

**Manawatu Car Club Inc**  
**MAGAZINE**  
**JANUARY 2018**



**Something for Everyone**

## EDITORSPEAK...

Well, that was 2017, that was. What a year, both personally and from the Club's point of view.

Who would have thought in January that we would have a club member racing in Formula One?? Who would have anticipated just how successful the Feilding Auto Electrical Winter Series would remain while some series at other circuits struggled?? Likewise the amazing response to the Drift tuition and test days.

I believe that the Club can reflect on 2017 with a great degree of satisfaction, however I know the Committee are not the types to bask in past glories and are always looking to the future, to the next great idea, to the best way to make the club the most interesting, active, socially friendly and encompassing that it can be. So look out for 2018, the best year yet!!

I was lucky enough to receive an early Christmas present in the form of a big pile of books brought over from Australia by ex-Club President Laurina Love. Quite an eclectic collection that I have just begun to read. First up was a 1958 autobiography of John Bolster, famed UK journalist (founder member, technical editor and chief road tester of the weekly Autosport magazine), BBC Radio race commentator (back in the days when pit lane work entailed a microphone and set of headphones attached to a 100 foot umbilical cord. Later this was replaced with a radio transmitter in his backpack), and pilot of the hillclimb special called Bloody Mary. This amazing contraption was simply two JAP V twin engines (from Brough Superior motorcycles) mounted in a wooden frame with chain drive (Frazer Nash style) to a solid rear axle. It was, and remains, highly competitive. He developed a four engine car on a similar format, however never solved the inherent vibration problems, which used to shear magnetos off!! The writing is a little old fashioned, but it is fascinating

reading, especially the stories of driving BM to race venues with his passenger perched on a plank above the chains!! Typical grass roots motorsport.



It was with great reluctance that I had to turn down an invitation to the "Hartley" event on the 28<sup>th</sup> as it had such significance. What a great way to recognize the fabulous achievements of the youngest of the Hartley clan, and an ideal opportunity to wish Brendon all the best for his F1 year in 2018. If you haven't caught up with the photos there are plenty on both the Club's and Brendon's Facebook pages. We unashamedly focus on Brendon this month.

It is with much sadness that we unfortunately close 2017 by bidding farewell to our patron, and one of the last remaining links to the earliest years of the club, Stan Turner. I'm sure you all join me in expressing our very deepest sympathy to Verena and the family. Stan played a vital part in the Club and is one of a handful of members awarded the prestigious Farland Award for outstanding service to the Club. Time precludes an article that will do Stan justice, so this will appear next month.

Take care out there over the remainder holiday period. I hope you all have a great break and refreshed yourselves for an amazing 2018.

Remember to keep the rubber side down. TW

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



# Events Calendar

## **JANUARY 2018**

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

## **FEBRUARY 2018**

- Friday 9<sup>th</sup>            NZGP Manfeild: Circuit Chris Amon
- Saturday 10<sup>th</sup>        NZGP Manfeild: Circuit Chris Amon
- Sunday 11<sup>th</sup>         NZGP Manfeild: Circuit Chris Amon
- Friday 23<sup>rd</sup>          IRC Test Day
- Saturday 24<sup>th</sup>        IRC Race Meeting
- Sunday 25<sup>th</sup>         IRC Race Meeting

## **APRIL 2018**

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

## **JUNE 2018**

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

## **JULY 2018**

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

## **AUGUST 2018**

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

## **SEPTEMBER 2018**

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

## **OCTOBER 2018**

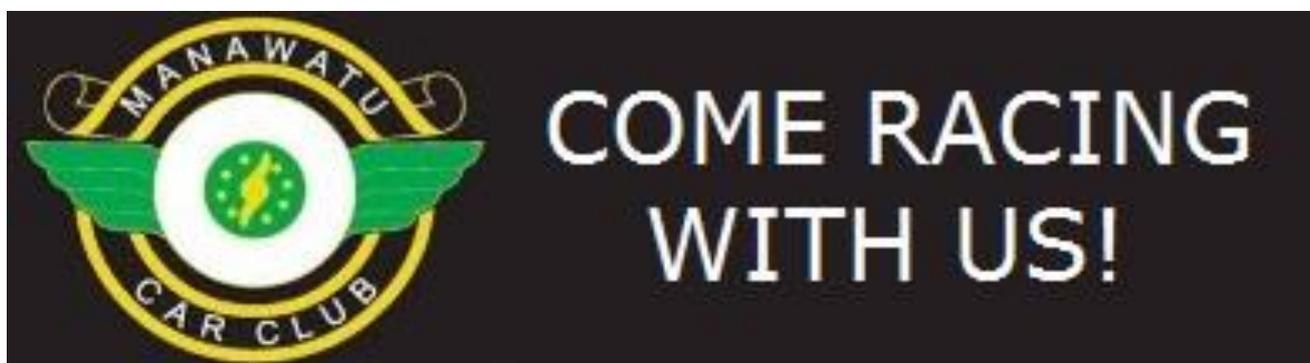
Saturday 20<sup>th</sup>    OctoberFast  
Sunday 21<sup>st</sup>     OctoberFast

## **NOVEMBER 2018**

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

## **DECEMBER 2018**

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



## MCC COMMITTEE MEMBERS



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



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

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

### Your MCC 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, Stan Turner Deceased, Robert Lester, 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

### "New Year Track & Yak"

**Time:** 7pm to 9pm

**Date:** Tuesday 16<sup>th</sup> January 2018.

**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...

Happy New Year!!! Welcome to 2018...

I hope everyone in the MCC Family had a great Xmas and a very pleasant New Years with your family and friends. Like a lot of people I have spoken to over the past couple of weeks, Lydia and I had a quiet Xmas lunch with the family and a couple of friends, and we saw the New Year in sound asleep. I remember we looked at each other around 10.45pm on New Year's Eve and I said "are we going to stay up to see the New Year in...?" and Lydia responded back "yeah..., or we could just go to bed and get a decent night's sleep?" to which I agreed and that was our end to 2017. We had spent a good portion of that weekend putting down weedmat and planting around 100 plants in the garden so the body was feeling the effects from that. Bending over / down has not been a fun thing for me to do of late so certain muscles haven't been utilised that much in the past five or so months but boy did they get a workout here, and Lydia has a "who ate all the pies" belly starting to appear which didn't help her bending process either, so bed was probably the best place for us both that night.

I'm not one to over reflect on the past as I believe you can't change it (unless there has been a time machine invented lately?), but you can learn from it, so as long as you do that (learn) then you are on the right track in my book. However over the statutory days off over Xmas and New Year I spent a bit of time looking back over the past year and thinking about what the club has achieved in that time... Wow did we achieve a hell of a lot! We had over 25 different race events throughout the calendar year, which took up over 30 days, and we had a lot of off track action as well. 80 of us went and saw the McLaren Movie which was one of my highlights of the year, the other was the 70<sup>th</sup> Birthday Celebrations where we opened up the Clubrooms to the public and hosted 150 people for a Birthday Dinner, or "Rev-up" as we called it, that was definitely a night to remember. Our volunteers once again showed the rest of the country how to run a race meeting, the 2017 NZGP was the shining light of the Toyota Racing Series so we were told by all of the officials that were there on the day.

Our Feilding Auto Electrical Winter Race Series was the biggest ever with 449 entries across the 4 round series, that's an average of 112 cars per round, throw 99 karts on top of that over three of those rounds and you have nearly 550 entries in total, truly outstanding. The Mitre 10 Mega Summer Race Series and the EnviroWaste Clubsport Events followed suit and broke their previous records for entries, and while we are speaking of records, the total number of Car Club Members peaked at 424 for the year... this is the first time that the membership has been above 400! What is even more pleasing about that number is that 107 of our members are women! And if that wasn't enough our Drift Team run by Jaron Olivecrona held a number of Drift Tutoring Events over the year and all were well and truly sold out weeks before the events were held, exceptionally well done MCC Drift Team!

Add in a couple of awesome Prize Giving Dinners, the internal renovations to the clubrooms that saw us launch the new Archives Room and redesigned Entrance Way and the year was a very pleasing one indeed. Don't think we have stopped there either, my four month bad health hiatus meant that a couple of other projects did not get off the ground unfortunately, so watch this space for those in the coming months...

So what else..., well three of our Club Members shone on the world stage... Chris Pither had an awesome time at Bathurst finishing 4<sup>th</sup> and he has just announced that he will be driving in the Dunlop Super 2 category next year, well done Chris.

Fabian Coulthard had an exceptional V8 Supercars series, finishing 3<sup>rd</sup> overall behind Scott McLaughlin and Jamie Whincup, he had four wins in 2017 and stood on the podium another six times, one of those being a superb 2<sup>nd</sup> place at Bathurst.

