

Manawatu Car Club Inc

MAGAZINE

DECEMBER 2017



Something for Everyone

EDITORSPEAK...

I hope you enjoyed last month's departure from my normal editorial content. Farming can be so frustrating at times, however it can also be so much fun writing about the frustrations!!

As indicated last month, it's been a journey, however the ewes have come so far in a short space of time. It just goes to show what a little bribery can achieve. Just yesterday I left them in an outside yard while I went to refill the bulk feed bin from the bags I keep in the barn. I came back around the corner Ohhh bollocks, no sheep.

First thought – they've hatched another dastardly plan to foil me and perhaps vaporized themselves. Wrong. Teleported to another time or place?? Wrong again.

It turned out they had had got tired of waiting, had pushed open the gate, made their way into the shed and were halfway up onto the milking platform, impatient for me to come back with their nibbles!! They are, needless to say, very happy and much improved in their attitudes. In fact they now don't really want to leave the platform!!



The ice cream recipe has been developing, with much tasting and sharing with our local "crash test dummies" to get opinions from other palates, and it's now consistently creamy and delicious, so we are experimenting with flavours using locally grown and sourced products. Oh, and we have a new black East Friesian ram, that we named, appropriately I believe, Obaaaaama!!



I've seen this before, however I am compelled to comment as it is doing the rounds of the local papers. Youi Insurance CEO Frank Costigan is quoted as saying that green is the safest colour for a car, as, according to their accident frequency research, green cars record the lowest number of accident claims across NZ.

Now just think about that for a minute.

Look at the statistics he has based this claim on!! If he had stopped to think about what he was saying and research any conclusion before bursting forth, I'd suggest that he could have avoided confirming beyond doubt that with one more IQ point he could, probably, just about, qualify as a moron. Green cars are so few and far between and statistically such a very small percentage of the current fleet that naturally they will be subject to the least number of claims. White and silver, both by far the most popular current colours, would, on this basis, therefore be deemed the un-safest by Mr Costigan. This is totally contrary to any independent study I have found. All the independent scientific studies carried out worldwide, which also take into account gender, age, road conditions and level of impairment from drugs or alcohol, prove conclusively that dark and earth toned cars, including green, are more likely to be involved in accidents, and lighter coloured cars are the least likely. Logical really, isn't it. Mr Costigan, your comments just prove why Youi is widely regarded with some skepticism by the public of NZ. The safest colour, by the way, is considered to be pink.



I am very proud that there is such great communication between our club and its members. It is something we seem to do very well. The rise of social media is something that many clubs still have not harnessed to their advantage, and I'm pleased (as no doubt you all are) that the MCC embraces it. The extra bonus is the direct line to the likes of Brendan Hartley and Manfeild so that we are all aware of events as they happen. A positive relationship with the print media enhances this, as does the Club website, and, of course, the publication you are reading now. Why do I mention this?? The Pukekohe Car Club held a hillclimb recently only a handful of kms from our front door. I was distressed to learn about it about a week after it had happened. Nothing prior to the event in the locals rags, nothing on Facebook, seemingly no publicity at all. Shame as I would have loved to have gone along for a look and a yarn. Perhaps that's one reason why we are in such a healthy state as a club??



What an amazing opportunity Brendon has, with a confirmed 2018 seat with Toro Rosso in F1. While he has plenty to prove, and I'm positive he will, I think there is probably less

pressure on him than on some of the younger hotshots trying to make a name for themselves. He is, after all, a 2 times WEC champion and Le Mans winner, so in most people's eyes, he has already "made it". Brendon may be making Kiwi history, however he now has a very mature head on his young shoulders and while I have no doubt that a strong mental attitude will allow him to do very well indeed, he also has an aptitude and persona that will ensure he endears himself to the team, fans, and others in F1. Think Daniel Ricciardo rather than Lewis Hamilton. His family must be extremely proud of him.

I for one will be following F1 very closely next year despite my indifference to the current cars, and I sincerely hope the NZ press does too. Do I hear Hartley for a Halberg???

Great minds think alike. I wrote a piece for Grid Torque on the origin of national racing colours on cars, and how certain colours came to represent different countries, only to be gazumped by Russell. His somewhat more in depth (and much more interesting) article won the toss and mine went to the bin!! Damn you RH!!

I'm conscious that Russell and I are writing quite a number of diverse articles, covering a wide range of topics that WE find interesting or topical. Many of these delve into motorsport history, both international and local. Do YOU share the same interest?? Any feedback, positive or negative would be welcomed so that we can tailor the magazine to YOU, our readers. A quick email is all it takes

As this is the December issue I will take the opportunity to wish you all a happy festive season. Make the time to be with your loved ones and share in their lives. Family is important. Take care on the roads too.

Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

REMEMBER – SUBS ARE DUE NOW

YOUR CLUB MEMBERSHIP RAN OUT ON SEPTEMBER 30TH

NO CLUB MEMBERSHIP, NO RACING

GO TO

http://www.motorsportm.co.nz/modul.../SP_FormBuilder/form.php...



RENEW NOW



Events Calendar

DECEMBER 2017

- Saturday 9th Envirowaste Track Day Series Round 5 (final)
Sunday 10th Mitre 10 Mega Summer Race Series meeting Round 1 – Manfeild: Circuit Chris Amon

JANUARY 2018

- Saturday 6th MCC Drift Competition
Saturday 13th Free Test Day - Taupo
Sunday 14th Mitre 10 Mega Summer Race Series meeting Round 2 - Taupo

FEBRUARY 2018

- Friday 23rd Manfeild Test Day
Saturday 24th IRC Race Meeting
Sunday 25th IRC Race Meeting

APRIL 2018

- Saturday 7th Envirowaste Track Day Series Round 1
Sunday 8th Mitre 10 Mega Summer Series Race Meeting Round 3 (final) – Manfeild: Circuit Chris Amon

JUNE 2018

- Saturday 2nd MCC Test Day
Sunday 3rd Feilding Auto Electrical Winter Series Round 1
Sunday 17th Envirowaste Track Day Series Round 2

JULY 2018

- Saturday 7th MCC Test Day
Sunday 8th Feilding Auto Electrical Winter Series Round 2
Sunday 15th Back Track Autocross

AUGUST 2018

Saturday 4th MCC Test Day
Sunday 5th Feilding Auto Electrical Winter Series Round 3
Sunday 19th Back Track Autocross

SEPTEMBER 2018

Saturday 1st MCC Test Day
Sunday 2nd Feilding Auto Electrical Winter Series Round 4 (final)
Sunday 16th Envirowaste Track Day Series Round 3

OCTOBER 2018

Saturday 20th OctoberFast
Sunday 21st OctoberFast

NOVEMBER 2018

Saturday 3rd Envirowaste Track Day Series Round 4 /Multi Event Weekend
Sunday 4th Multi Event Weekend

DECEMBER 2018

Saturday 8th Envirowaste Track Day Series Round 5 (final)
Sunday 9th Mitre 10 Mega Summer Series Race Meeting Round 1



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668

Secretary: Jeff Braid - 027 477 3337



Vice President: Tim Wilde - 0274 729 664

Your Committee:



Jeff Braid



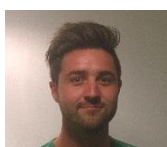
Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



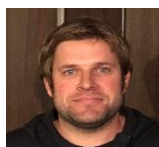
Gareth Stanley



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

"XMAS Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 19th December 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...

Wow its December already, where did the year go? I am currently sitting at my desk at work during my lunchbreak finishing off my piece for the magazine and looking at everything we have to do before Xmas and wondering how we are going to fit it all in given the number of days left. Thankfully there is 24hrs in a day aye...

This time last year Manfeild had just be renamed "Manfeild: Circuit Chris Amon" – yip that was a year ago, and I talked about the Culture of the MCC in the December '16 edition of the MCC Magazine. Over the past year our culture has continued to evolve, more people are definitely interested in what we do and how we do it, going by the number of calls we receive from people around the country asking about how they can join our events and / or how they can become a member, or indeed just want to know more about how we do things, what our relationship is like with Manfeild, our Sponsors, our Volunteers etc.... Also many are interested in helping the club out by being a volunteer or wanting to join the committee. This in itself confirms that our culture is a healthy one but it takes a lot of hard work to keep it that way. My mission when I became President was to make sure that our team focused on making it **easy for everyone** to join our club, and to participate in any of our events either on or off of the track, events that catered for everyone's tastes and needs. It was also to create an environment that made people want to belong to our club, an environment that was fun, friendly and where everyone was respected and treated as an equal (Brook no sense of class). Have we achieved all of that (?), well it would be interesting for you to tell me what you think. The ways you can do that is to contact me directly, or turn up at our AGM which will take place on the 15th February at 7.30pm in our MCC Clubrooms.

Manawatu Car Club 70th Annual General Meeting

The AGM is to be held at the Manawatu Car Club Clubrooms
120 Kawa Kawa Road, Feilding
Thursday, 15th February 2018 @ 7.30 pm sharp.

**All financial members should attend.
This is the most important meeting of the year.**

At this AGM we will look to elect the President of the club for the next two years and also up to ten other committee members. In accordance with our constitution, nominations for the office of President and Committee Members shall be received by the Secretary no later than two (2) days prior to the AGM. Please also note that you must be a financial member of the Car Club to be considered for any of the positions available on the night so please make sure your club membership is up to date. Voting papers will be loaded on our website soon, in the meantime you can print off the copy of the voting paper on page 11 of this magazine and use this. Please fill it out and return it to Jeff Braid by scanning and e-mailing it to manawatucarclub@xtra.co.nz or by posting it to: Manawatu Car Club, PO Box 542 Palmerston North 4410 no later than the close of play on the 13th February 2018.

If you are thinking of joining the MCC Committee there are a couple of things you should be aware of. We meet formally at least once a month, at these meetings we all have a voice and are treated as absolute equals. All of the committee members have a portfolio that they look after (such as advertising, sponsorship, membership recruitment etc...) and we report on each of our portfolios at the monthly meetings. We are all volunteers, no one gets paid to be on the committee, we do it because we love motorsport and the MCC. We all work hard for the club and give up our time and our knowledge freely... so if you have something, anything, to offer and are willing to help make this club even better tomorrow than it is today for all that belong to it, then we would love to have you jump on the bus with us.

Will I be standing for President again? well that is entirely up to you. If you think I have done a good enough job so far then I am happy to stand again (health pending), however if there is someone out there that would like to give it a go then please put your name forward. I say "health pending" because as of writing this things are progressing well but we still have a way to go, indeed I am heading back to me specialist today to talk about the where to from here..., so will have to make an ultimate decision based on whether I can put 100% into the position in the coming year as I am the type of person, rightly or wrongly, that doesn't like to do something if I can't give it my all.

So December is upon us, which means the final round of the Envirowaste Track Day Series and the first round of the Mitre 10 Mega Summer Race Series...

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.

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.

We have made a couple of exciting changes to the Mitre 10 Mega Summer Race Series, these are outlined below and can also be found in the regs for the series by following the link at the bottom of this page...

New for this season, we have split the SF Cup and GT Cup:

These two classes have been split into GT-A, GT-B, SF-A and SF-B. The target lap times have also been split for each sub-group. Competitors will accumulate points according to their respective speed group. The highest points-scorer will win the overall trophy for the class. E.g. if the SF-B winner has the highest SF points total that driver will win the SF Cup.

