

Manawatu Car Club Inc

MAGAZINE

NOVEMBER 2017



Something for Everyone

EDITORSPEAK...

I will start this month with something totally non motorsport related, however, hopefully you will enjoy it.

We've had an interesting couple of weeks as we begin the adventure that is actually milking our sheep. Let me explain.

I had believed our ewes to be friendly, quiet, and, as sheep go, pretty intelligent.

I was wrong.

It's been a battle of wills.

I have discovered they are not natural thrill seekers. Scaling the lofty heights of the 1 metre high milking platform was clearly beyond their limits, and the first time we tried them on it several showed their reluctance by simply sitting down, despite the treats in the buckets in front of their stalls to tempt them. Nor were they impressed by the fine, but see through, mesh on the floor, or by the light and airy atmosphere (not to mention the wonderful view of the distant Sky Tower) afforded by the open sides and front.

So, after careful consideration, modifications numbers one, two and three - carpet on the floor so the poor dears couldn't see how far above the ground they really were, a ply front and sides up to their middles so they felt secure, and dividers between each ewe for more privacy.

Better?? Well they were no longer prone to adopting a recumbent position upon entry, however they still showed plenty of attitude.

Initially I milked by hand in the belief that it would get them used to their udders being handled.

I was wrong. Again.

Not only did they most certainly NOT enjoy me massaging their mammarys, they decided that a most wonderful method of showing their displeasure would be to kick out, usually with uncanny accuracy, and just as I had a full container of hard earned milk in my hand. After bathing in airborne milk several times and being quite considerably informed that women pay plenty to

have such beauty treatments, I resorted to using the machine. (Images of Cleopatra sprung unaided to mind. Perhaps there is a sideline here somewhere?) The result was a great deal less leg action, but a couple of days of being wee'd upon from a great height (well clearly a metre was the ovine equivalent of Hillary conquering Everest). How they managed to hold on until just as I was reaching under them and putting the cups on, before letting loose a deluge of biblical proportions is beyond me. Most females seem to have Woolworth's bladders and begin to get anxious when out of sight of a loo just saying.

Not content with just the full frontal (or should that be full rear end) approach, a stealth attack was instigated. One ewe kindly decided to wait until I was amongst them in the pen, then surreptitiously wee'd into one of my gumboots. Very subtle. Very clever. Just a gentle warming of one foot, until the wee reached a critical level and my socks absorption ability was exceeded, leaving me to enjoy the pleasant (?) sensation of squelching around for the rest of the milking.

Perseverance I thought, they will get the hang of it eventually. What I failed to recognize is the fact that they enjoy 23 ½ hours of the day to plot together and refine ever more cunning plans.

The latest trick of the non-conformists is a progression of the sitting down scenario. While, to all intents and purposes, they appear to be happily munching away on their nibbles, a couple of recalcitrants are simply awaiting the opportunity, when my attention is distracted by another ewe, to put their heads down and none too gently burrow under their quietly feeding neighbour, upsetting both them and me. I'm sure there is some silent form of inter ewe communication going on here – nod, nod, wink, wink.

Needless to say, this was the cue for modification number four, the Mark 2 stall divider. A bigger, better, expanded version of the Mk1. Success at last.

I was wrong. Yet again.

I discovered I had been lulled into a false sense of security by the devious creatures. Just this morning the most obstreperous ewe decided to vacate the premises by simply leaping forward over the

breast rail and feed bucket in a move that an Olympic hurdler would be proud of. Suddenly Everest didn't seem to be too high at all.

Needless to say, the struggle continues. I may lose my fair share of battles, however there are positive signs I am winning the war. Each ewe is giving us, however grudgingly, over a litre of lovely, naturally homogenized, naturally sweet, easily digested, and incredibly white, milk. We have begun experimenting with our ice cream machine to refine a few recipes, and the taste testing and texture control procedures are just hell, let me tell you!!



And so to motorsport. This month sees the Multi Event weekend, two days of awesomeness at the circuit, and the final of the Envirowaste Track Day series. If you are not competing how about volunteering for a day (or two) with the amazing V-Force and checking out the action from the best vantage points on the circuit? The team is very professional but have a huge amount of fun and share a great camaraderie in doing so. Or maybe just take a non-motorsport friend along and spectate.

Huge congratulations are due to Brendon Hartley for an outstanding performance at Texas in his long awaited Formula One debut. In a very mature performance he never once put a foot wrong, despite the huge pressure there must have been on him, and obviously impressed the Toro Rosso hierarchy, as he retains the seat for Mexico. The fan club here is certainly backing "our" man to continue to build on his fantastic debut result. Incidentally, the Texas race marked 50 years, almost to the day, since compatriot Denny Hulme clinched the 1967 World Championship in his Brabham, still the only Kiwi ever to do so. No pressure then Brendon!!



Remember to keep the rubber side down. TW

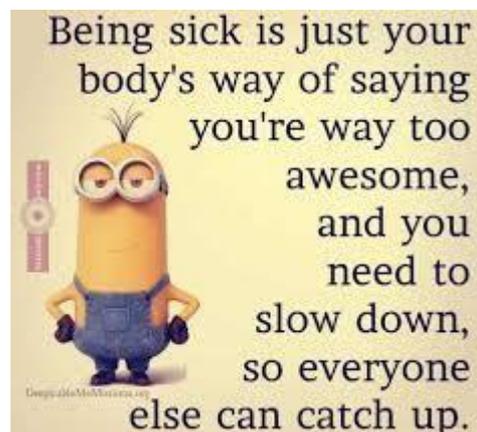
Email Trevor at littlebarton@actrix.gen.nz

P.S. Who spotted the deliberate (?) mistake last month?? My dyslexia certainly got the better of me when I found what I thought was the perfect photo to accompany Russell's piece on the B25 bomber fly past at the COTA WEC round. It was ideal except it was a photo of a B52. Only 20 odd years and a couple of wars out of context!!

To make amends, here is the B25



And a special comment for Richie...



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RENEW NOW



Events Calendar

NOVEMBER 2017

- Saturday 4th Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend
Sunday 5th Day Two Multi Event Weekend Motorkhana & Autocross
Sunday 12th Envirowaste Track Day Series Round 4

DECEMBER 2017

- Saturday 9th Envirowaste Track Day Series Round 5 (Final)
Sunday 10th Mitre 10 Mega Summer Race Series Round 1 – Manfeild (reduced entry fee)

JANUARY 2018

- Saturday 13th Mitre 10 Mega Summer Race Series – Taupo – Free Test / Fun Day in support of the Taupo Car Club Volunteers
Sunday 14th Mitre 10 Mega Summer Race Series Round 2 - Taupo

APRIL 2018

- Sunday 8th Mitre 10 Mega Summer Race Series Round 3 (Final Round) - Manfeild
Saturday 14th Mitre 10 Mega Summer Race Series Prize Giving – MCC Clubrooms



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Noel Beale



Jill Hogg



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Jaron Olivecrona



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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 14th November 2017.

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

Terrace End Carpark, Palmerston North

Why not join us for a yak about what is happening on, and off of, the track!

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...

Oh what a day, what a lovely day!

A line borrowed from the Mad Max Fury Road movie that summed up the day when our own Brendon Hartley started his first Formula One race on Monday morning (our time) 23rd October '17.

I sent Brendon an email when we found out about his appointment, it said... "Like everyone else I saw your realisation of a dream last week to drive in Formula One so I wanted to drop you an email congratulating you on behalf of the Manawatu Car Club on achieving what very few people in this world have ever done. Your appointment to drive in what most would say is the pinnacle of motorsport is, I believe, better than most as you have done it on pure driver skill, hard work and determination along with a will to succeed, which is a breath of fresh air in this day and age when so many drivers get there because of the size of their cheque books.

Have a great weekend my friend, we wish you all the best and above all just make sure you enjoy the whole experience and make sure you leave the weekend with a smile on your face."

I unfortunately could not make the breakfast viewing of the race at the Rose & Crown, instead I watched the race on my laptop in a hospital bed after going through my 5th (and hopefully last...please!) operation the day before, trust me I tried to bribe the Doctors into letting me out for the morning, even telling one that I would get him a hotlap or two in a race car, all to no avail though... bugger!

Indeed I write this piece reclined in my chair at home healing...once again, laptop on a pillow on my lap (hence why it is called a laptop I guess?) while watching the F1 race in Mexico and have coincidentally just watched Brendon's car retire due to another engine failure... truly gutting!!! Why is it that 30 years ago we had twice the amount of horsepower and half the amount of engine failures... is technology such a wonderful thing after all? When you watch a F1 race where the conversation with the driver is around changing engine maps to "save" the engine and slowing down to "conserve" the engine, is it really racing? I think not...

Lewis Hamilton has once again been crowned World Champion, his 4th title. I am a diehard Mercedes fan and am rapt that Mercedes has won the Constructors Championship but gutted that Lewis has won the championship, why? Champion on the track (when leading) yes, off of the track and when not leading, not so much. Listening to the radio conversation between Lewis and his team during the races where he has not been leading, well it is always the fault of the tyres, the car itself, or other drivers that are in his way and should let him past..., off the track he is certainly not as approachable as others drivers and tends to believe in his own hype. Yes you can have a certain amount of arrogance but most are also humbled by the gift that has been bestowed upon them, Lewis not so much... My thoughts only though, some of you may and will disagree.

You could have changed my opening line to "Oh what a month, what a lovely month!" as it has been an awesome month to be a Kiwi Motorsport fan given what our guys and girls have been doing around the world at the moment. And what a month for the Manawatu Car Club, not only with Brendon Hartley but also Fabian Coulthard who once again leads the V8 Supercars Championship and Chris Pither who finished 4th at Bathurst, both great achievements... How cool would it be if we finished the year with Brendon being able to score a point or two in a Formula One race and Fabian winning the Supercars Championship..., it would be pretty damn cool that's what it would be!

I have been thinking... Yep hard to believe I know... but what I have been thinking about is the need to acknowledge those Car Club Members who has achieved things that should be celebrated and acknowledged. Too often we say twenty, thirty, forty years down the track that we should name a certain thing after a certain somebody, sometimes after that person has unfortunately left us. And while that is a truly awesome thing to do why do we not do it sooner, maybe not long after the achievement has been accomplished so that the person can also enjoy the occasion. It doesn't always have to be a grand gesture, it does however have to be tasteful, so watch this space in the coming months for what we have planned on that front...