And what can you say about our favourite son Brendon Hartley that has not already been said... my opening line in my speech on the day of the unveiling of Brendon Hartley Drive said "It is an absolute privilege, and with a great deal of pride, that I stand here before you as the President of the Manawatu Car Club on a day when we get to honour and acknowledge the huge achievements of one of our own club members..." and it was just that, a privilege to be there as MCC President to honour one of our MCC Family who has had a year that many a race car driver could only dream about! I can only hope that what Brendon has achieved inspires someone else to do something great, and that something doesn't have to be motorsport orientated either.

A little background to the Brendon Hartley Drive unveiling, and while Russell Harris will tell me off for this as he will say it is a team effort, and it was, I still need to publically thank Russell for this truly exceptional idea... The naming of Brendon Hartley Drive came about after a conversation between myself and Russell that was held only a couple of months ago. That conversation centered on the question that I asked during the conversation, which was "why is it that in New Zealand we take so long to publically honour or acknowledge the achievements of our motorsport elite... why do we not do something sooner so that the person being acknowledged can enjoy it to the fullest?" That conversation sparked something within Russell and within a week he had come back to me with a plan and design to honour Brendon..., and with the help of some key people within Higgins and the Manawatu District Council, and with the support of the Manfeild Park Trust Board, The Palmerston North City Council and indeed the Committee of the Manawatu Car Club, that plan was quickly approved and put into action. Now my initial question was not a shot at anyone, it was just me wondering out aloud, as I often do, why we don't acknowledge our motorsport elite in a timely manner. I have lots of thoughts as to why we don't but this is not the newsletter to talk about that.

What's ahead for the club in 2018? Well we have a few new exciting things planned for the coming year that we didn't get done in 2017 and a lot more, but of most importance right now is the upcoming AGM on the 15<sup>th</sup> February at the MCC Clubrooms, this is where we elect our Committee Members and our President, these people run the club and collectively decide what needs to happen and is going to happen over the next 12 months. So if you would like to hear how the past year has gone, and maybe have a say on what you would like to see happen in the coming year, then make sure you come to the AGM. If you want to put your name forward and join in on helping us run the club then by all means print out the below form and fill it out and make sure that in accordance with our constitution, nominations 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.

Return it to Jeff Braid by scanning and e-mailing it to [manawatucarclub@xtra.co.nz](mailto:manawatucarclub@xtra.co.nz) or by posting it to: Manawatu Car Club, PO Box 542 Palmerston North 4410

I will finish by saying a massive thank you..., thank you to all of our volunteers who without their support we could not run a race meeting, our beloved sponsors who without their support our entry fees would be a little more expensive, our MCC Members and racers, thank you for being a part of a record breaking year and lastly to the MCC Committee and MCC Magazine Contributors, thank you for your dedication and support in making this the best car club in NZ! Now let's make 2018 even better...

Richie



# VOTING FORM

**2018 ANNUAL GENERAL MEETING ELECTIONS**

**Position: President**

**Term: 2 Years. Re-election in 2020**

<b>Nominee:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Nominated by:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Seconded by:</b>	<b>Membership #</b>	<b>Signed</b>



# VOTING FORM

**2018 ANNUAL GENERAL MEETING ELECTIONS**

**Position: Committee**

**Term: 1 Year.**

<b>Nominee:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Nominated by:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Seconded by:</b>	<b>Membership #</b>	<b>Signed</b>



# VOTING FORM

**2018 ANNUAL GENERAL MEETING ELECTIONS**

**Position: Committee**

**Term: 1 Year.**

<b>Nominee:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Nominated by:</b>	<b>Membership #</b>	<b>Signed</b>
<b>Seconded by:</b>	<b>Membership #</b>	<b>Signed</b>

Please scan and email to [manawatucarclub@xtra.co.nz](mailto: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:** Ian Easton (Jack Jack)

**BORN:** 03.11.1949

**OCCUPATION:** Farmer Extraordinaire

**RACE CAR:** Ford Mustang

**EVERYDAY DRIVE CAR:** Ford Ranger Wildtrack

**DREAM CAR:** 32 Ford

**YOUR BEST MOMENT IN MOTORSPORT?**

Far too many to detail



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

A good bastard and I have exceeded at it

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

Cher, Jack Nicholson, Clint Eastwood

**WHO WOULD YOU PLAY IN A MOVIE?** Jerry Lewis

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

**IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?** 32 Ford because it has style

**WHAT IS YOUR SECRET VICE?** Can't say as it is a family show

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...** I'm only 35. I was just early to mature

**FAVOURITE QUOTE...** "WTF was that...?"

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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



**Manawatu Car Club**

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

**Entry Fee:** \$220

**Transponder hire:** \$20

**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](http://www.manawatucarclub.org.nz)



Back in the major league. 22 year old Andre Heimgartner never gave up fighting after losing his Aussie Supercar drive at the end of the 2016 season. The Kiwi quickly picked up a prime Bob Jane T-Marts backed drive in the Australian Porsche Carrera Cup Championship and finished runner-up in the hard fought series behind seasoned Porsche campaigner David Wall. He enjoyed V8 power again when he received a late call-up to replace the injured Ash Walsh for the three rounds of the Pirtek Cup Enduro series, co driving the 'Freightliner' Holden Commodore with Tim Slade. It was in the first race of the Gold Coast 600 at Surfers Paradise that people really stood up and took notice of Heimgartner's true ability. He drove like a man inspired and was simply outstanding in the appalling weather conditions, handing the car over to Slade with a large lead after one of the most impressive individual performances of the entire season. Andre's Christmas present arrived early with the news he would join Rick Kelly, Michael Caruso, and Simona de Silvestro in the Nissan Motorsport line-up, replacing Todd Kelly who had announced his retirement. Presents like that don't need gift wrapping...



*A few days later. Pro Drive Australia finally confirmed that Richie Stanaway will be one of their 'full time' drivers this year, joining Mark Winterbottom, Chaz Mostert and Cameron Waters. It's an impressive quartet. In last year's Pirtek Enduro Cup series Stanaway and Waters were paired together and proved to be an outstanding combination, winning the Sandown 500. In 2018 it will be mate against mate chasing the VASC Championship title...*

We saw him first. One of the star performers during the 2017 Virgin Australian Supercar Championship Series was not a driver or a car. It was the pilot of the RAAF F/A18A Hornet from 77 SQN based at Williamstown. Given the nickname 'Traylz', 28 year old Fl Lt Matthew Trayling was selected for the highly prized job as squadron 'demo' pilot and made his public debut in February last year at the RNZAF's 80th Anniversary Air Tattoo at Base Ohakea. The words 'loud' and 'spectacular' come to mind...

*No rest. Immediately after the Abu Dhabi Grand Prix Brendon Hartley had little time to reflect on his short but impressive debut Formula One season, it was straight into two days of Pirelli tyre testing for 2018. The tests are traditionally held at the circuit that hosts the final round because all the teams are present, several taking the opportunity to give their 'test' drivers the opportunity to be involved. When testing ended Brendon had recorded the fastest lap of the two Toro Rosso drivers, but reading anything into the times is a pointless exercise because each team and driver was on a different programme. That's clearly illustrated by the fact there was a seven second difference between the fastest and slowest laps, and the cars down the time sheets didn't run the new high grip 'Hypersoft' compound...*



A familiar name pops up. Reading the times recorded during the end-of-season Pirelli tyre testing revealed the name of another driver who has raced at Manfeild. Lando Norris contested the 2016 Toyota Racing Series and was the dominant driver. He won 6 of the 15 races and was on the lower steps of the podium 8 times, his victories including the New Zealand Grand Prix. Since departing our shores the now 18 years old Englishman has done rather well, highlighted by winning the 2017 FIA European Formula 3 Championship and being named 'Autosport's Driver

of the Year'. At the same British Racing Driver's Club gala luncheon where Brendon Hartley picked up three awards, Norris was on the stage twice to receive the 'Spencer Charrington Trophy' and the 'Richard Seaman Trophy', the latter presented to the highest-placed BRDC Member in the Gold Star points competition outside of Formula One. The 19 year old will be reserve and test driver for the McLaren F1 team this year. Lando has made fast progress up through the ranks...

*Famous name back in F1. The Alfa Romeo name was first linked with Grand Prix racing more than 90 years ago and scored what is generally regarded as its greatest victory when the legendary Tazio Nuvolari won the 1938 German Grand Prix by beating the mighty Mercedes Benz and Auto Union 'Silver Arrows' on their home soil in front of Adolf Hitler. (This actual car came to New Zealand in 1949, refer story 'Black Horsepower' in the December issue). The Milan factory won the inaugural World Driver's Championship with Guiseppe 'Nino' Farina in 1950 and again the following year with Juan Manuel Fangio. During the 1960's Alfa Romeo supplied engines to several teams and in 1979 returned as a constructor before withdrawing six years later. In recent times the famous Alfa Romeo emblem has been displayed on the rear bodywork of the F1 Ferraris, both companies being owned by Fiat Chrysler Automobiles. This year they return to F1 again, in a technical and commercial partnership with Sauber with the cars using 2018-spec Ferrari engines and will be known as Alfa Romeo Sauber F1 Team. The drivers are a mix of youth and experience. Sauber regular Marcus Ericsson is retained, joined by exciting newcomer Charles Leclerc, a graduate from the Ferrari Driver Academy. 20 year old Leclerc has an impressive record, the 2016 GP3 Champion and winning last year's FIA Formula 2 title, his F1 experience being with Sauber and Haas in a number of FP1 (Free Practice) sessions during the past season. Alfa Romeo could be the dark horse of 2018...*



Premium manufacturers showing interest. Word doing the rounds at Abu Dhabi was that Porsche, Aston Martin and Lamborghini could return to Formula 1 racing in 2021 if they find the proposed new rules and regulations attractive enough. Perhaps they are thinking about a return to high revving normally aspirated V10 or V12 engines. How good would that be...!!!

