links with the Sabre Motorsport Team, the outcome will be a more informed commentary for the public because of his involvement with the class. Other groups should be thinking along the same lines...

Taxi Cup...

Back and winnin'. Defending champion Craig Schofield returned to the Magpie taxi ranks and made an immediate impression. The Commodore cabbie topped the qualifying times by 1.3 seconds and won the first two races, breaking Kerry Tong's series domination in the process. On the day KT had to settle for a pair of seconds and a third, but that only put a small dent in his points lead. The happiest man of all was Adam Groome who scored his first win in the final race without having to resort to the style of driving in his other motorsport passion, stockcar racing. Adam is displaying commendable restraint because there must be times when it's very tempting to indulge in some serious nudge nudge dirt oval style...

MX5...

Brothers lockin' horns. Bryce and Gareth Hogg are racing at the serious end of the field, the battling siblings ask no quarter and give no quarter from the moment the red light goes out until the chequer flag falls. Bryce has won the MX5 Cup for the past two year but Gareth could spoil the hat trick. In the R3 opener the pair swapped places numerous time with Bryce winning the family challenge and the race by 1/10th of a second in a side-by-side finish. Gareth finished ahead of the #1 car in the other two races to maintain his slim lead on the points table...

Gentlemanly conduct. At the conclusion of the final MX5 race a question was being asked - did Richard Bosselman take driver courtesy too far?? The popular journo is really enjoying life as a racing driver and the camaraderie that goes with it, he epitomises what the FAE Winter Series is all about. In the final Handicap race the #90 MX5 had a useful lead going into the final lap and a first win looked to be on the cards. Up the back straight the cars in the rear view mirrors were getting bigger and bigger, into Turn 7 one was looming very large but Richard



could pick his line on the exit. The chequer was waiting, he moved out into the middle of track, a move that left the door wide open at the front straight 'kink', Derek Smyth couldn't believe his luck. He zapped down the inside and won by 8/100ths of a second. When quizzed about what happened RB simply said - 'Derek is a good driver and a good guy, he deserved the win more than me'. How gracious in defeat can you get...

RS Cup...

Dreams shattered. The seventeen entries included seven ladies, and two of the powder puffers had their eyes firmly fixed on Race 2 and the Trudy-Anne Crooks Trophy, Hilary Ashworth and Anna Wild. Unfortunately the blokes spoiled the party. The coveted trophy is awarded to the first car to cross the line and Cory Anderson claimed the coveted prize, the rule recognises the way that Trudy-Anne raced. Anderson got the glory of the moment but he was pinged 10 seconds for a break out which relegated the Toyota Levin pedaller to 4th in the official results...

Ladies at the pointy end. Anna Wild was 4th in the Scratch race, Bron Bell was elevated to 2nd in the Reverse Grid, while Hilary Ashworth and Joanne Dunn placed 2nd and 3rd in the Handicap 5 lapper that saw Anna set

the second fastest lap. The Honda driver placed a disappointed 9th after copping a 10 second penalty for a jump start...

First time winner?? Andrew Wellum and the familiar white #41 Ford Sierra took the checker in the final race that was run in rapidly approaching darkness. Hopefully Andrew was the recipient of a deserved chocolate fish...

Fast froggie. One car that seemed to enjoy the changing conditions was the Peugeot 207 in the very capable hands of Paul Rodgers. The Pug posted the third fastest time in qualifying and Paul backed that up with a 3rd, 5th and 7th in the 17-car field. The car was exceptionally quick through the infield section and in the Reverse Grid 6-lapper the French flyer set the fastest lap. *Sacré bleu*...

Playing follow-the-leader. Husband and wife racers Gareith and Samantha Stanley placed 7th and 8th in Race 1 followed by 10th and 11th in the Reverse Gridder. The man of the house had it easy in the final race when the lady of the house recorded a DNF, so he could rightfully claim to have finished ahead in all three events. Sam can counter claim by reminding Gareith who was faster in qualifying...

SF Cup...