That reminds me, I forgot to thank someone last month, well actually I forgot to thank a family. You may have noticed that at the Feilding Auto Electrical Winter Series Prize Giving the Champion of Champions Cup was renamed the "Chris Amon Champion of Champions Cup". I want to publically say a huge thank you to the Amon Family who were more than happy for us to rename this cup in Chris' honour. It is awesome to have such a prestigious cup named after such a great man.

I was recently made aware that we have 39 events planned between now and the end of 2018, this does not include a couple of other things that we are working on as well, so there is certainly going to be something for everyone in the coming months, so why not come and join us...

Richie

MITRE 10 MEGA

PALMERSTON NORTH SUMMER RACE SERIES

Round 1 – Manfeild – Sunday 10th 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.

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Opening Hours

Monday to Friday - 7am to 7pm

Saturday & Sunday - 8am to 6pm

MITRE 10
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MCC CLUB MEMBER OF THE MONTH...

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

NAME: Tessa Field

BORN: 1994

OCCUPATION: Administrator

RACE CAR: Honda Civic

EVERYDAY DRIVE CAR: Suzuki Swift

DREAM CAR: Road Car – Range Rover / Race Car – Honda Type R

YOUR BEST MOMENT IN MOTORSPORT? I haven't had many in track racing but probably being the first lady across the line and breaking out in my 3rd meeting at Manfeild. Also getting a sponsored drive in the Ssangyong Ute Series. When I was racing Speedway it was rolling someone.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? I wanted to be a teacher, because I liked the idea of helping people learn and being able to teach them things.

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

My Grandad because he always supported me and Emma Watson.

WHO WOULD YOU PLAY IN A MOVIE? The Chick from the Fast n Furious

THREE WORDS THAT BEST DESCRIBE YOU... Dedicated and Kind

WHAT IS YOUR SECRET VICE? I don't have any really, other than I like being organised and ready to go.

PEOPLE WOULD BE SURPRISED TO KNOW THAT... I was a national level swimmer before I started racing cars and I held multiple Manawatu records.

FAVOURITE QUOTE... Choose your heart



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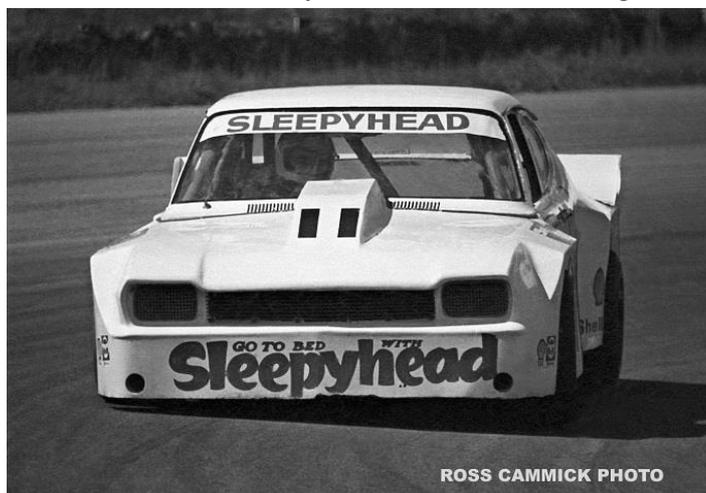
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Big call. In last month's magazine there was reference to a motorcyclist crashing at Manfeild during a Victoria M/C Club meeting. Subsequent chatting has revealed that the incident didn't occur in Turn 1, it was at the Higgins corner. It's been suggested that the bike's throttle jammed wide open coming down the middle straight. Certainly the rider made a brave and fortunate split-second decision to 'abandon ship' as the bike continued its path at speed across the gravel trap, became airborne, cleared the boundary fence and came to rest on the actual road itself!! A nasty surprise for any driver coming around the corner at the time...

Oops. One Hogg too many. Page 28 of the October magazine listed the FAEWS winners. In the MX5 Cup there were three Hogg's listed as finishing 1-2-3 on the points table. Gareth Hogg was on the top step of the podium and Brother Bryce Hogg was on the next step down. The third place step was actually occupied by Jeremy Hoskins and there is no conspiracy theory that he was 'adopted' by the Hogg family so they could claim a unique motorsport trifecta. Apologies to JH...

Retirement for Manfeild hero. Roger Oppatt, volunteer fireman, crash rescue team member, master mechanic, all-round good guy. The man affectionately nicknamed 'Polly' was part of the crash rescue crew that worked under the direction of Vern Marshall at the Levin circuit and became a familiar face at Manfeild from the time the circuit began until he called time in 1999. He was a key figure in the crash rescue team and will always be remembered for the actions that saw him being presented with a Shellsport Merit Award, the cup being engraved with the date 31/10/76. On that date, and during a national meeting at Manfeild, there were major incidents in the Sports Sedan races that could have resulted in fatalities. The second involved the massive crash of Red Dawson in his Marlboro Chev Monza, the car flipping several times and being badly damaged while the driver suffered serious injuries that ended his racing career. Earlier in the day Bill Leckie's V8 powered Ford



Capri caught fire and slowed before stopping on the infield where it literally 'exploded' and was quickly engulfed in flames. This was in the days before proper fireproof clothing and Roger Oppatt was first on the scene and with his fire training had the presence of mind to concentrate on keeping the flames away from the driver as others contained and controlled the burning vehicle. Leckie was badly burned, but owed his life to the man who reacted instinctively to the emergency that confronted him. Following his departure from the Manfeild V-Force Roger became one of Lord Verdun Marshall's regular guests in the relaxing

environment of the Higgins Suite. He's a very modest man, the type of guy who made friends very easily, everyone knew 'Polly'. Now he's retired from the work force after 20 years in Higgins Roxburgh Crescent workshop, his second spell for the Green Team after taking a break at the Longburn Dairy Company that lasted 12 years. Roger Oppatt is a quiet achiever who gave much to motorsport and Manfeild and deserves a more relaxed lifestyle...

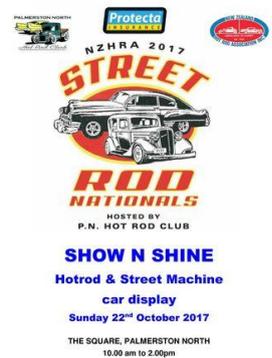
Spotted enjoying himself at Manfeild. MCC Secretary Jeff Braid is a man who loves his motorsport at all levels. He's an outstanding administrator and a key person in making things happen for both the club and Manfeild because he is so approachable. Jeff was heavily involved with the running of the New Zealand Secondary Schools Mini Moto GP at Manfeild last month, an extraordinary event that has grown significantly in a number of ways since being first held 10 years ago. The original 50cc bikes were relatively crude and fragile, they have evolved over the years and are now sold to competitors in complete 'kit' form, the package including 'leathers' and helmet. The machines are constructed by Y11, Y12 and Y13 engineering students from Whangarei in the

north to Timaru in the south and they race in Solo, Motard and Sidecar classes on Manfeild's 'short' circuit that incorporates the return loop road, a series of tight chicanes making the lap more interesting. Watching big boys on their little toys is certainly entertaining with the high centre of gravity. Winners were grinners with a few helmet/glove throwers and bike kickers adding to the spectacle, temperamental teenagers can be very funny to watch. They certainly had Jeff Braid smiling many times...



Spotted enjoying himself at Las Vegas. A highly respected club member and racer was seen in the state of ecstasy in the state of Nevada because he was indulging in full-on 'fanging'. It happened in a controlled environment and the first big decision was deciding which three cars to drive to the max. The Lamborghini and Corvette missed the cut. That left the Honda NSX, Ferrari 488 and Porsche GT3. If a trio like that didn't turn you on, you haven't got a switch...

Hot rods invaded Manfeild. During the Saturday lunch-break at the opening round of the Summer Series those present were treated to the sight of dozens of customised cars and rods that were in the region for the New Zealand Hot Rod Nationals. After being on static display in a very full pit lane they did a lap of the circuit before departing. It was a very impressive convoy... (see the video on our Facebook page)



Bent Bimmer. Scott McCaskie is a young man who enjoys his motorsport in more than one form. A highly rated karter, he also pedals an E30 BMW 320i on the country's circuits and last season raced in the SangYong Ute Series. Scotty is competing in the Summer Series but his preparation didn't all go to plan. He took advantage of a test day at Hampton Downs and had one of those moments that drivers make every endeavour to avoid, rolling their precious racer. It's happened thousands of times around the world but Scotty's tumble was different to most because it happened on a warm-up lap!! The Capture Signer has come up with a change of livery that he hopes will bring a change of fortune...

The lighter the car the faster it goes. That's the theory anyway. The Mazda MX5 Cupper of jousting journo Richard Bosselman was seen in the Tremain Energy Centre workshop undergoing the 'Jenny Craig' treatment. The car's underseal was completely removed to improve the power-to-weight ratio in the quest for more speed and lower lap times. Apparently the driver refused to participate in the plan, maybe Jeremy H didn't explain the procedure properly...

Another kiwi stars. Andre Heimgartner had a last minute call-up for the Sandown 500 and was retained for the Gold Coast 600 at Surfers Paradise with Ash Walsh not yet recovered from his rib injury. The co-drivers did the first stint in Saturday's 101 lapper that was run in treacherous conditions and Andre reigned supreme, pulling out a big margin on the field before handing the Freightliner Commodore over to Tim Slade who emerged from pit lane with a 16 second lead, things were looking very good. But at the final stop a rear wheel jammed on the hub, time was lost and their hopes of victory were gone, the car was third across the line and Andre had his first Supercar podium. First it was Stanaway at Sandown, now Heimgartner at the Gold Coast 600 turning in outstanding drives. There's great depth in the kiwi talent pool at the present time...



Unconventional change. After their stunning win at Bathurst David Reynolds and Luke Youlden had high hopes for a second Pirtek Enduro Cup win, but the streets of Surfers Paradise are a battlefield and the 2017 Mountain Kings were on the losing end. In Saturday's Race 21 the Penrite Commodore took a hard hit in the driver's door and when Youlden pitted for the driver change the damage prevented the door being opened. Brute force didn't work and the window was ripped out so the very tall Youlden could vacate the seat, but that was much easier said than done. He was like a contortionist, bent in half and being dragged to freedom!!



Learning from the extraction process, Reynolds climbed in head first through the roll cage, backed into the seat, strapped in and was gone. It didn't look pretty from any angle...