*Moving on. Ferrari's long time sponsor Santander is leaving the Scuderia after an 8 year partnership and a total of 11 year's involvement in Formula One. The Spanish bank has signed a 3 year deal with UEFA as sponsors of football's Champions League. No doubt many millions of Euros will be changing hands...*

The need for more speed. Racing journo Richard Bosselman has become power hungry. RB made his debut during last year's FAE Winter Series running in the MX5 Cup, and thoroughly enjoyed the experience. An analysis of lap times and the car's performance was enough to convince Richard there the need for more horsepower. A discussion with Jeremy Hoskins resulted in a new engine being built within the walls of the Tremaine Auto Centre's High Performance Division. With high hopes the car appeared at the opening round of the Mitre 10 Mega Summer Series and the Hoskins 'touch' might just have done the trick. Richard was definitely racier...



*Top car sold. The 2017 FAE Winter Series MX5 Cup winning car has a new owner. Gareth Hogg has sold the Mazda to his boss at Transpec Services who is a real petrol head. Warren Cleland made his track debut at the opening round of the Mitre 10 Mega Summer Series, finished all three SF Cup races with a best placing of 7th in the Handicap where six seconds covered first ten cars. Can't wait for Round 2 at Taupo...*

Interesting trophy. The New Zealand Formula Vee Association have a number of awards recognising achievement on the track, the trophy presented to the national champion being the most prized. There is also an award recognising achievement 'off' the track, it's named the 'Sand Pit Trophy' and is presented to the driver who in the judge's opinion spent the most time outside the recognised bitumen racing surface. Sixteen years ago rookie driver Brendon Hartley was the recipient, just part of the learning curve...



*Lunch break, later breakage. Ian Easton is a champion bloke in every way and was the first to put his hand up to give 'hot lap' rides to the V-Force workers at the M10MSS. Everyone wanted to ride in the 'stang which isn't very surprising, and onlookers lost count of how many actual laps he did at race pace. But did those laps come at a big cost? Ian had won five races from five starts and looked odds on make it a perfect six from six in the final race of the day. With just 8 kilometres to the black 'n white flag the big Ford ground to a halt after losing the left rear wheel. The studs had snapped. That was cruel...*

Marathon man. After the Summer Series opener finished the place to be was the 'Refueller', what better place to refuel the body after a hard day at the office. During the day Ian Easton covered more laps than anyone, running in two classes as well as giving rides to the V-Force during the lunch break. A quick drink with his mates and Jack Jack headed home to Shannon, but his day was far from over. The Mustang was unloaded, the Peterbilt refuelled, and it was off to Auckland to pick-up the sprint car of American star Tony Stewart who had raced at Western Springs the previous night. With the car safely loaded there was a few (?) hours sleep before heading back to Palmy and the Robertson Holden International Speedway where Stewart was the main attraction at Round 2 of the Porter Hire International Series on the Tuesday night. 'Jack Jack' is remarkable in so many ways...



*Back to Bahrain. Englishman and one-time farrier Gavin Halls came to Manfeild with a very big reputation as a high performance driving instructor who had worked very closely with the top echelons of racing at the Bahrain International Circuit. Working as part of the Manfeild team in the role of Business Development Manager, Gavin brought significant experience and expertise in marketing and event planning at the highest level. On the track he was a highly rated single-seater driver who raced in Ford Ford, Formula 3, Formula BMW and Formula Renault. Before coming to Manfeild he was a Senior Track Instructor at the BIC, in this country he set up Ultimate Track Days and the NZ Drift School businesses and drove the Manfeild-based two-seater TRS car. A member of the Manawatu Car Club, last year he contested rounds of the FAE Winter Series driving a BMW. No doubt during his time here Gavin and his family would have noticed massive contrasts between Bahrain and Aotearoa lifestyles....*

The sight and sound of something special. Jaron Olivecrona's Hartley V12. Visually mind blowing. Audio wise even more mind blowing, none of the great composers ever wrote a score that sounded this good. On the dyno there were impressive horsepower figures for a naturally aspirated five litre engine, while the torque figures

were even more impressive. With its spectacular livery this is THE Drift Car that the sport has waited for to reignite the fans. Now it's up to Jaron to show how well his projectile performs on the track...

*Seen, and heard on the track. The Hartley V12 might have sounded great on the dyno but it sounded even better in its natural environment. A low key 'test' outing at Manfeild turned into a full-on drift session, it was magic on four wheels with Jaron behind the wheel and Nelson Hartley in the passenger's seat calmly (?) working on a computer keyboard adjusting the engine mapping while the car was at all sorts of crazy angles, the word 'focus' took on a whole new meaning. Further 'secret' tests followed with very positive outcomes so Team Olivecrona is definitely heading in the right direction...*



Taking away some of the glamour? Grid Girls have been part of the Formula One scene since the 1960's and their 'official role' has changed over the years. In more recent times it has been holding the boards with the name /number of the driver on their grid position, or standing on the podium during the post-race trophy presentations. There's now debate over the future of the tradition and F1's Managing Director of Motorsports Ross Brawn says the topic is 'under strong review'. Should they stay or should they go? There are strong arguments for both sides. The Virgin Australia Supercar Championship didn't use grid girls in 2016 and the previous year grid guys were used for the task at the Monaco Grand Prix. The outcome will be interesting...

*Wild riders. If you're at the Abu Dhabi Grand Prix it would be foolish not to go next door and visit Ferrari World, especially when you have the best FIA F1 pass which makes admission and all the rides free. Bryan Hartley took the opportunity of a life-time and with Brendon's entourage went to enjoy (?) the roller coaster rides on offer, including the fastest on the planet, the Formula Rosso. Maybe he was set-up but Bryan had to endure that ride from the front seat for the perfect view of everything if it isn't blurred by the speed! Using a hydraulic launch control system the 16-seat F1 styled 'cars' reach their maximum speed of 240 km/h (150 mph) in under 5 seconds before being slowed to a more leisurely 145 km/h (90 mph) for the remainder of the run. The shape of the 2.2 kilometre long track is inspired by the legendary Monza circuit, the cornering forces are as high as 4.8 g's, and there's no place to get off along the journey that takes 92 seconds from go to whoa! Everyone enjoyed the experience. Put it on your bucket list...*



More than motorsport. GoMedia is expanding its sporting involvement. The innovative Palmerston North owned and operated media company has the naming rights to Turn 7 at Manfeild Circuit Chris Amon and last month announced it had secured the naming rights for the Manawatu Jets who return to the NZ national Basketball League this year after withdrawing in 2015. The sponsor's list includes Stewart's Mitre 10 Mega who enjoy a strong relationship with the Manawatu Car Club and its activities. The revival of the NBL team is great news for the region, basketball is a top spectator sport, the action is fast and furious and the atmosphere in the stadium has to be experienced. The GoMedia Manawatu Jets are cleared for take-off...

*Back home. Brendon Hartley flew into NZ on Thursday 21 December. Collected his Porsche Cayman and straight into media work at Hampton Downs before driving home to Palmy to catch-up with family and friends. But there was no escape from 'work'. Among the first priorities was to 'hire' mountain bikes and buy the required*

*gym equipment to maintain his required high level of fitness which can be monitored daily by the people back at Scuderia Toro Rosso HQ in Faenza, Italy. The same applied to Feilding Olympic cyclist Jesse Sergeant when he was riding for the top pro teams in the major tours. With modern technology there's no place to hide...*

Neighbourhood watch. Look at the people in your 'hood', then check this list. Valtteri Bottas, David Coulthard, Giancarlo Fisichella, Estaban Gutierrez, Lewis Hamilton, Niko Hulkenberg, Daniil Kyvat, Filipe Massa, Sergio Perez, Daniel Ricciardo, Nico Rosberg and Max Verstappen. Brendon Hartley lives in very good company in the principality of Monaco. Wonder what they talk about over coffee at a local café...

*On yer bike. Sarah Wilson (about to be Mrs Hartley) is a strong believer in 'doing as I do' as opposed to 'doing as I say'. For Brendon fitness is a most important element of his chosen lifestyle, 100% is the accepted minimum level. Cycling pays a big part and in every ride the distance is registered, during 2017 Sarah clocked up more than 8,000 kilometres, that's four times the length of SH1. Makes you tired just thinking about it...*



Reliving their youth. During his time at 'home' Brendon and Nelson Hartley went back to where their racing careers began, the Manawatu Kart Club track in Shirriffs Road.

