

Manawatu Car Club Inc

MAGAZINE

FEBRUARY 2018



Something for Everyone

EDITORSPEAK ...

I have been asked recently, following my sheep milking editorial, what we are doing with the milk, so forgive me a slight diversion from motorsport – again – while I explain.

Ice cream. Simple. Take cream, make it very cold. Ice cream ta da. Really??

Having finally got the sheep to co-operate and supply their delicious white milk without histrionics, hissy fits and performances worthy of a 3 ring circus (except for a small hiccup when they discovered that being freshly shorn they took up much less room on the platform and could, in fact, reach over to their neighbors bucket of feed, because, of course, the grass is always greener.....), it was time to try and transform the raw product into something that would be delicious, healthy and ultimately, saleable.

Our ethos has always been to produce a natural, unadulterated product that is made with locally sourced, seasonal, flavours, and comes with the full “flock to bowl” traceability story to back it up.

So, how to make ice cream from a milk product that, although higher in both fat and protein than cow’s milk, is naturally homogenized (i.e. does not split into milk and cream)?? Turns out it was trickier than we envisioned, though admittedly, being a hot summer, the dogs really enjoyed their iced lollies while we were experimenting with a basic recipe. Not for us the easy method of making a “custard” with the usual eggs and cream and milk, followed by churning. No, we had to make it harder than that because we wanted to avoid using eggs!!

Remember that ethos?? That was to bite us in the bum a few times!!

We didn’t want to use sugar either, so experimented with honey (which crystalizes beautifully when frozen so makes a kind of flavored milky sorbet – which the dogs loved),

then stevia (which was kind of OK but you had to use so much that it resulted in a funny taste and a kind of flavored milky ice block – which the dogs also loved), so finally gave in and used a minimal amount of sugar (which resulted in a much less icy consistency – sorry hounds, better luck next time).

Of course there was no competition to be first to the kitchen to try and make the creamiest batch, this was a team effort after all, right??

So, after a month or so of serious tinkering and improvement, on to a first taste testing with our local crash test dummies. The first batches were feijoa, limoncello, lemon curd and, of course, strawberry. Bated breath. Considered looks. Second spoonful’s. The verdict? On the right track. The limoncello.... good (almost certainly the booze factor, knowing the dummies!!), lemon curd.... excellent, nice creamy consistency and good flavour. The other two? Too icy and not intense enough flavour wise. Damn. We will just call that phase 1 shall we?

It was obvious that the basic recipe was right, and that sugar improved the consistency and creaminess. How to intensify the flavour? Hmmmm... Light bulb moment - what about roasting the fruit in the oven first?

Note to self. Blueberries, roasting, leave a magnificently coloured splatter all over the inside of the oven. Addendum to note. Clean it quick before Colleen sees!!

With the dogs staring balefully in through the door, vainly hoping for a taster too, we began phase 2. Refinement. And a secret ingredient.

More mixes, more refinement, more tastings, no disasters, unhappy hounds.

The end result? Roasted locally sourced strawberries, plums (both red and green), and blueberries... tick. Locally produced coffee and organic home grown walnuts... tick. Consistently creamy, full flavored ice cream....

tick. Crash test dummies plus friends coming back for more... tick. Colleen and I requiring weight management classes... tick. Goodness, we might just have cracked it!!

Ice cream. Simple. Milk, fruit, and a little sugar, made very cold. Simple?? yeah right!!



I have just rediscovered a box (among the many that are stacked still unopened in the barn) containing some magazines from the 1960's and 70's that make very interesting reading. The ads are so bad / good I have included a couple this month that might either revive memories for you, or cause a laugh, or maybe both!! A 1968 copy of Road &

Track was of particular interest. In Sweden at that time, convicted drunk drivers (over the .05% limit) faced an absolute minimum jail term of 2 weeks, unsuspended, and a mandatory 2 ½ year loss of licence, as well as having to pay for bed and board while they were in jail. Fast forward to 2018 and although the limit has been upped to 0.10%, the prison term can be up to 2 years!! Severe?? You could say so, however the results speak for themselves. The percentage of fatal crashes with alcohol involvement in Sweden is the lowest in the world (reportedly some 3.3%) and certainly well below New Zealand's 28% or so. 50 years of hard-line policy has certainly achieved better results than millions and millions of dollars' worth of advertising and an inconsistent judicial system that often lets recidivist offenders off with a slap on the wrist. I think I know which country got it right.

February is a big month with the NZ Grand Prix, the AGM and then the IRC race meeting. Take the time to thank our V Force volunteers, who contribute so much to making these events happen. It is a big commitment from a few and without their professional attitude and application these events would not reflect so well on the Club and indeed Manfeild. I do hope the initiatives to reinvigorate the Grand Prix meeting and build on the efforts of the last few years lead to an awesome day and great crowd.

In the meantime there is some great reading following, including some interesting articles from our resident motorsport guru Russell Harris.

Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

NEWS FLASH! Brendon Hartley will have his first drive of Scuderia Toro Rosso's new Honda-powered STR13 on 21 February at the Misano circuit in Italy. All teams have this session that is for 'promotional' purposes, it's limited to 100 kilometres and Pirelli 'promo' tyres are mandatory. Four days later the team will officially unveil the STR13 at an event in Barcelona, immediately before the first four day test of the new season. This month Brendon and team mate Pierre Gasly are both involved in simulator testing before the real action begins...



Events Calendar

FEBRUARY 2018

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

APRIL 2018

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

JUNE 2018

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

JULY 2018

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

AUGUST 2018

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

SEPTEMBER 2018

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

OCTOBER 2018

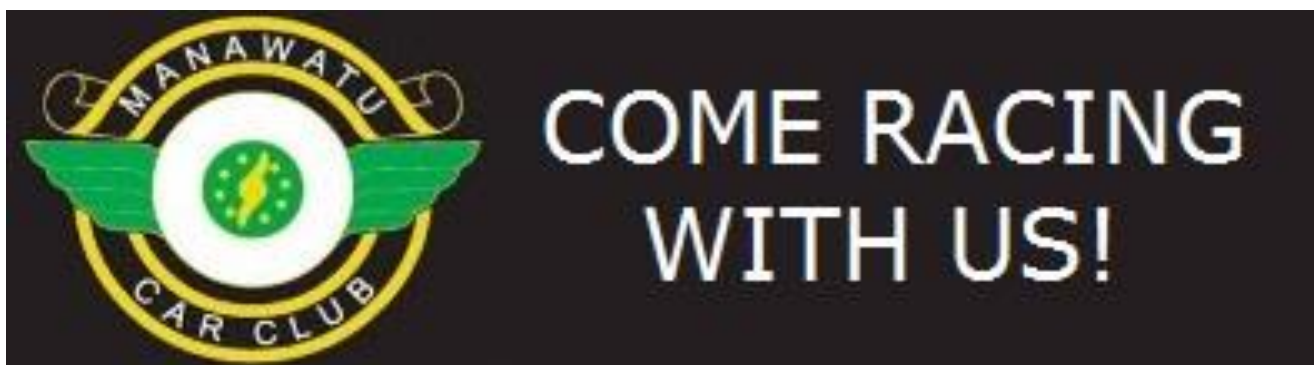
Saturday 20 th	OctoberFast
Sunday 21 st	OctoberFast

NOVEMBER 2018

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

DECEMBER 2018

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



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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



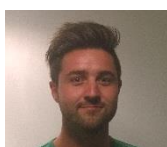
Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



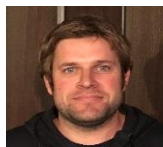
Gareth Stanley



Aaron Walker



Kerry Halligan



Simon Barry

Patrons: 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, Raymond Bennett.

Archivists: Terry Rush, Jill Hogg, Russell Harris

Editor: Trevor Weir

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 13th February 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...

What a cool month January was... She who looks like she has a small Beach Ball hidden under her top (the wife) and I had a week off together in early January. In all honesty we didn't do much except the usual chores around the property... oh and trips all over the place to collect certain items of furniture for the baby's room that Lydia had brought off of friends, Trade Me and from various sales happening at that time of year. I spent an afternoon getting all of this stuff in place as well as cleaning out the closet in the pending baby's room as I had run out of space in the garage, so that closet was housing a number of fibreglass panels (a bonnet, two side-skirts and two rear panels) for the race car that is in its second build year – good things take time they say!!!

Towards the end of that week I had a chance conversation with my Boss in Auckland who mentioned that he was heading to the Legends of Bathurst weekend at Hampton Downs and wondered if we were coming up for it as it would be good to catch up outside of work as we are great friends as well. I honestly hadn't thought about it as it was the same weekend as the Summer Series in Taupo so we were just going to spend the weekend in Taupo, but following last year's NZGP at Manfeild we have become good friends with Allan Moffat and Phillip Grant (Allan's mate who travels with him) so I made a call to Phil to see if they would be at Hampton Downs on the Saturday and he said that they would be... awesome! So change of plans, drove to Hamilton Friday night, caught up with the TR Group Team in the Hamilton branch and then went to the Legends of Bathurst on the Saturday where we caught up with my Boss, Allan, and Phil and we got to meet Allan's son Andrew, John Goss and Fred Gibson. We spent about 4 hours with them and what an absolute pleasure it was. We had many a laugh, boy that Fred Gibson is an absolute hoot, and we were privy to some very cool stories indeed. What made the day even more special was that Allan kindly leant us a hand in helping us to announce the sex of our baby... yep it is going to be a boy. Better hide the keys to the race car now....



In the other photo Fred was upset that he was the shortest out of the three of us and was trying to make himself look taller, I can't write what Allan told him to do...



Saturday night we headed back to Taupo and arrived just in time to meet up with a bunch of fellow MCC members at Lone Star where we had a nice dinner together. Someone at our table, can't tell you who but if you reverse the following you may figure it out (ggoH ecyrB), upset the waitress who spent the rest of the night with a very sour look on her face whenever she approached our table... and a new drink was born. Lydia ordered a Coke and Apple Juice (two separate drinks) but it was delivered mixed together, duh! Most of us at the table tried it (it was foul) and only one of us actually said that they could drink it... he is a little strange at the best of times. Needless to say we managed to get two separate drinks in the end.