Something a little different. Internationally experienced racer Gavin Halls took a break from driving the Manfeild TRS T2 two-seater and fronted in a BMW 318i coupe for his FAEWS debut. Apparently the #38 Bimmer had been repowered in the search for improved performance and fitted with a manual gearbox. Overlooked was the fact the original car had an automatic transmission with a different diff ratio. It proved to be too low and as a result the engine was red lining down the front straight in top gear!! Gavin set the 13th fastest lap time in qualifying, superstition must have entered the equation and he withdrew to prevent the possibility of a 'Chernoble' like meltdown...

Muzza claimed pole. Murray Crooks really had his Honda Civic firing on all cylinders in the qualifying session to set the fastest time by nearly half a second over the 25 car pack. Unfortunately things didn't go quite so well in the actual races and he could only muster a best fourth place for his efforts...

Zero to hero. In the Reverse grid race Greg Browne zoomed way out into the boondocks exiting the esses and the Laser TX3i was going nowhere despite the driver's best efforts to extricate himself, all he achieved was sinking the car further into the sodden ground. When the Laser finally settled, water was entering through the bung holes in the floor and it took two-four-wheel drive vehicles to haul him out!! H₂O started to fall shortly after the Handicap race started which made conditions more than a little bit on the tricky side, but you can't keep a good man down. The same Mr Browne was impressive, kept it on the black stuff and set the fastest lap on his way to a 12 second victory. However son Sean ended the day 2-1 ahead in the family stakes...



Welcome return. Bevan Parker brought his Nissan 300ZX out of the mothballs and should have enjoyed the meeting. A close second across the line in the Reverse Grid and fourth in the Handicap made the day well worth while...

Peaking at the right time. MCC Committee man Graeme Bretherton sits at the top of the points table heading into the final round. GB backed his Race 2 win in the Commodore with two Top-10 results, but can't afford to

rest on his laurels with 18 laps of racing to the end of the 2017 FAEWS. A twenty point advantage can disappear very quickly...

IB Cup...

Three races, three winners. Class sponsor (Coresteel Building) Geoff Spencer looked the man to beat following qualifying but it didn't translate into winning, a second was his best placing. The flag takers were Justin Allen, Richard Clulee and Peter Beauchamp...

Mini racer. It was great to see a 'STAR' car back on the grid, and Louis Kuriger pushed the diminutive racer to the limit, picking up a pair of sixth placings in the 16 car field. Across the Tasman they are called Aussie Race Cars and are extremely popular with both drivers and fans, it was not that many years ago that good grids of 'STAR' cars raced on our tracks. Where have they all gone...

Over and out. It was a day of highs and lows for Richard Ransom. Second fastest qualifier, well down the pack in the wet opening race, followed by a close second in the Reverse gridder. Things looked to be going well, but in Race 3 it was anything but third time lucky. Richard set the second fastest time as he clawed his way through the field, but on the last lap of the last race of the day disaster struck. Wide exiting the hairpin, across the wet grass and heavy contact with the concrete barrier. The big supercharged Mustang was launched into a pirouette of Olympic gymnastic quality, but the landing was much less impressive!! The car came to rest on its side, the rescue crew arrived, and Richard emerged much to everyone's relief. One of his first thoughts was to start looking for a replacement 1969 Mustang bodyshell...

Classics...

Huge moment. During qualifying Leyton Hammond was approaching maximum speed down the front straight when a rear suspension component broke. The car slewed one way then the other, making contact with the barrier in the process. The tyre marks on the track clearly showed that it all happened in a very short distance, for Leyton and the immaculate Ford Escort the day was over before it really began. In typical style the 'Hamster' said he would be back for Round 4...

The weather was a big influence. There were fifteen cars in three classes but many pre-race predictions went out the window in the changing track conditions. The best example of varying lap times was top qualifier Dean Curtis who clocked an impressive 1.12.82 to top the time sheet. His fastest race laps were 1.23.08, 1.17.55 and 1.27.99 respectively - 'Dean the Machine' clearly illustrated how much water affects a race circuit...



Class winners. In the Classics Philip McQuoid, Sandra Eden and Peter Weir scored maximum points, Dean Curtis (2) and Finian Foote headed the Retro Saloon Trophy field, while Geoff Boyden picked up his 7th win from 9 races in the GT Oil Saloon Trophy to be the winningest driver over all the series classes. That's impressive...