Joined by their mates, they were racing just for the fun of it and enjoyed every lap. The thoughtful Nelson brought along a BBQ and provided the essentials for lunch. A boy's day out that would have revived many memories...

*Taking it to the people. Jaron Olivecrona is a man on a mission, reviving interest in the world of 'drifting'. In recent years events have been held at racing circuits, in large car parks and indoor at the Forsyth Barr Stadium in Dunedin. This month it heads to the Wellington Family Speedway at Te Marua, north of Upper Hutt. Permanent concrete inserts are being installed on the 'infield' with temporary inserts on the clay oval track surface. It's an ambitious undertaking that deserves to succeed. Mark your diary for 12th (Qualifying) and 13th (Finals) of January for the round of the D1NZ National Drifting & Xtreme Motorsport Series. Be there to support 'our' man and hear the sound of the Hartley V12 pulling 10 grand on the tacho. It's goose pimple stuff...*

Daring photographer. It's all about capturing the shot and journo Richard Bosselman had it all pre-planned for the opening of Brendon Hartley Drive at Manfeild. He arrived with a short ladder and a tall ladder and at the appropriate time they were set up on the top of the metre high brick wall containing the bases of the new Manfeild electronic sign and the new road sign. Brendon stood on the shorter ladder while the big fella climbed higher and higher to get the angle he wanted, it all looked rather precarious!!



The camera clicked and the result was an absolutely stunning shot that was soon beamed out around the world. Well worth the effort involved...

*New combo for 2018 Supercar Enduros. This year's Virgin Australia Supercar Championship should be a ripper if the 2017 series is anything to go by. The three Pirtek Cup races are the big ones and Triple Eight have moved*

early to strengthen their driver line-up. Shane Van Gisbergen will have a new co-driver who comes with a big reputation, fellow kiwi Earl Bamber. With a CV showing two wins in the 24 Hour Le Mans classic and a WEC title there can't be much that the Wanganui driver doesn't know about long distance racing. SVG's role as lead driver in the car might even be under threat...

Chevys coming to a HSV Dealer near you. It's been confirmed that an agreement has been reached between GM, Holden and HSV to re-engineer two iconic Chevrolet models to right hand drive configuration for the Australian and New Zealand markets. The vehicles chosen for the programme are the 'Silverado' and 'Camaro', the former being primarily aimed at the mining and forestry industries, the latter at the sports coupé sector with a high level of specification, the 6.2 litre LS1 V8 engine and manual or automatic transmission options. HSV is relocating into a 28,000 square metre purpose-built facility and initial planning is for up to 3,000 units being converted by mid-2019. Both models will retain the Chevrolet badge and involved HSV dealerships will display the Chevrolet 'bow tie' branding. Place your order now and be one of the first...



Hello! Spotted outside a College Street residence on New Year's Eve was a sporty little number wearing the famous 'Prancing Horse' badge, had Maranello surprised the world by entering the small sports car market? The answer is no. The owner was attending an Italian-themed dinner party and it was a requirement to be dressed appropriately with the BYO including Italian food and beverage, arriving in a Ferrari was optional. This particular driver entered into the spirit of the occasion by sticking 'P H' emblems onto his car, it didn't matter that it didn't look or sound like a Ferrari, it was all about the badge. So was it a 'Mazrarri' or a 'Ferrazda? In reality you couldn't disguise the fact it was just a Mazda MX-5. Well done RB...

The must view. During his visit back home there was something very special that Brendon Hartley wanted to see. It wasn't a building, or a new city sculpture, it was the stunning 5-litre all-alloy V12 engine created by older brother Nelson for Jaron Olivecrona's Nissan Sylvia 'drift' missile. The now Toro Rosso was suitably impressed. There's a lot of talent in that Hartley family...



Smart lookers. For the 'Brendon Hartley Drive' opening ceremony the MCC Committee members dipped into their own pockets and fronted wearing special tribute polo shirts. The Toro Rosso blue shirts had the outlined red number '28' on the chest and a much larger '28' on the back, over-lapped with Brendon's signature in chrome silver. Very snappy and well received...





The Citroen Heritage auction mentioned last month exceeded all expectations, with many lots selling for well in excess of their top estimates. A trio of 2CV derived Mehari 4x4 off roaders built in 1979 caused the biggest stir with frenzied bidding and remarkable results. Expected to sell for as much as €10,000, the green example (pictured) went on to achieve €28,000. The other two cars – each estimated to fetch between €2000-4000 – went on to make €24,640 and €20,160, respectively. Proving that 2CV-derived four-wheel-drive vehicles were the flavour of the day, a pre-production FAF from 1980 also flew

past its pre-sale estimate of €3500 on its way to a dizzying €21,280. Despite the huge interest in Citroën's older machines, the top price of the day went to the 2010 Tubik concept – though not the working prototype. The full-sized styling model eventually sold for €36,960, followed by a non-functional replica of Sebastien Loeb's 2014 WTCC C-Elysee, which made €25,312.

*Following a highly successful test of Britain's Bloodhound SSC Land Speed Record car a few facts and figures were released that make interesting reading. The vehicle (it's pretty hard to call it a "car") is designed to reach 1000 mph, utilizing a Eurofighter Typhoon jet engine, Nammo rocket and additional 3 chamber hybrid rocket. It reached its 200 mph testing target in 8 seconds on just the jet engine!! Once complete and under full acceleration it will travel faster than a bullet from a Smith & Wesson .357 Magnum and will cover its own length (13.47 metres) in less than 3/100ths of a second. It's 0 – 1000 mph time is 55 seconds and Andy Green, the intrepid pilot, will experience accelerative G forces in the order of 2.5g. He has to allow Bloodhound to decelerate naturally to 800mph before applying the air brake then parachutes then disc brakes, enduring 3g as he does so. The rockets internal temperatures will reach 3000 degrees C and at 1000mph the 91cm diameter solid alloy wheels will rotate 172 times per second!!*



Final thought. Each month your magazine is produced and 'delivered' on time, every time. The quality of the contents is maintained at the highest possible level with nearly 20,000 words written every four weeks of the year, and the necessary supporting photographs have to be found. In a very short time-frame in the final week of each month Editor Trevor Weir and Richie Arber put a magazine together that hopefully you find informative and enjoyable reading, it's a voluntary effort by a dedicated team. Sometimes the fact is forgotten that the magazine is written and prepared in people's 'spare' time, and the people involved all have full-time employment...

## HAPPY NEW YEAR...

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

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## MCC's 2017 Year in review...

For the Manawatu Car Club 2017 was a year of achievement on and off the track with many highlights.

Under the leadership of President Richie Arber the elected Committee worked with efficiency and enthusiasm, each member having their own portfolio. Secretary Jeff Braid is an extraordinary man who gives the club 100% in everything he does. His knowledge of rules and regulations is invaluable, he's a huge asset to the MCC.

The clubroom renovations were completed and the grounds given a further upgrade. The facility was used on a number of occasions by outside groups with positive feedback being received.

There was significant gains in membership numbers, it was the same story in club event participation. The 2017 Feilding Auto Electrical Winter Series was a great success story with regard to both competitor numbers and the quality of the racing, and that momentum carried over to the opening round of the Mitre 10 Mega Summer Series with new cars and new drivers.

On the promotion front the club had a most impressive stand at the Big Boys Toys Show at Arena, and there's been an investment in banner flags. In a new initiative two rounds of the FAE Winter Series were 'live streamed'. Trevor Weir continued his outstanding work as magazine Editor, the key element in the club's communication with its members.

New equipment and radios were purchased, and the infield V-Force received new overalls. Important acquisitions were the Nissan First Response Vehicle and Recovery Trailer that underwent considerable modification to ensure the easiest possible recoveries.

On the social scene the Track and Yak night at the Rose & Crown had fluctuating numbers, but the level of chat was never less than interesting. Without doubt one of the year's highlights was the 80 strong group attending the movie 'McLaren'. Organised by Committee man Graeme Bretherton and supported by the ANZ, the funds raised from the evening made it possible to make significant donations to both Arohanui Hospice and the SPCA.

The 70th Anniversary Weekend was a big success in every respect. Many past members returned to the Clubrooms to relive memories from years long gone, while the highly entertaining dinner at Manfeild attracted a full house. The 150 people included the Amon family, Graeme Lawrence and members who had travelled long distances to attend. Certainly a weekend to remember

On the track members performed with distinction on the international stage, obviously highlighted by Brendon Hartley's amazing year in the World Endurance Championship and Formula 1. In the Virgin Australia Supercar Championship Fabian Coulthard finished third overall with race wins in Tasmania, Darwin and Sydney, while Chris Pither and lead driver Dale Wood flew under the radar in the Supercheap Autos 1000 at Bathurst to cross the line in 4th place after a gripping race over the final laps for the final spot on the podium. Veteran Brian Green continued to wave the MCC flag in rallying both at home and abroad with regular co-driver Fleur Pederson.

