

# **Manawatu Car Club Inc**

## **MAGAZINE**

### **OCTOBER 2017**



**Something for Everyone**

## EDITORSPEAK...

What a fantastic series we have in the Feilding Auto Electrical Winter Series. With more than 190 individual entries over 4 rounds, some amazingly close racing in a hugely wide ranging variety of cars, an awesome laid back atmosphere AND live coverage for those of us away from the circuit. As Jeff Braid commented, for the organisers it's the typical swan scenario, calm and collected on top, but an awful lot of frantic paddling underneath. But hey, it's worth it when you get results like the 2017 series. Lots of happy racers = a very happy organizing team. Not forgetting, of course, the fabulous V Force that make things happen on the day and clean up the occasional messes!! Read more about the final round and the prizegiving this month.

If you know an aspiring racer, introduce them to the RS Cup, don't be scared to point them out to the right people to help and let's get them on the track - you never know, you might just be helping the next Brendan Hartley.

October is traditionally a slower month, however the OctoberFast meeting is well worth a look as the precursor to the full summer race season. See Jeff Braid or the website for more details.

On a different note, I'm sure you all join me in wishing El Presidente Richie a speedy recovery after yet another unplanned stay in hospital. Hopefully this time they have fully reconditioned him properly and he will be able to get back in the driving seat (both literally and metaphorically).



One step forwards, two steps back. Sorry, however I just can't let go of the speed camera thing. Having commended the placement of the local fixed camera last month, the side was let down by the following quote in the local rag, attributed to Operations Manager Road Policing

Inspector Peter McKennie - "It's quite simple: if people drive at an appropriate and safe speed for the road and the conditions, they'll be in **no danger** of getting a ticket – or more importantly, **being in a crash**".

My highlights. So, I take it from this that so long as I drive at an appropriate speed, I will never be involved in a crash. Sadly this outdated thinking is so far from the truth that it is faintly ridiculous. Some people are not safe at anywhere near 100kph, but are conned into believing they are by this type of woolly thinking. Some I wouldn't put in charge of a wheelbarrow due to their appalling spatial awareness, but hey, they never break the speed limit, so they will never crash, right? When will we ever get some people with an ounce of common sense in charge of road safety??



In researching this month's Wizard Smith article I was interested to see that he twice held the Auckland to Wellington intercity record. The first

time was in 1924 when he took his Essex point to point in 13 hours and 15 minutes, and then again in 1927 in a Chrysler taking 12 hours and 4 minutes. Remember this was before the Desert Road, so the route was via New Plymouth, with a punt over the Mokau River, and all this done, according to the newspapers at the time, with "very strict observance of the speed limits through every town and village, and at every blind corner". No doubt he was aided too by the lack of other numpties on the road and the lack of road policing, because he must have been going at a fair old pace elsewhere !!

Remember to keep the rubber side down. TW

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

# REMEMBER – SUBS ARE DUE NOW

IT'S THAT TIME OF YEAR AGAIN. YOUR MCC CLUB MEMBERSHIP  
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# RENEW NOW!



# Events Calendar

## 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>      Day Two Multi Event Weekend Motorkhana & Autocross

Sunday 12<sup>th</sup>      Envirowaste Track Day Series Round 4 (Final)

## DECEMBER 2017

Saturday 9<sup>th</sup>      Envirowaste Track Day Series Round 5 (Final)

Sunday 10<sup>th</sup>      Mitre 10 Mega Summer Race Series Round 1 – Manfeild (reduced entry fee)

## JANUARY 2018

Saturday 13<sup>th</sup>      Mitre 10 Mega Summer Race Series – Taupo – Free Test / Fun Day in support of the Taupo Car Club Volunteers

Sunday 14<sup>th</sup>      Mitre 10 Mega Summer Race Series Round 2 - Taupo

## APRIL 2018

Sunday 8<sup>th</sup>      Mitre 10 Mega Summer Race Series Round 3 (Final Round) - Manfeild

Saturday 14<sup>th</sup>      Mitre 10 Mega Summer Race Series Prize Giving – MCC Clubrooms



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## MCC COMMITTEE MEMBERS



**President:** Richie Arber - 027 2900 668



**Vice President:** Tim Wilde - 0274 729 664

**Secretary:** Jeff Braid - 027 477 3337

### Your Committee:



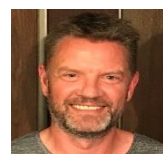
Jeff Braid



Noel Beale



Jill Hogg



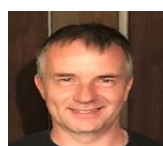
Graeme Bretherton



Jaron Olivecrona



Greg Brown



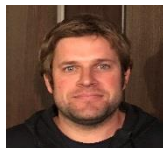
Gareth Stanley



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 10<sup>th</sup> October 2017.

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

**Terrace End Carpark, Palmerston North**

**Why not join us for a great night!**

## 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...

I was hoping that I would be writing this in the comfort of my own office at home but alas not... I am once again sitting in P.Nth hospital, the fifth visit in the last two and a bit months where I await my forth operation. To put it in terms that everyone who is reading this magazine will understand, I had the pistons and rings done first along with a quick bore and hone, then they decided to do the conrods, the last op saw the crankshaft replaced and in the not too distant future they think the big ends need doing so they are going in for a looksee. Soon I will have more tape and cable ties holding me together than most of our race cars have, that and a few tubes helping to drain a bad mixture of fuel that my body keeps producing... just because it can!!!

I am unfortunately not one to sit still for long so have suffered the wrath of a couple of people (mainly the wife) when they have seen me going to do something that I have been told not to do, so in the end I had to relent a bit and just rest. I ran out of good things to watch on TV after watching and re-watching the plethora (I ran out of things to read also, so started on the dictionary☺) of motorsport that has been on over the last couple of months so started to watch things like the news and some current affairs programs. I quickly realised why I don't watch such programs usually as they are always full of such negative crap! No wonder a god portion of the world's population walk around in a daze thinking things are going off of the rails around the world, being fed all of this negativity. If I was to think the same way I would have given up after the second op and be all doom and gloom, instead anyone that has seen me lately will know that I am the first one to make fun of the situation and have a good old laugh, why can't our media and current affairs programs do the same as there is so much good stuff happening around the world that if they showed that more I am sure it would feed on itself to the point that we all would smile as we walked down the street and say hi to the person coming the other way... Just saying!!!

The thing I am gutted about from the last two and a bit months is that I missed a couple of Track & Yack nights, the last round of the Feilding Auto Electrical Winter Race Series and the associated Prize Giving at the Clubrooms. I am a people person, meeting people and socialising is the thing that keeps my fuel tank full and to not share in these events with the rest of the MCC Family was some of the lowest points of the past couple of months. A huge thanks to those people that kept me informed as to what was happening, a couple of you gave me near minute by minute updates by way of texts and pictures of both the last round of racing and the Prize Giving, so in a way it felt like I was there. We certainly have a great feeling in this club, which is easy to see and feel, and we should be fiercely proud of it, I know I am.

Thank you to all of those who stepped up and helped out over the past couple of months, it is a sign of a healthy team when one of its members is taken out of action and nothing changes as their roles are taken on by others. I honesty never doubted that things would keep ticking away smoothly in my absence such is the calibre of the members of our MCC family.

There were some very worthy recipients of not only the Trophies /Cups for the FAE Winter Race Series but also the Special Awards that were handed out on the Prize Giving night. Everyone earned their Trophy / Cup / Special Award, so please don't ever think you didn't deserve it because all of you did. Enjoy it, celebrate it whenever you can and tell your family and friends about it, and now go on and inspire them and others to achieve the same.



**THANK YOU FOR SUPPORTING YOUR CLUB...** A huge highlight for me that came from our last MCC Committee meeting was that we can confirm that **Mitre 10 Mega Palmerston North** will once again be the Summer Series Sponsor, a huge thank you goes out to Andrew Stewart for supporting this series once again. We are also pleased to announce that the first Round of the Mitre 10 Mega Summer Race Series will have a greatly reduced entry fee. This is to say a huge “thank you” to those who have supported the club over the last year – see below for the details...

Richie Arber



**Round 1 – Manfeild – Sunday 10<sup>th</sup> December ‘17**

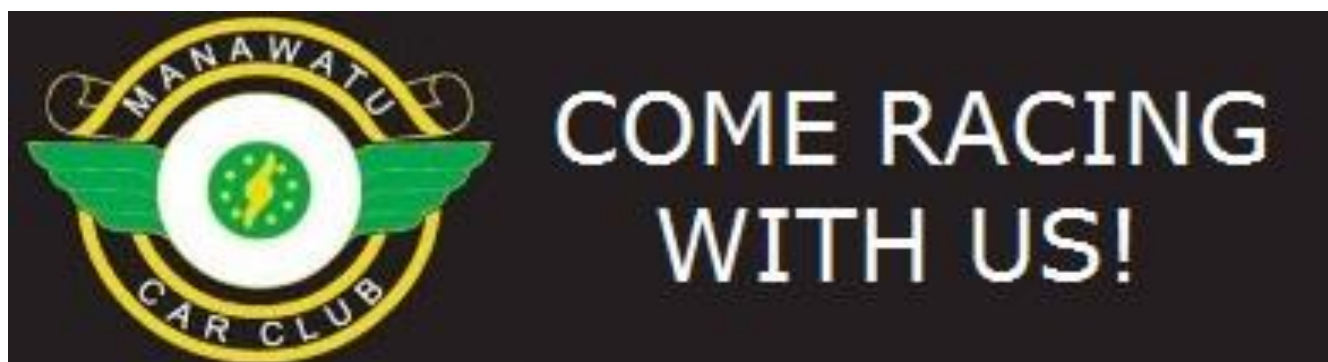
**Entry Fee: \*\$50**

**\*Conditions of Entry to get the discounted \$50 fee:**

**You must be a current MCC Member and have raced in either the 2017 FAE Winter Race Series or the 2016/17 Mitre 10 Mega Summer Race Series.**

**Otherwise the normal entry fee of \$200 applies.**

**Come and join us for a day of great racing, free giveaways throughout the day and a free BBQ and drinks at the end of the days racing.**





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# MCC CLUB MEMBER OF THE MONTH...