Down to the wire. After the Gold Coast 600 weekend it looks certain that the 2017 Virgin Australia Supercar Championship will be decided at the final round, the Coates Hire Newcastle 500 on 25/26 November, with the results from the ITM SuperSprint at Pukekohe Park Raceway likely to have a big influence. The thought of back-to-back kiwi champions is under serious threat with Jamie Whincup now top of the table by a slim 17 point margin over previous front-runner Fabian Coulthard with Scott McLaughlin fighting back after the disappointment of Bathurst a further 10 points back. Defending champion Shane van Gisbergen goes to Pukekohe 189 points behind his Red Bull Racing Australia team mate and looks to be out of title contention, but motor racing can be a funny game...

Manfeild to Austin. When the field formed for the 2017 US Grand Prix at the Circuit of the Americas in Texas, the grid included three drivers who had raced at Manfeild in the Toyota Racing Series (TRS). Young Canadian Lance Stroll is in his first season with Martini Williams while Brendon Hartley was the team mate of Russian driver Daniil Kvyat at Toro Rosso. The trio started the race with much to prove to their respective team managers, all three finished which gave them one big tick...

Aero issue. Brendon Hartley found that the air flowing over his Toro Rosso was lifting his helmet if he raised his chin, so the team installed a small 'windscreen' which solved the problem. Maybe that explains why the Formula One driver's helmets look so different with their relatively complex design. The simplicity of the 'old days' has long gone...

Red carpet treatment. You couldn't help but be impressed with the driver introductions prior to the US Grand Prix. Each pair of team drivers came out of a 'smoking tunnel' to walk along the red carpet and between the lines of the iconic Dallas Cowboys cheerleaders to wave and acknowledge the crowd. It was another Liberty Media move to bring the drivers and fans closer together, very definitely another step in the right direction...



Bad call. You have feel for Red Bull Junior Team driver Pierre Gasly. The young French driver vacated his seat at Toro Rosso for the USGP because he was a strong contender to win the Japanese Super Formula Championship on the same weekend. Gasly's stepping out allowed Brendon Hartley to step in and the Kiwi made the most of the opportunity to show his remarkable natural talent in the biggest weekend of his career. For Gasly it was the

reverse. A typhoon hit the Suzuka Circuit which forced the cancellation of both races, leaving him half a point behind the new champion. How cruel is that...

Every cloud has a silver lining. Disappointment soon turned to delight for the Gasly camp when he got his Toro Rosso seat back for the Mexican Grand Prix at the expense of Daniil Kvyat, and with Brendon being retained for the race south of the border our man will have his second team mate in as many races. Another 'comparison' test is on the cards, but Brendon has the advantage of having previously raced at the Autodromo Hermanos Rodriguez. He was one of the drivers in the LMP1 Porsche that won the WEC 6 Hours of Mexico for the past two years. That's a great confidence booster, but F1 is a very different ball game...



A recent press release from veteran Targa competitor Mike Lowe carries a timely message. In June last year, the best known Kiwi tarmac rally team, Team ENZED Abarth, received some life-changing news. "I was diagnosed with prostate cancer "said team owner Mike Lowe "but thankfully due to my regular blood tests for PSA, it was discovered early. This allowed for immediate intervention and now I can happily say I am cancer-free." Lowe is now an advocate promoting the importance of regular PSA tests for all men from at least age 50. "Prostate cancer kills more men than breast cancer kills

women, yet most bloke's awareness of the disease is poor." says Lowe. "As husbands, fathers and sons we owe it to our families to get regular simple PSA tests done....it can save your life." Team ENZED Abarth has competed for over 23 years in tarmac rallies in NZ, never missing a Targa NZ event until last year. "Unfortunately I was not quite well enough to compete in the 2016 Targa NZ event, which was a great disappointment, as we were the only team to have started and finished every single event since 1995". Lowe has also volunteered as the event ambassador for the Prostate Cancer Foundation of New Zealand.



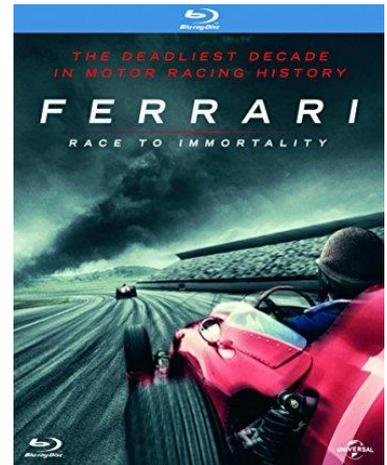
Is the current world record price for a Sierra Cosworth about to be surpassed? Expectations are that the 1988 Sierra Cosworth RS500 being offered at auction on November 5th will do it. The white car (one of 56 in that colour) has spent many years in private collections and covered a mere 6037 miles. It is completely original and unmolested, and described as one of the best examples in the world by marque specialists. The record price of 115,000 pounds (NZ\$215,000) was achieved earlier this year by a 1987 example, and the top estimate for this one is 115,000 pounds, though most expect it to go beyond .

"Leggenda e Passione". The self-explanatory titled auction of Ferraris at the famous Fiorano test track saw yet more eye watering sums spent. Highlighting the event was a barn find, alloy bodied, 1969 365 GTB4 Daytona, the only alloy road car ever built (the other 5 were competition vehicles, 4 of which no longer exist). After 40 years hidden in Japan this survivor sold for well above the top estimate, finally reaching Euro 1.8 million (just over NZ\$ 3.0 million). From a



car few knew existed to one that doesn't. A "one of a kind" LaFerrari Aperta, the open roofed version of the La Ferrari, which Ferrari have decided to build as part of its 70 year celebration. This yet to be constructed vehicle eventually sold for Euro 8.3 million (NZ\$14.1 million), with all proceeds going to Save the Children. Keith Richards (Rolling Stones) one owner 400i made a very impressive NZ \$584,000, while a 1:2 scale carbon fibre wind tunnel model of the 812 realised Euro NZ\$1 million. A 1955 750 Monza with good race history made more than NZ\$5 million but a 333SP sports racer failed to reach the reserve. Deep pockets – yes.

We have seen, and enjoyed, the doco-movie 'McLaren'. We are waiting in anticipation for 'Williams', and now there's confirmation of a third film being released in November - 'Ferrari. Race to Immortality'. This latest movie is based on the first decade of modern grand prix racing in the 1950's (also the most deadly period) when Farina, Gonzalez, Ascari, Villoresi, Musso, Castelletti, Hawthorn, Collins, Brooks and von Trips drove for the famous Scuderia. Another must see coming to a theatre near you...



There was an immediate response to the story in last month's issue regarding the special porous bitumen that was developed locally and successfully trialled at Manfeild. MCC Life Member Raymond 'Crunch' Bennett emailed - *'The development of the porous bitumen by Higgins Lab was done in conjunction with the Microscopy Lab that Doug Hopcroft and I ran. In fact, I did all the microscopy work for that particular project'. Our remarkable editor/historian Trevor Weir, also pointed out that the photograph of Doug Hopcroft 'at work' was taken at the official opening of Massey's electron microscope and most would have recognised the lady in the background as Helen Clark. The story is now more complete...*

Come on without. Come on within. You'll not see nothing like the Mighty Quinn. Those words from Manfred Mann's 1968 hit song were so true when Tony Quinn relocated to the Land of the Long White Cloud. In a relatively short space of time he's taken our motor racing to a level we could only dream about. First he built the amazing Highlands Park Motorplex in Central Otago and all that goes with it, then he bought and completed the now superb Hampton Downs facility in the Waikato, he brought the Australian GT Championship to our country, and now he has scored another major coup that should excite enthusiasts. Two rounds of a major Asia-Pacific Championship will travel south of the equator for the first time next year with a round at Albert Park as part of the Australian Grand Prix weekend in March followed by a round at Hampton Downs in April. It's the Ferrari Challenge Series. Grazie, grazie Signor Quinn...



Useless information. Did you know that more than 950 people have scored a 'hole-in-one' at the Lake Taupo floating green...

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

A MORNING TO REMEMBER...

It was the perfect way to view the Formula One debut of Brendon Hartley.

One hundred supporters at the Rose & Crown Olde English Pub, two large television screens, breakfast and two television cameramen recording for news bulletins. Bryan, Lynda and Nelson Hartley were there to share the experience of a lifetime with friends, most appropriately Bryan was wearing the latest Red Bull Toro Rosso shirt that arrived at the last minute!!

Being there was like a motorsport re-union with so many 'oldies' coming out of the woodwork. Great.

All eyes were focussed on the screens, there were cheers and applause when Brendon was introduced to the crowd.



There were laughs when the commentators suggested *'there will be a lot of people in New Zealand taking the day off to watch the race'*.

There was muted chatter about the performance of various drivers, mingled with cheers as daring overtaking manoeuvres were made, COTA is a real circuit with great corners.

Some were delighted, some were disappointed with the outcome of the race, some questioned the time penalty handed to Max Verstappen following an ambitious overtake, healthy discussion is always interesting and rarely ends in agreement.

The only thing that really mattered was our man Brendon Hartley crossing the line with his car unmarked and getting a great deal of favourable comment from the commentators. After qualifying 18th he was forced start from the back of the field because of an engine component change, he passed two cars in the first two laps and eventually placed 13th. The Red Bull and Toro Rosso management must have been impressed with what they saw. Remember that Brendon hadn't driven a Formula 1 car in anger for nearly five years and drove the Toro Rosso for the first time in the first practice session. Much had changed in those years but his commitment and natural talent shone like a beacon.

After the race Brendon was happy, the Hartley family was happy, the hundred supporters were happy. It was time to go home and reflect on New Zealand motor racing history being made.

Special thanks must go to John and his team at the Rose & Crown for hosting the event, to the Hartley's for joining us to share a very special day, and most of all to Brendon for giving us the reason to be there...

RH

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THE HARTLEY FILE...

October 2017 was an extraordinary month in the life and racing career of Brendon Hartley.

There was the disappointment of fourth place at the WEC 6 Hours of Fuji, and the delight of achieving his dream of racing in Formula One at the US Grand Prix in Austin, Texas.

Porsche went to Japan knowing that if their # 2 car finished ahead of the # 8 Toyota they would clinch the 2017 World Endurance Championships, in the end it was the weatherman who decided the outcome that would keep the title race alive.

At Fuji the race was abandoned because of the dangerous conditions, a combination of rain and fog that made visibility extremely difficult, there was also a very low ambient temperature of 14 degrees. Qualifying went well for the German team with both cars on the front row, Hartley and Bamber being the 'Q' combination on this occasion and claiming the championship point for pole position.