Special mentions. Tony Barr and his Ford Mustang added considerable interest to the Classic entry. Two seconds quicker than Ian Williamson's Mazda RX2 in the Q session but the weatherman ruled from that point on. Peter Weir was another welcome addition to the Classics pack and revelled in the three Handicap race format. Second overall in the opener, not so good in Race 2, then a huge rebound to win Race 3 outright by 3.4 seconds!! The red rally spec # 9 BMW 318i was shared with mum Glenys who runs in the SF Cup category and

she crossed the line in second place in the final Handicap race, sandwiched between Greg and Sean Browne. It was a family day for some...

GT Class...

Wet 'n wild. The conditions did nothing to assist the FAEWS rocket ships in their need for speed. It became extremely difficult to transmit engine power to the ground in the hope of getting some sort of grip. In the first race champion hydroplane racer Warwick Lupton spun onto the infield at the Turn 4 Hairpin on the warm-up lap, then repeated the effort at Turn 1 soon after the start. The Mustang was extracted and parked up...

Lap times varied. Adam Newell and the stunning Crawford Ford probably best illustrated the changing track conditions. Looking at his fastest lap times revealed a variation of nearly 40 seconds!! Qualifying - 1.04.24, Race 1 - 1.12.38, Race 2 - 1.04.99, Race 3 - 1.42.06. So bad were the conditions that in the final race Adam spun twice before calling it quits after just 2 laps, probably a wise call in the circumstances...

Life was tough, very tough. Not even the benefit of all-wheel-drive could help Craig McIntosh. In the GT opener he made a sensational start, rocketing off the line between Adam Newell and Jayden Mason, but the lead didn't last long and the Evo placed 6th. In the Reverse grid it went from bad to worse, exiting the stage at Turn 7 and losing a lap before getting going again, the outcome was a lowly 9th place and an even smaller number of championship points. It didn't help that the turbocharged four luger went into three cylinder mode for a period. Race 3 was much better with all cylinders firing again, second place and much better points, but by the end of the day the Rose & Crown Mitsubishi showed evidence of close combat on both flanks. There was mumbling that tyre selection may have been a contributing factor to the day's problems. It's never driver error...

Another welcome addition. Class numbers were boosted to twelve in the qualifying session with the most notable new face being Jayden Mason. The switch from a Toyota Starlet to a potent Nissan Sylvia V8 paid immediate dividends for Jayden. Behind the Newell/Crawford combination Mason was definitely the best of the rest with second places in the first two races before sitting out the final event. The #99 Sylvia is very quick...



Surprised winner. Brock Timperley delivered a third and fifth early in the day before heading the field home in the wet finale. The Commodore driver coped extremely well in the conditions and crossed the line more than 20 seconds ahead of Mr McIntosh with Warwick Lupton a delighted third to restore any lost pride. The race was more proof that a wet track is a great leveller...

Superkarts...

Domination ended. Ryan Urban's long string of victories ended in the last of the categories 3-Round Series. Urban was in a league of his own from the very first race and was rarely challenged, he toyed with the opposition at times and when he decided play time was over he simply disappeared into the distance. Urban really is a class act...

All sorted. There was drama soon after the start of Race 2 with a major tangle in Turn 1 involving seven or eight karts. The drivers involved sorted themselves out in double quick time and were back racing before the red flag came into play. That was a big time saver...

RH

NOTHING NEW UNDER THE SUN...

Formula E is a very recent phenomenon, right? Well, maybe not. Turns out that in the mid-Eighties Eric Broadley (of Lola), Bill Gibson (of Zytek) and Gerald Sauer (of ADA Engineering) were partners in a project codenamed ZERO (Zero Emissions Racing Organisation). After the initial approach by Gibson, Broadley readily accepted the idea and assigned talented young designer Ben Bowlby to the project. Initially the concept was to involve Sheffield University in designing a vehicle to show just what potential there was for electric vehicles to go fast. The concept was based on the use of wheel differential steering. With just 8 degrees or so of conventional steering in either direction, all the other steering would be done by vectoring the motors on each wheel, making one run faster than the others, thus achieving the cornering. The biggest advantage to this concept was that you could achieve higher cornering speeds for lower slip angles.