9. Classes, Class Lap Times and Race Formats for Manfeild: Circuit Chris Amon

| | | |
|-----------------|-------------------------------------|---|
| GT Cup | GT-A Faster than 1:13.00 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| | GT-B From 1:13.00 to 1:17.00 | |
| IB Cup | From 1:17.00 and 1:22.99 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| SF Cup | SF-A From 1:23.00 to 1:26.99 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| | SF-B From 1:27.00 to 1:29.99 | |
| RS Cup | Slower than 1:30.00 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| Classics | No time penalty | 6 laps scratch, 6 laps Handicap, 6 laps handicap |

9.1 Classes, Class Lap Times and Race Formats for Bruce McLaren Motorsport Park

| | | |
|-----------------|-------------------------------------|---|
| GT Cup | GT-A Faster than 1:39.00 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| | GT-B From 1:39.00 to 1:42.99 | |
| IB Cup | From 1:43.00 and 1:51.99 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| SF Cup | SF-A From 1:52.00 to 1:54.99 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| | SF-B From 1:55 to 1:57.99 | |
| RS Cup | Slower than 1:58.00 | 6 laps scratch, 6 laps reverse grid, 6 laps handicap |
| Classics | No time penalty | 6 laps scratch, 6 laps Handicap, 6 laps handicap |

Also in-car lap timing and pit to driver communication is prohibited: In-car lap timing devices are prohibited in these classes. Data loggers, lap timers, countdown timers, cell phones or any similar device that provides live information must not operate. Their displays must be removed during official qualifying and races. No pit-to-driver communication is permitted during qualifying and races. Failure to comply will result in the loss of all points accumulated in the meeting. This rule is to prevent erratic and dangerous driving that has been employed by some competitors to keep above target lap times to avoid a penalty.

We want you to go hard and then go home with a smile on your face, knowing you've raced your car on the limit.

Visit the Mitre 10 Mega Summer Series Page at the following address:

http://manawatucarclub.org.nz/event/mitre-10-mega-summer-race-series/?instance_id=1046

Like so many others I am thrilled to see that Brendon Hartley has secured a fulltime drive in 2018 with Toro Rosso. This is without doubt the biggest sporting story in NZ this year and one that deserves all of the media attention it can get as I believe most Kiwi's don't truly know the level of exposure good ole NZ will get by having Brendon in F1 for a full season!

Sadly I attended the funeral of Anne Bell this afternoon. Anne passed away after a long battle with health issues. Her involvement with community projects and organisations such as the Feilding IA&P and the Palmerston North Floral Art Club was huge and it was a pleasure to work with her as one member of the Electoral College.

Have a very Merry Xmas and a safe and happy New Year everyone, thank you to you all for making this club such an awesome club to be a part of....

Richie

MITRE 10
MEGA

MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild 10th Dec 2017

R2 Taupo 14th Jan 2018

R3 Manfeild 8th Apr 2018

FREE SPECTATOR ADMISSION!



Stew Wood Photography

Classes: GT Cup, IB Cup, SF Cup,
RS Cup, Classics

Entry Fee: \$220

Transponder hire: \$20



Manawatu Car Club

ORGANISER

Jeff Braid, Secretary
Manawatu Car Club Inc
027 477 3337
manawatucarclub@xtra.co.nz

Supplementary Regs and Entry Forms at: www.manawatucarclub.org.nz





VOTING FORM

2018 ANNUAL GENERAL MEETING ELECTIONS

Position: President

Term: 2 Years. Re-election in 2020

| | | |
|----------------------|---------------------|---------------|
| Nominee: | Membership # | Signed |
| Nominated by: | Membership # | Signed |
| Seconded by: | Membership # | Signed |



VOTING FORM

2018 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year.

| | | |
|----------------------|---------------------|---------------|
| Nominee: | Membership # | Signed |
| Nominated by: | Membership # | Signed |
| Seconded by: | Membership # | Signed |



VOTING FORM

2018 ANNUAL GENERAL MEETING ELECTIONS

Position: Committee

Term: 1 Year.

| | | |
|----------------------|---------------------|---------------|
| Nominee: | Membership # | Signed |
| Nominated by: | Membership # | Signed |
| Seconded by: | Membership # | Signed |

Please scan and email to manawatucarclub@xtra.co.nz or post to: Manawatu Car Club, PO Box 542 Palmerston North 4410.

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Sean Browne

BORN: 28th September 1999

OCCUPATION: Engine Builder at Hartley Engines and Motorsport

RACE CAR: Honda Integra

EVERYDAY DRIVE CAR: Honda Accord Euro R

DREAM CAR: 1999 Honda NSX-R

YOUR BEST MOMENT IN MOTORSPORT?

Round 2 of the 2017 Winter Series. Managed to win the first race and then start last in the 2nd race and made my way up to 2nd by the last lap on the last corner.



WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? Absolutely anything to do with cars or engineering.

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

Possum Bourne, Burt Monroe, Donald Trump

WHO WOULD YOU PLAY IN A MOVIE? My twin Channing Tatum

THREE WORDS THAT BEST DESCRIBE YOU... Banters, Chilled, Funny

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Probably my race car. It's a bit like me, rough around the edges and not the fastest on the track, but at times can be surprising!

WHAT IS YOUR SECRET VICE? Love a bit of Golf.

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I like Hondas and I am also NOT homosexual, but \$20 bucks is \$20 bucks.

FAVOURITE QUOTE... It's not how we make mistakes, But how we correct them that defines us.

 **EnviroWaste**

**YOUR BEST CHOICE
IN WASTE SERVICES**

0800 240 120 | www.envirowaste.co.nz

Residential Waste

Commercial Waste

Special Waste

Recycling Services



GET DECKED OUT FOR SUMMER

2018 OUTDOOR FURNITURE COLLECTION INSTORE NOW



PROUD SPONSOR OF THE MITRE 10 MEGA SUMMER RACE SERIES

Just remember Manawatu Car Club Members receive a discount when shopping at Stewarts Mitre 10 MEGA
Just show your Manawatu Car Club card at the checkout and use the code MANCAR.

250 - 270 Featherston Street
Ph: 06 354 4087
www.mitre10.co.nz

Opening Hours
Monday to Friday - 7am to 7pm
Saturday & Sunday - 8am to 6pm

MITRE 10
MEGA
PALMERSTON NORTH

Sacré Bleu. The entire Toro Rosso F1 team has been frustrated by the reliability of their Renault engines that have thwarted the efforts of their drivers to score vital championship points that translate into very large amounts of dollars when the end-of-season payouts are made to each of the teams. Back in Palmerston North at the Hartley 'House of Horsepower' Bryan cannot understand why the 118 year old French car maker is having the failures. His second car was a Renault 4CV of early 1950's vintage, a small 4-door saloon with a 750cc engine in the rear and a 3-speed manual box. He admits to 'flogging the hell out of it' but the little Froggie machine never once let him down. So much for modern technology and these hi-tech hand grenades that led to Toro Rosso being described as 'mechanically challenged'...



Keeping an eye. Brendon's dad took time away from the horsepower shop to watch the Etihad Airways Abu Dhabi Grand Prix from the Toro Rosso garage at the Circuit Yas Marina. An incredible experience to experience, right in the heart of the action and as close as you can get. If things got boring he could have gone next door to the amazing Ferrari World, maybe even 'test' drive the world's fastest roller coaster that accelerates to its 240 km/h (150 mph) top speed in 4 seconds and pulls up to 4.8 g along the 2.2 kilometres lap. Bryan didn't have to go next door...

From club racer to national racer. Stockcar driver Tessa Field switched from a clay oval track to the bitumen of Manfeild for the 2017 FAE Winter Series and was one of most impressive 'rookies'. Obviously bitten by the 'roundy-roundy' bug Tessa has moved up into the bigger league behind the wheel of a SsangYong Actyon ute for the one-make national series with a fully backed drive. She made her debut at the opening round at Hampton Downs then moved on to Pukekohe for the 3 races at the ITM SuperSprint meeting. Tessa is a young lady in a hurry and showing her versatility, but has discovered that the SsangYong is a savage animal compared to her well sorted Honda Civic. It's not an easy beast to tame...



Also waving the MCC flag. Back and refreshed from his European 'honeymoon', Craig McIntosh was also on the grid at ITM SuperSprint meeting. Zippo and the familiar Rose & Crown Mitsy Evo lined up on the GTRNZ grid that included a couple of the older TraNZam racers and a familiar car with an unfamiliar face behind the wheel. It was the ex-Kerry Halligan Crawford Pontiac driven by its new owner John de Veth, the car sporting a striking new livery that looked very "McLaren-ish". Zippo was in good company...



Cut short. Saturday at Pukekohe there were periods when it was wet and wild, not good for teams, drivers and the enthusiastic fans. The newly sealed areas of the circuit were like ice, so was the grass. Four minutes into the Race 23 Supercar qualifying the session was red flagged. Good call by the wise men in race control. Next they had to decide which practice session times would be used to set the grid. Not everyone was happy...

Multi-talented multi-tasker. Following the Supercar Pirtek Enduro Cup Series our man Chris Pither was left without a drive. Chris has always been an articulate speaker and was seconded to the Aussie television commentary team for several of the support category races at the Pukekohe ITM round. It might not have been the Supercar 'big guns' but he had no shortage of variety ranging from the SsangYong Actyon Sprint Utes to the Formula 5000 thunderships. Lots of action to call, lots of names to remember...

Right place, right time. One of the 'extras' at Pukekohe were the demonstration laps featuring the new Super5000 open-wheeler that's creating considerable interest in the Land of Oz right now. Following his high speed shunt in the Formula 5000 race on Sunday Kenny Smith had to be replaced for the scheduled 'demo' and an invite was extended to Chris Pither to climb on-board. You don't turn down those sorts of opportunities...



Going ringside. Interesting to note that the Oz commentators have begun using the word 'undercard' to describe the support races, but 'undercard' is a word that's associated with the sport of boxing. Before the Supercar races I was expecting to hear the 'ding ding' from a bell and the words of famous American ringside announcer Michael Buffer - 'Now for the main event Let's get ready to rumble'. Didn't happen...

24 Hours in A & E. We're not talking about the reality television programme. This A & E was in the Shell V-Power garage at Pukekohe following Fabian Coulthard's spectacular exit from Saturday's Race 23. The visually badly damaged # 12 Falcon meant burning the midnight oil for the mechanics, but everyone rallies to a good cause. Remember that teams come to NZ with limited replacement parts because of space restrictions on the freight aircraft, but when dawn broke Coulthard's car looked immaculate and ready to race. Fab's didn't let the worker's down. He qualified 8th fastest in the tight pack at the pointy end of the field and finished 5th. Great reward for everyone...



Frightening incident. Race 2 for the Formula 5000s was red flagged following a terrifying 200 km/h crash entering the ultra-fast Turn 1 at the beginning of the second lap. Approaching the corner Kenny Smith moved down the inside of David Banks in what appeared a normal overtake. In a split second that all changed. The rear wing of Smith's car collapsed, his car immediately losing downforce, grip, and control. The 'borrowed' Lola rode over the front of Bank's car and rattled down the concrete safety barrier until it came to a steaming halt with the left side suspensions completely destroyed. It was a terrifying experience for

both drivers who thankfully were uninjured. Back in the pits Kenny immediately began looking for a replacement car for the afternoon race...

Not his weekend. On the first day of the meeting Kenny Smith's familiar 'La Valise' Lola T332 was side-lined when its Chev engine spun a bearing during the qualifying session. The veteran was offered an immaculate

sister Lola from a driver who was unable to compete. Great gesture, not so great outcome and there was a possible flow-on effect. There were stories doing the rounds that Nelson Hartley would drive the car in the 2nd Round of the SAS Autoparts Tasman Cup Revival Series at the MG Classic meeting at Manfeild the following week. We'll never know...

Perfect winner. Jamie Whincup claimed the coveted Jason Richards Memorial Trophy as overall winner of the Pukekohe round and few could really argue with that. Whincup and JR were once team mates at Tasman Motorsport and the pair finished second in the 2005 Bathurst 1000, one of three times that Jason stood on that step of the Mount Panorama podium. For Whincup it was the second time that he had held the trophy aloft, the first occasion was in 2015. The only double winner...



Sibling's outing. Last month James and Georgia Amon spent a day at the circuit named after their father. Also there was a Chris Amon Limited Edition Toyota 86, a cameraman and 'Speedsport' programme hosts Steven McIvor and Greg Murphy. It was the first time the Amons had actually driven on the circuit itself and both received expert tuition from Murph which meant their laps times improved significantly as the day progressed. Mum Tish has one of these sporty numbers and will now be very wary if James or Georgie ask to borrow her car for a day. On the telly both looked as though they had been bitten by the speed bug...