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

**NAME:** Richard Clulee

**BORN:** 1968

**OCCUPATION:** General Manager of a Grocery Company

**RACE CAR:** 1994 BMW E36 M3

**EVERYDAY DRIVE CAR:** VW Polo Gti

**DREAM CAR:** 1953 Mercedes Benz 300SL



## YOUR BEST MOMENT IN MOTORSPORT?

Winning the Chris Amon, Champion of Champion's Trophy this year. But also my first time out in a go kart at the Wellington trade fair circa 1977.

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

I wanted to be a Doctor. Not sure why, just thought it would be cool.

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

My Dad, My Mum and "Mr Berry" from standard 3 at primary school (Best teacher I ever had!)

## WHO WOULD YOU PLAY IN A MOVIE?

I'm no actor so let's go with Buzz Lightyear.

## THREE WORDS THAT BEST DESCRIBE YOU...

Funny and Short.

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

A truck and trailer unit, because it's hard to pass.

## WHAT IS YOUR SECRET VICE?

I can't stand sitting beside people on planes.

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

I hold a Master's degree in business

## FAVOURITE QUOTE...

"Never pick a fight with people that buy ink by the barrel" - Mark Twain.



Oh the sound. On Friday 08 September Manfeild Circuit Chris Amon rang to the sound of two high horsepower V8 racing engines that were propelling cars from the land of exotica. One was a GT4 category Aston Martin Vantage, the other a GT3 spec AMG Mercedes SLS. The two cars had been in 'hibernation' for nearly two years and needed the cob webs blown out, what better place to do it...

*What a way to finish. Ironically one the best moments for the Palmerston North City Council's interim Chief Executive during his term of office took place outside of the city boundary. David Wright will long remember his visit to Manfeild Circuit Chris Amon and his 'hot laps' in the passenger seat of the Aston Martin Vantage GT4. It was quite literally a 'flying farewell' to the city and region...*

Problems north of Bombay. It appears that an Auckland rural lifestyle doesn't always offer everything. For a short time Trevor Weir could receive emails but couldn't send, not the ideal position to be in when you are the magazine editor. Hopefully it doesn't happen too often... *(Just a case of the pigeons not being able to fly in the recent crap weather Ed)*

*What the hell was that!! Forty drivers took part in the club's EnviroWaste Track Day, including a contingent from New Plymouth, all getting four runs in a legal environment to satisfy their need for speed. One car stood out from the rest, people looked astonished when it arrived and were surprised when the owner produced a set of race overalls and a helmet. Those lucky enough to be out on the circuit at the same time were overtaken by a silver grey projectile travelling at warp speed, a loud whoooooosh and it was gone. The UFO was the latest McLaren 720S that was being given a serious workout in its first week of ownership by a prominent Palmerston North businessman. The Super Mac is truly super...*



Stealing the limelight. During the course of the FAEWS Prizegiving word got out that it coincided with the birthday of a popular competitor. So it was appropriate that the occasion was acknowledged and a 100 strong alcohol fuelled 'choir' joined in a rousing rendition of 'happy birthday' to Bron Bell (can't mention the age, but next year will be her 50th). By coincidence it was two years to the day that Anthony proposed to Bron via a message written on the back of his car with both in the same race. Love is alive and well in the Bell residence...



*Loud and proud. It's been revealed that the Taxi Cuppers actually live in the same suburb of Napier. Boys will be boys and some people have suggested the neighbourhood must be extremely happy when they go racing because they can enjoy a much greater level of peace and tranquillity. The TC's look at it differently, they believe 'noise is good for the hood'...*

Best foot forward. During the prize giving night the 'old merino' was the surprise recipient of a "Hogg Brothers Award", a pair of exclusive Maher shoes of the outrageous style they and people like Tim Wilde wear. RH is now a dedicated follower of fashion...





*No kiwi trifecta. In mid-September hopes were high of New Zealand racing drivers scoring a unique treble on the international stage. Richie Stanaway got the ball rolling with his stunning win with Aussie Cam Waters in the Sandown 500. Next up Brendon Hartley and Earl Bamber, together with team mate Timo Bernhard, won the World Endurance Championship round in Texas. Unfortunately Scott Dixon had to settle for fourth place in the final round of the Indycar Championship at Samona in California. Two out of three 'aint bad, close but no cigar...*

Looking after the fans. A new \$2 billion dollar sports stadium in the USA has it all. It seats 75,000 spectators, has an ingenious petal-like opening roof, and has the world's biggest 360 degree screens. But the fans haven't been forgotten. \$2 hot dogs, \$2 Cokes and \$3 nachos. Check that out against what we pay here in Noo Zeelan...

*One for the road. During September the Victoria University Motor cycle Club held one of its regular meetings at Manfeild. During the course of the day one rider took a high speed tumble in Turn 1, man and machine skated through the 'kitty litter', the rider stopped before the barrier but the bike didn't. The tyres acted like a springboard, launching the bike in a series of somersaults before it landed in Kawakawa Road!! Thankfully the badly injured rider is recovering while Manfeild will be looking at preventing a repeat of the incident. It's a fact of life that freak accidents will always happen...*

Trans-Tasman envy. Gazing into the crystal ball reveals that Ocker fans will be spoiled for choice when it comes to top level motor racing next year, and the buzz word appears to be 'Super'- Supercars, Super2, SuperUtes and Super5000. There's an additional ingredient with the news that Supercars Australia has reached agreement to take over the management of the Australian GT category. With a recipe for excitement that's an impressive menu. Shame it's on the wrong side of the Tasman...

*What are they? Super2 is the new name for the Supercar feeder category. SuperUtes is the new name for the V8 Utes that have been replaced by turbo diesel rear-wheel-drive dual cab utilities that have been race developed from production vehicles. Engines are controlled to 340 horsepower and 500 ft/lbs torque, and there's a*



*minimum weight of 1800 kgs. To date six manufacturers have committed to the series and had their vehicles homologated, which means the grids will comprise varying numbers of the Ford Ranger, Holden Colorado, Nissan Navara, Toyota Hilux, Mazda BT-50 and Mitsubishi Triton models with the possibility of other makes, eg Isuzu D-Max. Super5000 will be the premier open-wheel class, a 'modern' version of Formula 5000. 2018 looks like it could be a very interesting year for 'down under' rev heads...*

Kiwis dun good. If the first of the three rounds that comprise the Pirtek Cup Enduro Series was any indicator bring on Bathurst and Surfers Paradise. Five New Zealand drivers were on the grid, three were in the top 10



finishers and two of those were on the podium. Richie Stanaway and lead driver Cam Waters both showed great maturity to score an impressive victory, a few car lengths ahead of the Scott McLaughlin/Alexandre Prémat combination with the all-Australian pairing of Chaz Mostert/Steve Owen in third place to complete the Ford Falcon trifecta. The MCC's championship contender Fabian Coulthard and partner Tony D'Alberto claimed fifth position, but it definitely wasn't one of Shane van Gisbergen's better days, the 'Giz' and Matt Campbell crossed the line a disappointing 15th, with SVG dropping a big bundle of championship points in the process. His title hopes may have ended...

*Table toppers. With four rounds remaining in the 2017 Virgin Australian Supercar Championship, the Coates Hire Leader Board shows Scott McLaughlin holding a 84 point advantage over Jamie Whincup with Fabian Coulthard a further 77 points back in third place and Shane van Gisbergen a distant 5th in the standings. Two more endurance races (Bathurst & Gold Coast) followed by the ITM Auckland SuperSprint on 4/5 November and the series finale at Newcastle three weeks later. There's a lot of race kilometres to be run yet...*

Naughty boys. In qualifying for the Sandown 500 Shane van Gisbergen was given a two position grid penalty after running in to the back of Fabian Coulthard during practise, which put SVG even further back to position 21. In the race itself Coulthard incurred a 5 second penalty for a 'bump and run' incident but it didn't affect his race placing. The Lucas Dumbrell Racing Commodore of Alex Rullo/Alex Davidson copped a \$5,000 fine and were docked 30 championship points when the car lost a wheel following a pit stop, while the toughest penalty ruined the day for Ash Walsh and Tim Slade in the Freightliner Commodore when they were disqualified for 'breaching driver time' regulations. The only lady in the field was also naughty, Simone de Silvestro copped a two position grid penalty for holding up Jamie Whincup during a qualifying run. The race officials earned their keep that weekend...

*The money man. Scott McLaughlin had picked up \$13,000 of Armor All cheques and at Sandown was presented with another 10,000 for being the 2017 Armor All Pole Position Champion. Fabian Coulthard has contributed \$1,000 from Race 1 at Barbagello Raceway in WA, which makes the total \$24,000 and there are seven more races to go. It should be quite an end-of-year party at Shell V-Power Racing and claiming the Virgin Australian Supercar Championship title would be the perfect way to celebrate the 50 years association between Shell and Dick Johnson. Go well, go Shell - or go 'Z' in Aotearoa...*



Our other man returns to the track. Long time MCC member Chris Pither was back behind the wheel of a Supercar for the Sandown 500, co-driving the Erebus GB Galvanising Commodore with Dale Wood. Chris quickly settled back into the major league and was impressive in the Co-Driver's race when he pulled back 9 positions to ensure the # 99 Holden would start from 7th position on the grid, the television commentators made many highly favourable comments about his drive. In the main game the pair finished in 13th place and on the lead lap, so they must have a good degree of confidence for the Mount Panorama classic where both the lap and race distances are twice as long. Dale Wood has twice recorded Top 10 finishes while Chris Pither's highest finish is 12th place. Here's to better things in The Great Race of 2017...