So on the Sunday we had the second round of the Mitre 10 Mega Summer Race Series kindly hosted by our friends from the Taupo Car Club. 69 cars turned out for the event which was a great number and while the weather looked iffy (it had poured down the day before) several times throughout the day it stayed dry for all of the races which was lucky. Lydia and I positioned ourselves up above the end pit garages and watched as much racing as we could, I must say I am not usually a good spectator, preferring to be out there burning fuel and rubber, but this time I enjoyed it immensely as it was just a nice relaxed day and we got to catch up with some people we have not seen for at least 6 months. There was some bloody good racing as well, every race had some great battles going on right throughout the field of cars. Back to the Manawatu that night as Lydia had work the next day while I had another couple of weeks off... yay!!!

So what did I do during my couple of weeks off... well I had plenty to do around the property which I got out of the way by the end of the first week and I took a couple of day trips to see people I haven't seen for a while. The second week I spent looking back on my 2017 year and seeing what I could learn from it and possibly do better and then put in place some goals and plans for the 2018 year both personally and professionally and of course for the MCC if I am re-elected. I also spent a fair bit of time out in the garage tinkering with certain things that needed tinkering with and also spent a lot of time with my Grandson (now 8 months old), who is just getting to recognise who I am and gets all excited when I walk in the door and who loses his shit when I leave him... which makes you feel kinda special. Nothing better for the soul than baby cuddles and hearing / seeing him laugh at the stupid faces you pull. I pull the same faces at the wife and all she does is tell me to stop being a dick.

February is going to be a huge month of Motor Racing at Manfeild. On the 9th, 10th and 11th of Feb we have the premier classes running which includes the New Zealand Grand Prix. Tickets are on sale now and later in this magazine you will see a couple of advertisements which state some good discounts on these tickets and also some free ones, get yours now if you haven't already done so. It will be a full on three days with lots of classes running so I am sure there will be something for everyone out there.

Two weeks later (24th & 25th) we have the IRC meeting which will include the Central Muscle Cars. Entry is free to this event and as per the NZGP weekend there are plenty of classes racing over the weekend, so if you have a spare day, or half day, pop along and have a look and why not bring the family along too.

Also don't forget that our AGM is on Thursday 15th February at the MCC Clubrooms starting at 7.30pm. Because our membership is so high at the moment we need at least 43 people to attend the AGM, so if you can spare an hour or two and you are a member of the club please pop along, there will be drinks and nibbles served following the meeting.

I am truly hoping to be at all of the February events, however the health is not 100% and my specialist is not entirely happy with things, sure the tubes I have in me are still doing their thing but nothing is healing when it should be getting better by now so they have told Lydia and I that they want me to come back in for another exploratory operation as there is either something else / new going on or they have missed something. When this operation will be we don't know as we will just get a phone call and be told to come on in as the surgeon doing the operation is the top gun in his field this time around so we have to wait until he can fit us in to his busy schedule. I did however suggest to them that Motor Racing is more important than one's health and it would be better if they didn't worry about me until after the 25th Feb, needless to say they didn't think much of that statement and along with the wife chiming in I got told that it was actually the other way around and I would be coming in when I was told too... No sense of humour at all...!!!

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Ernie Stevens

BORN: 22.07.1948 (the big 7-0 this year – RA)

OCCUPATION: Engineer

RACE CAR: Ford Falcon

EVERYDAY DRIVE CAR: Ford Territory

DREAM CAR: Phase III Falcon GTHO

YOUR BEST MOMENT IN MOTORSPORT? First and only time I won a race at Manfeild

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? An Engineer, it looked like a good job

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

Dick Johnson, Marcus Ambrose, Scott McLaughlin

WHO WOULD YOU PLAY IN A MOVIE? Richard Gere

THREE WORDS THAT BEST DESCRIBE YOU... Grumpy Old Fart

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Phase III Falcon GTHO – It would match my Phase I

WHAT IS YOUR SECRET VICE? If I told you it wouldn't be a secret

FAVOURITE QUOTE... "Yeah right"



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

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



No time for rest. During their annual trip 'home' it's never less than busy for globetrotters Brendon Hartley and Sarah Wilson. After arriving in Auckland from Dubai, the first priority was collecting a Porsche Cayenne as transport to Palmerston North for 'family time', karting, trail bike riding, the opening of Brendon Hartley Drive and festive season celebrations. Back to Rotorua, then to Queenstown to show English and European friends some of the beauty of the South Island. Back to Palmerston North, return to Auckland, head to Waiheke Island for their wedding, down to Rotorua for more trail biking with friends. Less than a month after arriving it was time to return to their European base. On 18 January the now Mr and Mrs Hartley flew from Auckland to Dubai, onto Nice, then the final 20 kilometre drive to their apartment in Monaco. A couple of days there and it was off to the famous Kitzbuhel ski resort in Austria for the 21st annual charity downhill races in support of Tyrolean farmers in need. Well known personalities from all walks of life participate, Brendon was joined on the 'grid' by Niki Lauda! (Austria is Lauda's homeland). Survived that, back to Monaco, then across the border to Faenza in Italy to begin simulator testing of his new car. Hardly a dull moment...