Bamber had his first start of the year and was right on his game, after the first safety car intervention on lap 5 he established a useful lead over the # 8 Toyota, a second intervention came on lap 28 and the race was red flagged 11 laps later with Bamber the only LMP1 car not to have refuelled. At the restart he had to pit immediately and Bernhard took over the wheel with fresh wet tyres, but the car had dropped to fourth place behind the two Toyotas and the sister Porsche. The German was lapped by the leading Toyota on lap 56 and almost immediately there was another safety car period, obviously the race was not going to plan for the # 2 team.



After 63 laps Bernhard handed over to Hartley, two laps later the field was released but there were three more interventions (laps 79, 88, 111) which prevented Hartley from getting back on the lead lap. He was in the pits refuelling when the race was red flagged for the second time after 4 hours and 31 minutes, Toyota achieving a 1-2 result on home turf with the # 1 Porsche of Jani/Lotterer/Tandy completing podium, the Bamber/Bernhard/Hartley combination having to settle for fourth place after the dice didn't roll in their favour.

Bamber set the fastest lap of the race - *'It was the right call to red flag the race. The fog had to clear and that didn't happen'.*



The # 2 car drivers didn't get the result they hoped for but still lead the championship by 39 points with 52 points still available with two rounds to run, while Porsche has a 68½ point advantage in the manufacturer's standings.

The 2017 WEC is delicately poised which will certainly increase interest in the penultimate round at Shanghai on 05 November, hopefully the dice will roll the right way in China and Brendon Hartley will become this country's first double world motor racing champion. Or will we have to wait a further two weeks for the finale at Bahrain?

From Fuji in Japan it was destination Texas in America to make his Formula One debut after a late call-up from the Toro Rosso team. There was an extraordinary period after the announcement was made that Brendon would drive on a one-race basis as a replacement for Pierre Gasly who was granted 'leave' to contest the final round of the Japanese Super Formula Championship that clashed with the US Grand Prix.

The media went into a frenzy and motor racing suddenly had an unparalleled profile in our country, people in all walks of life were talking about the 27 year old who was about to realise a boyhood dream - the Hartley family became media magnets while Palmerston North has never been mentioned so often!!



It's been well documented what happened at the Circuit of the Americas on the morning of Monday 23 October New Zealand time and the preceding days.

It had been five years since Brendon had raced a single-seater car but he immediately impressed both onlookers and his team with his attitude and continual improvement, putting in more practice laps than any other driver. He qualified 18th fastest but the team had incurred a grid penalty following an engine change and he was forced to start from the rear of the field.

'A difficult qualifying session - still a lot to learn! These cars are incredibly fast and awesome to drive and when you go out on low fuel and new tyres it's such a peak in performance! I didn't quite nail the session, but I can't forget that that I've been thrown in at the deep end here, so I'm pretty satisfied with how the weekend has gone so far. My long run pace is pretty good, I guess that's what I know how to do well anyway from endurance racing! I feel quite confident managing tyres, so I'm looking forward to the race tomorrow. I haven't done a standing start in a long time, but hopefully I can manage a clean start and see what we can do after that. I'm really enjoying my Formula 1 debut!'

His starting in the race also had historical significance in this country. Remembering that America is on the 'other side' of the International Date Line, it was exactly 50 years to the day since Denny Hulme had claimed his World Championship title.

The red lights went out. There was a cautious start. A pit stop for fresh tyres after 8 laps. A strong middle stint. A stop for another set of tyres. Overtaking Kevin Magnussen, Marcus Ericsson and Romain Grosjean. Setting the eighth fastest lap of the race. Taking the chequered flag in 13th place.

'It was tough out there, but it's been an awesome debut Grand Prix! I didn't do the best of standing starts, but it's been a long time since I did one of those! After that, I was in many battles and I'm satisfied with my race, the pace was pretty strong, especially at the end. I think the only small mistake I made was getting overtaken by Stroll a quarter into the race, as I couldn't pass him back and he held me up a bit. So there's been lots of challenges, lots of things to learn and I hope I get another shot at it to put all these experiences into practice! I've enjoyed every single moment of the race weekend, it's been amazing'.



It seemed amazing the way he handled the limelight that was thrust upon him.

He was one of the four driver's selected for the first media conference where he sat alongside world champion Lewis Hamilton. Every way he turned there were reporters. No doubt benefitting from his media experience with Porsche, he answered questions calmly, without hesitation, he made no promises about what the race would bring in terms of results, and his persona remained the same all weekend.

Through all the hype he retained his modesty, open and honest, he handled everything impeccably. When he walked out of the tunnel during the driver introductions he had the confidence and look that he really belonged in the world of Formula One.

The commentators were impressed, the Toro Rosso management were impressed, and it was announced that Brendon would get another shot in the Mexican Grand Prix, then just days later there was confirmation that he would retain the drive for the remainder of the season. Following Mexico comes Brazil (12/11) and Abu Dhabi (26/11) which makes November an even bigger month than October, with 2 Grand Prix races and the final two rounds of the World Endurance Championship on the schedule.

The Brendon Hartley story has captured the imagination of the entire country.

Interest in motor racing has reached an unprecedented level, thanks to this naturally gifted young man who once told his parents not to sell his first kart racing suit - *'I want to keep it because one day I might be famous'*. At the time he was six years old...

RH

2017 BATHURST 1000 THOUGHTS...

What was proven at Mount Panorama on Sunday 08 October?? Wet weather is a great leveller...

Andre Heimgartner was a last minute replacement for the injured Ash Walsh, sharing the Freightliner Racing Holden Commodore with Tim Slade. Andre's big day got off to the perfect start when he won the supporting Porsche Carrera Cup race, in the 'Main Event' the pair finished 9th so could reflect on a job well done...

Two nice touches. The Mark Winterbottom/Dean Canto Bottle-O Racing Falcon traded its normal green for a white retro livery acknowledging the 40th Anniversary of the famous 1-2 Ford finish in 1997. Jack Perkins also turned back the clock for many with his helmet painted the same distinctive green and gold colours and design worn by his father Larry who won the Bathurst 1000 five times between 1982 and 1997. Jack's helmet change didn't bring the same success...



The final run in the Top 10 Shootout could be remembered as the 'Lap of the Gods 2' after Scott McLaughlin did a Murph. Just as Greg did in 2003 with the Kmart Commodore, he took the Shell V-Power # 17 Falcon by the scruff of the neck and wrung everything out of it, there was no lifting off the throttle across the top of the mountain, dust and dirt flew on a couple of occasions as he pushed to the max just millimetres off the barriers. Murph broke the 2.07 barrier in 2004 to claim pole position by a massive 1.10 seconds over John Bowe. Fourteen years later Scotty broke the 2.04 barrier to claim pole position by 4/10ths of a second over David Reynolds. On television the emotion of both achievements was obvious to all on the slow down lap. Motor racing theatre at its best...



It seemed unbelievable that Scott McLaughlin's extraordinary run would come to an end before the halfway mark in the most important race of them all. On Lap 4 there may have been a hint of trouble with an overshoot up an escape road while leading. There was a loss of V-Power and time was lost in the pits as technicians endeavoured to resolve the issue, eventually the engine died completely with Alexander Prémat at the wheel. The hot pre-race favourites were the first retirement after completing 74 laps and McLaughlin's 84 point championship lead was in jeopardy. When the race ended he was relegated to 3rd position in the standings, 97 points behind team mate Fabian Coulthard at the top of the chart and six behind Jamie Whincup. Let the chase begin...

Shane van Gisbergen had a day of what could have been. Starting from seventh on the grid SVG was certainly in an aggressive mood, he left the bitumen eight times including a couple of wild rides through the sand pit at The Chase and recoveries from escape roads!! In the closing stages the # 97 Red Bull Commodore driver held all the aces but blew his game when he showed his hand too early at a restart on the damp track. Too fast, too soon, up the escape road and a probable victory was gone...

MCC member Fabian Coulthard left the mountain a very happy chappy. FOC and co-driver Tony D’Alberto claimed third place to be the first Ford across the line in a tight ‘convoy’ with the 2nd, 3rd and 4th placed cars covered by little more than two seconds. It was Fabian’s first Bathurst podium, and the result took our man back to the top of the championship standings...



The other MCC member flew under the radar most of the day with the # 99 car completing an outstanding day for Erebus Motorsport after the combination of David Reynolds/Luke Youlden took the chequered flag. Chris Pither and Dale Wood qualified the GB Galvanising/ADVAM Commodore in a lowly 21st position, but 1,000 kilometres is a long way, a lot can happen, and it did. Both drove to the changing conditions, they had a very good strategy, and they had the pace. In the closing stages their car was in the leading group and in very good shape, but following the final Safety Car Intervention the track was down to a one lane dry line, making overtaking extremely risky - they were forced to settle for a well-deserved fourth place, less than a second off the podium. How impressive was their drive?? Gaining 17 positions from start to finish is a good indication, and the Pither name would surely have been noted by several team managers...

There’s no doubt Erebus Motorsport and team owner Betty Klimenko deserved this one. David Reynolds and Luke Youlden drove a near flawless race in the ever changing conditions to score a popular win for the ‘underdog’. Reynolds was superb in the Top 10 Shootout to be on the front row of the grid and showed his experience at the final restart when he led the tightly packed field. Unlike SVG, he timed his ‘go’ to perfection and from that



point the battle was for second place, the man they call 'The Joker' was in complete control and the Erebus Penrite Commodore crossed the line with an advantage of nearly four seconds. Both drivers had previously been on the Bathurst 1000 podium, but in 2017 it was on the coveted top step and holding the Peter Brock Trophy aloft - it had taken Youlden 18 years to get there!! And to cap off the day, the colourful Betty Klimenko had become the first female team owner to win the race. Erebus Motorsport had a lot to celebrate with first and fourth placings and creating history...

The presence of Michael Andretti must have been a source of inspiration to the Mobil 1 HSV team. The 55 year old American had a lap of the circuit alongside James Courtney during his time at Bathurst and was suitably impressed by everything he saw. *'I think it is awesome and it's everything everybody talked about'*. Unfortunately he missed the actual race because of a business commitment back home, shame that as Scott Pye and Warren Luff finished a well-deserved second in their Mobil 1 HSV Racing Commodore...