*Did you know? At the FAEWS Awards dinner Ray Hartley revealed that he worked for Archer & Lupp Limited in Wellington and was the last apprentice mechanic of the legendary Sybil Lupp. Sybil was a mechanic, racing driver, garage proprietor, motor vehicle dealer and was the first woman member on the executive of the Association of New Zealand Car Clubs. She raced a 1250cc supercharged MGTC and a Jaguar XK120 with considerable success in the late 1940s and early 1950s. So Ray worked on MGs and Jaguars, the marques that made Sybil famous both as a racing driver and master mechanic. Those important early days certainly served him well over the years...*

Very special donation. Ray Hartley became the custodian of Sybil Lupp's many trophies when she passed away in 1994. He had instructions to find suitable homes for them, some went to car clubs with which she had a close association, and some went to friends. For many years there was a single trophy remaining in Ray's care and during the Awards Dinner he announced that it would be donated to the club for presentation to a woman driver competing in the Winter Series, most appropriate. Thanks to Ray Hartley the trophy has found the perfect home...

*Spoiled for choice. At the 2017 FAEWS Prizegiving Geoff Boyden won the historically special Molesworth Trophy in recognition of being the top points scorer and Overall Saloon Champion. Geoff was one of the men behind the Penrite Oil involvement in last year's series while his superbly presented BMW features a special retro Castrol livery. To add to the confusion part of his winning package was a Total Lubricants cap and jacket. So which brand actually protects the internals of the six-pot Bimmer...?*

Remembered. Curly Hamlin passed away 11 years ago to the day of the FAEWS Awards night. Curly was one of the club's true characters and never gave less than 100% as a key member of the crash/rescue team. His exploits on the recovery quad bike was the stuff that legends are made of. The previous day marked the 11th anniversary of the death of the great Peter Brock during a Targa event in Western Australia. A reminder of how quickly time passes...

*Kiwi-Franco link. Early last month there were media stories suggesting a possible 'swap' of engines involving two Formula One teams in a bid to make McLaren more competitive next year. That would possibly mean Toro Rosso losing its Renault package and having to use the Honda engine that has proved to be disappointing in terms of performance. The linking of the names McLaren and Renault isn't new, back in 1993 the kiwi team wanted to use Renault's normally aspirated 3.5 litre V10 engine but a deal couldn't be struck and they were forced to use the 'customer' Ford Cosworth DFV. Maybe it will happen this time...*



Prolific engine user. Since its founding in 1983, McLaren has become the second oldest active grand prix team after Ferrari. Its trophy cabinet includes twelve Drivers Championships and eight Constructors Championships, an impressive record, but equally impressive is its list of engine suppliers. It began with a 3 litre version of the quad cam Ford V8 Indycar engine followed by an Italian Serenissima V8, then came BRM motors in both V8 and

V12 configurations before the Ford Cosworth DFV appeared. Changes continued as the McLaren name became linked with Alfa Romeo, Porsche, Honda, Lamborghini, Peugeot and Mercedes Benz before reverting back to Honda in 2015. Honda's first all-conquering 1.5 litre turbocharged V6 secured multiple Driver and Constructor Championships for McLaren, but it's a very different story with the current hybrid engine. Now in its third season, the 1.6 litre turbocharged V6 has yet to win its first race...

*Important comment. The name of Dennis Martin is one of the most respected in New Zealand motor racing, and graduates of his Speedsport Scholarship scheme have gone on to achieve extraordinary success at many levels of both national and international competition. At the FAEWS Awards Dennis accepted Conrad Clark's runner-up trophy in the Formula First Cup, and during his response commented - 'the club's Winter Series is the most import series in this country because it allows young drivers to be taught the skills required to race at higher levels and prepares them for the summer racing'. Dennis also suggested that the 14 year old from Taupo is another special young talent. He's had a number of those over the years...*



Major Rangitikei Street upgrade. Over recent weeks there has been a great deal of activity on the property adjacent to Manawatu Nissan, apparently the dealership is expanding to include three more brands - SsangYong, LDV and Skoda, that's a real international look. Dealer principle Ross Thurston will have a great choice of personal conveyance (something for every mood?) and has already enjoyed the benefits of the Skoda deal with a trip to Spain for the latest model launch and a visit to the factory in Czechoslovakia, all this before a car has even landed on the showroom floor!! With four brand options in the line-up Rossco and his sales team have something for everyone...

*Fighting the odds. Team Penske v Chip Ganassi Racing to decide the 2017 Verizon Indycar Championship. Four versus one. Unfortunately Scott Dixon was the lone fighter in the title bout fought at the Sonoma Speedway in California, and he lost in a point's decision. His pre-fight preparation could have been better, being ranked number six on the grid was far from ideal with his opponents all ahead of the kiwi before the fight even began. From the*



*start it was all about strategy. They went toe-to-toe round after round, a jab here, a jab there, faints to the left, faints to the right. Dixon floated like a butterfly but couldn't sting like a bee, his every move failed to break through his opponent's defence. There was simply no answer against a bigger, stronger adversary and in the end the fight was lost. Scott Dixon was gallant in defeat, there was no sixth title, but it's highly likely he will seek a rematch in 2017. There will probably be better odds too with a strong probability of a second highly talented NZeder fighting out of his corner. Twi kiwi sparring partners must be better than one...*

Another kiwi star in the making. Forget all that James Bond '007' stuff. The name is Stanaway, Richie Stanaway. The 25 year old by-passed the WEC round at the Circuit of the Americas to race in the opening round of the Pirtek Endurance Cup, the Sandown 500. In place of his WEC factory Aston Martin Vantage was a seat in the Prodrive Monster Energy Ford Falcon sharing with lead driver Cameron Waters. The performance of Richie



Stanaway was the biggest talking point of the weekend, and there was plenty to talk about. The young man from Tauranga never put a wheel wrong all weekend, winning the Super2 preliminary to claim pole position, making a clean start to head the packed field into the all-important first corner and retaining the lead until he handed over to Waters. The duo were never headed, leading home a Ford Falcon 1-2-3 finish. Next up is the fabled Supercheap Autos 1000 at Bathurst and the odds will have shortened considerably on the ANZAC duo. Richie Stanaway is hot property, his ambition to race in the Virgin Australia Supercar Championship will surely be realized when the teams are announced for next year. Now the question is - which team. By the way, don't forget that Richie Stanaway's circuit racing career began at Manfeild in the MCC Winter Series...

*Similar backgrounds. Sandown 500 race winners Messrs Stanaway and Waters have several key similarities in their racing backgrounds. Both raced karts, graduated to Formula Vee/First, and moved onto Formula Ford where they won their respective national championships. At that point they went down very different roads. Waters future revolved around 'tin tops', starting by contesting the V8 Dunlop Series that led to his current Supercar drive. Stanaway's road took him onto the international stage where he raced in the open wheel GP2, GP3, Formula Renault 3.5 Series and German Formula 3 categories, there was Porsche Super Cup and in 2013 he was recruited as a factory driver for Aston Martin Racing to compete in the World Endurance Championship and American Grand-Am Series in the highly competitive LMGTE-Pro class. Realising a Formula One drive was out of the question Richie's focus switched to also competing in the Australian Supercar Championships, and to say he's been a revelation since joining the series is an understatement. He made his Bathurst 1000 debut last year co-driving with Chris Pither, the kiwi pairing finishing in 12th place sharing the # 111 Super Black Racing 'Ice Break' Falcon. Pro Drive Australia team boss Tim Edwards knew the 25 year old from Tauranga was someone special, he's been proved right...*

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)

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BACK on August 23 we hosted a hush-hush visit from a car that is anything but.

In hindsight, it has been a heck of an achievement by Toyota New Zealand to have kept the 'Chris Amon Edition' version of its 86 sports coupe under wraps right up to the model's official public announcement on September 8.

An 86 is quite an eye-catching sight in its own regard – but probably 100 times more so when presented in a unique hue, a peachy orange that the brand calls 'solar flare'.

Anyway, the secret is out: Toyota New Zealand has released a limited edition of this performance model in recognition of Chris, and we were delighted to host the car for a public relations photo shoot right here at Manfeild: Circuit Chris Amon.

This is another great tribute to a great Kiwi.

When we determined last year to rename the main grand prix track, it wasn't purely in recognition of our late friend's amazing professional motorsport career or, for that matter, his role in designing the layout.

We also wanted to recognise Chris's incredible three-decade role with Toyota as a core developer of that brand's New Zealand market road cars, mainly on our circuit.

We're delighted Toyota has also recognised those links as well with a car that is very much in keeping with the Amon spirit. The 86 has earned quite a reputation as a driver's car and, of course, it is raced in a maker-backed championship.

The release of the Amon car broadly times to the first anniversary of his passing, however its arrival is also sweetly synched with another special moment: Chris's biggest home turf victory.

The 2018 New Zealand Grand Prix here on February 11 marks 50 years since Amon took that title himself. The 1968 win was repeated the following year, again in a Ferrari Dino. You can expect that landmark moment to be celebrated.