The man around town. Palmerston North 's weekly 'Guardian' newspaper includes two pages under the heading "Out and About with Sue Wilson", a photographer who attends high profile functions and provides selected pics for the pages. It's where you spot the movers and shakers of the region. In the 09 November issue a very prominent MCC member was shown at two functions which indicates he moves in the right social circles. He was snapped at a Manawatu Chamber of Commerce breakfast at the Coachman Hotel, on the other page he featured again, this time with his delightful wife at the Opening of the Palmerston North Airport Car Valet. It has to be assumed that the events were on the same day, because in both photographs he was wearing the same shirt - of course he may have several shirts the same as the one pictured!! Didn't realise that 'Bondy' was so photogenic...

Spotted out again. Two weeks later Mr and Mrs Bond appear in the 23 November issue of the 'Guardian'. This time it was attending a Manawatu Chamber of Commerce 'Business after Five' at Palmerston North's Event Cinema to watch the movie 'Murder on the Orient Express'. Hard to tell if Bondy was wearing the same shirt because he was wearing a jacket. Manawatu's Kardashians are very 'out and about'...

The man around the region. Dominating the front page of the Manawatu Standard dated 20.11.2017 was a photograph of a group of people who had made the trek to Woodville for the town's 'Mad Hatters Day'. Like hundreds of others they had entered into the spirit of the occasion and prominent MCC member Brian Davies can be identified in the middle of the back row with an appropriately attired group of fellow Futures Past Manawatu Steampunkers. Life is there to be enjoyed, so get a life. Go Steampunking before it's too late...

Another member in the headlines. The Manfeild office sent out a press release under the heading 'Classic role for Manfeild's historic meet'. To quote from the opening sentences - 'Leading every race field but never seeing the finish flag is Russell Byrne's lot at a historic car gathering at Manfeild renowned for its rich colour and character'. There's a little bit of artistic licence because he only leads the 'rolling' start' races, in Scratch races

he follows the field on the opening laps and as a former competitor RB must occasionally find it very tempting to 'get involved' in the action. Mr Byrne displays commendable restraint...

The one that got away. Vern Marshall and his merry men did Manfeild proud in their crash rescue role. In the words of their illustrious leader they were 'simply the best'. Motor racing is one of the sports where the only thing that's predictable is the unpredictable!! The Marshal "family" efficiently dealt with hundreds of incidents during their long term in office. Most were of a minor nature but there were a handful that were extremely serious. But there was one occasion many years ago involving an advertising 'blimp' that they were unable to handle. It was securely tethered on the track's infield but the wind got up and the anchor point became the pivot as the blimp swung one way then the other. As the wind force increased so did the swinging and the blimp began to violently hit the ground at the end of each arc. Eventually something had to give, unfortunately it was the anchoring rope which allowed the gas-filled blimp to float free at an impressive rate of climb. There were frantic phone calls to RNZAF Ohakea to warn aircraft of the un-manned object intruding into their air space without permission. The large crowd may have enjoyed the unexpected entertainment but the Ohakea controllers were definitely not amused. The problem would have been quickly resolved had they shot the bloody thing down...



New skills. Lady Yvonne was recently side-lined following knee surgery which led to Lord Vernon finding out many things about life in the home kitchen. There were so many appliances and utensils that all had a purpose, it was an amazing new world. He discovered that one appliance wasn't a small television that the good Lady watched while preparing his dinner, it was a microwave oven. His Lordship also found out that it can't be operated from the comfort of his lounge chair using the TV's remote control. In life, you never stop learning...

Graduate continues to impress. Liam Lawson has made a great deal of progress in his career since winning the Speedsport Scholarship in 2015 and contesting the FAE Winter Series under the close guidance of Sabre Motorsport's Dennis Martin. The Pukekohe teenager won the New Zealand Formula Ford Championship and this year finished runner-up in the highly competitive Australian Formula 4 Championship. This month he heads to Phoenix in the United States to participate in the 'Mazda Road to Indy Scholarship Shootout' that brings 20 champions from around the world together in a winner-takes-all format. The prize is \$200,000 to assist in the driver graduating to compete in next year's 'Cooper Tires US F2000 Championship Powered by Mazda' series. But like all 15 year old drivers Liam wants to race in Formula 1...



Where to now. With the 2017 World Endurance Championship ending and the demise of the premier LMP1 category the six Porsche 919 Hybrid drivers were out of work for next year. Most have been retained by the famous German manufacturer. Brendon Hartley found employment in Formula 1 with Toro Rosso but will also drive for the Weissach team in Endurance races. Earl Bamber will return to a series he knows well, the ISMA Weathertech Sports Car Championship, running a Porsche in the GTLM category. He raced in the series in 2015 and 2015. For # 1 car team mate Timo Bernhard it's not yet known what category he will drive, there's Formula E

coming up and strong suggestions that Porsche is keen to keep their world championship winning trio together for the major endurance events. Makes sense...

Seen in Wellington. A 1:1 scale 2015 WEC Porsche 919 Hybrid has been on display in some New Zealand centres. Obviously Palmerston North wasn't on the itinerary...

Overlooked. In all the hype of having two kiwi drivers winning the 2017 Le Mans 24 Hour / World Endurance Championship double, the contribution of the third driver of the # 1 Porsche has tended to be overlooked. Thirty-six year old Timo Bernhard was one of the men given the responsibility of testing and developing the prototype 2 litre Turbo V4 Hybrid. Over the past four years he has shared the wheel with Brendon Hartley, there were three years with Mark Webber before the Aussie retired and Earl Bamber in this final year. The German driver had an impressive record before becoming a key



member of the Porsche programme. In 2003 he shared the Porsche 911 GT3 that won the 24 Hours of Daytona outright, in 2006 he won the American ALMS Championship driving a Porsche RS Spyder for Penske Racing, and won the 24 Hours of Nurburgring sharing an Audi R10. Two years later there was victory in the 12 Hours of Sebring before switching to Audi Sport Team Joest, highlighted by winning the Le Mans 24 Hours in 2010. Timo Bernhard is one of only 11 drivers who have won the endurance 'Triple Crown', defined as winning the 24 Hours of Daytona, 12 Hours of Sebring and 24 Hours of Le Mans. Those are impressive credentials. With the Porsche there was a second Le Mans victory and two World Endurance Championship titles. Timo - 'I'm honoured having been part of this programme from the beginning until the last lap'...

Possible best seller. John Bennoch is the owner/trainer/driver of SPR Models and has advised that a number of his customers have already pre-ordered the 'Spark' 1:43 scale model of Brendon Hartley's # 39 Scuderia Toro Rosso from the United States GP. He comments that 'it may well end up being our bestselling model ever'. Spark produce high quality resin models and production is dependent on interest, but it looks promising...

For car lovers. The annual MG Classic draws lots of enthusiasts, both competitors and spectators. The atmosphere is so different with people encouraged to walk around the pit area, the drivers are approachable and proud of their cars, irrespective of either's age!! Everywhere you look there is variety with cars that most recognise, often because of a past memory. No corporate marquees, just the atmosphere of motor racing like the good old days. Long may classic racing continue...

So British. 2017 marked the 32nd running of the MG Classic meeting and this year's event brought one special touch for the first time. They have a very dedicated and efficient group who organise the important dummy grid area and on this occasion the man on the microphone was English, very English. It wasn't hard to picture him wearing Plus Four trousers, cravat, deerstalker hat and an ironed white coat, with clipboard in one hand and microphone in the other. At a meeting that does attract the best of British, his voice certainly added to the occasion...



Demanding schedule. Everyone is rightly excited about the achievements of Brendon this year, winning the Le Mans 24 Hour classic, winning the World Endurance Championship title for the second time and realising the dream of racing in Formula One. It is exciting, but stop for a moment and think about the man himself, the

pressure he's been under to perform at the highest level and meet sponsor/media commitments over the final six weeks of his racing season. Think about the toll it must take both physically and mentally. Think about the travel. Think about the different time zones. Think about the climate changes. It makes you think that Brendon is quite a remarkable young man...

Things are good in the MCC hood. The November club events were a great success and showed that interest in motorsport is definitely not on the wane in our region. Round 3 of the EnviroWaste Track Day Series brought 15 'rookie' drivers out of the woodwork for their first outing of the year, the Sprint Series on Circuit Chris Amon. Sunday's Motorkhana and Autocross was a double header event. The morning Motorkhana incorporated 4 'tests' of varying difficulty, the need for speed was satisfied in the afternoon with the sealed Autocross using all 4.5 kilometres of asphalt interspersed with chicanes. Great fun for everyone. And the success stories don't end there. Jaron

Olivecrona is doing an amazing job with his Drift 'tutoring' programme. The classes are intentionally restricted in numbers to make them more manageable and beneficial for the participants and have 'waiting' lists in case of a cancellation!! The club is going well in all areas...



Double-teamers. At the MG Classic the black Ford Focus RS that wears race # 500 did more laps than most because it had two drivers. Owner Scott Blain was on the grid for the Allcomer Saloon races while Warren Dunn was behind the wheel for the Historic Saloon 6 lappers. For Warren the Focus was a very different car to his regular BMW M3...

Where was the Bimmer? Mr Dunn's 'TicTac' liveried M3 is currently undergoing a bumper-to-bumper rebuild so will not be seen 'on track' for some time. The prime item on the 'shopping' list is an iron block, but they don't seem to come up on Trade Me very often...

Masterpiece in the making. Local 'King of Drift' Jaron Olivecrona will have an engine like no other in the new year. It's a Toyota-based V12 that's receiving a massively serious dose of re-engineering from the highly talented Nelson Hartley with components like the fuel injection system being made in-house. The quality of the finish is absolutely staggering, the engine is a mechanical masterpiece both inside and out and should be on display in an art gallery, not under the hood of a drift car!! One cool and clever young dude that Nelson...



See ya cobber. The final round of the 2017 Virgin Australia Supercar Championship at Newcastle marked the end of an era in motor racing that was a traditional Ford versus Holden competition with an interesting twist. V8 Ute racing made its debut at the 2001 Clipsal 500 event in Adelaide, initially being known as 'Brute Utes'. MCC member Chris Pither won the championship 2011 title driving a Holden SS. Sixteen years later the checker flag fell on the category on the northern coastline of New South Wales. V8 Ute racers, thanks for the memories...

They came here. In February 2006 more than twenty of the crowd-pleaser utes raced at Manfeild and attracted one of the circuit's biggest ever crowds. There was a unique format with each of the Australian drivers being paired with a New Zealander. Each driver had two sprint races before they came together for the longer

Feature that included a compulsory pit stop and driver change. The man behind the idea was the late Ash Cairns who was backing Chris Pither at the time. Among the kiwi contingent were top Touring Car drivers John McIntyre and Jason Richards. The V8 Utes had the top billing on the programme with support classes that included Super Trucks, Super GT's, OSCA Saloons and the Bridgestone Porsches. We don't have meetings like that anymore...



What a setting. The north New South Wales coastal city of Newcastle was an inspired choice for the final round of this year's Virgin Australia Supercar Championship. The street track flanked by the harbour, the ocean and beaches looked amazing, old buildings just metres from the track background gave it character, lots of flora and fauna, a very large and enthusiastic crowd, the place had colour, lots of it. It had atmosphere, lots of that too. Newcastle did the VASC proud for the season finale. By comparison permanent circuits are visually

bland...

Entering into the spirit. Newcastle is the world's biggest exporter of coal and has a very busy port whose entry/exit channel is alongside a section of the street circuit. Three of the harbour's tug masters decided to entertain the global television audience by staging celebratory 'donuts' on water!! The three big tugs were rotating in very close company, it was brilliant. The ultimate in bumper boats...

Best sight. Without doubt the highlight of the Newcastle round for Ron Robertson and his MG Classic Committee would have been the Supercar driver parade. It appeared that every octagonal badged car in the region was there to participate in this important part of the programme, though there was an Austin Healey 3000 and what suspiciously looked like a Lotus Exige in the convoy. Cheeky intruders...