High technology. The weather conditions made life difficult both outside and inside the car. There was stage when fogging on the inside of the windscreen created a major problem for some drivers, and with the seat so far back in today's cars and the restraint of the safety harness it was not easy to resolve the problem. It came in the form of a \$2 squeegee on a long stick, attached to the roll cage by magnets to make it legal, clever thinking!! One hand on the wheel, the other waving the magic wand, gear changes, focussed on the road ahead, all at well over two hundred and fifty clicks. For engineers it's back to the drawing board to find a better solution...



For the organisers of the biggest motorsport event in Australasia there was very good news at the end of the weekend. Long-time backers Supercheap Autos and Armor All both extended their support of 'The Great Race'. For Supercheap Autos the association began in 2005 when they took over the naming rights from Bob Jane T-Marts...

RH



IT'S ALL ABOUT THE "EXPERIENCE"...

It has to be admitted that Australia really knows how to put on a 'show' for the fans, and the Bathurst 1000 is no exception.

It starts from the moment you arrive in the rural New South Wales city and continues to build each day, by the time the actual race starts the atmosphere is absolutely electric.

The pre-race build-up is seamless with activity after activity on the ground and in the sky.

This year the driver parade featured old and new model Ford, Holden and Nissan Utes carrying the appropriate drivers.

There was the introduction of the 'Bathurst Heroes' on the red carpet, though 5-time winner Larry Perkins was a notable absentee.

Singer Delta Goodrem performed on the ultimate centre stage in the middle of the front straight complete with piano and backing musicians. Great voice, great setting.

There was the now traditional appearance of an RAAF FA-18 Hornet from the Williamstown Base north of Newcastle on the NSW coast, 8 minutes up the road in flight time!!

A Virgin Australia Boeing 737-800 flew down from its Brisbane base to promote the Supercar Championship sponsor, making four passes before heading 'home'.

In the race itself there's a special and moving tribute to the great Peter Brock, who still reigns as "King of the Mountain". The race commentators remind the crowd 'Lap 5 for Zero-Five' and they stand as one in silent remembrance for nearly two and a half minutes until the last car crosses the line. It takes emotion to a new level.

There was the presence of Chip Foose, the legendary American automobile designer/creator and star of the television reality programme *Overhaulin'*. Foose was in the VIP area doing his amazing quick sketches of various Supercars and presented the 3rd place trophies.

Like the Americans, the Aussies understand the meaning of the word 'experience' when it comes to planning and executing a major event...

RH

THE GREAT RACE FESTIVAL
OFF-TRACK EVENTS
4-8 OCTOBER

Wednesday 4 October
B-Rock Super Wednesday
Transporter & Driver Parade
William Street (between Durham and Russell Street)
11.30am
Driver Signing
Kings Parade
Session 1: 12.15pm Session 2: 1.15pm

Thursday 5 October
Legendary Moments Dinner
Rydges Mount Panorama
Cost: \$75pp Tickets: bmec.com.au

Friday 6 October
RCG Race Ball
Bathurst Memorial Entertainment Centre
Cost: \$95pp Tickets: 0407 489 634

Saturday 7 October
Saturday Street Fair
Kings Parade (Russell Street)
10am-4pm FREE ENTRY

Meet me and my friend
Watch the Transporter on Saturday

bathurst.nsw.gov.au

Supercar Championship Series
MOTOR RACING
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BATHURST'S BIGGEST STORY...

The 2017 Supercheap Autos 1000 was the perfect springboard to launch a liaison between two of the great motorsport names of the modern era.

Mario Andretti and Tom Walkinshaw may have been from either side of the Atlantic but both enjoyed great success at the highest level of international racing.

Mario was a top exponent of dirt track, sports car and open wheel racing, an Indianapolis 500 winner, a Formula 1 and FIA Sports Car world champion. Tom's biggest success came in sports and saloon car racing - preparing, running and driving factory cars for Mazda, Rover and Jaguar that brought numerous major championships.

In this country his name is possibly best remembered for bringing a pair of TWR XJ-S Jaguars to our shores for the Nissan Mobil 500 races in January 1987. In the same year Holden Special Vehicles was established as a joint venture between Holden and Tom Walkinshaw Racing, replacing the iconic Holden Dealer Team to uphold the faith of the red brigade, and like HDT, the HSV brand became one of the best known in 'down under' motor racing.



Now their sons have forged a partnership that stunned the Australian Supercar world when it was announced in the week prior to the Bathurst classic. Ryan Walkinshaw took over the reins of HSV following his father's death in 2010, he had very big shoes to fill in a team that knows the highs and lows that come with the sport.

Michael Andretti has achieved great success both as a driver and a team owner. He won the 1991 CART Indycar Championship and had 42 Indycar wins before retiring in 2007,

and in 1993 raced for McLaren in Formula 1 with Ayrton Senna his team mate. The American struggled with the more sophisticated car and his only podium was third place in the Italian Grand Prix. As team owner and CEO of Andretti Autosport he enjoys an envied record with five victories in the Indianapolis 500 (Dan Wheldon 2005, Dario Franchitti 2007, Ryan Hunter-Reay 2014, Alexandre Rossi 2016, Takuma Sato 2017) and had Fernando Alonso in one of his six cars on the grid this year. His team also competes in the FIA Formula E and Global Rallycross Championships.

But Walkinshaw and Andretti are only part owners, there is a third partner involved who may not enjoy the same public profile but is a major player in world motorsport, his name is Zac Brown.

Brown runs the United Autosports sports car team who are the defending European Le Mans Series LMP3 Champions and lead the 2017 championship, but his name shot to prominence when he replaced Ron Dennis as the CEO of McLaren. He is also the man who pieced together the deal for Fernando



Alonso to drive in this year's Indy 500 race. Walkinshaw and Andretti will be equal stakeholders, with Brown holding a minority share.

Subject to approval, the new name in the entrant column of race programmes from 01 January will be Walkinshaw Andretti United, and no doubt the main objective will be to do for the struggling team what the combination of Roger Penske and Dick Johnson has done with Shell V-Power Racing. It will be a massive challenge to achieve a similar result, there is the need to secure the services of a top line driver/s to join James Courtney on the track and a race engineer of the calibre of Ludo Lacroix in the garage.



The recruitment programme has already begun with the signing of top BTCC technical director Carl Faux who has impressive credentials. Faux designed the BTCC race winning Triple Eight Racing MG '6' before switching to Subaru and developing their 'Levorg' that has won 14 races over the past two seasons and claimed the 2017 BTCC title. Faux joined his Aussie team following last month's Gold Coast 600 endurance race.

The motivation for Andretti's decision? *'Any chance you get to beat Roger Penske, you take*

it. He's the benchmark in the sport. If you can beat him you can beat anyone. So I'm very excited to go head to head with him again'.

The Executive Vice-President of Penske Corporation, Bud Denker, welcomes the Andretti challenge. *'Michael's legacy is terrific on its own, but with Zac also involved I think it shows the confidence people overseas have in this series. They wouldn't be getting involved if they didn't think this is a great place to grow your brand'.*

With the new ZB Commodore and new engine regulations coming into play, coupled with the undoubted expertise and money of Andretti and Brown, will 'The Lion' roar again and return to its glory days when drivers like Peter Brock, Mark Skaife, Craig Lowndes and Greg Murphy tamed the circuits?

Or do the new owner's plans include bringing another make into the Virgin Australia Supercar Championship at some stage...

RH

IN NEXT MONTH'S BUMPER CHRISTMAS ISSUE

OctoberFast Summer Series warm-up meeting report. The highs and the lows.

Virgin Australia Supercar Championship wrap-up. Will the Kiwis win???

A Forgotten Relic. Manawatu Car Club memento discovered.

The Hartley File. Continued.

Stopping Power. A look back at an inspirational idea.

Plus all your favourite regular features



Not long now until Manfeild hosts a celebration of classic motorsport, vintage vehicles of a bygone era. Actually, make that two celebrations. This year, in addition to continuing to host The Sound MG Classic, which caters to old racing cars, Manfeild circuit is also the venue for a similar event for motorcycles.

Vintage, classic and post-classic motorcycles are racing this upcoming weekend for the final round of the NZ Classic Motorcycle Racing Register's 2017 championship season. The Spring Classic meeting will draw historic machines from all around New Zealand and we're looking forward to seeing how this event compares with one that has been synonymous with Manfeild for more than three decades.

Renowned for its rich colour and character, The Sound MG Classic here on November 10-12 presents an annual chance for drivers of all types of classic cars to get onto the circuit and let rip. Understandably, this event always attracts a good-sized crowd of enthusiasts keen to see a fantastic assortment of old favourites. The huge attention meted the Goodwood Revival and the Le Mans Classic reminds just how big historic racing is these days.

Part of the appeal is that the drivers aren't afraid to take their machinery to the limit; even cars that now have true classic status – and vales to match – are not soft-shoed. Quite the contrary: Many are driven just as they were intended to be.

That's an intrinsic element of an annual event that has been staged annually for more than three decades. It says much about the strength of historic racing here that The Sound MG Classic was not a meeting that started quietly then built up over the years. The debut outing in 1986 is now remembered as the first large-scale national classic race meeting in this country. Since then it has continued to set benchmarks in terms of popularity with participants and the public. It continues to be the longest-running and biggest classic race meeting in the country.

Manfeild continues to stand out as the perfect host venue, with unsurpassed spectator viewing and a track layout that makes for exciting driving and riding. We see competitor and fan enthusiasm continuing to drive classic racing and believe this sort of event is especially suited to our venue. These are weekends that truly fuelled by enthusiast spirit.

The Sound MG Classic meeting is so big that the Manfeild stadium will also be a pit zone, so there will be plenty of rare and fascinating racing metal to be seen under the 7,500 square metre roof.

Programme details and further meeting information can be found on the all new Manfeild website launched last week www.manfeild.co.nz, New Zealand Motorcycle Racing Register www.nzcmrr.com and MG Classic www.mgcarclub.org.nz websites.

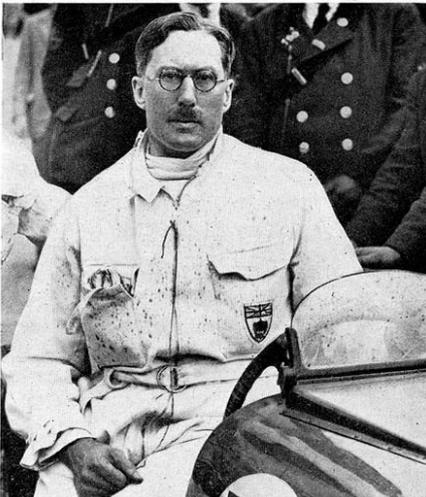
Julie Keane
CEO

THUNDERBOLT AND LIGHTNING?...