The Amon family is obviously humbled by Toyota New Zealand's magnificent tribute.

You might have read that Tish Amon was the first customer of this \$55,990 limited edition.

James Amon has also recounted in the media about how his dad's relationship with Toyota began after he had scolded the suspension of the 1980 Corolla on national television programme, The Motor Show.



That criticism led to Toyota employing an identity then freshly retired from a fabulous motorsport career as vehicle development and motorsport consultant. He played a pivotal role in the car manufacturer's national vehicle-testing programme, clocking countless laps of Manfeild in the process.

There's no argument that this project is very much one from the heart; so many people at TNZ – including some who worked with Chris back in the day and were involved in the 86 project – really wanted to give back with a lasting tribute.

As James noted: "It's pretty awesome for dad ... there's some sentimental value there. The best thing is it's not about Toyota making revenue or flogging off another car. It's nice that they're not being mass produced."

I've been privileged to get to know the Amon family and know that Chris's famously wry sense of humour runs through the genes. It amused me when James recounted how one of his fondest memories growing up was thinking his parents ran a bed and breakfast for Japanese tourists. Little did he know the guests were some of Toyota's top engineers and car technicians working with Chris.

TNZ has enforced that there will be 10 cars - and that's it – to ensure exclusivity.

The cars are a factory conversion from the plant in Japan, with the local addition of Chris Amon Edition decals on the boot and front guards and a unique unit number plate in the engine bay indicating the model number between 1 and 10.

There are no changes to the two litre "boxer" engine, so power and torque remain at the standard 152kW and 212Nm tune, but it promises sharper handling and stopping, through adoption of beefier than standard Brembo brakes and Sachs shock absorbers.

Toyota says the brakes provide greater stopping power, with 32 mm larger diameter and 6mm wider ventilated discs at the front and 26 mm larger diameter and 2mm wider rotors on the rear. The front four pot callipers provide 39 percent more braked surface than the brakes fitted to the standard 86.

Apart from its bespoke hue, the car has unique 10 spoke, 17-inch anthracite coloured alloy wheels and a metallic black finish on the door mirrors and rear spoiler. Interior appointments include Alcantara and leather accented sports front seats, steering wheel, gear shift, hand brake lever, door trim and dashboard all have contrasting orange stitching. Standard equipment includes keyless entry and ignition, dual zone climate control air conditioning, a multi information display, privacy glass, a six-speaker audio system, and satellite navigation with SUNA traffic channel which is not currently available on any other 86 variant.



In other news, drive-in movie season resumes with us on the first weekend of October with two cinema classics starting off the fun.

Our decision to showcase Grease, for the October 6 opening night, and The Lion King for the following evening is swayed by public feedback; these were the top choices by far out of a selection of 40 titles that we posted on the Manfeild Facebook page for consideration.



The positive response is understandable; not only were both cult hits in their original years of release – 1978 for Grease and 1994 for TLK – achieving some of the highest grosses for their respective genres, but they also have the commonality of featuring memorably catchy songs and heart-pulling storylines.

Each has created a huge and enduring vibe since, spinning off chart-topping soundtracks and also presenting as successful touring stage shows.

I'm now really hoping that attendees will really involve in the films' respective themes on these nights.

Grease was very much the word when I was growing up; it's just one of those energetic and happy films that leave a huge impression. As for those songs! Summer Nights, Hopelessly Devoted ..., You're the One That I Want. They're all true ear worms.

And, of course, the 1950s seem to be such a special period for schmaltzy nostalgia, right?

I can already imagine seeing the Manfeild carpark for Grease night – hot rods, bobbie socks, leather and satin jackets, bouffant and slicked-back hair styles ... everyone putting on their best Travolta and Newton John impersonations in celebration of the rom com tale of Danny, the bad boy leader of the T-Birds, and Sandy, his passion at Rydell High, as they endure the trials and tribulations of young love.

I could easily imagine that some people will want to make this a double-header weekend, given that the story of the tale of the birth, childhood and eventual manhood of Simba, a lion cub, is another production of huge resonance.

The animation is stunning and, again, the songs are massively catchy - who doesn't know a few words of The Circle of Life or Hakuna Matata, right?

Villains are often the most memorable characters in a Disney animated film, and surely Simba's evil uncle Scar - a schemer backed by a pack of yipping hyenas who act as his storm troopers – is one of the great ones?

It's great fun when viewing TLK to work out which great actors voiced these characters. Jeremy Irons as Scar is quite easy and so too James Earl Jones as King Mufasa. But did you know that Rowan Atkinson voiced Zazu the hornbill bird and that Cheech Martin and Whoopi Goldberg were hyenas?

As you might recall, we began showing drive-in movies a year ago and that first, essentially summertime season was a great success for us.

Dirty Dancing, Goodbye Pork Pie, Love Actually and The Rocky Horror Picture Show all captured a lot of attention. We wrapped up our season in March with Fast And The Furious and the pride of Kiwi film making, Hunt For The Wilderpeople.

You can find out more about these films on the Manfeild Facebook page. Just a reminder that the gates open at 6pm and screenings begin at 8pm, when it's nice and dark.

Julie Keane  
CEO



## RELIVING THOSE GLORY DAYS MAY BE GETTING CLOSER...

Two years ago an exciting new Australian racing car was unveiled, the Formula Thunder 5000 single seater, a modern day incarnation of the Lola T332 F 5000 racer that appeared in 1973.

Journalist/racer Chris Lambden was the man behind the concept and the car certainly drew favourable comment with regard to sight and sound when it was demonstrated at circuits before it seemingly went into a period of hibernation. Then out of the blue the car reappeared at last month's Sandown 500 meeting and the full story emerged.

Back in July Supercars secured the category management rights for the venture that is now known as the PAYCE Wilson Security Super5000 project with the car presented in their livery. To say that it looked sensational is something of an understatement.



Designed by V8 Supercar engineer and data expert Oscar Fiorinotto of South Australian company Supashock Racing Engineering, and conforming to FIA safety standards, the Super5000 had undergone extensive testing at Phillip Island, Mallala and Adelaide International Raceway in the experienced hands of Garth Tander, Lee Holdsworth and Alex Davidson. At Sandown Tander was scheduled to demonstrate the car but was replaced in the seat by his wife Leanne, a former Australian Formula Ford champion.

Fiorinotto says - *"We've developed a project that is high drag to promote really good passing, it's easy to drive, good gearbox, really good solid mechanical grip as well, because everything is designed in-house".*

*"It sounds great, it looks good. I think it's achieved targets in the sense it was to deliver a highly entertaining product, rather than just another open-wheeler."*

The retro-inspired Super5000 is powered by a 5-litre V8 Supercar engine and is being developed with a view to joining the Virgin Australia Supercar Championship support programme as a new class next year - it makes the hairs on the back of your neck stand up just thinking about it...

RH

## A SLICE OF HISTORY COULD BE YOURS...

Word is that one of the most famous Holden racing cars is up for sale and its provenance is impeccable.

It's the # 51 K-mart VY Commodore chassis number HRT 043 in which Greg Murphy set his legendary 'Lap of the Gods' in qualifying for the 2003 Bathurst 1000.

You will recall that Murph was the last to run in the Top 10 Shootout with John Bowe having provisional pole position. At the first split the K-mart car was ahead, there was a missed gearshift that cost a couple of tenths, but that was regained by the second split. The commentators and crowd knew they could be in for something special and they got it - Murph stopped the clock at an unbelievable 2.06.859, a time that was 1.096 seconds faster than Bowe, the magical 2.07 barrier had finally been broken. Every team in pit lane came out to applaud the achievement as Greg returned to the K-mart garage, it was a very special moment that has never been repeated at the famous circuit. The next day Greg Murphy and co-driver Rick Kelly won 'The Great Race' on a weekend the team dominated from start to finish.



That lap is definitely worth revisiting on You Tube, it's one of the many legendary stories in this country's rich motor racing history, a lap that was driven by one of Manfeild's favourite sons.

The full story of chassis # HRT 043 is a long and fascinating one. Thankfully the car was fully restored to its 2003 Bathurst winning condition six years ago for its Queensland owner and it returned to Mount Panorama for the Bathurst 50 Year celebrations in 2012. Murph was back behind the wheel but there was no 'Lap of the Gods' on that occasion - just the remarkable memory for the driver and the fans.

The initial talk is that \$700,000 plus will buy this iconic car, but with its history HRT 043 could possibly break the magic \$1,000,000 mark. Ladies and gentlemen, let bidding begin...

RH



## BACK IN THE DAYS WHEN...

Founded in 1934, 'Speed Sport' magazine is one of the better reads if you are a follower of all things motor sport in America.

The November 2016 issue included a story 'Odd Manufacturers Dot History', it related to NASCAR and the early paragraphs give an interesting insight into the early days of the USA's most popular racing category.

"Throughout NASCAR's history, the foundation of stock car racing has always been the cars and the drivers who bravely wheeled them. From day one, automakers have looked to on-track performance as a way to promote and sell their products.

By the time NASCAR held its inaugural Strictly Stock race on June 19, 1949, several fledgling car designers enjoyed seeing their paper sketches of car designs become reality. Even for those small, dream-filled ventures, NASCAR was a proving ground to determine the fastest, most reliable cars.