The MCC's initiative to name the South Street entry road to Manfeild Circuit Chris Amon 'Brendon Hartley Drive' was very special, a most appropriate recognition of Brendon's remarkable achievements in 2017.

As for the Highlight of the Year - it's up to each individual to decide...

RH

## THE NUMBERS GAME...

An important race number has returned to the Hartley family. From their karting days and through their respective racing careers Bryan, Nelson and Brendon Hartley all carried the 'base' number 28, of course there were years when they had to find an alternate because it had already been allocated.

For Brendon's F1 debut Toro Rosso used # 39 as he was substituting for another driver, but between Austin and Mexico City the necessary application was lodged to secure '28', it was available and on the car for his second GP. Under the F1 rules a number can only be released for reassignment after a driver has gone two consecutive seasons without racing, '28' was used by English driver Will Stevens during the 2015 season when he drove for the Manor Marussia Team.

The naming of 'Brendon Hartley Drive' at Manfeild also involved the number '28'. The dedication took place on 28 December. In November Brendon turned 28 years old, and if you want to follow the line of thought the letter 'B' is the second in the alphabet and the letter 'H' is the eighth!

In Formula One, '28' enjoyed its highest profile when it became one of the iconic Ferrari numbers and used by drivers Didier Pironi, Mario Andretti, Rene Arnoux, Michele Alboreto, Ivan Capelli, Jean Alesi and Gerhard Berger. That could be about to change...

RH



## SPEED RECORD REMINDER...

MCC Chief of Crash Rescue and Committee Member Noel Beale responded to the story in the November magazine about Eddie Freeman's NZ Land Speed Record set at RNZAF Ohakea in 2012 with an interesting email.

Its contents revealed that the Official Time Keeping for the record attempt was undertaken by Stu MacAskill from Auckland assisted by Manawatu Car Club members Graham Buchanan, Barbara Wild and Noel himself.

The email also included the only 'private' video that captured most of the run (many others had great views of the grass, with an occasional car, but great sound track). The video clip was only 10 second long but a Lamborghini Gallardo Superleggera travelling at better than 350 klicks travels a long way in that time, and the sound track was definitely great.

Sadly, long gone are the days when the public could witness record attempts from close quarters. In my younger days I watched many such events standing in rural gateways part way through the course, hearing the cars accelerating away from the line, coming into sight and flashing past in a blur to quickly disappear into the distance.

They were amazing times when I recall being at Tram Road (North Canterbury) in 1958 watching Morrie Stanton pass on his way to a then record 173.8 miles an hour in the famous de Havilland Gipsy Moth 'Tiger Moth' aircraft engine powered Stanton Special. It was an incredible vehicle. The 6 litre air cooled four cylinder engine was rear mounted with twin chain drive to a two-speed final drive arrangement. Its frame was fabricated from exhaust tubing, the brakes were from a Morris Minor (later upgraded) and the wheels from a Ford Prefect running on narrow cross-ply tyres, frightening stuff compared to today. The big four lugger was very slow revving with torque peaking at 2,200 rpm, low gear was good for 130 miles an hour!!

Widely known as the 'Cropduster' because of its engine's origins, the Stanton Special raced only once at Ohakea, in 1955. Today the car still has the occasional outing in the hands of long-time owner Warner Mauger.

With today's record breaking attempts you are allowed to hear from a distance, but not to see...

RH



## 2017/18 MITRE 10 MEGA SUMMER SERIES...

Good entries, good weather, good crowd and good racing marked the first of the three rounds of the 2017/18 Mitre 10 Mega Summer Series raced at Manfeild Circuit Chris Amon on Sunday 10 December.

The MCC's simple proven format of three six lap races for each class, but with two new innovations to make for 'honest' and more interesting racing in two of the categories.

In the SF Cup and GT Cup the fields were split into two classes, 'A' and 'B', with target times for each sub-group and break-out penalties applying. That meant there would be meaningful 'races within races' to add more interest for both competitors and spectators.

All 'in-car' timing devices were prohibited in the RS, SF and IB Cup classes during official qualifying and racing, no pit-to-driver communication was allowed - very good calls by the series organisers.

The RS Cup again provided one of the biggest entry lists, 16 drivers including 6 ladies. As always time penalties would play a major role in the final results with the biggest losers being Paul Rodgers and Ernie Greenwell in the opening Scratch race. The two duelled out front from start to finish, both incurred 30 second penalties for their efforts to be officially placed 15th and 16th! That handed the win to Rob Visser from Jonathan Hogg and Tessa Field.

The Reverse grid proved to be costly for Anna Wild, 10 seconds added to her race time spoiled an excellent drive that deserved better than 10th place, but rules are rules. Tony O'Regan claimed first followed by Rob Visser and Bron Bell with the duelling Greenwell and Rodgers next across the line after starting from the rear of the grid.

In the final Handicap 6-lapper, six cars were penalised for break-outs and Samantha Stanley was deprived of her biggest moment in her short racing career. Sam was all determination and probably had her best ever drive to take the chequer, unfortunately it was too good and she copped 20 seconds which converted to 5th place. The 10-seconders included Hilary Ashworth, Tessa Field and Messrs Visser, Greenwell and Rodgers, the outcome was a win to Bron Bell over Trent Smith with Tessa claiming third place despite the penalty. Hopefully the penalty lessons have been taken on-board for Round 2.

The SF Cup attracted a field of 21 competitors and their Scratch race set the tone for the day. Impressive Wellingtonian Stephen Samuelu won the first encounter by half a second over Bayley Walker with Graeme Bretherton heading the charge home out of Turn 7 to claim a well-earned third. David Anstis picked up a 10 seconder which cost him victory while Neil King's day ended after three laps parked in the 'kitty litter' at Turn 1 and Hayden Rav was a DNF after one lap. Not a good day for the two visiting drivers!!

Mr Anstis behaved impeccably in the Reverse Gridder to make amends for Race 1, fending off the in-form Graeme Bretherton and Stephen Samuelu. So it was looking good for an interesting Handicap race. Sean



Browne was too keen to get on with the job and copped a 10 second time penalty for jumping the start, while Richard Bosselman made a much better job to lead the early laps in his Mazda MX5. The handicapping was excellent and by the last lap it was all-on out front as the field headed down into Higgins corner. Greg Browne and Conrad Healey were side-by-side, they indulged in a little 'nudge-nudge', allowing Matt Smith to take full advantage of the situation to take the lead and hold it to line by 4/10ths of a second over a fast recovering Browne with Bretherton third to claim more valuable series points. Healey was on the 'losing end' and had to settle for 8th position, two spots behind the race-by-race improving Bosselman. All good stuff for the spectators.

Numbers were well down the Classic department with only six cars fronting, three Fords and three BMWs. The day didn't start well for Richard Ransom who was running the Ford Sierra that he used in the Targa New Zealand event, pulling off the track just three laps into qualifying and Round 1 of the series ended less than a lap into the first race!!

It was obvious from the qualifying times that Ian Easton would be the man-to-beat in the Roush-engined Ford Mustang, five seconds ahead of Tom Lancaster in the Ford Capri Pirana, and so it proved. Easton won the Scratch race by more than 30 seconds over Lancaster with a further 8 seconds back to Stephen Marks who led the Bimmers home. The only change in the result of the Reverse grid was the winning margin, 28 seconds!! Now it was up to the Handicappers to make Race 3 more interesting and more exciting.

It was easily the best of the three but there was no stopping Easton claiming his hat trick, heading home Ben Boyden by two and a half seconds with a similar gap back to Lancaster in third place.

No one enjoys their racing more than Ian Easton so he had entered two classes, also lining up in the GT Cup where he had some very serious opposition in the form of Mark McIntyre driving a very potent Nissan Sylvania. Apparently it's a drifter converted to track configuration, powered by an inline six cylinder with a giant size turbocharger to aid its performance.

The Scratch race was a nail-biter with the two cars so evenly matched, but the # 111 Mustang took the honours by 6/10ths of a second. Behind the duelling duo extraordinary things were happening. Mark Galvin was out on lap one, Justin Allen was out after 3 laps, Brock Cooley was out after 4 laps and Sam Bleakley was out after 5 laps. Six starters, two finishers.

The first IB Cup event brought its share of excitement, fourteen cars on the grid and they charged down into Turn 1 four abreast, brilliant stuff because they all emerged intact. Tony Allpress took the flag ahead of Andrew Johnson and David Thomsen, the trio separated by 1.8 seconds, very closely followed by Aaron Walker and Richard Clulee.

It was at that point the officials made a big call, that was the right one, merging the IB Cup and GT Cup fields with split grids.