I can picture the classified ad in the Evening Post newspaper now. Lost. One World Land Speed Record car, last seen in a vacant lot in Wellington. Reward for information leading to its recovery.

For New Zealand has the dubious honour of being the home to the only unaccounted for Land Speed Record car. Unaccounted because its remains were buried and have never been located.

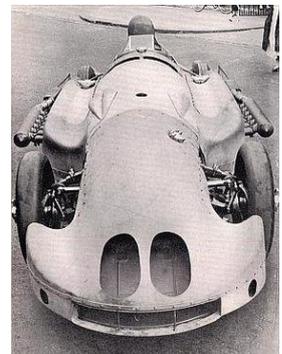
The mystery of the final resting place of one of the great world land speed record cars remains an unsolved enigma, however the story behind it remains as intriguing as ever.



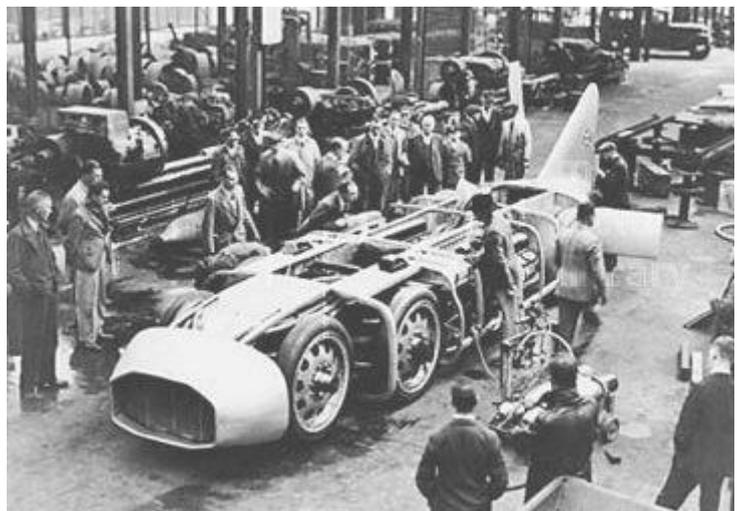
The Thunderbolt was the ultimate machine of well-known racer and record holder Captain George E T Eyston. Briton Eyston had an interesting background, studying engineering at Trinity College, Cambridge and racing motorcycles at Brooklands under an assumed name while studying. During WW1 he served in the Royal Field Artillery with distinction. Post war he raced both Aston Martin and Bugatti cars, with wins at the 1926 Boulogne GP and the 1927 La Baule GP to his credit. He also raced Alfa Romeos, Maserati, Sunbeam, OM and Rileys in the inter war period. In 1931 however he focused his attention on record breaking and over a number of years took over 250 records. He was the first to reach 100 mph, then 120 mph in a 750 cc car with the famous MG "Magic Midget" series using a Powerplus supercharger of his own (patented) design. He captured the Worlds hour record four times,

the 12 hour three times and the 24 and 48 hour records twice. Eyston broke diesel records with a saloon created using an AEC diesel bus engine in a Chrysler Imperial chassis, then went on to create "Speed of the Wind" specifically for long duration speed records.

Speed of the Wind was a purpose built car with an un-supercharged Rolls Royce Kestrel engine and was used to gain the World 24 hour record in 1935 at 140.52 mph. In 1936 he increased this to 149 mph and also took the 48 hour record at 136.34 mph. This led Eyston to design and build a contender for the outright Land Speed record, the "Thunderbolt".

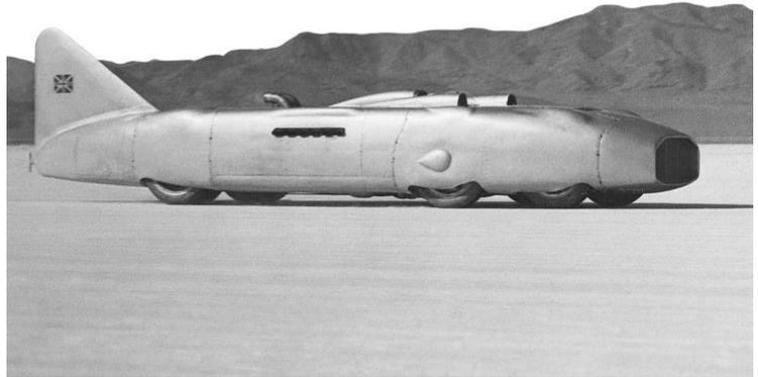
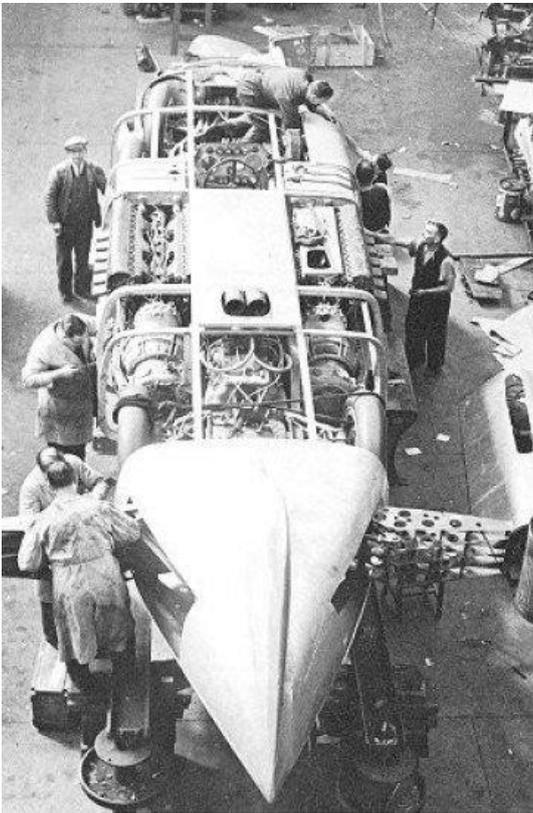


Thunderbolt was built in a remarkable 6 weeks in 1937 and was based around two Rolls Royce R type supercharged 2350 bhp V12 engines mounted side by side and driving a twin tyred rear axle through a 3 speed gearbox. Because of the huge weight (some 7 tons all up) and more importantly the weight distribution, Eyston designed 2 steering axles, each of a different track so that the tyres didn't run in the same groove. The car was shipped to Bonneville totally untested, however Eystons faith was rewarded with a preliminary run at 310 mph,



some 9 mph better than Malcolm Campbell's existing record. Sadly a problem on the return run meant no record. In November 1937 he managed to take the record with an average of 312 mph.

The car returned to the salt flats in 1938 with modifications to the cooling scoops and air intakes, and better streamlining. This resulted in lifting the record to 345.50 mph in August. Convinced there was still more speed to be had, he removed the rear stabilizing fin and the radiators (using an ice tank to provide engine cooling) and in September achieved 357.50 mph, a record that would stand until the following year.



The car returned triumphantly back to the UK, but war was rapidly closing in and Eyston made no further attempts on the record. The car was shipped to New Zealand to be one of the features of the Great Britain Pavilion at the NZ Centennial Exhibition in Wellington. As an interesting aside, it would appear that the car was shipped and displayed engineless, as both engines are accounted for - R25 is at the RAF museum at Hendon and R27 is at the Science Museum in London. As only 20 or so of these units were manufactured, both had history already. One had in fact been used by Malcolm Campbell in Bluebird, the other had seen use in the Schneider Cup air race.

Opening on November 8th 1939 the exhibition ran until May 1940, to celebrate and showcase 100 years of progress since the Treaty of Waitangi, with a vast complex designed specifically for the purpose on land in Rongotai. Each region in NZ had a display hall, as did the Government, Australia and Great Britain, the scale was huge. An amusement park, complete with roller coaster, was a huge success in drawing in the public. The Thunderbolt was a highlight of the British Pavilion as current World Land Speed record holder.

After the exhibition ended the complex was utilised (requisitioned ?) by the Air Force as a military barracks, training and storage area, and the Thunderbolt supposedly went on a tour of NZ (though I can find no record of this ever happening ...).

Whatever actually happened, the Thunderbolt ended up stored in part of the complex, which was also used to accommodate an ever growing stockpile of wool resulting from the wartime risks to shipping. At about 3.00am on September 25th 1946 the place went up in flames, consuming the Thunderbolt, 27,000 bales of wool, 5 aircraft, 18 aircraft engines, a truck and numerous stores. The remains of the LSR car were dragged out and left abandoned in the open near Rongotai College. When the new Wellington Airport was being built in the 1950s it is believed the remains were cut up and dumped in a landfill, or perhaps they were just bulldozed into the airport construction site. An



ignominious end to a wonderful piece of engineering.

Eyston went on to serve in WW2, again with distinction, and later was a very well-liked and respected member of the RAC Competitions Committee. He died in 1979 aged 83.

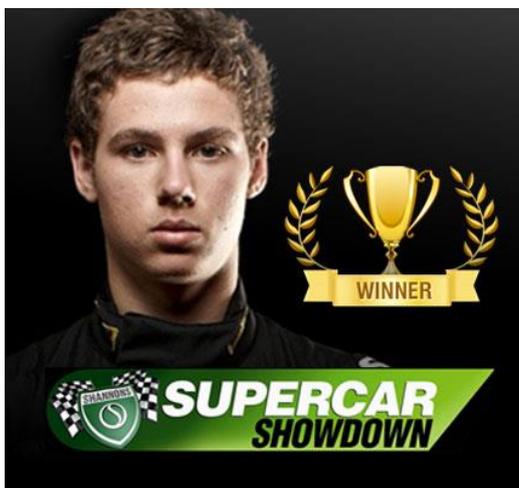
Several attempts have been made over the years to locate the remains of Thunderbolt, most notably by Roy Southward (of Southward Museum fame), however despite considerable effort the mystery remains

TW



THE PRODUCT OF A TELEVISION REALITY SHOW...

The name of Cameron Waters is now very familiar to anyone who follows the Virgin Australia Supercar Championship, a name that shone very brightly following his stunning victory in this year's Sandown 500 Enduro with Kiwi co-driver Richie Stanaway.



The most interesting fact of Waters' Supercar career is that it began in highly unusual circumstances.