**THE NATION'S GREATEST**  
**150 MILE**  
**STRICTLY STOCK CAR**

**\* AUTO RACES \***

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**BILL FRANCE**

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**200 LAPS OVER 3/4 MILE**  
**BANKED TRACK**  
OPEN TO 1946 AND LATER MODEL CARS

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**NEW**  
**CHARLOTTE SPEEDWAY**  
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In that inaugural 500-mile race on the three-quarter-mile dirt track at the Charlotte (N.C.) Fairgrounds, a field of 33 Fords, Oldsmobiles, Hudsons, Lincolns, Kaisers, Chryslers, Buicks, Cadillacs and Mercurys took the green flag. Kansas native Jim Roper collected NASCAR's first premier series victory in a black 1949 Lincoln.



All of those cars were driven to the track and given pre-race preparation that consisted of the taping of the headlights, a change of oil, and the installation of a homemade seat belt and the use of leather belts to ensure the doors wouldn't fly open".

The story concludes.

"Racing an odd car every now and then was in part because someone wanted that Cinderella finish or maybe felt the car offered some advantage on the track. Other cars came from a family member that allowed someone to race it, while some had friends that were car dealers willing to give them a car to race. Having something unusual to drive would also draw more attention or notoriety whether they won or didn't win".

NASCAR has come a long way since 1949, and the final sentence probably still applies today...

RH

## LOOKING BACK...

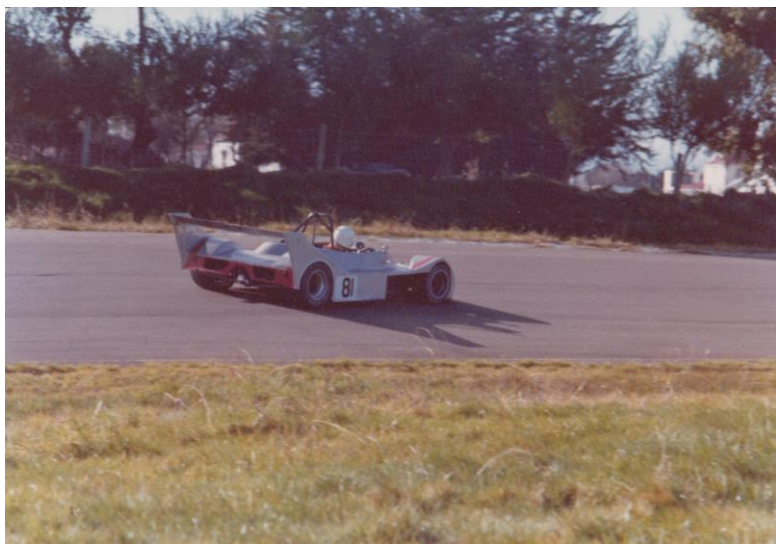
Call me Bond – Steve Bond ..... better known to one and all as Bondy. Bondy is a legend in the local rally scene, having rallied a succession of Hillman Hunters since the late 1970's. Top is one of the earlier cars at a Manfeild sprint event, at this point still running a Rootes group engine and drive train. Who of the locals remembers Golden Takeaways (refer the windscreen banner) when it was in its prime? It was one of the few places open late and did awesome burgers.

Below is “Mr Shifter” in the version I most preferred with the recognizably Hunter nose, big wing and FDL colour scheme. In typical pose too. By now there wasn't much Hunter left apart from the basic shell. Fibreglass and carbon fibre everywhere, and that wonderful sounding V8 turned this car into a proper weapon. Rallies were often accompanied by a trail of fibreglass parts strewn around the countryside, but when the stars aligned it was truly a sight to behold. Sadly Bondy parted company with the car last year, though it went to a good local home with Jeff Ward in Wellington. The car was crashed heavily at Coromandel Rally this year, and is being rebuilt ..... again.

It's obviously in the genes. This Starlet rally car was run for several years by Tim Crawley (father of Formula First star Callum) both in the local and some National Championship events. Tim proved very capable with excellent placings both in class and overall – in fact the car and driver combo were a bit of a giant killer. Sponsored by 2XS, the local radio station, the early bug eye shell ran an 1800cc engine (correct me if I am wrong Tim). How many of you know that Tim spent some time in the UK working with Dave Brodie at Brodie Brittain Racing (BBR)? The company was at the forefront of turbo technology and still is, with officially sanctioned turbo kits for the Mazda MX5 for example.







Bruce Turnbull in the Fronzelli sports car that took him to the national NZ Sports Car Championship title in 1981 and 1982. The top picture from a clubmans meeting in 1979, the next picture from the Standing and Flying sprint referred to last month. The Sports Car Championship, at this stage in its history, was run to a simple formula – 2 seats, 2 valves per cylinder, and 2 litres maximum. This led to an eclectic mix of engines, from the older twin cam Lotus Ford engine, through Fiat and Alfa Romeo, and the slant 4 Vauxhall engine that Bruce used (from the Bedford van and first introduced in the FD Victor in 1967). This same engine found a home in the Chevette rally car of the period before being supplanted by the 4 valve (Lotus head) engine. Bruce is, of course, best known for his Saker race and road cars, proudly built in Bunnythorpe, though he was also the creator of the Keram Formula Ford (that Kevin Ingram took to the national title) and the highly sophisticated Tull Formula Ford. In Bruce's trademark tradition the Fronzelli was always immaculately turned out, reliable and very fast. Bruce was latterly intimately involved in the initial chassis design, then technical and pre-production engineering of Jock Freemantle's Hulme supercar

I was reminded by the YouTube clip of a certain green Nissan hitting the turn 1 barriers backwards at a recent winter series round, of an attempt to escape the circuit that was so much more successful. At a clubmans race meeting John Shirley totally misjudged the entry to the corner, going in way, way too hot and ..... he managed to not only skate across the kitty litter and demolish the tyre barrier with the rear of his Mk 1 Escort, but to climb over it and embed it through the signage hoardings fronting Kawakawa Road. The car was left nose up, poking through the gap it had just created. The photo shows the extrication process in full swing. The car suffered little damage despite its unorthodox exit. Relevant now with Russell's news of the motorbike landing on the road recently. There's not a lot of distance between the track and the road!!



## 2017 FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 4

### Winter Champions Confirmed

The rain stayed away but the drivers didn't as 115 racers gathered for the final round of the Feilding Auto Electrical Winter Race Series at Manfeild: Circuit Chris Amon.

Formula First pilot Alex Hawley did not have a win all season, but with regular podiums and a good points-haul each round he was able to out-stay Speedsport Scholarship winner and runner-up Conrad Clark to win the series by just 57 points. Callum Crawley skipped Round 1 and even though he won five of the next nine races in the season he had to settle for third in class.

It was a clean-sweep for the Dennis Martin's Sabre Motorsport Team and a good indicator of how the summer championship may look.

RS Cup was always going to go down to the wire with only a few points separating the top three. Ernie Greenwell, Toyota Levin prevailed over a hard-charging Anna Wild, Honda Civic. Bron Bell, Mini 7 must be cursing the broken gearstick back in Round 2 that forced her out of the handicap. A win in the last race of the season was a small consolation for bronze.

SF Cup was the class of the series with close racing and multiple race winners. Graeme Bretherton, Commodore, Bayley Walker, Civic, Daniel Hetterscheid, Celica GT Four and Shaun Browne, Integra were all in with a chance. It came down to the last race, with Bretherton taking second place to win the cup. Walker was third and 60 points shy in second. Hetterscheid's last race win took him clear of Browne to claim the bottom podium step.

It was BMW M3-Power to the fore in IB Cup and a ding-dong battle between class sponsor Geoff Spencer and challenger Richard Clulee for top spot. When the dust settled only 38 points separated the two in Clulee's favour. Spencer's break-out penalties were probably the difference between gold and silver. Justin Allen was a close third in the Battery Town RX7 only 29 points down.



Richard Clulee leads the charge

Zippo McIntosh had done just enough in the first three rounds to win GT Cup in his Lancer Evo that he took the September meeting off. Adam Newell's two wins and a second in the Crawford Ford came up a tantalising 27 points short. Warwick Lupton, Mustang, kept just ahead in the points from Taylor Quine's RX7 for third in the Series.

The Classics grid of three classes, Classics Cup, Retro Classics and Group 4 Saloons ran handicap races all winter giving everyone a chance. Grant Rivers, Mustang had a win per round to lock up the silverware. Stephen Marks, BMW E30 consistently gathered points for second and Phil McQuoid, Escort Mk2 was able to drop round 2 and still finish third.

Seven wins from twelve races kept Dean Curtis, Escort MK2 on top of the Retro Classics with Ben Boyden, BMW E30 second. Layton Hammond's crew did a brilliant repair job to get his Escort Mk1 on the grid after heavy damage in Round 3. Third place was just reward for their efforts.

Geoff Boyden, BMW E36 dominated Group 4 Saloons from Sandra Eden, BMW M3 and latecomer Richard Dann, BMW E36. Boyden's 809 points wins him the prestigious Molesworth Saloon Car Trophy for both Retro Classics and Group 4 Production Saloons combined.

Kerry Tong was top taxi in the Falcon one-two-three for the Taxi Cup. Grant Anderson was second with Barry Maunder third. Leo Van Berkel made a cameo appearance to snatch two wins and a third in the only round he raced this season.

The Battle of the Brothers for the MX5 Cup was settled in race 1 when Gareth Hogg executed a perfect slipstream pass right on the line to win by 0.024 seconds from Bryce Hogg. The win kept him 31 points ahead to secure the title. Jeremy Hoskins in the power pink roadster collected three thirds for third overall.

Over the whole Winter Series there were 190 unique entries averaging 113 cars per round and of course a mountain of chocolate fish was handed out courtesy of Ray Hartley Motors.

This outstanding support is a ringing endorsement of the Manawatu Car Club and how we run the Series. We look forward to building on this success.