Paying their respects. St Peter's Church on Ruahine Street was packed for the funeral of MCC Patron Stan Turner on Friday 05 January and the Manawatu Car Club was well represented by current and past members. Seeing Richie Arber, Trevor Weir, Terry Rush, Vern Marshall, Ken Burmeister, Chris Cowan, Terry Jensen, Graeme Montgomery, Robert Orr, Michael Grant, Brian Green, Dave Harrod, Steve Bond, Craig McIntosh, Jonathan and Jill Hogg among a sea of a faces paying their respects and others afterwards reliving tales of Stan's involvement in their lives. There were many laughs...

Remembering. In New Zealand a small number of motor racing drivers have had their name used in a number of ways to recognise their achievements. Bruce McLaren is the most recognised with a Road, Intermediate School and Retirement Village in the Auckland area, together with the Motorsport Park in Taupo. Denny Hulme Drive is located in Papamoa, also recognised in the Bay of Plenty is former saloon car great Paul Fahey, Fahey Avenue is situated in a housing sub-division where the old Bay Park circuit was and where he scored many of his greatest wins. There must surely be other drivers who have been appropriately recognised over the years? Locally, we have a very special 'double' with Manfeild Circuit Chris Amon and Brendon Hartley Drive linked together. It doesn't get better than that and we should be very proud...

The name game 1. How many circuits in our country have corners/turns/straights named after a prominent driver, official or administrator? Very few because of the all-import sponsorship dollar that is so vital to the coffers. Manfeild was very pro-active and in the earlier years every corner had a sponsor's name while the intermediate straight recognised the deeds of Denny Hulme. Sponsors came and went which meant good business for sign-writers. When the extension was added to the circuit the names of Rob Lester and Kenny Smith were recognised, now long gone after racing reverted to the original track in the 1990's. Currently there are corners carrying the names of Toyota, Higgins and Go Media, that's three out of seven. Does naming have to revolve around dollars? Manfeild has had its share of special heroes over the years, the names of Graeme

Lawrence who was the first to break the 100 mile an hour lap barrier, 4 time Bathurst 1000 and NZGP winner Greg Murphy and American double World Superbike Champion Freddie Merkel come to mind. Recognise them somehow, somewhere, and why not bring the name of Kenny Smith into the main arena...

The name game 2. Those damn Aussies have come up trumps again. To recognise the famous Ford 1-2 finish at Bathurst in 1977 the Sydney Motorsport Park has very cleverly named the first two corners in honour of the two Australian drivers involved, Allan Moffatt and Colin Bond. Turn 1 is a fast sweeping bend that's now known as 'Moffatt Corner' with Turn 2 becoming 'Bond Bend'. Surprisingly there is no recognition of their respective co-drivers Jacky Ickx and Allan Hamilton who both played very important roles in the victory. Hamilton was one of the best 'local' drivers during the seventies and achieved considerable success in sports cars, GT, touring cars and twice finished on the podium in the Australian Grand Prix in the Formula 5000 era. He was also a very successful businessman as the Porsche importer. The brilliant Ickx is widely regarded as the greatest ever all-round driver, maybe the fact that he hails from Belgium may have counted against him! Earlier, in 2012, SMP acknowledged two of the country's most famous motor racing sons, Sir Jack Brabham and Peter Brock. The main straight became 'Brabham Straight' and most appropriately Turn 5 was named 'Brock 05'. Surely 1980 F1 World Champion Alan Jones must be next on the list...



Feast or famine. The new year of motor racing got off to a very busy start on the weekend of 13/14 January. At Hampton Downs there was the Legends of Bathurst, little more than a two hour drive down SH1 the Bruce McLaren Motorsport Park was hosting the second round of the Mitre 10 Mega Summer Series. Cross the Strait and continue on down SH1 to the Mike Pero Motorsport Park (Ruapuna) and there was the opening round of the 2018 Castrol Toyota Racing Series. Definitely a feast...

Acknowledging our sponsor. When reference is made to the Mitre 10 Mega Summer Series it should be remembered that the sponsorship secured by the club involves only one store, Stewarts Mitre 10 Mega in Featherston Street. We should all be gratefully for their continued support...

Job vacancies. There were seven unfilled grid positions when the 2018 Castrol Toyota Racing Series got underway at the Mike Pero Motorsport Park. Thirteen drivers were listed, five of them from New Zealand which is this country's biggest representation for five years. The other national flags that will be flown at Manfeild Circuit Chris Amon on 11th February are USA, France, Guyana, England, Switzerland, Netherlands and Russia. Eight of the drivers are under 18 years old and six are current champions in a variety of single-seat formulas. The odds look good, so will NZ have its first series winner since Nick Cassidy triumphed five years ago...