Jackie Stewart provided data from the F3 and F3000 cars Stewart Racing were using as a baseline for the Zero team to work to, and the planning was around achieving 10 laps at F3 pace. Remember that battery technology was a long way from today's highly efficient, energy dense units, and while the calculations showed the car could achieve those lap times, it was for 6 or 7 laps on one battery pack.



"Moves were made towards building the motors, we did some modelling and bench testing, and it looked extremely promising" said Sauer. "We weighed an F3 upright, brake disc, caliper and assembly, then redesigned the wheel with the motor as the upright anchor points and the weight was only about 2lbs heavier. We were never able to get it beyond cutting and shutting things, however Bill and Eric were sparking off each other and it was driving forward at a hell of a

pace. Within a year we had a bunch of technology together that was really mouth-watering"

Sadly promised sponsorship never came to fruition and Lol's F1 project took priority, so the electric race car slowly disappeared off the radar. And nobody knew. "There didn't seem much point in making any noise when we couldn't follow it through".

That wasn't the end of the story however as the key players all went on to claim leading positions in the industry with Sauer himself being a key figure in hybrid technology. "The last time we really said we should revisit it was in 2001. We were too far ahead of ourselves, Formula E sort of proves that"



Thanks to MotorSport magazine

TW

SOMETHING TO THINK ABOUT...

There are many famous motor racing circuits on our planet, and there's a very small number of great circuits - Spa-Francorchamps is one of the latter.

The Belgian circuit has a remarkable history and hosted Grand Prix racing from 1925 to 1970 until driver's declared it unsafe, despite the scattered protective (?) straw bales being replaced by Armco crash barriers. The original 14.10 kilometre long circuit comprised narrow public roads, it was hilly, twisting and notoriously dangerous, it was the fastest track in Europe at the time with many of its 21 corners taken at speeds better than 285 kilometres an hour. It's still used for long distance saloon and sports car races.

Now let's focus on the newer shorter 14 kilometre circuit that was established in 1983 to host the Belgian Grand Prix back at its place of origin. The 19 turns incorporate a number of the best corners from the old track like Eu Rouge, La Source and Blanchimont, and it's still very fast – in fact it's the world's fastest open road circuit.

Looking back on last month's race. It was won by Lewis Hamilton and a new Formula 1 race lap record was set by second place finisher Sebastian Vettel, the Ferrari driver clocking 1 min 46.57 seconds. (That broke the old mark set by the same driver 8 years ago!!)

Now let's go back 47 years to the final Belgian Grand Prix on the original circuit in 1970. It was won by Pedro Rodriguez and a new Formula 1 race lap record was set by second place finisher Chris Amon, the March driver clocking 3 min 27.4 seconds.

The two races are nearly five decades apart, but they reveal one astonishing fact.

When comparing the Vettel v Amon lap average speeds many factors come into the equation. The new track is half the distance with a lesser number of corners, it's wider and smoother thanks to major improvements in road surfacing and includes all the modern safety features. The cars of today benefit from massive technological advances in the areas of chassis, engine, tyre and safety design, add to the list the extraordinary world of aerodynamics. The end result is a race car of incredible complexity, and supposedly level of performance.

Go back 47 years, the cars were of relatively simple design and the word 'aerodynamics' was in its infancy. Many were powered by the legendary 3-litre Cosworth DFV engine that developed a modest 435 horsepower, but in their day these single-seater racers were very much state-of-the-art. The quality of the racing was exceptional and you could actually see the drivers at work!!

So what was the purpose of writing about the Vettel v Amon lap record average speed comparison??

The answer is self-explanatory:-

1970 Chris Amon 244.69 kilometres an hour

2017 Sebastian Vettel 236.58 kilometres an hour

Maybe this comparison puts many things into true perspective. It's been said many times by many people that in those days they were REAL cars driven by REAL men - maybe they were right...