In the Reverse grid race came the only real drama of the day when Peter Edmond's Volvo took a very heavy hit in Turn 1 on lap four, causing damage to the right front guard and wheel. The car couldn't be moved and the race was red flagged to allow the recovery to take place in a safe environment. The final three laps were fast and furious for the IB Cup points, Aaron



Walker crossing the line ahead of David Thomsen, Andrew Johnson and Tony Allpress with the quartet separated by just one second. It was the opposite in the GT Cup, three non-starters with Ian Easton the only car running after three laps!!

And so to the final race of the day, the Handicap 6 lapper. Gareith Stanley was a popular IB Cup winner from Peter Beauchamp and Troy Howard, with Richard Clulee best of the rest. In the GT Cup the big question was can Easton get his second hat trick and a perfect six from six for the day. The answer was no. Mark McIntyre scored a deserved win after running the last three laps on his own. On lap 4 the mighty Mustang slewed to a halt exiting Higgins, the studs on the left rear wheel had sheared off. For 'Jack Jack' it was close to a perfect day, but not quite.

Fifteen races and Chief of Timing & Scoring Jacquie Mannes posted the official results of the final race at 3.30pm. Day over, time for the BBQ...

Round 2 is at Bruce McLaren Motorsport Park Taupo on 14 January with Round 3 back at Manfeild Circuit Chris Amon on 08 April.

RH

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## 2017 BRENDON HARTLEY DIARY...

The year 2017 will never be forgotten by Brendon Hartley, his family, his friends and his army of supporters, as the months passed it simply got better and better.

The year got off to a perfect start in January with victory in the 24 Hours of Dubai endurance race for sports and touring cars that compete in 14 classes. The event draws competitors from the UAE and surrounding nations in the Persian Gulf, together with international teams from Europe with cars shared by five drivers.

Brendon drove a Porsche 991 GT3R for the German Herberth Motorsport outfit, with two Germans and a Swiss sharing the driving duties. The team led the race twice before taking control for the final 227 laps, winning by 2 laps over another 991 GT3R with a further lap back to the third placed Mercedes AMG GT3. It was Porsche's 5th win in the 11 years of the event and Brendon was one from one for 2017. Was that the first indication that it could be a year to remember?

In February there was testing and simulation work to be done in preparation for the official pre-season testing for the 2017 World Endurance Championship in late March. For the first time the 'Prologue' was moved from the Paul Ricard Circuit in Southern France to Italy's famous high-speed Monza circuit. Twenty-seven cars were present, Porsche and Toyota fronting with new evolution versions of their LMP1 Hybrids

The weekend included both day and night sessions and a qualifying simulation, the weather ranged from warm and dry to rain and thunderstorms, perfect test conditions for endurance racing! Using a low downforce aero configuration Toyota left Monza with the best overall lap time, but both teams were on different programmes. The following week Porsche publicly unveiled their new 'defender'.

Then it was into the really serious stuff, the FIA WEC and the last year of the premier LMP1 category with defending champions Porsche very keen to finish as No.1 to farewell their brilliant 919 Hybrid.

April's opening round in England was a thriller, the beginning of a see-saw battle for supremacy that would last throughout the series. The 6 Hours of Silverstone was defined by several rain showers that dramatically affected team strategies with tyre choice. The lead swapped between the Toyota Gazoo Racing # 8 in the hands



of Buemi/Nakajima/Davidson and the Hartley/Bamber/Bernhard # 2 Porsche, a Safety Car intervention closed the field up, and the fight for the lead continued into the final two hours.

With half an hour to run the # 2 Porsche emerged from its final pit stop with an eight second lead, but Buemi chased it down, took the lead with 12 minutes remaining and won by 6 seconds. Toyota 1 Porsche 0.

In May Round 2 was the 6 Hours of Spa-



Francochamps at the famous Belgian circuit, Toyota Gazoo Racing fronting with three cars. The Cologne-based Japanese team was taking it very seriously! Like Silverstone the two rivals fought from the opening laps and fortunes changed with two full course yellows that caught out the # 7 Toyota that was in the pits at the time the calls was made. The # 2 Porsche was holding second place when it was involved in an accident and lost valuable time as repairs were made and going into the last hour the Toyotas were running 1-2 with the # 8 car in front, positions they held to the finish. The Hartley/Bamber/Bernhard Porsche was more than 30 seconds behind to make the lowest step of the podium. The scoreboard read Toyota 2 Porsche 0.



June brought the big one, the Le Mans 24 Hour, the most famous sports car race of them all with Porsche desperate to stop Toyota's momentum. Most importantly, the race carried double points. A year earlier the leading Toyota stopped out on the circuit during its final lap handing victory to a stunned Porsche team, and the 85th running of the famous race was equally dramatic.

The Hartley/Bamber/Bernhard 919 pitted after only 4½ hours with no front axle drive. More than an hour was lost as mechanics replaced the motor generator and the # 2 car re-joined the race in last place, 18 laps behind the leaders. Then the Japanese cars fell out of contention and there was a remote possibility of second place. At the 19 hour mark the # 1 Porsche was holding a massive 13 lap advantage, but suffered oil pressure



problems and remained in the garage, a miracle win was on the cards. In the 23rd hour Bernhard finally took the lead and pulled out a lap on the field before the chequered flag fell. The team had gone from 56th to first place - the impossible had happened, and with it came the maximum points that would have a big bearing on the championship outcome. Toyota 2 Porsche 1.

The 6 Hours of Nurburgring in July was the final European round and the iconic German circuit again proved to be a happy hunting ground for Hartley and Bernhard who won the race for the third successive year in a Porsche 1-2 on home ground. The pendulum appeared to be swinging in favour of the German team when the # 8 Toyota had to pit after the formation lap for a new fuel pump and lost five laps. Brendon took the lead in the second hour from the # 7 Toyota and as the race settled down the Weissach factory cars took the upper hand at



the head of the field, swapping places as their scheduled pit stops came into play. The race ended with the # 2 Porsche ahead of the sister car by 1.6 seconds, with the # 7 Toyota more than a minute back in third place. Toyota 2 Porsche 2, but more importantly the Hartley/Bamber/Bernhard trio now led the Driver's Championship by 30 points while Porsche was 39 ½ points ahead of their rivals in the Manufacturer's standings.

August brought the traditional northern summer break before racing resumed in September with Rounds 5 and 6.

The 6 Hours of Mexico at the Autodromo Hermanos Rodriguez brought another win for the # 2 Porsche, across the border there was a fourth straight victory at the Circuit of the Americas in Texas. Now the scoreboard read Porsche 4 Toyota 2 and the team had the championship trophies within their grasp, but the Gazoo outfit weren't about to wave the white flag.



October was a month like no other, life for Brendon ramped up big time.

It began with the final round of the American ISMA Sports Car Championship race, the Petit Le Mans 10 hour endurance race at the Road Atlanta circuit in Georgia. Brendon was teamed with Ryan Dalziel and Scott Sharp in a familiar Tequila Patron ESM Nissan Dpi and qualified third fastest. The car was on the pace but there was a major set-back nearing the end of the fourth hour when Sharp was punted into a gravel trap. A race report says '*Porsche LMP1 star Hartley anchored a remarkable recovery for Extreme Speed Motorsport*'.



After a dramatic final hour Brendon and his American team mates took the chequered flag, 7.6 second ahead of a Cadillac DPi-V.R. Third on debut was the Team Penske Oreca Gibson shared by pole man Helio Castroneves, Simon Pagenaud and Juan Pablo Montoya, while Earl Bamber placed 11th overall and 5th in the GTLM class co-driving for the factory Porsche GT team.

From America to Japan where more drama unfolded at the 6 Hours of Fuji where the # 2 Porsche only had to finish ahead of arch rivals Sebastien Buemi, Kazuki Nakajima and Anthony Davidson in the # 8 Toyota to clinch the title. But life in sport is never simple and the championship race was kept alive when the race was eventually abandoned with persistent rain and fog making conditions too dangerous. Toyota secured a 1-2 result while the Hartley/Bamber/Berhard trio were fourth, they were still top of the standings by 39 points, but 52 points were available from the final two rounds. Porsche 4 Toyota 3.



There was still much work to be done and life for Brendon was about to get very much busier.

Three months earlier Brendon had made a call to Red Bull's Dr Helmut Marko, the man who had dropped him from his role as F1 reserve driver. Nothing was promised at the time, but Toro Rosso had to find a replacement driver for the US Grand Prix when Pierre Gasly was granted leave to contest the final round of the Japanese Super Formula Championship. Brendon got the call-up he had dreamed of so often.

The New Zealand media went into a frenzy and motorsport suddenly had an unparalleled profile, people were watching F1 with renewed interest and the then 27 year old was the talk of the country.