Breakthrough win. In Round 2 of the BNT New Zealand Touring Championship raced at Taupo Chelsea Herbert became the first woman to stand on the top step of the podium since touring car racing began in this country. A graduate from the SsangYong Ute category, the 19 year old took the checker in the NZV8 Class 2 category driving a Ford Falcon. The victory came in the face of comments made by Carmen Jorda who was recently appointed to the Women in Motorsport Commission - that women racers can't compete against men and should have their own championship. Rally star Emma Gilmour would have smiled...

Japper goes Ocker. Richard Bosselman traded his MX5 for an Australian V8 with lots of muscle, but it was only for a day! Even in full race trim the Mazda would have looked quite out of place at the All Aussie Car Show at Manfeild Park on 20 January, so RB called up his friends at Holden NZ and they came to the party with chassis # 1 of a special limited edition model with just 51 units allocated to our country. The # 51 immediately suggests some sort of link with Greg Murphy, but apparently that isn't the case. Still, it's a strange coincidence! Back to RB's drive for the day, nothing less than a bright blue 6.2 litre HSV Holden Magnum Ute. The big fella was impressed, so was the large crowd. This month chassis # 1 will be auctioned on TradeMe as a fund-raiser for 'Holden Street Smart', a new Holden Road Safety programme for disadvantaged youth. It's a great initiative so let the bidding begin. It's time for people to put their money where their mouth is...



That number '28' again. At a fund-raising dinner at Manfeild several years ago one of the club's Patrons emptied his wallet to outbid people interested in a damaged front wheel from a TRS car. Having gained his 'prize' the wheel was taken to restoration genius Warren Dixon and returned like new, but it really needed a tyre to get the full effect. At the following year's NZGP meeting Sam MacNeill's assistance was sought to secure the desired item. The situation was explained, the Michelin man was fully co-operative and promised to find a nice example from the pre-used stock in the truck. The Michelin man was true to his word, the Patron was happy and had the tyre fitted to the rim so it could be included in his memorabilia display. On closer inspection the small hand written markings on the sidewall read 'NH 28 Puk Test'. It was a tyre that had been used many weeks previously for a test session at Pukekohe by Nelson Hartley when he contested the TRS in 2008...

Thinking out loud. Classic motor racing and classic rallying continue to gain in popularity, it's great news for enthusiasts because it rekindles interest in our proud motorsport history. Makes and models of cars are being rebuilt or recreated to relive their competition days. There is one prominent club member very keen to get involved in classic rallying but doesn't want to be among the many who run a BDA Escort, a Subaru, a Mazda, a Toyota, a Datsun or a Mitsubishi. It's about thinking outside the square and looking around for a car from the era when New Zealand



began hosting a round of the World Championship Rally, that means going back between 40 and 50 years ago! There were many options with cars that were different and successful, our Heatway Rally was won by a Mini Clubman and Hillman Avenger in an international field, but to many enthusiasts the glamour year was 1980. The rally was won by Timo Salonen in a Datsun 160J, 9½ minutes ahead the Fiat Abarth 131 driven by Walter Rohl, but it was the third placed car that wowed the crowd, and it just happens to be in the mind of the loud thinker. Mercedes Benz entered three of the big 500SLC coupés and they were mightily impressive with their 5-litre V8 engines and automatic transmissions, though not exactly well suited to this country's narrower roads. No expense had been spared, the service vehicles were identical 500SLC's fitted with roof racks to carry four wheels/tyres and there was a Bell Jetranger helicopter as back-up. The drivers were the top of the crop too, Hannu Mikkola, Bjorn Waldegaard and Andrew Cowan. It's a car that would still wow the crowd nearly fifty years later because of its sight and sound. You've gotta like a man who thinks like this...

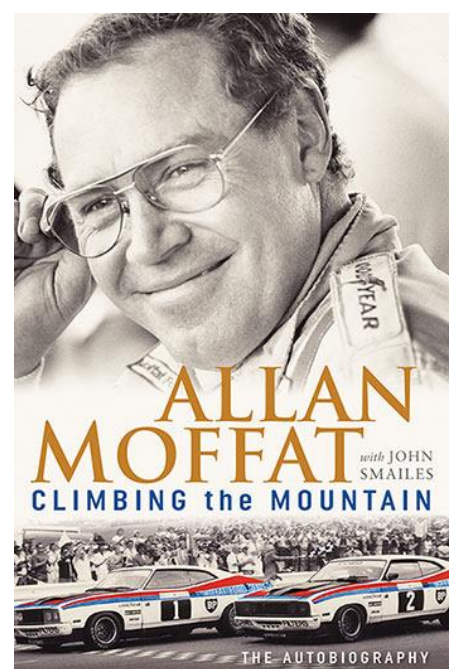
Manawatu Car Club's most widely known surname. It has to be Marshall. There are Roads, Streets, Drives, Lanes and Avenues bearing the famous name all around the western world. But wait, there's more! There's the Marshall Islands, an Island Republic near the equator west of the International Date Line. It isn't known if any are actually linked in some way to the exploits of Lord Verdun of Manfeild, but then he's always been known for his modesty...