PS The outright race lap record for the 'old' circuit is 3 min 13.4 secs set by Henri Pescarola in a Matra during the 1973 Spa 1000 World Sports Car Championship race. That equates to an average speed of 262 km/h (163 mph). In qualifying Jacky Ickx took pole position with a time of 3 min 12.7 secs in a Ferrari 312PB.

RH

FROM TIM GIBBES...

Over the years few people have given more to Manfeild than Tim Gibbes, a man of exceptional skills as a competitor on both two and four wheels, a man with outstanding organisational skills, a man of vision with a "let's get it done" attitude.

Unfortunately Tim was unable to attend the Manfeild 40th Anniversary Dinner in 2013, but he did write a story to be told on the night. The forward to the story read - "You need not read the reminiscences below, some of which may not be "PC", but it could remind some of the "oldies" who did their best to provide services for racers in the "pioneering days of Manfeild".

It got no further than someone's desk in the Manfeild office...

Manfeild - some memoirs from Tim Gibbes spanning 40 years...

In the motorcycle world the running of rounds of the World Superbike Championship & CASTROL 6-Hour races were probably highlights of Manfeild's 2 wheel promotions. It was a credit to Rob & Wendy Lester with their team of officials that such high profile events ever came to New Zealand.

Reflecting quite a bit, I recall the early days of lap scoring and timing when there were little cubby holes here and there dotted around the old race control building where suitably trained people would sit in considerable discomfort to do their work, which was then collated by the chief timekeeper to get a result. These people did a remarkable job & regrettably felt quite disappointed when we brought in our transponder timing system about 2001.

But that building also had its hazards. Possums & rats were the main occupants, so before each event it was necessary to clean down the benches & sweep the floor before starting work. The smell was putrid. Of course rain came in by the bucketful, so the experienced helpers would place cups, dishes & buckets in strategic places to prevent the specialist timekeeping crews from drowning, or maybe getting their papers, computers, printers & electrical gear wet. Having the pit lane right underneath the old race control made working above it yet another challenge with the noise of the cars warming up, while the trucks with their exhausts facing upwards & almost touching the floor of race control, filled the room with smoke. Even the flies & mosquitos vacated the place!

When the new multi-zillion dollars race control was built, I was asked about two years beforehand whether I could provide some ideas to ensure the timing room suited the requirements of crews working in that environment, hopefully preventing the cobweb of cables & wires being there too. Unfortunately during the design and building programme, that part of it was ignored, & no provision at all was made for the actual cables & necessities for that essential part of motorsport. It rather seemed that having an iconic race control building that could be worshipped by everyone who came to see events, and even more so, worship those who rose to the higher floors, and that the intricacies of correct location of cabling from the track to the third floor was a burden to those nearby.

The building was almost completed when I asked permission to ensure the necessary cables were in place & correctly located. To say that I was treated "like a loud fart in church" would be an understatement. The site foreman didn't want me in the building, the GM resisted all attempts of cooperation, so I had to become more than just "pushy" to install the cables. The timing loops in the circuit & pit lane had to be relocated & installed, then coaxial & photocell cables run through ducting that had been pre-installed for mains power, a complete "no-no" for coax cable as they are very susceptible to other electrical interferences. So we had to use special, extremely expensive, quad shielded coax, BUT when we tried to run the cables through the ducting they were blocked as the hinge post for the pit lane exit gate had been installed right through the ducting ... so again

major upheavals to do our work. The site foreman then insisted we run the coax cables along ducting within the race control building which already had Ethernet & mains power cables running within them, all of which negatively affected the operating ability of transponder timing. So I ran the cables over the top of the ceiling well away from other cables to the dismay of the designers, builders & non understanding hierarchy who recognised me as an imposter & complete nutcase!

Having a “you beaut” race control building with all the modern plush fittings seemed much more important than being able to provide accurate & instantaneous results to all the officials!!

To our relief after a few more adjustments, we got the transponder timing system working, but regrettably losing many friends & workmates along the way.