So from Fuji it was back to the Circuit of the Americas in Texas to drive a Formula 1 car for the first time in 5 years. He did more practice laps than anyone else to familiarise himself with the new generation racer, he qualified 18th fastest but the team had incurred a grid penalty for changing the engine and he started from the back row. On his way to 13th place Brendon set the eighth fastest lap of the race. *'It was tough out there, but it's been an awesome debut Grand Prix. I was in many battles and I'm satisfied with my race. There's been lots of challenges, lots of things to learn and I hope I get another shot at it to put all these experiences into practice. I've enjoyed every single moment of the race weekend, it's been amazing'.*



Starting the race also had significant historical interest, it was exactly 50 years to the day since Denny Hulme won his world championship.

Things started happening quickly, very quickly.

There was a great deal of activity at Scuderia Toro Rosso's Italian HQ. Gasly would return for the final three races, Russian Daniil Kvyat was dropped, and Brendon named as their second driver for the remainder of the season, it was head-spinning stuff!

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

The Mexican Grand Prix brought disappointment. For the first time he made Q2 but started from 13th position after he was forced to pull off the circuit on his first flying lap with a turbo problem. That meant another pre-race penalty and 17th place on the final grid.

*'Confidence has been building, I've been feeling more one with the car. Q1 didn't quite go perfectly. I felt like we had the pace to go ahead of the Williams, if I got everything together. Braking into Turn One in Q2 I absolutely nailed it. I was pumped up for the lap and then the engine went bang'.*

In the race itself Brendon was forced out before the halfway mark. The high altitude was taking its toll on engines and smoke started pouring from the rear of his car on the 32nd of the 71 laps. His engineer ordered him to pull off the track and evacuate the car, marshals quickly



extinguished the flames.

The frustration was that Brendon had moved up into 11th place and looking for a top ten finish and his first world championship, but the promise was there for all to see.

The November schedule was an extraordinary test of physical and mental strength. Two WEC rounds and a championship to be won for Porsche and two F1 races involving tens of thousands of kilometres of air travel.



Round 8 of the WEC was the first target for our man, the 6 Hours of Shanghai. Toyota weren't going down without a fight and they arrived with the high downforce aero package they had used in the early rounds. The pair of TS050's shared the front row a full half second quicker than the Porsches on the second row and the championship outcome became a little more interesting. But, Porsche knew what had to be done, their # 2 car had to be on the podium. At the end of the first stint the Toyotas were 1-2, then their # 7 tagged an LMP2 car. The # 1 Porsche was in trouble with throttle problems. The pit stops came and went, the Toyotas were 1-2 again after 3 hours with the Hartley/Bamber/Bernhard car a minute behind in third. Would team orders come into play? With one hour to run the TS050's were looking to finish as they started, with 30 minutes to the flag the leading # 7 of Lopez/Conway/Kobayashi crashed into another car, ironically a Porsche! Lopez crawled to the pits with suspension damage and TGR's championship chances had evaporated. Toyota picked up their 4th win, but more importantly Porsche finished 2nd and 3rd - Brendon Hartley, Earl Bamber and Timo Bernhard were the 2017 World Endurance Champions.

It was the second FIA WEC title for Brendon and Timo, a first for Earl. For Porsche it completed a remarkable feat, claiming both the Drivers and Manufacturers Championships and winning the Le Mans 24 hour for three successive years.

Mission completed, the Bahrain result couldn't affect the outcome. It was back to F1 and back back across the Pacific for the Brazilian Grand Prix. By the time the first Free Practice session began the car's hybrid Renault power plant was on its sixth internal combustion engine, sixth turbocharger and seventh MGU-H (Motor

Generator Unit) of the season! Little wonder that some media were referring STR as being 'mechanically challenged'.

Practice brought another engine problem which lost valuable time and incurred another grid penalty, but Qualifying went well with 15th fastest time and a place in Q2 for the second time in three races, it was good progress but didn't change the fact he would be starting from the back row of the grid. At the end of an incident filled opening lap Brendon was up to 12th place but then lost radio communication with the STR garage, he was on his own! The link was eventually restored but there was a developing engine issue and on lap 40 the '28' car retired with high oil consumption the underlining issue. Back-to-back DNF's and one GP left to even the score line.



From Sao Paulo the destination was the UAE for the final round of the WEC, the 6 Hours of Dubai, the final race for the Porsche 919 Hybrid, the end of an era. It was an incident filled and emotional finale. On only the third lap the # 2 car ran over a bollard (road cone) that was laying in the middle of the track, it stuck underneath the car and Bernhard had to pit to have the offending item removed and a new nose section fitted, losing almost a lap in process. Hartley and Bamber maintained good pace and in a special gesture the popular German took over for the final stint. Timo did the initial laps with the very first test chassis in 2013 and drove the last miles, crossing the finish line in second place ahead of the sister car, not quite the result the team had hoped to give the 919 the ending it deserved.



*'We were out of contention early on today. The incident with the bollard put us on the back foot*

*but we fought until the chequered flag with the stints going pretty smoothly. It is good to have both cars on the podium but it is with mixed emotions. I'm honoured to have been part of this programme and I will miss it'.*

His four year career with the world's most famous and successful sports car team had ended, but the future remained unclear. There had been advanced talks with Chip Ganassi Racing to make the switch to Indycars as team mate to Scott Dixon in 2018, but on Thursday 16 November came the news that Brendon Hartley had been signed by Red Bull to race for Scuderia Toro Rosso in 2018 alongside young Frenchman Pierre Gasly. The ultimate goal had been reached after 21 years of racing with many highs and lows along the journey.

*'Really amazing to be confirmed as a Formula 1 driver for next year with Toro Rosso. It's very satisfying to have converted an opportunity that came as a surprise into a 2018 F1 drive, I couldn't be happier! I'd like to thank Red Bull and Toro Rosso for believing in me and giving me this second chance - dreams can come true'.*

From Dubai it was just a short hop to Abu Dhabi for the season ending grand prix that's raced under lights. Father Bryan was in the STR garage to see first-hand the inside workings of an F1 team, a massive contrast to his own racing days!

The unwanted pattern continued with free practice bringing more engine component replacements, more grid penalties and another rear grid start. One weak area in Brendon's driving was standing starts, but they were getting better with more practice and experience. At Abu Dhabi there was a good getaway and he moved up into 18th position in the opening laps before gaining another 3 places ahead of his scheduled pit stop. Following the usual cycle of stops the '28' car was back up to 15th and involved in a five car battle, but he lacked the necessary power to overtake and no further forward progress was made before the finish. It was just satisfying taking a chequered flag after the two previous DNFs.



*'I have to say that during these past few weeks with the team I've learned a lot and already feel at home - this is something very important to take into next year. Going back to this weekend, I had a pretty clean race. I was in a train of cars - a McLaren, a Haas, a Sauber, myself and Pierre (Gasly) behind. It's just very tricky to overtake here with these big downforce cars. It's been a massive learning curve for me during these last few weeks and I'm well overdue a holiday!'*

Brendon's astounding 11 month long racing season had finally ended, and what a season it was. A second World Endurance Championship title, winning the Le Mans 24 Hour classic, the 24 Hours of Dubai and Petit Le Mans 10 Hour race in America. His F1 record showed 4 races, 2 finishes, no car damage, while the problems with the Renault power plant were beyond his control, and there was a full-time F1 drive for 2018.

No driver in racing history has endured a programme within such a tight time frame as Brendon did in the months of October and November. Yet he coped with remarkable resilience on the track and in front of the world's media, he was never overwhelmed by it all. He impressed with his openness, honesty and modesty. New Zealand had every reason to be extremely proud of its new sporting hero, particularly in his home region. Almost overnight there was the realisation that having a Kiwi driver in Formula 1 meant a great deal to our sporting nation.

The year's biggest achievement?

*'Standing on the top step at Le Mans was one of the most emotional moments of my career to date. It's the biggest thing I've done, that topped the Formula One debut. You know how many people have worked towards that one goal, the 250 staff at Porsche, the Porsche fans. You stand before a sea of people on the podium and it's special'.*



Away from the track December was a much quieter month, but there were important recognitions of Brendon's achievements.

In the first week of the month the annual British Racing Driver's Club (BRDC) Awards were presented at a lunch at the London Hilton on Park Lane. In front of 400 guests Brendon received three awards.

*'Welcoming applause was given to proud BRDC Member, 2017 FIA World Endurance Champion and 2018 Toro Rosso F1 driver Brendon Hartley as he personally received the Bruce McLaren Trophy and his Special BRDC Gold Star. Fellow World Championship winning Porsche team mates Earl Bamber and Timo Bernhard were also invited onto the stage to join Brendon in receiving the coveted Silverstone-Le Mans Challenge Cup, as well as reflect on a superb year in a category of motor racing very close to the heart of the club'.*

The Bruce McLaren Trophy recognises the Commonwealth driver establishing the most meritorious performances in international motor racing, while the Special BRDC Gold Star is presented to the BRDC Member winning the FIA World Endurance Championship. The Silverstone-Le Mans Challenge Cup is awarded to the driver or team achieving the highest combined finishing record of the Silverstone LMS race and the Le Mans 24 Hour race.