Top man, top job. Feilding's Craig Finlayson commenced his 13th year as a motor racing administrator when he arrived at the Ruapuna Circuit near Christchurch for the opening round of the 2018 Toyota Racing Series. His career started in the role of radio communications and since that time he's progressed up through the ranks to officiate on both sides of the Tasman via the Australian Supercar Championship. One of the younger generation of our sport's administrators with great future prospects...

Another Manfeild upgrade. On 10 January Higgins Contractors moved on site to commenced work on extending the pit area at the Kawakawa Road end of the main building. More than 4,000 cubic metres of spoil material (350 plus truck loads) was removed and transported to the adventure park area close to the club rooms. It's planned that the new ground level asphalt zone will be used by competitors at the NZGP event. Post GP the spectator seating should be returned. There's a very good unobstructed view of the entire circuit from a completely different angle if you find the right seat, another bonus is seeing the cars leaving the pits and braking for Turn One at close quarters. Have you ever watched the action from there? If not, it's time for change of scenery...

G'day cobber. President Richie and Mrs President Lydia were at the Legends of Bathurst meeting at Hampton Downs where they renewed a long-standing friendship with a legendary racing driver. None other than Allan Moffatt. Long standing may be stretching the facts a bit as they met for the first time in the Manfeild Corporate Room at the 2017 NZ Grand Prix meeting, but AM remembered them and they spent a great deal of time (several hours) chatting. An invitation has been extended by Mr M for Mr and Mrs A to visit Melbourne. How could you turn that down...

A very interesting read. It's an autobiography by John Smailes with the title 'ALLAN MOFFATT Climbing the Mountain'. Life was never short of controversy wherever the Moffatt name was mentioned but he made a huge contribution to the sport both on and off the track, his racing record is exceptional. There's the background and full story of his legendary Ford Mustang, regarded as the greatest Trans-Am of all time, with its record of 101 race wins from 150 starts, a car that raced on both sides of Tasman. The book is an easy read that gives a fascinating insight



into racing in the Moffatt era and the politics that went with it. You don't have to be a Ford fan to enjoy his story...

The dinkum oil. One of the bigger local business stories of January was a Palmy company securing the Australasian distribution rights for Lucas Oil. Since hitting the market in 1989 the Lucas Oil brand has dramatically increased its profile in American motorsport, particularly in speedway, drag racing and motocross. The name has been in this country for 16 years and Australia for 20, with the range expanding to the current 270 different products. Logan Distribution's base is at the top of Rangitikei Street (opposite Burger King), there is an established distribution centre in Auckland and a third will be positioned in Melbourne to service Australia. The company was set up in this country 7 years ago by American World of Outlaws sprintcar racer Ricky Logan and relocated to the city in 2016 when well-known speedway personalities Bruce Robertson and Bryan Puklowski bought into the operation. Will the Lucas Oil branding be seen at Manfeild Circuit Chris Amon in the near future...



Revived memory. Seeing photographs of the classic Porsche loaned to Brendon and Sarah Hartley as their 'wedding' car brought back a memory for MCC Secretary Jeff Braid. Jeff vividly recalls seeing the extremely rare and distinctive 1965 Porsche 365 Carrera hard-top in Hastings when he was youngster. It's not the sort of car that you would easily forget...

Media megastar. On 11 January Jaron Olivecrona was at Te Marua Speedway to shoot footage to promote the NZ Xtreme / D1NZ Drifting Championship event on TV One News. Unfortunately the weather was wet which immediately eliminated the possibility of the rear tyres producing copious quantities of smoke, in fact there was no smoke at all! The Big 'O' took TV One news reporter John McKenzie for a ride and the desk jockey was most impressed with Jaron's driving skills. In answer to McKenzie's question regarding the closeness of the wall, the response was simple - 'If you don't scratch the paint you're not trying hard enough'. No more need be said...

One way of seeing the world. Head-on they may look like strange insects that make a strange sound but Formula E does have its benefits. The artificial street circuits are created in cities, many of them in exotic places. In the 2017/18 ABB FIA Series the teams have so far visited Hong Kong, Marrakesh in Morocco and Santiago in Chile. Kiwi racer Mitch Evans (Panasonic Jaguar Racing) must have felt like a tourist when he read the full calendar. The next destination is Mexico City, followed by Punta del Este (Uruguay), Rome, Paris, Berlin and Zurich, with the final two rounds in the Brooklyn area of New York City on 14/15 July. Maybe Formula E isn't so bad after all! There are serious talks about introducing an e-Saloon category in the next series. Silent saloons ...



Proud and clever dad. While the Drifting fraternity are buzzing about the new D1NZ challenger driven by Jaron Olivecrona, one major fact being overlooked is that the car was fabricated by his father. Kester is a very clever cookie, he also fitted the new body kit and took on a task most would walk away from, fabricating the complex exhaust headers for the Hartley V12, possibly the ultimate test of skill and patience! Kester has every right to be extremely proud on two fronts, the visual impact of the Olivecrona Drift Motorsport Sylvia and the spectacular way his son drives it. No wonder he's always smiling...