I also recall the large deep drains which adorned the original Manfeild circuit that swallowed a few vehicles before they were covered in with large drainage pipes. The promoter at the time, Rob Lester, also realised the importance of additional attractions to entice more spectators through the gate, so he invited moto-cross riders along to leap over the drains, (if they could, or splash into them if it all turned to custard), then he devised an excellent autocross circuit using some seal & lots of grassy dirt sections within the confines of the track, all great fun, but regrettably, even with the jetsprint aquatrack, spectator numbers dwindled to a point nowadays where “user pays” is the way motorsport, and in fact most sports in New Zealand, have to be.

Of course the drainage at Manfeild has always been a problem, but after one of the events that I organised in 1992 called “Golden Handlebars” which utilised every facility Manfeild had, including the newly purchased land that is now the almost defunct “back track” location, plus dare I say it in this PC world, the Makino Stream alongside, Rob was understandably upset at the amount of mud we had created over those dramatic 36 hours. So I pulled another trump card & got my friends at Blackley Contractors to clean the drains as well as run a drain from the original track right to the far end of the now “back track” then turn down to feed the drainage water into the Makino Stream - of course improved upon since.

Yes, like you all gathered here, Manfeild has special memories & do hope that you can enjoy your own memories, of which there must be thousands.

Yours in motorsport & motorcycle sport.

Tim Gibbes

You have to remember that Tim’s story was written four years ago in 2013 and has no connection with the current Manfeild team led by CEO Julie Keane. As we know the “back track” now enjoys much greater utilisation thanks to club events, drift schools and the Manfeild supported National Driver Training Centre that has been established for students to initially gain a restricted licence. This programme involves classroom tuition and a simulator before progressing to driving in controlled conditions in the Centre’s hybrid Toyota Prius.

Tim Gibbes has received national recognition for his services and work - in 2003 he was elected a Life Member of Motorcycling New Zealand and received the prestigious John Britten Innovation & Service to the Industry Award. In 2011 Tim was the recipient of a Motor Sport New Zealand Distinguished Service Award, ironically in recognition of his work with transponder timing and results...

RH

MARK YOUR DIARY NOW...

The 32nd running of the MG Classic meeting is the weekend of 11/12 November at Manfeild Circuit Chris Amon, and the initial race programme suggests it will be the best event in many years.

At the MCC magazine goes to press, the confirmed classes are Allcomers, Classics, Historic Muscle & Saloon Cars, Historic Single-Seaters, Historic Sports Sedans & Invited Allcomers, Historic Touring Cars, NZ Sports Cars & Formula Libre, Pre-65 Saloons and Formula 5000.

There's enough there to satisfy the most discerning classic enthusiast, joining the line-up will be the Vintage Car Club Pre-1960 category that journeys this far south for the first time. It's for all cars Pre-1960 and all components must meet the same cut-off period. It will be an interesting and welcome addition to the programme that has practice/qualifying and 22 races on the Saturday schedule and 25 races on Sunday with an 8.30am start.

If that isn't enough, there's word of a CanAm Challenge being issued and accepted, McLaren v McRae.

See ya trackside...

RH

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LOOKING BACK...



A bit of an eclectic mix this month, so hopefully something for everyone.

Top is the Mark 1 Escort RS2000 rally car of Dave Wild in action during a bent sprint event at Manfeild. Sideways as usual exiting the loop road between the hairpin and the front straight (but obviously in the reverse direction). A great car, driven with skill.



Contrast that with a several generations of evolution and the amazing Escort WRC car that Brian Green ran for a number of years on the NZ rally scene. Looked after by Neil Allport Motorsport and running to the latest factory specs, this car was always turned out immaculately and was a joy to watch. This photo taken at Tararua Rd gravel sprint, where I was fortunate enough to accompany Greenie on a run. The power was relentless, but what stood out more to me was the ability of the car to shed the speed that it generated. The trick clutch that worked as soon as you touched the gear lever was also something very cutting edge at the time



Talking of reverse directions, Manfeild circuit was unique in NZ (and I believe in the world) in that it was approved for a number of years to enable racing in either a clockwise or counter clockwise direction. Some meetings ran one way, others the other way, and indeed some ran in both directions with a switch at lunchtime. It would be fair to say that many competitors found the reverse direction challenging, as the corners tend to tighten up rather than open out.