Jeff Braid



## FAEWS ROUND 4 QUICKIES...

Porsche 944 driver David Allison was very keen to go racing and was quickly into his place on the grid in the first round of scratch races. But there was a degree of confusion when another competitor wanted the same space!! The problem was quickly resolved with the Porsche removed from the grid so the SF Cup six lapper could get under way. David runs in the IB Cup, he was a race too early...

Variation. The small GT Cup field was certainly enhanced by the appearance of Kevin Bovey's sleek Jaguar XKR, a car that certainly matches pace with grace. Brock Cooley fronted with a Ford Falcon for the final round, remember he had run a Mazda RX7 and the ever faithful Chev Nova earlier in the series. How can you not be

excited by Adam Newell's Crawford Ford at flat chat. The last lap of the handicap races where he runs down the field is mesmerising stuff. There's nothing like speed comparisons to get people's interest...

No-one could ignore the sensational new graphics on Samantha Stanley's RS Cup Honda Civic. Many people didn't know there were so many colours available...

Eight volunteer officials were unable to attend for a variety of reasons. In true MCC V-Force fashion people took over the leadership roles, it was sorted it out amongst themselves with several 'new look' teams and all was well to go racing. Love ya work...

Impressive improver. Stockcar racer Tessa Field was a welcome addition to the RS Cup line-up when the series began back in June. The Honda Civic driver has made great progressed in the transition from a clay to bitumen racing surface and posted the fourth fastest time in the Round 4 qualifying session...

Numbers game. The number of STAR cars doubled when Cullen Thorby joined Louis Kuriger in the IB Cup field. In the Taxi Cup there was an additional cab on the rank, so the Hawkes Bay 'Six-Pack' became 'The Magnificent Seven'. In the Classic saloons there were 19 competitors spread over three categories. Good numbers too in Formula First (10), SF Cup (23) and there were seven ladies in the 19 strong RS Cup field. The FAEWS has enjoyed exceptional growth over the 2017 series...

Saddest moments. Ian Williamson big off into the barriers at the entry to Turn 7. The Ford Mustang left two long black lines that told the story. Mike James broke a half shaft and over-revved the Holden's engine, the result was damage at both ends of the power line. Both will return...

Happy chappy. Taxi Cupper Barry Maunder was the lucky one when Nick Koucouris made the draw to find the winner of the RaceTech seat. Bazza wasted no time in getting up to Level 2 to claim his prize and could hardly contain his excitement, on his entry form the comment line said 'never won anything in my life'. But the flash seat hasn't been fitted to the Falcon, apparently it's in the residential lounge and become the seat of choice of the family dog!! It's now a matter of who has the greater need...

Nice gesture. Kerry Halligan making his Level 1 suite available to competitors. It really is the room with a view with the side windows overlooking the dummy grid. The ultimate wide screen...



Ross Gordon fends off the challengers



Justin Allen



## 2017 FEILDING AUTO ELECTRICAL WINTER SERIES AWARDS...

A week after the final round 100 people attended the FAEWS prize giving dinner at the MCC Clubrooms and all entered into the spirit of the occasion. There was much to celebrate.

The most notable absentee was President Richie Arber due to post-operation recovery, however he was at the clubrooms in spirit and his message was read at the beginning of the night's proceedings, it included an important statement - *"believe me I will be wearing my MCC T-Shirt with pride tonight while I continue to recuperate and while you all celebrate what has been an awesome Winter Race Series"*.

The night was highlighted by the announcement of the first name to be engraved on the new Chris Amon Cup that acknowledges the FAEWS Champion of Champions. The trophy is of great significance to the club because of Chris's close involvement with the design of the Manfeild circuit and has the full endorsement of the Amon family

Two special awards were made recognising achievements of two club members.

Warrick Law was a well-known flag marshal whose name is linked with both Levin and Manfeild, his commitment was acknowledged with the presentation of the first Manawatu Car Club 50 Year patch. The embroidered patch was presented by Les Green, the man behind the initiative, and to make the occasion more memorable accommodation was provided at the Horsepower Bed & Breakfast establishment on the western outskirts of Feilding.

Keith Heginbotham was named the inaugural recipient of the Mike Webster Memorial Trophy in recognition of his dedication and performance in the flag department over a long and sustained period. Appropriately the trophy is emblazoned with crossed flags, one chequered and one blank, to represent all points around the circuit. Unfortunately Keith was unable to attend as he was recovering from a road accident, the trophy was accepted by Les Green.

In the absence of President Richie, the silverware presenter this year was MCC Committee member and proud Chair of the MCC 70th Birthday Committee, Jill Hogg.

A FAEWS Spirit Award was created following last year's series when the actions of a competitor were privately made known at the conclusion of the prize giving - it was a gesture that epitomised everything that the series is about. It was planned to present the trophy at one of the 2017 rounds, regrettably, for various reasons it didn't take place.

At this year's function the 2016 FAEWS Spirit Award was finally passed to Ray Hartley, a most deserving and worthy recipient.

### MX5 Summer Cup

- 1 Nigel Edger
- 2 Jeremy Hoskins
- 3 Alex Corpe

### Ernie's Engineering GT Cup

- 1 Craig McIntosh
- 2 Adam Newell
- 3 Warwick Lupton

### TR Group Classic Cup

- 1 Grant Rivers
- 2 Stephen Marks
- 3 Phil McQuoid



### **GT Oil Retro Saloons**

- 1 Dean Curtis
- 2 Ben Boyden
- 3 Layton Hammond

### **Vault 168 Catering Formula First**

- 1 Alex Hawley
- 2 Conrad Clark
- 3 Callum Crawley

### **GT Oils Group 4 Saloons**

- 1 Geoff Boyden
- 2 Sandra Eden
- 3 Richard Dann

### **Molesworth Trophy - Overall Saloon Champion (Most Series Points)**

Geoff Boyden

### **Danny's Auto Services / BT Advisory Services RS Cup**

- 1 Ernie Greenwell
- 2 Anna Wild
- 3 Bron Bell

### **RS Cup Trudy Ann Crooks Trophy**

Cory Anderson

### **Geartech Automotive SF Cup**

- 1 Graeme Bretherton
- 2 Bayley Walker
- 3 Daniel Hetterschied

### **Coresteel Buildings IB Cup**

- 1 Richard Clulee
- 2 Geoff Spencer
- 3 Justin Allen

### **Max Tarr Electrical MX5 Cup**

- 1 Gareth Hogg
- 2 Bryce Hogg
- 3 Jeremy Hogg

### **GT Radial Taxi Cup**

- 1 Kerry Tong
- 2 Grant Anderson
- 3 Barry Maunder

### **2017 FAEWS Spirit Award**

Phil Keith.

This year's award acknowledges and represents the attitude of the club's very dedicated rescue crew that Phil leads by example.

### **2017 FAEWS Champion of Champions Chris Amon Cup**

Richard Clulee

A fair and equitable formula was developed with regard to the point's system for the Chris Amon Cup, many factors had to be taken into consideration, in particular the size of the field in each class at each meeting.

Richard Clulee was a very worthy first recipient. The presentation to him became very emotional, Richard being



lost for words as he fully understood and appreciated the meaning of the club's most prestigious trophy.

As with such occasions it's very much a team effort, but there are people who deserve special thanks.

Initially it was Geoff Boyden and Danny McKenna, who set the ball rolling by taking over the venue set-up with the Arber's out of action.

Aaron Walker and his Vault 165 Catering team lived up to their reputation of excellence and value-for-money, while Ray Hartley found the last chocolate fish in his trawling net, a 'trophy' that has become synonymous with the series.

The clean-up team thanks the Taxi Cuppers who eventually did an Elvis and left the building - Kerry Tong and his merry men are a group who know how to enjoy themselves without offending anyone, and they are responsible people because they stay overnight at a local motel, assuming they could find it!!

Without doubt the unsung hero is MCC Secretary General Jeff Braid. An exceptional planner, a man with huge enthusiasm and knowledge, a man who has great passion for his involvement with our sport and our club - we are so fortunate to have Jeff as one of the club's key officials.

On reflection, the prize giving is like the series itself because it has a relaxed and informal format. It's a proven winner, it 'aint broke, so there's no need to fix it...

RH                      Photos by Stew Wood The Photographer

## A SECRET NO MORE...

Through its major involvement in the Virgin Australia Supercar Championship, Triple Eight Racing enjoys a very high public profile both on and off the track with drivers Shane van Gisbergen, Jamie Whincup and Craig Lowndes. At the Brisbane HQ of Triple Eight Race Engineering there is their own version of Lockheed Aircraft's famous 'skunk' works, and it's from that base Holden's new Supercar challenger has emerged.

In mid-September it was revealed that Triple Eight Race Engineering had been privately testing Holden's new generation 3.6 litre twin-turbocharged V6 engine in the team's special 'Sandman' ride car. Less than two weeks later the ZB Commodore Supercar Prototype ran its first laps at the Norwell Motorplex on the Gold Coast, but it was powered by the current V8 engine.



The ZB Commodore is definitely a sleek looker with the most obvious feature the large rear wing that is mounted much further back than on the current cars. It appears that the 'ZB' will be raced next year in both V8 and V6 engine versions, with the latter being a wildcard entry at selected rounds.