Brendon and fiancé Sarah Wilson arrived back in New Zealand for their annual home break. On the morning of 28 December they were at the South Street entrance to Manfeild Park where the entry road that leads to Manfeild Circuit Chris Amon was named '*Brendon Hartley Drive*' in recognition of his achievements.

The perfect end to a remarkable year for a remarkable young man...

RH

## MORE ACCOLADES...

Sportscar365 is regarded as the news authority on IMSA, FIA WEC, 24 Hours Le Mans and GT racing. Each year Editor John Dags and his staff selects its Top 10 Drivers and Cars of the Year.

### Top 10 Drivers:

**1. Brendon Hartley.** The kiwi finished runner-up in our top 10 driver's rankings last year but takes the top spot in 2017 after an incredible season that saw him win both the 24 Hours of Le Mans. Motul Petit Le Mans as well as the 24 Hours of Dubai, all with different teams and types of cars. Hartley and co-drivers Earl Bamber and Timo Bernhard won four successive WEC races in the middle of the season, enough to secure them the championship in the final year of the Porsche LMP1 program. His race-winning drive at Petit Le Mans should also be commended as he stayed out of trouble in the final hectic 30 minutes to take the Tequila Patron Nissan Onroak DPi to victory. His talents showcased in sports car racing this haven't gone unnoticed, with the 28 years old signed for the full Formula 1 in 2018 with Scuderia Toro Rosso.

In the Top 10 Car rankings the Porsche 919 Hybrid came in at number 6, three places behind the Toyota TS050. The Number 1 sport was claimed by the Cadillac Dpi-V.R that dominated the ISMA WeatherTech Sports Car Championship, in its debut season the 'Caddy' won its first seven races including the three major endurance events at Daytona, Sebring and Watkins Glen.

Back in New Zealand Brendon was one of sixteen athletes from 12 sports nominated for the Sportsman of the Year Award for the 55th Annual Halberg Awards. He has been short-listed as a finalist in the category that includes Tom Walsh (athletics), Kane Williamson (cricket), Michael Venus (tennis) and Beauden Barrett (rugby) - that's good company to be in.

The Halberg Awards Ceremony will be held on Thursday 8 February at Spark Arena in Auckland and televised live on Sky Sport.

RH



## BRENDON HARTLEY DRIVE...

At 10.00am on Thursday 28 December 2017 a private ceremony was held at the South Street entrance to the Manfeild Park complex to recognise the exceptional achievements of Brendon Hartley on the global motor racing stage. The Manawatu Car Club initiative was sanctioned by the Manfeild Park Trust Board to ensure the project could proceed.

After the invitees had assembled Brendon and fiancé Sarah Wilson arrived in a Porsche Cayenne, the most appropriate marque for the occasion. Manawatu Car Club President Richie Arber welcomed those present and expressed the club's congratulations to Brendon on his double success in the World Endurance Championship, Le Mans 24 Hour victory and securing a full-time Formula 1 drive with Toro Rosso for 2018.

Gordon Smith, Chairman of the Manfeild Park Trust Board, Manawatu District Council Deputy Mayor Michael Ford and Palmerston North Mayor Grant Smith also spoke.

With an idea inspired by the famous WW2 photograph of American Marines raising the Stars and Stripes flag on the Pacific island of Iwo Jima, the Hartley family was invited to erect the signpost. Lynda uncovered the sign, Brendon and Nelson placed it into position and Bryan tightened the retaining screw.

A member of the club since the age of 12, Brendon was obviously humbled by the occasion and spoke of what it meant, and his commitment to living up to people's expectations. It was only appropriate that he was the first person to drive on the road. Jeff Braid took the role of 'Clerk of Course' and Sarah waved the New Zealand flag to start the brief journey (after telling the driver to 'buckle up') and the chequered flag to signal the finish.

Following the obligatory photo session, the group that included the Manawatu Car Club Committee and Patrons, Manfeild Park Trust Board Members, together with the Hartley and Wilson families and invitees, adjourned to the Manawatu Car Club Rooms to mix and mingle and enjoy light food and refreshments - for most it was their first visit to the facility and they were impressed with what they saw.

It was an initiative that drew much favourable comment for our club, an email received from Motorsport New Zealand President Wayne Christie summed it up perfectly.

*'That's just a brilliant way to recognise what Brendon has achieved, well done Richie & team!'*

The following day Brendon's Facebook posted: Yup, you can now drive down 'Brendon Hartley Drive' on the way into Manfeild Circuit Chris Amon. Felt strange seeing my name up there, but honoured to have it in the same breath as Chris's. Speed limit is 20, but yesterday they made an exception for me where it became the minimum.

Bringing the idea to reality was a real team effort, the initial planning involving Scott Millar (Higgins) and Brent Holmes (MDC) to secure the necessary consent, have the signage fabricated and the securing bases installed. Special thanks are expressed to photographer Gary Rodgers (Magnum Images), Aaron Walker (Vault 168 Catering) and Richard Bosselman who handled the media on behalf of Manfeild.

The event drew immediate national media interest and the following morning's Manawatu Standard carried a large front page story written by journalist Shaun Eade. The following day's issue included a full page story

under the heading 'A year to rev and remember', and the Manawatu Standard also named Brendon their '2017 Sportsman of the Year'.

There is a second sign indicating 'Brendon Hartley Drive' opposite the main gate entry to Manfeild Circuit Chris Amon.

RH

**Full photo coverage in next month's issue...**

### **PK HAS A NEW TRAILER...**

Philip (PK) Keith of our famed Rescue Crew has a new trailer and it was looking a bit bland, so what do you do to brighten it up... put our MCC Logo on it along with our slogan "Come Racing With Us" of course.

PK came to us and asked us if he could deck one side of his newly acquired trailer out with our MCC Logo, so we asked Carl at Sign Fusion to come up with a design and the picture you see below is the result, which we think looks fantastic. The trailer will be seen all over the country at different race meetings from all sorts of different motorsport events proudly displaying our MCC Logo. PK is also making up an events board that will let people know what events the MCC has coming up, which is awesome!

Thanks PK for getting the MCC mobile and out on the road to help us find even more guys and girls to come racing with us!

Richie



## LOOKING BACK...



1988 was a momentous year in Manfeild's history as it hosted the final round of the inaugural World Superbike Championship. This was a real coup for NZ motorsport and was a HUGE meeting. With the championship still at stake, it was a "do or die" effort from popular American rider Freddie Merkel that clinched the title from Italians Fabrizio Pirovano and Davide Tardozzi. Of note was that all 3 represented different pseudo-factory teams – Honda, Yamaha and Bimota respectively.



Top to bottom

Kiwi riders, the late Robert Holden (left) with his NZ Ducati Dealer Team Ducati and Andrew Stroud (right) with his factory Bimota YB4. You may just be able to make out the 100mph tape which holds a "cushion" on the tank of the Bimota for the lanky Stroud. Holden was a firm favourite with the Manfeild crowds, and was later killed at the Isle of Man.



The Honda RC 30 of Briton Terry Rymer and Yamaha of compatriot David Pickworth in the pits. The facilities were not up to European standards perhaps, but the enthusiasm and friendliness more than made up for it. All the riders had a ball.

Rob Phillis, a regular Australian visitor to NZ since the mid 1970's, entered the Team Kawasaki Australia GPX. Phillis was loyal to Kawasaki for a large part of his career and took a total of 4 WSB wins during the time he competed at this level.



Top to bottom

Robert Scolyer's (12) and Mal Campbell's (3) Honda RC30's from Australia. Spot the marching girls on the far left and right.

On the grid preparing for the start of Race One. The WSB meetings followed the same format worldwide, two races per meeting, both carrying points. Prominent are number 11 Gary Goodfellow from Australia on an RC30 Honda. Next is Terry Rymers Honda ( 19 ) in front, then the Belgian Stephane Mertens ( 6 ) on a factory Bimota YB4, then Mal Campbell ( 3 ) on his Honda and Davide Tadozzi ( 2 ) on the second Bimota. Merkel and Mertens shared the honours with a win apiece and Mertens set a new lap record of 1.11.26 at an average of 157 kph. Note the crowd that was one of the biggest for any single Manfeild event.



And they're off. Both races were held in damp conditions, a challenge to the visiting riders.



The Superbikes came back to Manfeild in 1989, 1990 and 1992, all of which were highly successful meetings. The track extension was in fact created with them firmly in mind, however by the time negotiations for 1993 began the promoters had changed, and the outrageous demands from the new team meant that, sadly, WSB never returned to NZ, having priced themselves (almost certainly deliberately) beyond the reach of the Manfeild Board and it's sponsor partners.



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

## PARTING SHOT...



Long-time club stalwart Zippo (aka Craig McIntosh) in the highly effective Datsun 1200 that many will always associate him with. Pictured here at the Saddle Road Hillclimb.

Photo by Stew Wood The Photographer

**New Year Track & Yack**  
**Tuesday 16<sup>th</sup> January '18 @ 7pm**  
**Rose & Crown Olde English Pub**  
**Terrace End Carpark**  
**Palmerston North**

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