Full Circle. When Brendon Hartley lines up on the grid at Albert Park for the Australian Grand Prix on Sunday 25 March he will be the third member of the family to race in Australia. Dad Bryan contested the Formula Holden support races at the last AGP to be raced in Adelaide in 1995 and the first raced on the Albert Park Circuit the following year. Driving a Dome F102 he lined up on the grid with the likes of Kenny Smith, Steve Johnson, Jason Bright and Mark Webber who would become one of Brendon's team mates at Porsche 18 years later. Running a Reynard Formula Holden big brother Nelson competed in the 2002 Australian Driver's Championship when he was 16 years old, scoring a solitary podium result. With unfinished business Nelson returned in 2003 to run a later model Reynard and rewrote the record books. Three wins and five podium finishes from 10 starts, becoming the youngest race winner, youngest pole sitter and youngest driver to set a fastest lap - records that still stood when the Formula Holden era ended in 2007. Achieved as a 17 year old...

They were fast, very fast. Many enthusiasts wrote off the Formula Holden era, not as agile as a Formula Pacific and the 3.8 litre V6 engine definitely didn't produce the power or sound of a Formula 5000. But the cars were quick and still hold outright race lap records 10 years after the categories demise, at 10 circuits in Australia and 5 circuits in New Zealand. That list includes Manfeild where Simon Wills set a new mark of 1.01.457 on 26 November 2000, erasing Graeme Lawrence's 1.02.1 Formula 5000 time from the record books. By way of comparison, the TRS lap record currently stands at 1.02.653, set by Frenchman Brandon Maisano in 2015 at the NZGP meeting. However, the fastest race lap record was set in 1995 by Greg Murphy who clocked a 1.00.81 when racing was run anti-clockwise. Formula Holden, they looked like real race cars and performed like real race cars, if only their sound track had been better...



Racer's gathering. Seen on a mega dollar yacht off Waiheke Island enjoying themselves were Earl Bamber, Chris van der Drift, Mark Webber, Timo Bernhard, Daniel Ricciardo, Brendon, Nelson and Bryan Hartley and a number of other male friends. The reason for the aquatic outing was Brendon's 'stag' party. Done with style obviously...

It was a very special occasion for a very special couple who deserved a very special car. Brendon Hartley and Sarah Wilson will remember their wedding day on Wednesday 10th January for many reasons. The venue was the iconic Mudbrick Restaurant & Vineyard on Waiheke Island, the setting and weather were perfect, they were with family and friends. It was simply superb, so was the wedding vehicle. It was a 1958 Porsche Carrera Cabriolet that had been shipped to the island especially for the occasion. Brendon drove his fiancé to the venue, later in the day the happy couple departed in the suitably decorated Porsche as Mr and Mrs Hartley. Definitely a day to remember...



What was so special about the car? The 'Carrera' name has long been associated with Porsche and its higher performance models, but the 'original' 356A Carrera is remembered for its very advanced engineering, being powered by a race engine detuned for a road car. The Porsche 550 Spyder enjoyed huge success in international competition around the world, including New Zealand (Stirling Moss won the support Ardmore Sports Car handicap race at the 1956 New Zealand Grand Prix meeting, Frank Kleinig finished 9th in the main event). The heart of the 550 was its air-cooled horizontally opposed 1.5 litre four cylinder engine, the same layout that was used by both Volkswagen and Porsche, but the 550 unit was very different in its engineering design, at the time it was super sophisticated. It was all alloy with full roller bearing and built-up crankshaft, the four camshafts were driven by vertical shafts with bevel gears, induction was via two twin-choke Solex or Weber carburettors, there were two spark plugs per cylinder, and the engine had dry sump lubrication while the cooling fan ducting was a more advanced design, both visually and in its efficiency. In Carrera spec the unit produced 75 kW (100 bhp) at 6,200 rpm, enough to take the car to a max of 200 kilometres an hour (124 mph), that was very quick 60 years ago! What makes the car even more special is that over the years only 140 units were produced at the Zuffenhausen factory. Sir Colin Giltrap is a very privileged owner...



Stadium racing. When the opening round of the 2018 NZ Xtreme Motorsport Series and D1NZ National Drifting Championship was held at the Te Marua speedway it was the third time that a specially created track had been used in an existing sport's facility in this country. The 2016/17 season began indoors at the Forsyth Barr Stadium in Dunedin, two months later the show was in the Bay of Plenty at the ASB Bay Park Speedway. The obvious advantage is that stadiums have proper spectator facilities.

Manfeild created a world first in 1998 with their Aquatrak, the first jetsprint venue to be built in an existing sporting complex, it hosted national and international World Series events with competitors from America, Australia and Great Britain until 2005. In earlier years the Manfeild infield had been used as a top level equestrian cross-country course complete with water jump. The venue was certainly versatile...