The two Mini 7's having difficulty negotiating the entry onto the pit straight (current Turn 1 in reverse) are Geoff Pearce and Reg Cook respectively (Feb 1976)

The other photographer had much more faith in the ability of 44 gallon drums to stop errant cars than I did (it's OK though, all cars are really far away in the viewfinder it just doesn't pay to look up from the camera!!)



Motoring scribe Russell Scoular enjoying a wee pirouette in the wet during one of the reverse direction Formula Vee (F .First as they are now known) races in October 1977. There was a period when it seemed that the only thing you could guarantee for sure was that if there was a race meeting scheduled at Manfeild, it would rain. The Club took a hammering to begin with and the Board and Mr and Mrs Manfeild, Rob and Wendy Lester, had no easy task to keep everything afloat. It says much for Rob and Wendy's persistence that they achieved so much on so little.



One of the favourite events the club used to run was the Standing and Flying sprints run on Linton Main Drain Road and then Motuiti Road at the back of Foxton.

The standing $\frac{1}{4}$ mile was followed by a decently long run-up and then a top speed trap, with a decent length of road in which to stop again. Cars ranged from the latest race machines to Mums shopping basket.



Pictured to the left are the Honda Civic of Graeme Pickett, or perhaps George Hoskins?? I seem to remember Graeme's car as being red. Perhaps one of our readers could clarify for me as the photos are not annotated so I'm working from my dodgy memory!! and the MGC GT of Mike Wotton. The MG of course ran the 6 cylinder C series engine that in 2.6 litre form powered the Austin Healey 100-6 from 1954. Bored out to 3 litres in 1959 it was engineered into the MGB bodyshell in 1967. The MGC was only in production for 2 years.

Behind is the HQ for the day, Gary Shaws self-built Dream Maker RV, with all the comforts of home.

TW

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FEILDING AUTO ELECTRICAL WINTER SERIES PRIZEGIVING
SATURDAY SEPTEMBER 9TH

ENVIROWASTE TRACK DAY SERIES ROUND 2
SUNDAY SEPTEMBER 17TH

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



Events Calendar

SEPTEMBER 2017

Saturday 9th Feilding Auto Electrical 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 Multi Event Weekend Motorkhana & Autocross

Sunday 12th Envirowaste Track Day Series Round 4 (Final)

DECEMBER 2017

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

Sunday 10th Summer Series Round 1



COME RACING WITH US!

PARTING SHOT...



Ian "Jack Jack" Easton is a highly competitive stalwart of the racing scene in the Manawatu, competing to the top level in Stockcars, Speedway Saloons, a variety of race cars, rally cars and of course jet boats. As the elder statesman of motorsport in the region perhaps the least widely known of all his exploits was his drive in the Class F (for fun) Leyland P76 in the Daybreaker Rally with daughter Cheryl in the silly seat. They also qualified for the least likely car to ever compete in an NZ rally!! Photo by Stew Wood The Photographer

Late News...

From America comes word that the name of Brendon Hartley is being linked to an IndyCar drive for 2018, with serious interest from Honda as being an elite option for one of its key teams. The story has come from multiple sources and raise one particularly interesting question - Could Chip Ganassi Racing be planning to run an all-kiwi line-up with Scott Dixon and Brendon Hartley?

Other top Honda powered teams include Andretti Motorsport and Schmidt Peterson Motorsports.

Brendon drove for Chip Ganassi Racing in last year's Rolex 24 at Daytona with co-drivers Lance Stroll, Alex Wurz and Andy Priaulx, the quartet finishing fifth overall in their Ford Prototype. Dixon shared the CGR sister car that crashed out of the race with less than three hours to run after suffering brake problems.

Though only 27 years old, Brendon has enjoyed more than a decade of open-wheel racing experience, coupled with his success with Porsche in the World Endurance Championship it gives him a profile that would have wide appeal to IndyCar teams.

A Honda deal could bring a dual role as one of the Acura Team Penske endurance drivers in the brand's Daytona Prototype international programme. No doubt there are many options on the table for 2018 and to sever ties with Porsche would be an extremely difficult decision to make. In simple terms, Brendon Hartley is hot property right now...

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