Not far to go. One of the most spectacular moments of an Aussie Supercar round is the traditional salute by a FA-18 Hornet of the Royal Australian Air Force. Their main base is at Williamtown which shares the runway with the Newcastle Airport, the 12th busiest in Australia. The distance between Williamtown and Newcastle is 15 kilometres which means the flight time is measured in seconds rather than minutes. Blink and you've overshot...

What a finish. The 2017 Virgin Australia Supercar Championship is over, but what a dramatic ending. For Scott McLaughlin it was a case of title won, title lost, title won, title lost again on the final lap of the final race. It ended in bewilderment. Jamie Whincup was the long shot for the title before the start, he won the race and won the championship for the seventh time. For Scotty there was heartbreak. So near, and yet so far. Who was the scriptwriter...

From the "Did you know file". The engineering genius that was Anthony Colin Bruce Chapman may have been the first person to introduce the monocoque chassis to the world of motor racing with the revolutionary Lotus 25 in 1962, however the concept dates back way further than that. The Voisin created by Gabriel Voisin for the 1923 French Grand Prix was in fact the precursor to the Lotus.

Peugeot has announced that the 2018 Dakar Rally will be the last it contests. Unhappy with new rules hampering its rear wheel drive vehicles it has decided to pull the plug after winning the event 6 times. The former Paris-Dakar rally was first held in 1978. Security issues forced the move to the current South America venues in 2009. Peugeot had a stranglehold on the event winning 1987 to 1990 (Ari Vatanen 3 times) before withdrawing to concentrate on their sportscar programme. They re-entered the fray in 2015 with a 2WD diesel entry, and won in 2016.



A rare Rolex watch that was owned by the late movie star Paul Newman has sold for almost US\$17.8m (NZ\$25.8m), making it the most expensive watch ever auctioned. Newman wore the watch, a gift from his wife Joanne Woodward in 1968, every day for 15 years and then gave it to his daughter's then boyfriend. The Rolex Cosmograph Daytona, made of stainless steel and on sale between 1963 and 1970, became known as the "Paul Newman watch". It had been expected to sell for over \$1m but there was far more interest than expected. Just as a comparison, that \$25.8 million would buy 52 brand new Ferrari 488 GTBs, one for each week of the year!! Alternatively it would pay for 344 senior primary school teachers for a year.

*Fancy an almost new classic?? This popped up in the UK recently, with an interesting back story attached. Lot Number: **148** 1962 Volvo B18 122S Amazon 3,500 miles from new. Purchased new by Mr. Flooks of Warwick and used sparingly up until the early 1970's when Mr. Flooks contracted builders to undertake improvements at his home. These works were completed whilst the Flooks' were on a family holiday and upon their return, they realised that they could no longer remove the car from the garage. Rather than go to the trouble of rectifying the matter, Mr. Flooks simply purchased a new car, an MG Midget and the Volvo remained entombed in the garage having covered just 3,500 miles. At some point in 2016 the car was brought to light but rather unfortunately was stored outside and now requires a straight-forward sympathetic restoration. Rare to find in 122S twin carb with overdrive specification, surely this is the lowest mileage example available. It comes with the older style V5, original sales brochures, wallet and handbook. Chassis number 110473. Estimate: £8,000 - 10,000*



One hundred million. That's a pretty impressive number, right. 100,000,000. Believe it or not, that is how many Super Cub motorcycles Honda has cumulatively produced, reaching the mark recently. The first Super Cub, the C100, was built in August 1958 at Honda's Yamamoto factory to the north of Tokyo and the basic concept has remained unchanged since that time. There have been some updates, but only minor (a digital dash instead of analogue for example) and the Super Cub has gone on to be built at 16 factories in 15 countries around the globe. The design is so iconic that in 2014 it became the first vehicle to obtain a three-dimensional trademark registration in Japan. It is estimated that if you put all 100 million Super Cubs end to end they would stretch around the equator 4.77 times. That's 118,992 miles of Super Cubs.

CHEVETTE SETS EIGHT NZ RECORDS FOR ENDURANCE -AND THAT'S OFFICIAL!



Manfeild has been the scene of many diverse record attempts over the years, however one of the first took place in the late 1970's. Manfeild was the venue for a 5 day endurance run in an attempt to break some long standing NZ motoring records. The weapon of choice a Vauxhall Chevette 1300. Driving in 6 hour shifts, club members Rob Lester, Norm Lankshear and Pete Jarratt ended up breaking 8 records after covering 3666 laps (11,107 kms) at an average speed of 92.56 kms. The car only stopped for fuel and oil. That's a lot of practice laps !! General Motors went on to market an NZ only version known as the Chevette Enduro off the back of this extraordinary achievement.

Fancy a new old Citroen?? With the relocation of the Citroen Heritage Centre some 65 cars are being put up for auction as the collection is thinned out. With reserves as low as 1000 Euros, and cars as old as the 1929 C4 the aim is to put the vehicles into the hands of enthusiasts who will restore them, rather than have them languishing in storage. There are 2 BX19GTi competition cars amongst them, either of which would make for an interesting and completely different Group A historic rally car.

Also being auctioned soon is Ari Vatanen's 1985 Monte Carlo Rally winning Group B Peugeot 205 T16, in absolutely unrestored, original condition. It is correct down to tyres and decals, just as it finished the Monte. Your pockets might need to be just a wee bit deeper to afford this one however. Estimates range from 400 to 500,000 Euro.

Spotted in Wellington. Eight Ferraris on the transporter on their way to their respective scheduled services in Auckland. Just a few million dollars' worth, so no pressure on the CDG driver then



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

NEXT MONTH ...

The Hartley File - 2017 in Review

Inside the Garage - Bryan Hartley at Abu Dhabi GP

2017 Virgin Australia Supercar Championship - An extraordinary series

PLUS all your favourite regular features



GOVERNMENT'S focus this week on the road toll was well-timed – it's something we at Manfeild also give significant consideration to, through our National Driver Training Centre.

Tackling a rising road toll that has already reached a higher number this year than for all of last year has become a primary goal for Associate Transport Minister Julie Anne Genter.

Her meeting with officials from the Ministry of Transport and the NZ Transport Agency to discuss short-term and long-term options, and explore the potentials of a zero target road toll strategy was on Tuesday.

By chance this was also the day when we here at Manfeild staged our biggest single public involvement exercise in association with NDTC.

Ms Genter made specific mention about young drivers, saying that because they tended to take more risks, there was a responsibility to ensure they are well trained, so that they can drive not only with confidence but also better understand the risks.

This is sentiment we share.

Manfeild's ambition is to see students achieve at least a restricted driver licence, associated NCEA credits and even a defensive driving certificate before they enter the workforce, all through carefully planned, safety-prioritised instruction undertaken at our Feilding facility.

Highlighting this was part of the reason why Tuesday was an NDTC-dedicated open day at Manfeild, where we hosted a promotion for school principals, career advisors, gateway co-ordinators, Government departments, corporate partners and funders.

The other reason for our open day was to showcase, in addition to existing courses, with future opportunities we aim to provide in 2018 and beyond.



More than 100 invites went out and I'm delighted to say we had a big turnout to an event in which we and our partners provided demonstration of current activities plus insight into additional involvements still under development, with displays in around Manfeild Stadium and the Manfeild: Circuit Chris Amon suites and track, viewed consecutively as the participants undertake guided tours.

Our visitors also had opportunity to meet some of the students, mainly from Feilding and Palmerston North, who have already achieved learner driver licences through NDTC.

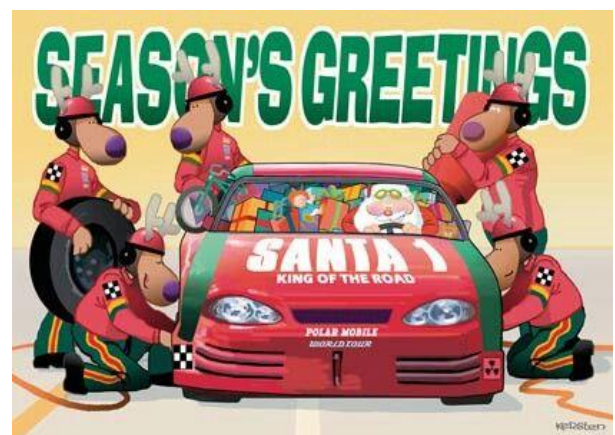
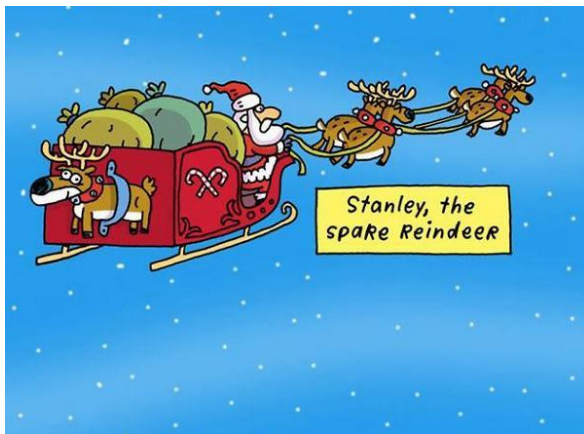
Our impetus this year has been on guiding the region's students through achieving their learner's qualification to enable them to start driving cars, but intent is to branch out to tuition in other forms of mobility, including riding scooters and also using specialist machinery, starting with forklifts (we know that a forklift licence is a valuable credential).

Demonstrations of skill-training in those areas were just the part of it.

More NTDC-associated providers were also showing off their areas of speciality. So the day also gave time to learner license exam guidance specialist iHow, Elite Training Services – which teaches confidence-building through a high ropes course, and will show off abseiling – truck rental agency TR Group Ltd, highlighting manoeuvring skills, and Driving Simulator NZ, whose technology helps students acquaint with real-life driving scenarios.

Horizons Regional Council also provided a road safety advisory display and also attending were Palmerston North young adult tertiary provider UCOL, ACC, Manawatu Chamber of Commerce, VTNZ Higgins Group and Toyota NZ, which has kindly loaned NDTC three examples of its Prius PHV for driving tuition; a unique opportunity, we believe, for students to learn to drive in an electric vehicle.

Julie Keane
CEO



2017 THE SOUND MG CLASSIC...

The 32nd running of the event proved that its popularity with competitors still remains at a high level, 220 entries for a 41 race weekend that ended at 4.30 on the Sunday afternoon.

The list of categories made impressive reading, there really was something for everyone - Formula 5000, Historic Sports Sedans & Invited Allcomers, Historic Muscle & Saloon Cars, Historic Single Seaters, Sports Cars & Formula Juniors, NZ Sports Car & Formula Libre, Pre-65s, Historic Touring cars and 3 classes of Classics.

There were 'new' cars and 'new' names listed in the programme, some very good racing across the board and the weatherman played his part (most of the time). Throw into the mix a good sized crowd and it added up to a very entertaining weekend of what motorsport is all about. There must be special mention of the Ford Mustang

Owner's Club who turned out in big numbers to provide the cars for the traditional Sunday lunch-time Charity rides that raise money for the Cancer Society and Kara Hands Hospice. However, there was a security breach when a lone Chev snuck into the impressive convoy, however it was carrying paying passengers!!

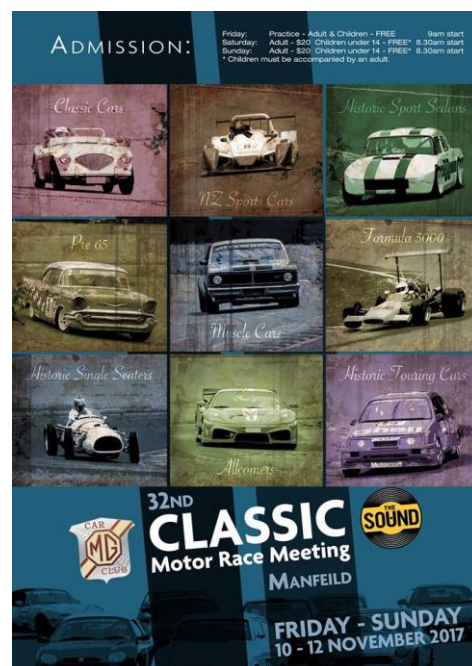
The loss of Kenny Smith from the F5000 ranks following the Pukekohe crash a week earlier opened up the racing and 13 of the 'thunderships' faced the starter covering six different constructors. Andrew Higgins (Lola T332) and Michael Collins (McRae GM1) were the stand-out performers, while local man Tim Rush returned to the track with the rebuilt Rush Collection McLaren M22 that looks stunning in its orange livery, the car's lap times dropping by three seconds over the course of the weekend.