After progressing up through the open wheel ranks he took part in the first series of *Shannons Supercar Showdown*, an Australian television reality type show. It was run by Kelly Racing and brought together 10 drivers from different disciplines to compete against each other in a series of challenges, the finalists also included New Zealander Nick Cassidy. The winner's prize was to co-drive in the 2011 Bathurst 1000 with television personality and 'SSS' host Grant Denyer sharing a Kelly Racing entered VE Holden Commodore.

Denyer had significant driving experience, initially competing in endurance events and tarmac rallies before he debuted for Dick Johnson Racing in the second tier Fujitsu V8 Series, finishing the 2005 championship in the top ten and being named 'Rookie of the Year'. The following year

he joined Alex Davison for the Sandown and Bathurst (9th place), so he was very much the 'senior' driver in the 2011 partnership.

By contrast Cameron Waters was 'thrown in the deep end' and the 'VE' link may well have stood for 'Valiant Effort'. Obviously it was huge call having an inexperienced 17 years old making his V8 Supercar debut in the toughest and most demanding race on the toughest and most demanding circuit.

The Shannons-Mars sponsored car started from 29th and last place on the grid, nearly 3 seconds off the pole pace, and their race ended on lap 96 when Waters learned how unforgiving the Mountain is when he made hard contact with the wall at Forest Elbow, for the

battle scarred Holden it was trailer time. There's no doubt the 'SSS' was a very commendable concept with a dream prize awaiting the winner, but it was possibly the wrong choice of event.

The following year Kiwi Andre Heimgartner made the cut for the show but Ozzie V8 Ute driver Jesse Dixon got the nod and Waters became his co-driver after Denyer injured a shoulder pre-race. The pair became the youngest driver combination in Bathurst history and finished in 20th place.

Waters obviously had the talent and enjoyed great success in the Supercar Dunlop Series, he was back at Bathurst in 2014 sharing a Ford Falcon with Jack Perkins, the pairing placed 12th. Prodrive Racing Australia was quick to react and signed the young gun for the following year's Enduro Cup series to run with Chaz Mostert, the combo were runners-up at Sandown but Mostert wrote the car off and was injured during practice at Bathurst. The colourful Chaz was out for the season but it enabled Waters to drive the rebuilt car in the remaining sprint rounds, including Pukekohe.

Waters won the Dunlop Series and was signed by PRA to race full-time in their 2016 programme at the wheel of the # 6 Monster Energy Falcon, placing 4th in the '1000' with Jack Le Brocq. Fast forward to 2017 and his career shifted up another gear. Quick young Kiwi Richie Stanaway was signed as co-driver and the ANZAC pairing drove a flawless race to win the Sandown 500, the talented duo were right in contention at Bathurst until being forced to pit to remove the car's damaged rear wing, 16th place was poor reward for their effort, but that's sport!!

So is Cameron Waters the next 'big thing' in Australia motor racing?? Only time will tell, but he should be looking over his shoulder to keep an eye on Richie Stanaway because in 2018 it will almost certainly be mate against mate when the teams are confirmed, and the 25 year old Kiwi is hot property...

RH

P.S. Keen New Zealand television viewers will recognise the Denyer name if they watch the programme 'Million Dollar Minute', 5.00 to 5.30pm weekdays on the Prime channel. The award-winning presenter has also enjoyed significant success behind the wheel of a racing car since the Bathurst race in 2011. His CV includes sharing the winning Tekno Autosports McLaren 650S GT3 in the 2015 Australian Endurance Championship, in the same year he was runner-up in the Australian GT Championship co-driving a Maranello Motorsport Ferrari 458 GT3 and in last year's Bathurst 24 Hour race Denyer was one of the four drivers who shared the class second placed VIP Petfoods Racing Porsche 996 GT3. Definitely multi-talented...



DASH FOR CASH...

In the October magazine, Editor Trevor Weir's story about 'Wizard' Smith was a fascinating read and a great insight into the man. The mention of him setting a 'record' from Auckland to Wellington brought back the memory of a AKL-WLG 'record' being set in the 1950's by a prominent New Zealand cricketer who played 14 tests for his country, wicketkeeper Frank Mooney who passed away in 2004.

An account of his exploits was included in an obituary written by Don Cameron for the Wisden Cricketer Almanac.

'Mooney was an astonishing character - possibly the most colourful character New Zealand cricket has known. Mooney loved the outrageous risk, the impromptu punt on whatever took his and his band of friends fancy. As a cricketer was stylish keeper and batsman so determined to make the most of his most talents that during playing hours he would be as silent and serious as a tomb. Which explained the fact that when stumps were up



Mooney's alter ego, nicknamed 'Starlight' would be out twinkling around the bars and dance floors of Wellington. Not long after his cricket career finished in 1954/55, Mooney re-emerged in the public eye after a spectacular five figure bet. To win, Mooney had to drive the 410 miles from Auckland to Wellington in under seven hours. In those days the roads were indifferent and mostly back-country. Mooney had a cool planner's brain behind his gamester face. He had a powerful Jaguar engine further supercharged. He arranged for seven petrol stations to be open at small hours of the morning.

He started about midnight, rocketed through the night, and was in Wellington about six and half hours later - without being cited by the traffic police. Inevitably, the news of Mooney's stampede leaked out. Politicians and senior traffic officers were mightily embarrassed. Mooney forestalled what might have been a manhunt by owning up, paying a modest fine (a small percentage of the bet) on the police belief that at some stage he must have exceeded 100 mph.

Not long afterwards Mooney, by now in his forties, and his friends were arguing about the merits of Olympic champion runners Peter Snell and Murray Halberg, both Kiwis, and the magic of the four-minute-mile. No magic said Mooney, he could run a mile in under five minutes. The betting money poured in. Mooney gained a month to prepare, had an expert design him a four-week crash course training programme - and won the bet with seconds to spare...

RH



C'MON, THINK FIRST...

Last month the irrepressible Tim Gibbes featured on the front page of two regional newspapers, but it had nothing to do with any form of motorsport. It was a story that should be printed on the front page of every newspaper in our country.

Tim is one of thousands of people of his age who walk the family dog on a regular basis, but in his case it's more than just a leisurely stroll around the block, along the way Tim picks up people's litter. To use the 'Z' by-line, what he does is 'good for the hood'.

But think about it. If people were more thoughtful he and similar community minded people wouldn't have to do the onerous task.

The problem is not only in towns and cities, our roadsides get littered from North Cape to the Bluff, and who cleans it up? People.



Companies like Higgins are contracted to remove roadside litter/rubbish deposited by thoughtless people on the country's highways. There are no machines, it's done by people, on foot, in all weathers, armed with large bags and a long handled pick-up device.

As an example, In the Manawatu/Wanganui/Tararua region there are 630 kilometres of State Highway

to be monitored (SH1, SH2, SH3, SH56, SH57) but that becomes 1,260 kilometres because there are two sides of the road to be covered. In addition to the foot patrols, each Monday and Friday mobile crews clear designated rest areas and install new rubbish bags, and there's the 'fly tipping' that has become a national past-time where people dump every conceivable item and dead animals in the hope their act won't be spotted, not thinking that someone will have to remove it. It has its dangers too with people disposing of needles and the like, it's not a pleasant experience.

You also have to remember that local authorities do the same cleaning-up in their towns or city, as well as collecting your domestic rubbish bin or bag.

They talk about keeping New Zealand clean and green. Both are important in their own ways, but we can all easily contribute to the 'clean' part by displaying a little more thoughtfulness - simply remember that anything that you throw on the ground or out of your vehicle has to be picked-up by someone.

Many years ago there were "Be A Tidy Kiwi" campaigns to get the message across. Nothing has changed. If we all do our part, people like octogenarian Tim Gibbes can just focus on taking their dogs for a walk in a pleasant and clean environment without litter - how good would that be...

RH

LOOKING BACK...



Random shots from the 1970's.

Top shows the front row of the grid for the ever popular Mini 7 class at Manfeild's October 1975 meeting. Pole position belongs to Bryan Hartley (yes, Brendon and Nelsons father) with Surrey and Parkinson alongside. And when I say pole position, I mean it literally, check out the background - I'm not sure that would be allowed in today's safety conscious world!!

The Mini's were noted for full fields and fast and furious racing, with huge slipstreaming battles as performance was relatively close.



Next is proof that "rubbing" is nothing new in motorsport. Here Bryan receives a helping hand into a spin and trip to the infield from Lynn Rodgers, while Jim Harvey eyeballs the situation. Manfeild February 1976. Different meeting, however Bryan is obviously first to the corner, quick as always.

Next is the start of a very wet Sports Car race in October 1977. Streaking away from the field is Wellington's Tom Donovan in his turbo Odlins II. This was an interesting car, following on from his successful Austin Healey Sprite. The car was a full spaceframe with Brabham rear uprights and brakes, and McLaren M19 front suspension, and also used McLaren side radiators. Power was from a turbocharged 1494cc Ford Twin Cam and this was mated to an HD5 Hewland gearbox. The car took 8 wins from 16 races, and 11 pole positions, finishing third in the 1977 SCANZ Championship. The white car is the Lola T212 of John McLellan and next to him is Colin Smith's Rhubarb III, the car that took the 1976 SCANZ title.

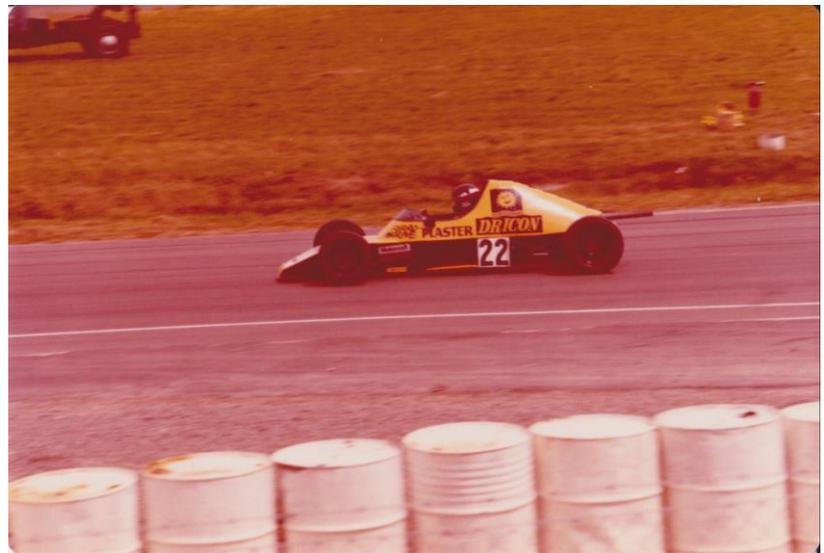
Note the pit wall!!!