As a special treat for the Holden faithful the double-puffer V6 will make its public debut with demonstration laps during the 2017 Supercheap Autos 1000 at Mount Panorama in the hands of 4-time Bathurst winner Greg Murphy, but will it be the 'Sandman' or the ZB Commodore?? That Murph fella seems to get a lot of good jobs these days... RH





## OBSERVATIONS ...

- Every fan would have enjoyed Erebus boss Betty Klimenko's excitement when Dave Reynolds took a stunning pole position for in the first qualifying session at Sandown, 0.0026 of a second ahead of Scott McLaughlin. Following her first appearance with the Erebus Motorsport AMG Mercedes team Australia's richest lady has brought a lot of colour into Supercar racing and has spent a great deal of money along the way. Betty deserved that one...
- Is there anything better in Australasian motor racing than the Sandown 500 retro round. Erebus Racing pulled out all he stops with their # 9 Penrite Commodore and pit garage set-up, absolutely brilliant and what the concept is all about...
- Uncle Sam also gone retro. NASCAR went back in time with the running of the Southern 500 at Darlington. All the teams and cars returned to the period between 1966 and 1969 when the races were won by Darel Dieringer (Mercury), Richard Petty (Plymouth), Cale Yarborough (Mercury) and LeeRay Yarborough (Ford). The Darlington Raceway in South Carolina is NASCAR's oldest superspeedway and known as 'the track that's too hard to tame'...
- What's the advantage of 'drafting'. Formula First guru Dennis Martin explained that specific tests have been carried out on Manfeild's back straight and showed that 'drafting' can result in a speed gain of up to 14 kilometres an hour. That additional km/h makes the process of overtaking much easier...
- America has a level of patriotism that no other country in the free world can match. For 'foreigners' like ourselves, to attend an event in that country is a very special experience. The USA never forgets its heroes and those who gave their lives while serving their country in the military. Prior to the start of the WEC race at COTA there was a low level flyover by a WW2 B-25 Mitchell bomber marking the 75th Anniversary of the legendary 'Doolittle Raid' on Japan in April 1942 that changed the course of the war. The race fans would have been silent in respect...

**MOTOR**



- At the Indycar round at Pocono there were 42 lead changes. That's called real motor racing...

## SANDOWN 500 – ANOTHER SAFETY PROVING GROUND...

The Sandown 500 round will long be remembered for the terrifying incident that completely destroyed the Brad Jones Racing Holden Commodore driven by Sandown rookie Todd Hazelwood in the Co-Drivers Preliminary race.

Travelling at 260 kmh, the CoolDrive car was hit as three cars braked for Turn 6 that is regarded as one of the most dangerous corners in Australian motorsport. The Commodore revolved 180 degrees as it careered across the grass and slammed backwards into the tyre barriers, followed by a series of frightening rolls before stopping on its side, smashed beyond belief.

*"I put my hands on my helmet and tried to relax when I hit the tyre wall. When I was going up in the air I thought 'oh my God this is going to be huge'".*

The only panels left on the car were the bonnet and front bumper, the interior was covered in mud and debris, while a later examination in the team garage revealed the protective roll cage had been bent by the forces imposed on it.

*"When I landed I thought 'I'm going to be sore' and as I was of laying down on the seat and trying to move my body around I thought I'm so lucky that I'm fit. I couldn't believe once I unplugged the cool suit and radio and stood up, I could climb out of the car myself and get on with it".*



While the crash rescue teams began the work involving the removal of the two damaged cars involved and reinstating the safety barrier, the 21 year old headed to the Medical Centre for the regulatory check, convinced the doctors that he was okay, and amazingly took his place on the front row of the grid for the Super2 race that was next on the programme!!

Repairing the car in the available time was out of the question which meant Hazelwood and lead driver Tim Blanchard wouldn't be facing the starter and hoping that the Supercheap Autos 1000 at Bathurst

would bring the team better fortune, word is that BJR may take the opportunity to run their 2018 ZB Commodore chassis at Mount Panorama.

This incident again reinforced the outstanding work done by the team of people involved in designing the 'Car of the Future' (COTF). In particular the placement of the fuel tank prevented what could have been a major fire and new leg protection measures that were made mandatory at the Sandown weekend proved to be highly effective.

You never stop learning about safety...

RH

## ONE STEP CLOSER...

Our man Brendon Hartley, together with co-drivers Earl Bamber and Timo Bernhard, scored their fourth straight World Endurance Championship win to solidify their position at the top of the point's table with three rounds to complete the 2017 series.

Conditions were extremely hot at the Circuit of the Americas in Austin, Texas, with 30 plus degrees Celsius ambient temperatures and the track temperature hovering in the low-40s. In the interests of safety drivers had a maximum consecutive allowed time of 80 minutes behind the wheel, so double stints were out of the equation.

For this round Toyota fronted with two LMP1 cars, but Porsche had the upper hand over their Japanese rivals, blocking out the front row of the grid in qualifying before claiming a 1-2 race result the following day.

Hartley sat out the 20 minute grid qualifying session on this occasion and it was the sister car that took pole position, with a fraction over 2/10ths of a second between the two 919 Hybrids.

The # 1 car of Neel Jani, André Lotterer and Nick Tandy would have the better pace, and the trio would lead for most of the race, but the top step of the podium was not to be their destiny.

The American's really know how to put on a show, they also know how to use personalities to lift an occasion. The man who held the green flag to start the 6 Hour of The Americas was former Formula One star Rubens Barrichello, when the popular Brazilian waved "go" the two Porsches "went" and eventually were able to stave off the strong challenges of the Gazoo Racing Toyotas that were extremely competitive and led several times because of a different tyre strategy.

It was Bernhard who started the race in the # 2 car, followed by stints from Hartley and Bamber, the trio repeating the driver order for the second half of the race. As the halfway mark approached a Safety Car intervention closed the field right up, from the restart the two Porsches swapped the leading positions during



pit stops and after the final round of refuelling the # 1 car held a 10 second advantage.

However, with 15 minutes to go the leading car responded to a strategic call to slow and four laps from the finish Bamber slipped passed to win by less than half a second in a staged ending that allowed the Porsche team to move closer to their target of retaining both the Driver and Constructors Championships. For Neel





Brendon - *"The result is an awesome team effort. Both our cars were always close together and Toyota kept us honest for the entire race. It was interesting to see the different tyre strategies today".*

In the Constructor's standings Porsche lead Toyota, 242 points to 168.5, while on the Driver's table the Hartley/Bamber/Bernhard combination now have a 51 point advantage over the best place Toyota team, with Jani/Lotterer/Tandy currently fourth.

The seventh of the nine WEC rounds is the 6 Hour of Fuji in Japan on 15 October with the final rounds in November at Shanghai and Bahrain. Right now it's looking very good for a second world championship for Brendon Hartley.



RH

## THANK YOU MR HIGGINS...

Manfeild has had two internal road upgrades in the past month. Higgins Contractors used Manfeild for tutorial sealing exercises that involved representatives from each of the North Island branches. The practical work included draining, levelling and chip sealing both the Kawakawa Road emergency exit road adjacent to the house, and the short 'road' that links the exit of Turn 1 to the Higgins Corner entry. At a future date the latter will be partially hot mixed to prevent loose chip being carried onto the racing surface. An outstanding win-win scenario.

Meanwhile, Higgin's technology that was initially trialled at Manfeild is being used to assist in solving the Ashhurst road noise problem. The closing of the Manawatu Gorge has caused a great deal of upheaval, for motorists, transport companies and the residents of Ashhurst and Woodville.

The major problem is the high traffic volume on Ashhurst's Salisbury Street that leads to the Saddle Road, and the noise that goes with it. To lessen the noise generated by contact between tyres and the present chip seal surface, the roadway is being re-surfaced from kerb-to-kerb with a 30mm thick layer of an upgraded version of the porous bitumen that also allows water to penetrate through onto a special membrane sealant where it runs off into the gutters.

Porous bitumen was a world first when it was developed something like 30 years ago by Higgins Laboratory staff in Palmerston North, the material being referred to as 'bubble mix' because it had the texture of rice bubbles breakfast cereal. A 20mm layer was trialled on Manfeild's middle straight and its effectiveness was immediately obvious, in wet conditions the rooster tails disappeared on that section of the track. The results exceeded all expectations and the Manfeild trials later led to major overseas circuits adopting the material at the time when Sir Patrick Higgins was a highly respected FIA Track Inspector. Both Higgins Contractors and Manfeild are extremely proud of creating this important global first...

RH

## THANKS FOR THE MEMORY...

On page 25 of the September issue of the magazine there was a photograph that included Gary Shaw's self-built Dream Maker RV. Gary was a very well-known motoring personality who established the 'Shaw Wheel Alignment' business in Kimbolton Road, Feilding. Today the same building is the home of the Bridgestone Tyre Shop. On 19 September a surprise email was received from Gary who now resides in Taradale.

*"There I was making my way through all 28 pages of the September edition of the Manawatu Car Club magazine and arriving at The Looking Back section, there in all its splendour was 'Dreammaker', my motorhome.*

*First off, so proud of the Manawatu Car Club going from strength to strength, and it appears to be done from grass roots, as the MCC does so well. I have always believed that club racing is the best racing, you may remember I had a window sticker printed 'Club Racing Is Giving It a Go'. To hell with the big boys, big cheque books and big ego's".*

Gary went on to say - *"Dreammaker made its way to Whakatane with me, a motor change, a P76, a huge improvement, and was then sold, with the promise to myself 'I will build another one', just like I was going back to motor racing, yea right. It went on with the new owner becoming a full time resident at the local camping ground in Whakatane with his wife and family. Bob was a classic motorcycle enthusiast and followed the racing around New Zealand in it, I believe he travelled about 70,000 miles in it, and told me owning Dreammaker was the best 14 years of his life, and that meant so much to me that someone got so much enjoyment out of it".*

*"We will come down for a day trip to Circuit Chris Amon for one of the summer series meetings. What a great name Circuit Chris Amon".*

Dreammaker was years ahead of its time here in New Zealand, designed and built by a man who had a vision and made it become a reality, people like the famous American automobile designer and entrepreneur Preston Thomas Tucker who created the remarkable "Tucker Torpedo" in 1948 would have been impressed.