Honours were evenly spread in the Pre-65s with the Ford Mustangs of Tony Elmiger and Richard Hill locking horns with Mike Johnston's 7-litre Chrysler Charger. A highlight of the Pre-86s was Shane Hobman joining 'Silver Tongue' in the commentary box as 'expert' comments man. He was very good, a wealth of knowledge and we learned that the Chrysler Valiant actually originated in Canada. They were exported to Australia in RHD form in CKD packs and assembled across the Tasman. The same car was sold across the border in the USA as a Dodge.

All the Historic categories had good fields. In the Sports Sedans local man Graham Barnes and his 5.6 litre Ford Capri scrapped with the V8 Mazda RX8s of Jon Telford and Dennis Runnings, the latter's car finished in the well-known 'Aztec' colours.

An impressive twenty-four Historic Muscle cars fronted for their Qualifying session with the 1969 Chev Camaro RS SS of Dave Sturrock getting the better of Dale Mather's Ford Mustang 302 Boss for overall honours. The entry was enhanced by the rare appearance of a 3.8 (actually 4.2 litre) Jaguar Mk2, the car that dominated global saloon racing back in the early 1960's.

The historic Single-Seaters, Sports Cars and Formula Juniors brings the names of manufacturers who have long been forgotten. Lotus drivers Peter Boel and Martin Lucas were the outright front runners in their Formula Fords while Paul Collier found a great turn of speed in his BMC Mk2 FJ of 1961 vintage to head his class. In fact



it was two Formula Juniors that provided the best duels of the weekend, albeit at a modest speed. The classic front-engined pre-60 Stanguellini and Auto Sud FJs in the hands of Michael Sexton and Paul Halford raced as though their lives depended on the outcome, passing and repassing many times in all their races. Great stuff from the Italian jobs.



There was some serious history on the Historic Touring grid, Graeme Cameron making an appearance in the category driving a 1991 DTM Spec Zakspeed BMW M3. It was comfortably the quickest car but our man Richard Clulee kept him honest and maintained his outstanding 2017 form. A welcome addition was Peter Sturgeon from Christchurch driving his Group A Schnitzer M3 BMW, he is the man who also owns the famous ex-Jim Richards JPS BMW 635 Bathurst 1000 / ATCC car.

In all three Classic classes there was close racing and a big variety of cars' including a 1968 Mercedes Benz 280CE that ran in Group 2, while in Group 3 there was

the regular 'Battle of Britain' quartet (Jowett Jupiter, Humber 80, MG TC, Jaguar SS 100) and three ladies. With handicapping worked out after the finish there were some interesting results!! The Fast Classic's field drew 23 starters with Bruce Mannon (2.3 L Ford Escort) and Ian Easton (5.0 L Ford Mustang) continuing their up-front battle for supremacy. Unfortunately there was a start-line incident in their first race that resulted in Brett Tasker's Datsun 1600 suffering considerable damage to the left rear corner which side-lined him for the remainder of the meeting. What happened was particularly disappointing because the car had just undergone a rebuild and looked immaculate. It was definitely the hard-luck story of the weekend.



There was particular interest in the NZ Sports Cars / Formula Libre thanks to the entry of MCC member Sam McNeill who was entered to drive a Caterham, but it was anything but a Lotus 7 look-alike. The five year old Caterham SP 300R is a sleek hi-tech sports car powered by a turbocharged 2.3 litre 4-cylinder engine and David Glasson knew he had some serious opposition, it was the hardest he's had to push the 3.7 L V6 Juno CN for a long time in recording a hat-track of wins.

The All Comer category had a twenty-plus field with some very fine machinery in the mix. MG Classic regular Andrew Whittaker in his Porsche GT3 Cup, Robert Berggren returned with the 5.0 L BMW M3 GTR, there was the 6.4 L Jaguar XKR TransAm of Stuart Bovey, and a car that was attracting a great deal of off-track attention, a Ferrari 458 Challenge - driver Craig Innes obviously meant business as he was using a set of tyre warmers!! They didn't disappoint the crowd either, but were upstaged to some extent by Brock Cooley in his Mazda RX7, while 1977 Holden Torana LX55 driver Ross Graham was declared the winner of the final race after the handicapping had been worked out.

For the organisers of the meeting, the Feature race is the Sybil Lupp Memorial Invitation that's restricted to British cars and lady drivers, with Bron Bell the defending champion. The order in which the cars cross the line bares no relationship to the final result, it's all very confusing, but there is a winner. This year the coveted trophy was won by the indefatigable Trevor Dixon and his 1961 Humber 80, second and third were Bron Bell and Neeanna Ratahi.

On the track it was Ian Easton who had the last say when he won the Flying Farewell, the perfect way to end his day.

As always the Manawatu Car Club V-Force were efficient and effective in their work, they really are a credit to our organisation and be proud of them.

Jeff Braid was busy between Race Control and down trackside in pit lane doing the champagne presentations and interviewing the recipients after each race, like the V-Forcers he found there's no such thing as a 'free' lunch.

There was a special moment on the Sunday when the organisers made a presentation to Ian Bowater. Ian has been a long-time official who had the role of Clerk of Course before handing over to Malcolm Glen and then working as an Assistant. His experience and judgement is invaluable. Ian was presented with a limited edition MG watch in recognition of his service to the event, well deserved by the little fella known to many as 'Grumpy'.

It was another weekend to remember MG-Style, and it's the same weekend in November next year for the 33rd staging of this country's longest running classic meeting...

RH



IRC OctoberFAST 2017...

Another successful event for the Manawatu Car Club that drew more than 150 competitors to race in the nine categories over the two days - qualifying on Saturday morning, a round of racing in the afternoon with two rounds on Sunday, great format.

In Formula First Kaleb Ngatoa won two of the three races with Callum Crawley taking out the other in his new car. Chris Symon topped the qualifying times but it didn't translate to the podium, a fifth was his best result. Good fields too with 18 cars on the grid.

There were four different 'classes' in the Super Mini Challenge that also incorporated seven STAR cars. Richard Wagstaff and Kevin Townsend dominated the 'Bricks' while Martyn Todd had too much pace for the other STAR cars

The SS2000 / K Sport Sedans were an interesting mix. In the K Sport class fastest qualifier Shaun Sheldrake won the opening scratch race, with Craig Benton and Anton Bryant winning the Handicap events. Ant Te Rito was the man to beat in the SS2000 and showed his form by placing 4th overall in the scratch race.

Ten NZ Six cars were joined by a six-pack of Pre 65s for the weekend and it was NZ Six # 1 Holden Commodore in the hands of Bronson Porter that proved to be unbeatable, Brent Cooper following him home in all three

races. Richard Hill in his Ford Mustang scored three from three in the Pre-65 class that will also be remembered for the qualifying session where Mike Johnston and the 7.0 L V8 Chrysler Valiant topped the times by 0.0004 of a second!!

There were three categories for Mazda pedallers. There was no stopping Justin Allen in the Pro7, Dylan Smith picking up a pair of seconds, however it was different story in the RX8 group where Roger Beuvink, Leo Bult and Andrew Jackson took maximum points. Eight MX5 cars fronted and it was the pink 777 of Jeremy Hoskins that dominated with three from three, Alex Corpe claimed a pair of seconds to be best of the rest.

The Alfa Trofeo drew 11 starters in a variety of models from the famous Milan factory. Not surprisingly top qualifier Steve Cowie won the Scratch race but it was Darron Curphey and Chris Olifent who headed the field home in the Handicaps.

BMW races are never short of starters and the E30 and 2 litre classes were well patronised. In the E30s Philip Smurthwaite and Royce Rollinson crossed the line side-by-side in the opening Scratch race, split by 4/10ths of a second. Jackson Power took the chequer in the first Handicap and the day ended well for Rollinson with victory in the second Handicap ahead of Power and Smurthwaite. In the 2 litre category Graham Ball, Andrew Sharp and Andrew Walker scored wins, each winning their race by a comfortable margin.

The BMW Open class had 12 entries that included the 'car of the weekend', Michael Delmont's 2002 Turbo that has great visual appeal and looks like a serious race car, and it goes as well as it looks!! Delmont topped qualifying by 4/10ths of a second over Bob Sievwright's E46 before winning the Scratch race by 12.7 seconds from Warren Glassford driving an E30 340i. In the first Handicap 8-lapper Delmont pipped Glassford on the run to the flag, but Glassford ended his weekend on a high by claiming victory in the second Handicap from Stephen Lawrence while Delmont had to settle for 5th, his handicap was too big to overcome and he crossed the line 5 seconds behind the winner.

Another weekend of motor racing that ticked all the boxes...

RH

MCC AND THE 2017 TARGA NEW ZEALAND...

It's been an interesting year for Richard Ransom. RR had planned to run his Ford Mustang in the 23rd Annual Targa New Zealand but a disastrous roll during the FAE Winter Series ended that thought. In life you're only as good as Plan B, and Richard had a Plan B that was the easier (?) of the two options, it involved the rebuild of his Ford Sierra that had been damaged during the 2-Day Rotorua Targa. It was a race against time, they won the race and it was Targa time!! Auckland to Wellington via Hamilton, New Plymouth and Palmerston North with 739 kilometres of special stages. Adam Lyall was in the co-driver's seat and the pair had a relatively trouble free run, a loose exhaust was fixed with a piece of



wire, which meant that Jeff Braid and Cam Waite (Service Crew) only had to refuel the car!! The faithful Sierra finished 34th of the 51 finishers and placed 5th in class, a good reward for the team and for Richard in particular after a circuit racing season best forgotten.

Wily veteran Brian Green and co-driver Fleur Pedersen finished 8th overall in their Mitsubishi Mirage and also 5th in class, one spot ahead of the Ivan Knauf / Trevor Corbin combination in the class winning Subaru STi.

Palmfeld Motors Dealer Principal Rob Ryan and co-driver Paul Burborough missed a Top 10 result by the very narrowest of margins, 3/10ths of a second after three days of competition. The 10th placed BMW was struggling, but luck was against the Palmy Toyota when the final stage was cancelled!! Earlier the progress of the Corolla had been hampered by a leaking main seal that affected the clutch. The offending seal was replaced during a break but the leak had cost valuable time, it was a story of what might have been but they did win their class.



Our Targa competitors and crews did the club proud.

Day trippers. Run in conjunction with Targa New Zealand is the traditional, non-competitive, Targa Tour over the same route, but with imposed speed limits. The entry list is always impressive and the 2017 event included the latest models from two makers, straight-out-of-the-showroom Aston Martins and Lamborghinis - you didn't brag about what you drive if it was a Porsche or Bentley!! The Targa Tour is a great adventure because you go through countryside that's off the normal route and you meet a lot of like-minded people along the way. Put it on your bucket list...

RH

TAXI CUP...

The happy-go-lucky looking bunch pictured below is the Taxi Racing Team from Napier. You may well ask how they got this name and why they are featured in our magazine??

It's an interesting story that highlights what club racing is all about.

A few years back when Super Six got a bit too serious, the Napier contingent decided they wanted to get the fun back into their sport. Three-day race meetings meant too much time away from their businesses. Politics and fierce competitiveness just wasn't their scene.

So the Taxi Racing Team was born. The cars are modified Super Sixes, usually fitted with later model engines that are more readily available.