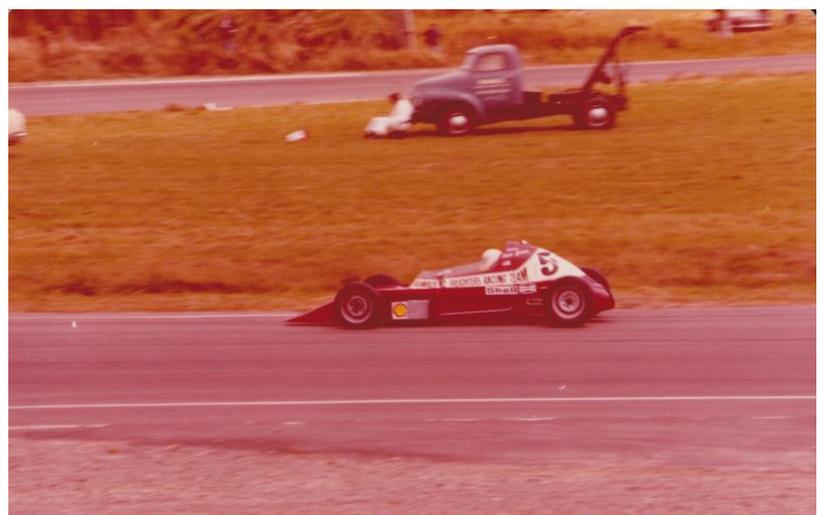
The Rhubarb series of sports cars (numbers I through to V) were the brainchild of Colin Smith, assisted by Adrian Rimmer. Both had spent time working at Tiga cars (Tim Schenken and Howden Ganley) in the UK. Rhubarb III, shown here, was the most successful. Powered by a 1999cc Vauxhall Victor OHC motor, it used an HD5 gearbox and featured a Smith designed rising rate front suspension. After its 1976 title win it won again in 1977 with Charlie Bensemann driving, then again with Bob Homewood, who installed an 1850cc Hart 416B engine, in 1980. Shown here in October 1976 in the Manfeild pits.



Next a couple of Formula Fords from the February 1976 meeting. First up is the Cuda Ford II of Ross Stone. The first Formula Ford built by the Stone brothers was in 1973 and was raced by Jim Stone. This second one was built for the 1976 season for Ross to use. This car was later sold to Mike Finch who took 3rd place in the Championship with it in 1978. He won the title the following year in Cuda IV.



The next car is a bit of a mystery. It is annotated on the back as being the Eagle Ford of American driver Peter Lissiuk. Peter had previously raced a Titan Mk6C in the 1973/74 and 1974/75 FF Series, and had, in fact, finished 5th in the Australian TAA Driver to Europe Series in 1974. Running under the wing of the Brambles New Zealand Freighters team I'm sure the car is not one of the 13 All American Racing Formula Fords, as the first of these Dave Loring built, developed and raced cars didn't appear until 1977. These were the first (and only) "small bore" formula cars sold by the Dan Gurney AAR team. So what exactly is it?? Perhaps one of our readers might be able to help me here??



THE FINAL PIECE OF THE JIGSAW...

The popular 'AmeriCARna' television series screens on Channel 075 in our country, and one of last month's programmes revolved around the full restoration of a famous Indy racing car, the episode was appropriately titled "The Eagle Soars".

Ray Evernham is one of the best known people in American racing circles. His involvement began with racing dirt track Modifieds but his career ended in a life changing crash that damaged his brain stem which impaired his perception of depth. Driving was out of the question, but Evernham was also a highly respected chassis specialist, in NASCAR he was one of the best in business. As a crew chief his name is closely linked to that of Jeff Gordon - *'From the first day we ever worked together, boom! We hit it off. We had fun, we did good, he was what I wanted, and I was what he wanted'*. Running for Hendrick Motorsport the Evernham/Gordon combination won 47 Winston Cup races and claimed three NASCAR championships during a seven year period in the 1990's.

He went on to form his own team, Evernham Motorsports, that fielded cars in a number of different categories under the NASCAR umbrella, and was the man responsible for bringing the Dodge name back into prominence in NASCAR's elite racing series. During his time racing in NASCAR Evernham also picked up one of the largest fines, US\$60,000, for using unapproved suspension components on Jeff Gordon's car, that was a lot of money back in 1995!! On a positive note he was one of the innovative people behind improving the duration and efficiency of pit stops, and in 2006 he was voted 'Best Crew Chief of All Time'.

Described as *'the hardest working man in racing'*, after quitting the racing scene he formed Ray Evernham Enterprises, building a private collection of superbly restored racing machines and later hosting the 'AmeriCARna' television series. Enter the car that led to 'The Eagle Soars', the car that Dan Gurney drove to second place behind Mario Andretti in the 1969 Indianapolis 500.

Chassis number '69 701' went 'missing' for more than 30 years before Evernham tracked it down and was able to buy the car in 2015, albeit in disassembled condition. Three months later '701' emerged, immaculately presented in its original form as the # 48 'Olsonite Special', but it took a great deal of detective work to bring the project to fruition because a vital piece of the jig saw was missing, an original 'Gurney Eagle' engine.



Dan Gurney believed the special 318 cubic inch Gurney Weslake stock block Ford V8 engine the restoration team sought had gone to Australia, but incredibly it was finally located in the hands of a New Zealand owner.

A deal was struck so the car could be completed, when the iconic Gurney Eagle motor was unpacked in the Pennsylvania restoration shop it still had its original fuel injection and lightweight titanium exhaust headers, a priceless treasure and the last piece required to finish the jig saw.

Dan Gurney was re-united with his All American Racing (AAR) Eagle Santa Ana '701' at the Indianapolis Motor Speedway in 2015, together with the three sister 'Santa Ana' cars that were named after AAR's home town.

So who was the New Zealander who owned that rare Gurney Eagle engine, and what was its intended purpose??

Maybe the jigsaw that's the story of '071' isn't complete after all...

RH

NEW ZEALAND'S REAL HOME OF SPEED...

It could be rightly claimed that Royal New Zealand Air Force Base Ohakea is this country's fastest piece of real estate.

New Zealand's third largest airfield, Ohakea was the traditional home of the RNZAF combat squadrons from 1946 until the disbandment of 2 Squadron and 75 Squadron in 2001 with their respective Aermacchi MB and Skyhawk A4-K aircraft eventually being sold to overseas interests.

Last month six F-16 Fighting Falcon combat jets of the Royal Singapore Air Force were based at Ohakea for a series of exercises that formed part of an evaluation of the airfield being suitable as a permanent RSAF training base for the F-16's big brother, the F-15 Eagle.

There was some irony relating to the F-16 stay. In 1999 the Fighting Falcon was selected to replace the ageing Skyhawks but the order was cancelled a decade later following a change of government. During the 2017 visit the F-16s were housed in the old 75 Squadron hangar!!

On the ground RNZAF Ohakea can also claim to have the country's fastest section of 'road' in the form of the 2,445 metre long 09/27 main runway.

In October 2012 it was the choice of Eddie Freeman for his successful attempt on the New Zealand Land Speed Record for a road registered car, his highly modified Lamborghini Gallardo Superleggera clocking a two-way average speed of 355.485 kilometres an hour (219.38 mph), with the fastest run at an impressive 383 km/h (236 mph).



Freeman beat the old mark of 348.23 km/h (214.95 mph) set by Owen Evans in 1996 driving a Porsche 911 Turbo - Evans had a terrifying crash later the same day attempting to break his own record.

If you have ideas of breaking Freeman's mark all you will need is a Bugatti Veyron. The first model had 987 horsepower and a top speed of 407 km/h (253 mph), then along came the 1,184 horsepower Veyron Super Sport that upped the speed

game to 431 km/h (268 mph). To most people that would be enough, but not for the engineers at Bugatti. They unveiled the Chiron model last year with the W-16 quadruple turbocharged engine producing a staggering 1,479 horsepower, but the top speed was electronically controlled to just 420 km/h (261 mph) - maxed out the speedometer needle would be hovering around the 465 mark (288 mph). So you have three to choose from and all three are production models, so obviously no modifications would be required!!

The Manawatu Car Club is very familiar with the Ohakea 'roads'. 5.6 kilometres of runway and taxiways formed the circuit for the first New Zealand Grand Prix in 1950, while a shorter 3.5 kilometre loop was used for the Ohakea Trophy meetings that ran from 1951 to 1956, and later the popular 'Wings & Wheels' meetings together with low-key classic car race days.

The 'main roads' have also been used by three vehicles with extreme differences.

Back in the 1970s (?) there was a Sunday morning test session by the unique 'Bandag Bullet', a jet engine truck from Australia. It was to be a secret mission but word spread very quickly when it was seen on its transporter that was being fuelled at the then Shell Central Service Station at the top of Fitzherbert Avenue. The 'BB' was followed to its destination by a continuously growing convoy of vehicles, and the fascinated onlookers were not disappointed at the sight, acceleration and the noise of the appropriately named speed machine.



In March 1993 the massive crowd at the 'Wings & Wheels' show enjoyed a vehicle that was definitely at the other end of the spectrum in every respect. It was a Formula 1 Leyton House March that was designed by Adrian Newey, this particular car having been driven by Italian Ivan Capelli during the 1990 world championship. At the time the March was owned, trained and driven by Kenny Smith, the sleek racer was visually stunning and the noise from the high-revving 3.5 litre Judd V8 was audio perfection. One of the highlights of the day was the car versus aircraft 'Ultimate Challenge' that pitted the F1 car against a RNZAF Skyhawk in two disciplines, appropriately the outcome was a one-all draw. The car won the standing 500 metres by a very narrow margin but the jet fighter took out the flying 500 after the pilot 'disobeyed orders' and the rules to restore Air Force pride!!



Then there was the fabulous Britten V1000 Superbike that was ridden by local man Jason McEwen in several spectacular demonstrations on one occasion. All three so different, all three never forgotten by those who saw them burning up the 'roads' of RNZAF Ohakea...



RH





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PARTING SHOT...



John Taylor's Special was a most versatile machine in the true sense of the word !! Seen here at Manfeild doubling as a barrier carrier, the ex MCC President's machine was a very capable autocross weapon.