Gary Shaw was, like Tucker, an entrepreneur. Back in the 1980s (?) he imported the classically styled JBA kit car from England that was the work of three former British Leyland designers/engineers. From memory the JBA used the Ford Cortina as a donor car, 10 kits were sold with another three delivered fully built. "Made no money!"...

RH

See also the photo in this month's "Looking Back", with the Dream-maker again featuring Ed



## THE CHEQUERED FLAG FALLS...

It's particularly sad to note the passing of a man who gave so much to the club and the early days of Manfeild - Doug Hopcroft.

Doug was a Committee member for many years and was one of the driving forces behind the building of the current Clubrooms, together with his best mates Alan Curtis and Steve Bond.

The fun-loving trio were the club's characters. Alexandre Dumas wrote the famous historic novel 'The Three Musketeers' who were Athos, Porthos and Aramis - a novel about Doug, Curty and Bondy would more likely have a title along the lines 'The Three Must-'av-Beers'. They worked hard and they played hard, they encouraged people to work with them to make things happen, and they made it a lot of fun along the way.

In Manfeild's early years Doug took over the role of Chief Dummy Grid Marshall. On the competitive side he's remembered for competing in Autocross events driving a shared Ford Anglia, but Doug's probably best remembered for his immaculate 3-litre V6 Ford Capri that was his pride and joy. His love for life and motorsport was obvious to all who had the pleasure of knowing him.

In later years Doug was diagnosed with Motor Neurone Disease and confined to a wheelchair, so it was a very special and emotional evening when he attended Manfeild's 40th Anniversary Dinner with his wife Dorothy and close friends in November 2013.

Doug Hopcroft passed away on 22nd September at Taupo, aged 67 years.

To Dorothy and Doug's family, we say 'Thank You' for allowing us to share special times with him over so many years and for his contribution towards making the Manawatu Car Club what it is today. A friend never forgotten...

RH

Doug was indeed one of the main driving forces behind the building of the current clubrooms and as Russell says, one of the terrible trio!! He worked tirelessly for the club, both fund raising and putting in countless hours in helping with and overseeing working bees at the circuit as it was established. His work was with the electron microscope at Massey particularly in the field of structural biology, with much published work to his credit. Doug was for some time Secretary of the Club. Another taken too soon, but what a legacy .....

TW





## NEARLY THE WORLDS FASTEST...

It had all the hallmarks of a Hollywood blockbuster. Enigmatic but flawed genius engineer; dour, taciturn but brave central character; the hopes of a nation pinned on both; a fabulous streamlined machine; a glorious South Pacific beach setting; a great storyline of a bitter dispute between the two main characters; a race against time and nature; and ultimately .... failure.

The story of Norman “Wizard” Smith and his attempt on the World Land Speed record at Ninety Mile beach has been largely forgotten, or at best given a footnote in the story of New Zealand motoring. It’s a classic case of “what if” - with history being tainted by the sensationalist press at the time, and subsequent re-telling’s of his story have done little but consign the attempt to the scrapheap. However is that a fair call??

The recent rediscovery of the remains of “Wizard” Smiths garage and camp at Hukatere on Ninety Mile beach and its subsequent recording by Heritage NZ revived my interest in the story and prompted the purchase of Clinton Walkers “Wizard of Oz” for some research.

The 1920’s and 30’s were a period of huge change in the world. The Depression, unemployment as a result, huge social upheaval, and a rise of alternative politics (ultimately leading to WW2) changed it forever, even in our far flung outpost of the Empire. Amidst this was a great rush of creativity as the aviation and automotive industries, both in relative infancy, strove to build on the foundations set in the 1920’s and push boundaries ever further. This was the time of Australian aviator Kingsford-Smith’s long distance record breaking flights, and the rush for the outright Land Speed Record between Englishmen Malcolm Campbell, Henry Seagrave and Parry Thomas. Set against this backdrop were two Aussies, neither a stranger to record breaking runs. Both Smith and Don Harkness were competing against each other in long distance inter-city runs in Australia as early as 1924. Smith was the absolute wizard of the time, repeatedly breaking records such as the Sydney to Brisbane and Melbourne to Sydney runs, while Harkness held the Sydney to Darwin record from 1924 to 1926 ( 7 ½ days !! ). Both were, at separate times, the fastest men in Australia, Smith claiming the flying mile record in 1923 at 103 mph in his stripped down intercity Essex and Harkness raising the bar to 109 mph in 1925 in his Hispano engine Minerva.

Smith’s legendary prowess behind the wheel was further enhanced in 1928 when he set an Australian 24 hour record of 1701 miles (for an astounding average of 70 mph) at the WA Lake Perkolilli claypan in a Studebaker. This stood for some 50 years!! Not content with that he immediately drove the car to Perth and set a record for the run from Freemantle to Sydney in just over 4 days – beating the old record by over a day. So neither were strangers when they teamed up to build and run a new car, designed and built by Harkness for the Australian all



out speed record in 1929. Anzac was built on a suitably stretched and strengthened Cadillac chassis, with a 18 litre V12 Rolls Royce Eagle engine fitted (as an interesting aside, the engines were originally bought by the RAAF for 1000 pounds each and put into storage, where they stayed until Smith bought them at auction for 75 pounds for the pair !!) The Anzac ran the Cadillac gearbox, brakes, wheels, radiator and 2 seats, and was instantly successful in lifting the record to 128 mph.

However the pair were sure there was much more to come in this car, even though they admitted it was the precursor

to a new car that would challenge the World Land Speed Record, if only they could find a suitable venue locally. Enter Kiwi Howard Nattrass, the Auckland Automobile Association, and 90 Mile Beach. Anzac was taken to NZ at the end of 1929 and in difficult conditions took the NZ Flying mile record with a two way average speed of 143.64 mph. They then went for the World 10 mile record which was achieved (148.63 mph vs 133 mph) only to have it declared null and void later because the timing was not accurate enough, and, despite being assured it was not required, a second run in the opposite direction was not made. Disappointing yes, however it proved to both that not only could they build a suitable car, but they seemed to have found a venue to rival Daytona Beach in the search for the World LSR which at this point stood at 231 mph.



So what went wrong with the Fred H Stewart Enterprise and the attempt at the outright LSR record??

The simple answer is everything that could go wrong, did. The attempt started well enough, with Stewart joining the syndicate and putting up a not insubstantial sum to start the new cars build plus a huge (3000 pounds) bond for the engine sourced directly from the British Air Ministry. Eventually a 1350 hp Napier Lion VIID engine arrived (the same engine Malcolm Campbell was using), but the project was plagued by delays as Harkness spread himself too thin. Harkness suffered a nervous breakdown during the build, further delaying it, and then, after starting then rejecting a chemical cooling system, it seems he lost the plot with a madcap idea to fit twin radiators on "posts" in front of the front wheels. No-one could dissuade him, and it took a court order when the car eventually arrived in Auckland late in 1931 and failed the AAA safety inspection, to separate him from the project and allow Smith to come up with a more conventional arrangement. Sadly this consisted of tacking a normal honeycomb radiator onto the streamlined nose of the Enterprise, an ugly and overly effective remedy which did nothing for the aerodynamics. The plan was to tackle the World 10 mile record, then the 5 mile and finally the flying mile. Cue the unpredictable NZ climate which meant the beach was in a terrible state. When it came right in January of 1932, the AAA timing team were back in Auckland. By the time they arrived back at the end of the month conditions were hairy to say the least, however Smith managed to get two runs in for an average of 164 mph, thus reclaiming the 10 mile record and the outright NZ record.







In the meantime the increasingly bitter dispute between Smith and Harkness was being publicly fought in two of Australia's top newspapers. Harkness had an inside man in the team at Hukatere, who was feeding the vendetta, and maybe even attempting to sabotage the car (never proven - however .....). Smith then spent a further 3 months with the weather becoming increasingly erratic, waiting for a chance to challenge the 253 mph record Campbell had just set at Daytona. The NZ press, heartily sick of the delays, turned

against him, as did the local population, leading to one last desperate attempt during which the car's nose was scorched by fire (later shown to be excess fuel from the misfires experienced through seawater shorting the electrics). Smith, by now thoroughly disheartened, simply gave up and went home (where he was greeted with the presentation of a yellow flag of cowardice by a small group of Australian drivers).



Was the car capable of the record? Despite Campbell's continuous development of the Bluebird, the answer has to be a definite maybe. After all, it shared the same engine, and was dimensionally similar, however there is a big difference between 164 mph and 253 mph, so who knows? Without the designer and engineer on hand, the bid must have been compromised. Was Ninety Mile Beach the next Daytona? In a word no. The weather and surface proved far too unpredictable and unreliable, not to mention the danger from toheroa shells, and it was never used again.

A sad case of what if .....

As an aside, the car apparently remained behind Smith's garage for some time before disappearing. And the Napier Lion engine, one of maybe 6 or 7 of that specification to ever be built, was sold and has never been found. Both Harkness and Smith retired from public view, Harkness selling his engineering business after the war and going gold mining, Smith taking up a position at a well-known GM dealership. Neither would be drawn to elaborate further on their attempt. TW



Tania Desmond marks the site of 'Wizard' Smith's garage with a GPS. Utea Pa is in the background.







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## PARTING SHOT...



Breaking the ground for the back track extensions at Manfeild, 1990. Rob Lester, Dan Higgins and Sir Pat pose with the Higgins machinery before work begins...