For several consecutive Winter Series a convoy of utes trailering their respective Falcons and Commodores, made their way from their Bay View home base to Manfeild to race in the IB Cup. In reality the Taxi boys were only interested in racing each other so time penalties and break-outs meant nothing to them.

Due to their continued support the committee decided to create Taxi Cup for normally aspirated 6-cylinder saloons racing on a shared grid with the MX5s. That support has been returned with most of them joining the Manawatu Car Club. The Taxis also run in the Taupo Car Club Winter Series and join us in the Summer Series, giving them a year-long season. I'm told the prize-giving at the Bay View Hotel is world famous!

8 Glen Maunder

15 Darryl Bridgeman

25 Kerry Tong

46 Barry Maunder

47 Leo Van Berkel

48 Robert Lloyd

51 Peter Harwood

65 Craig Schofield

222 Grant Anderson



STOPPING POWER...

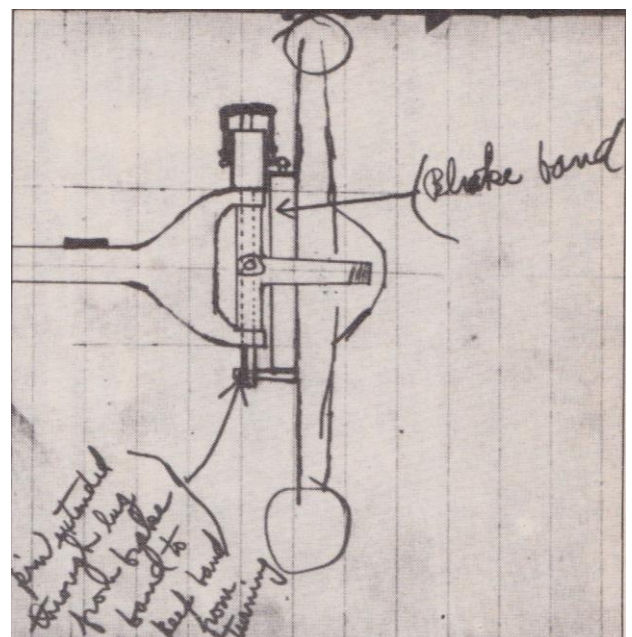
Gold prospecting in the California Mountains and the hydraulic brakes we take for granted today. No way would there be a connection or is there ?

Well, you would assume not, however in one of those remarkable twists in motoring history, there is indeed a direct relationship. The story begins with one of three brothers of Scottish descent living in California in the late 1800's. Malcolm Loughead was born in 1886 and was a pioneer motorist, operating a very early Oldsmobile for which he handmade parts using a foot lathe. Following his mechanical interests he began working for the White Motor Company in San Francisco in 1904. Although now better known for their trucks, White was renowned for its steam powered cars at the time, though in 1908 they began production of a gasoline engine car based on the Delahaye, for which they had acquired the rights.

Malcolm teamed up with Brother Allan in 1912 to build a seaplane and in 1913 formed the Alco Hydro-Aeroplane Company with backing from Max Mamlock of the Alco Cab Company. The fledgling company later grew to become the giant Lockheed Corporation. Their inaugural flight was in 1913, however money was always tight, and Mamlock ended up seizing the plane, offering it back if his stake in the company was bought out. As a result Malcolm took up gold prospecting in the hope of striking it rich. (They found financial backing in 1915 and bought the Model G back, operating it successfully for a number of years). It was while prospecting that Malcolm sent a letter to his brother in December 1914 that first outlined a new concept. "I am sending you some sketches of a hydraulic brake system I have figured out, and I believe it would easily sell to one of the companies that are advertising new features, like the Cadillac Co". He went on to note its point of difference, "you would not only have the advantage of brakes on all four wheels but they would equalise perfectly on account of the pressure always being the same on each wheel. I have had a hell of a time trying to think of some place to put the cylinder on the front wheel but decided it would be better to make the pin and cylinder all in one".

Recall that at this time American cars were still single axle braked, generally using external contracting drums. His concept was to mount the hydraulic cylinder on top of the axle and integral with the king pin. With "two arms, one each side of the cylinder, operating the brake bands when a foot plunger was actuated, fluid being conveyed to the piston via flexible tubing". Shortly after sending the letter Malcolm went to China to start the first aviation service there, and his design was left in limbo.

In 1919 a group of Los Angeles businessmen set up the Four Wheel Hydraulic Brake Company to exploit Malcolm's invention. Initially it was offered as an accessory, and most were in fact fitted to Cadillacs that had been converted from 2 wheel mechanical activation. The fluid used was an alcohol/castor oil mixture as specified by Loughead. The company made instant



headway in the industry, and soon Buick, Oakland and Packard were on board, with other manufacturers scrambling to find alternative systems. Initially the system used rawhide cups as seals, which were prone to leaking, these later being modified to rubber components as development continued.

Unsurprisingly the company decided it was in their best interests to move operations to Detroit, this being the hub of the American automobile industry. Loughead went along on the implicit understanding that he would return to California after he had completed designs for an improved brake. Through 1926 and 1927 he and an assistant, with the co-operation of Chrysler, completely redesigned the rather crude external contracting brake into the internal expanding drum version that we now know. Some further work on refining the master cylinder resulted in a system that remains in use 90 years later.

One issue remained. The Hydraulic Brake Company (they had previously dropped the Four Wheel prefix) wanted to use Lougheads name as a trademark, however there was a huge issue with pronunciation. This was resolved by adopting the phonetic spelling Lockheed.

In an interesting twist, Willie Emmott, a director of a small British company, Automotive Products, managed to acquire the manufacturing rights for the rest of the world. In 1930 the Hydraulic Brake Company was taken over by Bendix Aviation which was then in the unenviable position of having to deal with AP who were in direct competition with its British subsidiary, Bendix Brakes.



Malcom continued to dabble in the aircraft industry with Allan before continuing his quest for gold (with, it seems, little success). He died in 1958 having just witnessed the first mainstream use of the next evolution in braking, the disc brake, in the 1955 Citroen DS. In fact the disc brake (in a recognisably modern form) was patented in 1902 by Frederick Lanchester perhaps that's a topic for a later month.

TW

DANNY'S **AUTO SERVICES**
FULL MECHANICAL REPAIRS



YOUR NEW LOCAL STOCKIST OF JAMEX RACE PRODUCTS

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

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

BLACK HORSEPOWER...

It's amazing how many old magazines are still found in waiting rooms, and they cover a very diverse range of interests. In some the crosswords has been completed, in others pages have been removed, most are tattered and show their age. But, they can also give ideas and revive memories.

Recently I had occasion to flick through an assorted collection and came across an old motoring magazine. Some pages were missing, but a torn one briefly mentioned A1GP and the car 'Black Beauty'. A1GP, I remember that, but why was the sleek racer painted black?? Was it to pay homage to one of our national sporting teams??

You think back to the # 2 Ford GT40 driven to victory in the 1966 Le Mans 24 Hour race by Chris Amon and Bruce McLaren, it was black with two silver longitudinal stripes.

Think further back and there were black cars that raced at home and abroad. Possibly the first was the famous 1938 ex-Nuvolari Alfa Romeo Tipo B (P3) that was brought to New Zealand by Les Moore and later achieved great success in the hands of A J 'Ron' Roycroft during the early 1950s (pictured).



During the same period Tom Clark campaigned a 1935 Maserati 8CM that was seen at both Levin and Ohakea where he won the Selwyn Molesworth Trophy in 1956, a piece of silverware that eluded Roycroft.

In the mid-sixties local star Kerry Grant drove a Brabham Climax BT11 on both sides of the Tasman, the car carried the red and blue Scuderia Veloce colours in Australia but was black with a white nose when it arrived in New Zealand. Grant enjoyed significant success with the car before an accident at Pukekohe that kept him from racing for many years.



Move forward to the seventies and the Formula 5000 era. Tom Clark retained his interest in racing as a sponsor, his Crown Lynn Potteries name was on the black McLaren M-10 raced by Graham McRae. When McRae designed his own GM1 car he initially retained Clark's Crown Lynn support and continued with the black livery, though the # 22 car is best remembered in the striking fluorescent red STP colours.

The following GM2 reverted to the black finish with blue and red stripes on the top of the front bodywork, but later the car raced with additional

aerodynamic appendages in a blue and red colour scheme. The GM2 evolved into the radical looking GM3 that featured a clear Perspex top body cowling, again black with the red/blue stripes was the colour of choice. In this country Formula 5000 had been replaced by Formula Pacific so McRae raced the car across the Tasman, winning both the Australian Grand Prix and Gold Star Championship. This one-off chassis was rebuilt as the GM9 CanAm car that is one of the prime exhibits in the Rush Collection.



Early in same period there was the black Begg FM5 that was very successfully campaigned by David Oxtan. Both the car and driver received a great deal of media attention during a F5000 Series in Britain and Europe, today the George Begg designed and built #18 resides in the Southward Museum.

Without doubt those were the best remembered 'black' cars raced by kiwi drivers. Much lesser known were a small number of New Zealand

'specials' in the same colour that didn't attract a similar level of attention, but were still an important part of the country's racing history...

RH

QUOTE OF THE YEAR ...

'This opportunity came as somewhat of a surprise, but I never did give up on my ambition and childhood dream to reach Formula 1'.

Brendon Hartley

Question: Name the venue of Brendon Hartley's first Formula One race?

Answer: If you answered Circuit of the Americas (COTA), you would be wrong.

For the correct answer refer to "**OVERLOOKED**" later in the magazine ...



SO, WHAT WAS A1GP...?

It's quite extraordinary how quickly things can be forgotten.

A1GP was the idea of Dubai-based Sheik Maktoum but the concept was more than a hundred years old as it replicated the Gordon Bennett Cup races with cars representing a nation and painted in their officially recognised racing colour.

There was a modern twist as the livery could include a country's flag or elements of it. Points scored were awarded to the country and the driver/s had to be of the same nationality. The cars were mechanically identical open wheelers with a Lola chassis, 3-litre V8 Zytec engine and Cooper/Avon tyres. The cars looked, performed and sounded the part, the Judd developed engine producing 500 horsepower and maxing out at 10,000 rpm.

Capitalising on the success of the 'World Cup' in other sporting codes, and officially recognised by the FIA, A1GP was promoted as the 'World Cup of Motorsport' with the races run in the Formula One off-season. The calendar included New Zealand with Taupo as the host circuit and there was global television coverage. A1GP was launched in 2005 with huge fanfare, twenty-five franchises having been sold to countries, including New Zealand who were backed by motoring magnate Colin Giltrap.

The round format had limited practice time, followed by a rolling start sprint race of 24 minutes plus one lap. The feature race was approximately 180 kilometres with a maximum time limit of 69 minutes plus one lap, there was a standing start and two mandatory pit stops, with all four tyres having to be changed.

In the inaugural 2005/2006 season Johnny Reid and Matt Halliday shared the driving duties and Team New Zealand finished fourth in the championship that was won by France. The same pair were retained for the following year



and rewarded the team's backers by claiming 3 victories and 8 podium places to be runners-up to Germany.

Away from the track there was also significant activity with Sheikh Maktoum resigning as Chairman and Chief Executive, and politics began mixing with the sport.

In the third year Reid was the car's only driver, winning 4 races with 2 podium finishes to be runner-up for the second time, on this occasion behind Switzerland.

There were major changes for the 2008/2009 A1GP Series with a new car and Team New Zealand having a new driver line-up. A large majority of the teams had warned



the new 'owners' that their proposed changes were untimely and questioned the financial implications, but their pleas fell on deaf ears.



A new car was introduced with the chassis based on Michael Schumacher's world championship winning Ferrari F2004 fitted with a 4.5 litre Ferrari V8 engine developing 600 horsepower in 'Power Boost' mode. There was also a switch to control 'slick' Michelin tyres. As part of the series marketing strategy, branding was changed to capitalise on the sport's most famous name, 'A1GP - Powered by Ferrari'. There were also changes to the race formats and points scoring.

Despite his experience and success Reid was gone from Team New Zealand, replaced by Earl Bamber as the main driver. The then 18 year scored a second and third in the wet at Zandvoort, while Chris van der Drift only secured points in China. It was a disappointing outcome for the team in a series that was won by Ireland.

Behind the scenes trouble was brewing and the scheduled fifth season saw the cancellation of round after round with the cars remaining in London, while there was little or no word from the management. A1GP collapsed with talks of liquidation and the assets being put up for auction, despite stories that the series was being revived in one form or another.

Talks continued with various groups seeking some sort of resolution but they failed to reach any sort of agreement. A1GP, the nation against nation series that promised so much and began with a huge global fanfare quietly slipped into oblivion...

RH

PS

Team New Zealand entered 33 rounds. Their drivers won 4 Sprint and 3 Features races, they claimed 4 pole positions and set 4 fastest laps.

There were three familiar names who drove for their respective A1GP Champion countries.

Alexandre Prémat. Co-driver in the Virgin Australian Supercar Championship Pirtek Enduro Cup races with Shane van Gisbergen (2016) and Scott McLaughlin (2017). Premat was the main driver when France were the inaugural winners.

Nico Hulkenberg. Germany's main man in 2006/07. Current F1 driver with Renault and 2015 Le Mans 24 Hour winner with Earl Bamber and Nick Tandy (Porsche).

Neel Jani. The 2007/08 Series was won by Switzerland with Jani their sole driver. He was also twice A1GP runner-up for his country. His CV includes winning the 2016 Le Mans 24 Hour and World Endurance Championship with Porsche.

COLOUR CODED...

The concept of national racing colours dates right back to the very beginning of motor racing.

The story began in 1900 when millionaire American businessman Gordon Bennett Jnr donated a trophy to the Automobile Club de France (ACF) to be raced for annually as a competition between national automobile clubs or nations, not individuals. Cars had to be entirely built in the country in whose colours they raced, they had to have side-by-side seats for the driver and riding mechanic (minimum weight 60 kgs) and the race distance was required to be between 550 and 650 kilometres.

Eight countries were represented in the inaugural event in 1900. The American cars were red, Germany's white and the French blue. The race started in Paris at 3am in the morning and the winning Panhard driven by Fernand Charron crossed the finish line in Lyon at 12.23pm, one hour and 47 minutes ahead of the second placed car.

Selwyn Edge won the 1902 race driving a Napier, the car was olive green coloured because the colours of the national flag (Union Jack) were taken. The following year the race was staged in Ireland and the British were formally allocated 'shamrock' green, partially in recognition of Edge's victory. A darker shade later became known as British Racing Green. *Eds note the story I heard goes that the French organisers had allocated Britain's Charles Jarrott the number 13 in the 1900 race, and to offset this unlucky number it was agreed to allow him to paint the car green, which was considered a lucky colour on the continent. And so Britain's colour became, by default, green.*

The famous Gordon Bennett Cup races ended in 1905 when the ACF focussed its attention on creating an even more famous race, the Le Mans 24 Hour.

Italy didn't adopt its iconic 'Racing Red' until 1907 when a red 'Italia' won the Peking to Paris race. Later in the period between WW1 and WW2 the world governing body formally allocated standard colours to countries involved in racing and the list evolved over the years.

The change from white to silver for Germany came during the 1930's because the aluminium bodywork on the Mercedes-Benz and Auto Union cars were left unpainted to save weight and they became known as the 'Silver Arrows'. Following a change of rules that included minimum weight restrictions both teams reverted to silver paintwork with red numbers.

Over subsequent years other country's colours emerged - Orange (Holland), Yellow (Belgium), Green/Gold (Australia), White/Blue (USA) and White/Red circle (Japan) were the better known with New Zealand having two options, Green/Silver or Black/Silver. It was the latter that has been the preferred option.

Some colours were unusual (Pale Purple/Egypt, Brown/Jordan), some combined separate colours for the bodywork, bonnet, chassis or wheels.





Some were particularly distinctive. The 1955 NZGP at Ardmore was won by B. Bira driving a Maserati 250F but he also had back-up car, a 'one-off' Italian 4½ litre V12 OSCA that was painted his distinctive light blue with a yellow stripe on its flanks and yellow wire wheels. These were the national racing colours of his homeland and he was genuine racing royalty, his full title, Prince Birabongse Bhanudej Bhanuban of Thailand. *Eds note He famously raced "Romulus" ERA R2B and "Remus" ERA R5B pre-war, both in this famous colour scheme.*

It also has to be remembered that until the sixties racing cars were front engined which greatly assisted in defining national colours.

Green is regarded by many as motor racing's 'unlucky' colour and over the years the shades have ranged from the darkest shade that's commonly referred to British Racing Green to a light apple green in the hope of a change of fortune. Maybe it also explains why the factory Brabham cars were painted with a turquoise tint in the green.

France's blue came in varying shades, so did the red of Italy, while America could opt for white with blue stripes or the reverse.

Of course 'privateer' owners or teams could make their own personal choice, two that became particularly well-known were Scotland's Ecurie Ecosse and Rob Walker Racing, who both chose a dark blue rather than BRG and achieved significant success.

There was also the occasional variation involving a main game player, the most famous being at the 1964 US and Mexican Grand Prix races and it implicated the most famous team.

At the time Enzo Ferrari was embroiled in a battle with the world governing body over the homologation of his new 250LM sports car and threatened to withdraw from the season ending events to support his case. Though the dispute hadn't been resolved, the cars from Maranello did appear but weren't in their familiar proud red. They were entered under the N.A.R.T. (North American Racing Team) banner and painted in America's white and blue colours. There was some irony in the fact that John Surtees clinched the 1964 World Championship for Ferrari with his car not the regular red.



But change was on the horizon and it happened four years later in New Zealand during the 1968 Tasman Series. Colin Chapman had secured major sponsorship from the Imperial Tobacco Company, and in the week between the rounds at Levin and Wigram the pair of Lotus Cosworth 49T cars were transformed from the familiar green and yellow to the red, white and gold of 'Gold Leaf' cigarettes.

Others soon followed the same path and the face of international racing was changed forever...

RH

NZ FORMULA ONE DRIVERS...

When he lined up on the grid for the 2017 US Grand Prix Brendon Hartley became the ninth New Zealand driver to start in a Formula One Grand Prix. It's the latest chapter in the story of our motor racing history that began nearly sixty years ago.

Bruce McLaren was the first Kiwi to break into the big-time when he drove for the Cooper factory in 1958. He placed 5th on debut at Monaco and became the youngest driver to win a world championship race when he took the chequered flag in the US GP the following year. In 1960 McLaren finished runner-up to Jack Brabham in the WC title race. Six years later he formed his own Grand Prix team which went on to achieve great success. Interestingly, during the 1968 season he drove an Eagle Weslake on three occasions for the All American Racers during the 1968 season. Before McLaren was tragically killed in mid-1970 he had recorded 100 GP starts that brought 4 wins and 27 podium placings.

In 1962 well-known Wellington car dealer **Tony Shelly** drove a Lotus in the British Grand Prix at Aintree. He retired after six laps with engine failure and failed to qualify in two other races.

Chris Amon had the longest F1 career for a NZ driver, beginning in 1963 and ending in 1976 after a frustrating 13 years during which he drove 13 different makes of car, including one bearing his own name. Over those years the Amon name was listed in 108 GP programmes, he had 11 podium finishes but never stood on the top step.

Two years after Amon, **Denny Hulme** arrived on the scene and met with considerably more success. He made his F1 debut in the 1965 Monaco GP,

finishing an encouraging 8th driving for Brabham. Two years later, with three GP wins and six podium finishes, he won the 1967 World Championship. The following year Hulme switched to McLaren. His statistics reveal 112 GP starts that brought 8 victories and 33 podiums, remarkably there was only one pole position. 'The Bear' walked away following the 1974 US GP.

Between 1971 and 1974 **Howden Ganley** enjoyed a three season year stint in the premier category. He was entered in 41 races that brought mixed results driving for BRM, Iso-Williams, March and the fledgling Japanese Maki team. Ganley's best results were two 4th places and he scored championship points in five races, but a bad crash in the Maki following a suspension failure during the 1974 German GP effectively ended his F1 career. The following year saw the Ganley F1 project start, he hand-built the chassis and had a pair of Cosworth DFV engines available but the car never raced.

For Formula 5000 star **Graham McRae** there was a single start in the 1973 British Grand Prix driving an Iso-Williams. His race was a very short one, after starting from the back of the grid he retired on the second lap with a sticking throttle.

Over the following two years **John Nicolson** fronted at the British Grand Prix at the wheel of a Lyncar Ford that he had helped develop. On the first occasion he failed to qualify, and was classified 17th in the 1975 race at Silverstone where



only six cars were actually running when the race was red-flagged following a hail storm, 16 cars were involved in accidents!!

When Nicolson moved on to concentrate on his flourishing engine building business it was another five years before **Mike Thackwell** arrived on the F1 scene and became the youngest driver at the time to start in a Grand Prix race. It was a record that stood for 29 years. Between 1980 and 1984 Thackwell drove Tyrrell, Arrows and RAM cars and during that time he was entered for five races but failed to qualify on three occasions. The 1980 Canadian GP was stopped following a collision and his car was taken over by team mate Jean-Pierre Jarier. In the same race three years later he retired with a turbocharger problem. He left F1 and had some success in the European Formula 3000 Championship before retiring in 1987.

Thirty three years later the kiwi F1 drought ended when Brendon Hartley got the call-up from Toro Rosso. Our man had got so close in 2010, finally his patience, perseverance and natural driving skill was rewarded.

Indycar champion Scott Dixon also got close. In April 2004 he crossed the Atlantic for two test sessions with the BMW Williams team. It was a big transition from the comparatively 'simple' IRL car to the FW26 on tracks he had never driven on, Circuit Paul Ricard in France and the Circuit de Catalunya in Spain. Much time was spent on set-up during the tyre testing but Scott was able to put in a high number of laps and when the testing concluded his fastest lap was 7/10ths of a second slower than regular driver Marc Gené. Nothing resulted, but it was an experience that Scott Dixon rates very highly.

Of the nine drivers on the list three have raced at Manfeild. Mike Thackwell contested the International Formula Pacific series, Denny Hulme and his Scania were big favourites in the early days of truck racing and Brendon Hartley's sharp rise to stardom began in the 2005/2006 Toyota Racing Series following on from Formula First and Formula Ford.

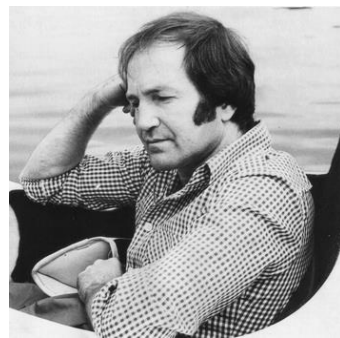
In addition, over the years a number of overseas drivers who raced at Manfeild went on to compete in Formula One, names that mean very little to the younger generation.

From the Formula 5000 days in the early 1970's Australians Frank Gardner (Brabham & BRM) and Warwick Brown (Wolf) secured F1 drives, but it was in the following Formula Pacific/Atlantic era that a much larger number of overseas drivers came to our shores before going on to greater things and F1.

The most notable was Finland's Keke Rosberg who won the 1982 world championship driving for the William's team. Other names that immediately come to mind include Teo Fabi (Italy), Roberto Moreno (Brazil), Allen Berg (Canada), Larry Perkins (Australia), Andrea de Cesaris (Italy), Danny Sullivan (USA), Christian Danner (West Germany) and the Dutch duo Huub Rothegatter and Jos Verstappen, father of current F1 hot shot Max.

During that period there was another name that most would have forgotten, a name that will always remain part of F1 history, Desiré Wilson.

Desiré hailed from South Africa and is one of only a handful of women who have competed in Formula 1. She was invited to drive a poorly prepared privateer Williams in the 1980 British Grand Prix but failed to qualify, however her claim to fame is that she is the only female driver to win a Formula 1 race, albeit a non-



championship event. In Round 2 of the 1980 Aurora AFX Championship at the Brands Hatch circuit Wilson drove a four year old Wolf WR4 to victory with backing from well-known Hong Kong based businessman Teddy Yip under his Theodore Racing banner.

Earlier that year Desiré Wilson was in New Zealand for the 8 race Formula Pacific Series. She also raced in sports cars, co-driving with Alain de Cadenet. The pair won both the Monza 1000 and Silverstone 6 Hour races and were third in the Brands Hatch 1000. 1980 was the biggest year of her career.

Of course there were many others who didn't make the F1 GP scene but met with success in other major categories around the globe...

RH



OVERLOOKED...

While recent focus has been on Brendon Hartley enjoying a life that most people can only dream about driving for Porsche and Toro Rosso in two of the premier world championships, possibly forgotten are other major highlights that have been part of his remarkable journey.

Driving at the 20th Anniversary Classic meeting at the Spa-Francorchamps circuit in Belgium with Kiwi car owner Roger Wills. On the Saturday the pair raced a Ford GT40 in the 6-Hour race that had 104 starters. They were leading with 15 minutes to the flag but had to pit and missed a podium result. The next day they lined up with 51 other cars from the 60's and 70's in the Masters Sports Car event of 61 minutes duration that included a driver change. This time the car was Roger's CanAm McLaren M1C. Brendon set the fastest race lap by a full two seconds but his co-driver was penalised for a yellow flag infringement and they crossed the line in 4th place. It's a major event with twelve categories racing for trophies over the weekend, 600 historic racing cars and 1,000 driverDriving very special and irreplaceable cars at the famous Goodwood Festival of Speed, and doing 'demonstration promo run' duties for F1 teams Red Bull and Petronas MerceDriving the rebuilt prototype March 701 F1 car that was tested and raced by Chris Amon in 1970 and won a non-championship race at Silverstone before finding a home in Tom Wheatcroft's Donnington Collection.

In 2012 Brendon was invited to drive the ex-Nigel Mansell 1983 JPS Lotus Type 92 that was then owned by Roger Wills in the FIA Historic F1 races at the Brands Hatch circuit. He qualified the John Player Special liveried car on the second row of the grid and put in what was described as an 'astounding drive' to win the Saturday race. He scored a second victory in the Sunday Feature race. Two starts, two wins.

Each drive has been a rare privilege...

RH



LOST... AND FOUND...

The kitchen table lies partly buried under loose photos, photograph albums, memorabilia and mementos as I am zigzagged through the life of a total stranger, the welcoming cup of tea long since finished.

Snapshots of time - mountaineering in South Africa here, water polo in Singapore there, sailing in Bermuda, the country delights of rural England, the Avon in Christchurch. A Massey Agricultural College silver plate serviette ring (#26), a Massey blazer pocket from 1952/53, a beautifully crafted naval telescope and a model of a T35 Bugatti. And in the midst of these, sits the piece that began this journey, constantly reminding me of the tenuous link with this lifetime of memories. "Dad was a bit of a collector" comments Garth, "he never threw much away, though we never knew much of this existed".

A phone call "out of the blue" to President Richie by Garth Moorhead to see if the club would be interested in his father's Manawatu Car Club car badge set in train a trip to South Auckland for me to meet Garth and find out the background story. And what a fascinating story it turned out to be.



John G Moorhead was born in England in April 1931 to what could be termed a privileged family, listed in Burkes Landed Gentry register, no less. His father was a Royal Navy officer, following the family tradition of the first born son entering the Navy, and was stationed during his career at many exotic outpost of the Empire. Like many of the children of overseas personnel, John was sent back to boarding school in England for his education, One set of photos show some very cold looking cabins, both during and at the end of term, at what appears to be St Christopher School in Letchworth Garden City in Herefordshire. This was a progressive, private school operating under the Theosophical Society auspices, with a very good reputation. John would often see his parents only a couple of times a year. This independent existence must have been at least partly offset by the opportunity to travel to where ever his father had been posted. For a time he was Chief Meteorologist in Bermuda, where John flew by seaplane for holidays. He was obviously exposed to a rural background at this time, perhaps while staying with his cousins, going by the photos, and this was

something that clearly left a lasting impression. As Garth commented, "he had a fairly exotic childhood".

His parents were stationed in Singapore during World War 2, and he and his mother were among the last civilians to leave, just before the island fell on Feb 15 1942. The previous 2 months had seen the Japanese steadily advancing down the Malay Peninsula. The battle for the island colony had raged from Feb 8th, and during those days as many of the remaining civilians as possible had been evacuated by troopships, under fire from the Japanese forces. Most ships fled initially to Tanjong Priok, the Indonesian port at Jakarta. The Moorheads embarked onwards heading for the UK, but only managed to reach South Africa before being told it was far too dangerous to continue. (Maybe on the SS Plancius which left Tanjong Priok on Feb 15th). Some 80,000 British, Indian and Australian troops were taken prisoner of war at the Fall of Singapore and subsequent surrender, Johns father amongst them. He spent the remainder of the war incarcerated in the POW camp at Changi.

Postwar John found his way to New Zealand (his father having urged him to break the family tradition and not enter the Navy after his experiences) though no one can be sure just how he came by this choice. He studied at Massey Agricultural College, as it was then, in 1952 and 53 for his Diploma in Agriculture. A keen sportsman he participated in the NZ University Winter Tournament in 1952, playing goalkeeper for the Massey football team. There are two intriguing photos of motorcycles, a 1947 Matchless 350 and a 1951 Triumph 650, which presumably were his means of transport during this time.

John was obviously involved in the Manawatu Car Club sometime during this period, perhaps as a volunteer at Ohakea, as Garth recalls the story his father told of marshalling at the end of the main straight where the circuit turned onto one of the taxiways. A wire, festooned with flags, had been strung across the runway to denote the turning. John protested that this was highly dangerous should someone miss the turn and go straight ahead, and on his insistence the wire was replaced with a more forgiving rope. It turned out his thoughts were prescient, he went straight under it himself when he raced!! He was working on a farm out towards Ohakea when the Morgan came into his life. Ordered from the factory brand new in 1954, chassis T3105 was dispatched on 9th July for its sea voyage to John via Independent Motor Sales in Wellington. The original build sheet shows a Kingfisher Blue with black interior, Morgan Plus 4, with Vanguard engine number TS457 (interestingly this same basic engine was also used in the TE20 Ferguson tractors)



John raced the Morgan at Ohakea in 1955 and again in 3 races in 1956 including the Ohakea Trophy race. (This race won by Tom Clark in his Maserati 8CM pre-war grand prix car, with Ron Roycroft second in the Bugatti T35-Jaguar). Around this time he was courting Berwyn Collis from Awahuri (whose family incidentally had a stranglehold on the position of Kairanga County Council Chairman, her father Ray being the third generation to hold the post), and Garth recalls her telling the story of John arriving at her family home, meeting her on the steps, giving her a quick kiss and then immediately asking if he could borrow the vacuum cleaner to clean the Morgan. She was convinced he only went out with her to gain access to that vacuum cleaner, however there was clearly more to it than that because they married in 1958!!



1955 Ohakea Sports Car race carrying the unusual number 13.



Start of the 1956 Ohakea Sports Car race, John is front row, 6th car from the camera



1956 Ohakea Trophy race start. John and the Morgan on the far side of the second row behind eventual winner Clark.

The Morgan was sold (no doubt reluctantly) in November 1957, for 600 pounds, having covered some 23,000 eventful miles, including a trip into the drain on No 4 Line, (was this during an event ??). It became the deposit on a sheep and beef property at Gladstone in the Wairarapa, where John and Berwyn remained until moving in to Masterton in 2009. John bred Angus cattle on their Otiro Stud and for many years served as a councillor on the Angus Breeders Association. Garth recalls happily riding a horse through the property to school, 2 or 3 up, and leaving it in the school paddock for the day. With a farm to run, an active interest in both sheep and beef breeding, plus the demands of a young family, motorsport was no longer on the agenda, though John retained a lifelong interest in motor vehicles.

John always had English cars, a series of Rovers, 95, 110 and V8 being fondly recalled by Garth – “I remember the overdrive stalk of the 110 clearly”. He also remembers a true “English gentleman” who would dress in tie, jacket and flat cap to go to town to get the milk. Sadly both John and Berwyn passed away last year.

The Morgan is still around and now in the care of Bill Hobbs in Nelson, though it is a more traditional British Racing Green rather than the much more striking Kingfisher Blue. When John sold it, it was to Richard Izard who used it in hillclimbs and other club events. He sold it on (at a profit!!) in 1959 to someone in Hamilton, and its later history is lost until it was rescued from Waioru (either just before it went to the tip or just before it was to be bulldozed in).

The MCC badge? Garth recalls admiring it in the family garage, and being told in no uncertain terms that “no, he was not allowed to mount it on the front of his home made trolley”. Its significance was not realised until the connection was made with the Morgan and Johns racing activities.

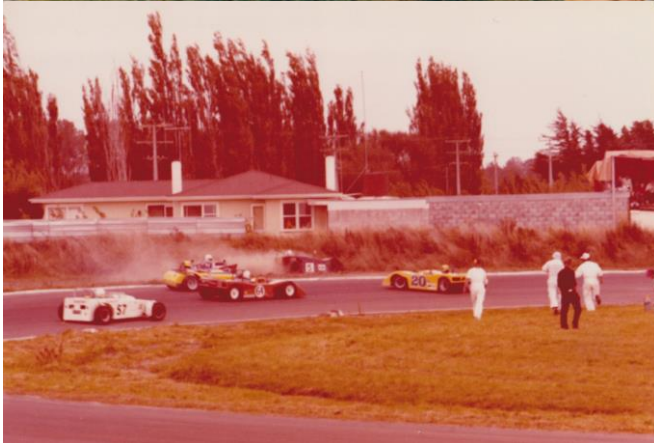
The Bugatti model? Well, In 1957 John ordered a white metal model of a Bugatti T35 2.3 supercharged Grand Prix car from England. This was never finished and was given to Garth who had it completed and mounted in a display case. The ultra-rare Connoisseurs Metal Construction kit was not only in its original box, with all the instructions, but that was still inside the original mailing packaging as well!!

And that cup of tea - it came in a mug of Johns, suitably emblazoned with a Morgan +4 naturally

TW



LOOKING BACK...



Regardless of what it has been called, and it's had many names over the history of the circuit, the first turn at Manfeild has always proved tricky to tame.

Anti-clockwise from top left

Peter Hogg in the P76 during the 1977 Albert Autos 500 race. Lack of brakes led to some interesting cornering.

Geoff Mattar, Mini 7, October 1977. It was wet, so he has an excuse!!

David Lester, Noble S3, nudged into a spin during the February 1976 Sports Car race. Everyone else takes avoiding action. John McDonald, McDonald Ford takes to the grass, Dave Bruton, Bruton Special, spins and Kevin Hill, Lotus, stops.

Mike Creswell in trouble in his Titan Mk6 Formula Ford, February 1976

Even the great Kenny Smith is not infallible. Driving a Z28 Camaro, March 1976





**WANT TO BUY AN AWESOME EASYUP GAZEBO AT
A GREAT PRICE?**

NOW YOU CAN

BLACKHAWK GAZEBOS

**94 Sunnybrae Road, Hillcrest, North Shore,
Auckland**

Phone: 0800 002 455

blackhawks.nz@gmail.com

**AS USED AND RECOMMENDED BY THE
MANAWATU CAR CLUB**

SUPPORT THOSE THAT SUPPORT US

WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



ENVIROWASTE TRACK DAY SERIES ROUND 4
MANFEILD: CIRCUIT CHRIS AMON
SATURDAY DECEMBER 9TH

MITRE 10 MEGA SUMMER SERIES RACE MEETING
MANFEILD: CIRCUIT CHRIS AMON
SUNDAY DECEMBER 10TH

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

PARTING SHOT...



Who can forget the fabulous Wellington Street Race days! Such iconic cars in such a wonderful setting. Watch for articles covering these race meetings in next year's issues of the magazine

**Special XMAS Track & Yack
19th December @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**