Best showroom in town? The popular Café Soskys on the corner of Napier Road and Limbrick Street has a new neighbour. Checking the vehicles inside the large glass fronted building suggests it could be the new 'home' of Mike's Racing. Aston Martin, Porsche, Mercedes Benz and Lotus high performance models are hidden under

covers, several have the signature orange bodywork with sponsor decals and racing numbers. And there's a spanking new Scania transporter. It could be time for another group club outing...

New toy for Tony. The indefatigable Tony Quinn has doubled the number of Formula 1 cars in his collection. He has owned and demonstrated a 1991 ex-Michael Schumacher Benetton for several years, the latest acquisition is a much lesser known Simtek. Both cars are powered by the Ford Cosworth V8 engine but the Simtek wasn't competitive when it first appeared in 1995. It's best remembered for the wrong reason after Roland Ratzenberger was killed in practice for the San Marino Grand Prix, the first F1 fatality in 12 years. Quinn's cars was driven by little known Italian Domineco Schiattarella in the first four races of the 1996 season before the team withdrew from the sport. Much better known was Schiattarella's team mate, Jos Verstappen, father of Red Bull's F1 hot shot Max who raced in this country in 1992 during the Formula Pacific era. Whatever it's past history and lack of success, the Simtek Ford is the real deal and the fourth F1 car to find a home in our country...



Porsche link retained. Following the Porsche LMP1 team's WEC finale at Bahrain, team principal Andreas Seidl confirmed that Brendon Hartley will remain part of the company's future activities. Brendon will have the same status as fellow LMP1 drivers Andre Lotterer and Neel Jani who are 'under contract as works drivers'. He could appear for Porsche in selected GT races or drive in tribute demonstrations with the now legendary LMP1 919 Hybrid, you'd have to think that the latter option would have a great deal of appeal. Imagine that car at Manfeild Circuit Chris Amon with our champion driving it...

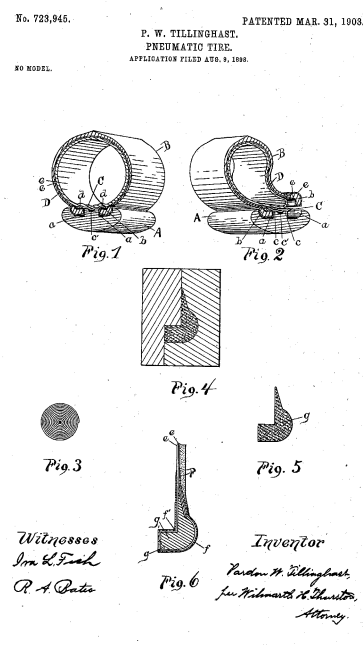
In the UK, from May this year, vehicles 40 years old and older, will be exempt from MoT's (their equivalent of WOF's) unless they have been substantially altered. This enlarges the current situation where vehicles built prior to 1960 are exempt. The keepers of these classics are required to keep them in a roadworthy condition and may voluntarily have them tested. I wonder if that would work in NZ???

Is this the cheapest way to get into a recognised race series?? Derek Smythe (Brunton Engineering) currently has his race ready MX5 for sale and is keen to move it along to someone else to enjoy the fantastically close racing the class provides. Priced at \$7000 you couldn't build one for that and this one comes with a proven race history. Check out the details on his current Trade Me listing <https://www.trademe.co.nz/Browse/Listing.aspx?id=1526234650> or call Derek on 06 353 7200 and see if you can do a deal in time to be racing with the super friendly MX5ers this season.



Remember that very special Porsche that featured at the Hartley wedding?? If you wanted to join Sir Colin in ownership you have just missed a golden opportunity. The penultimate Porsche 550A Spyder ever constructed was recently sold at auction in the USA. The car was delivered new in 1958 and its race history includes the famous Mille Miglia, Le Mans, and even the Dutch Grand Prix where it finished 11th. It could have been all yours for just a little over NZ \$7 million. A very special car indeed ...

More useless information. Most sources attribute the invention of the pneumatic tyre to Scottish vet John Boyd Dunlop who patented his invention in 1888. However his patent was declared invalid some 2 years later when it was discovered that one already existed. Dunlop was only 43 years too late!! In fact it was invented by fellow Scot Robert Thompson in 1845. Thompsons first efforts were rubber coated tubes of canvas which were filled with air and encased in leather. They were not a big seller, mainly due to the rubber being both poor quality and scarce, and his patent was soon forgotten. In 1891 the American Pardon W Tillinghast also invented a single tube, or tubeless, tyre for bicycles and light carriages. The single-tube tire was "composed of an inner tube, an intermediate layer of structural fabric, and an outer rubber covering, all vulcanized together into an integral annular tire." It was, in essence, a glorified loop of rubber hose. This was improved so that by 1894 it was suitable for automobile use. Michelin began making pneumatic tyres for autos in 1895 and by 1900 all automobile tyres were constructed on the Tillinghurst tubeless tyre patent.



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

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FROM THE STR GARAGE...

On 26th November Bryan Hartley witnessed the final race of the 2017 Formula 1 season at Circuit Yas Marina from a most privileged position, the pit area of Scuderia Toro Rosso.

It was Brendon's fourth grand prix race and he finished 15th, one place ahead of team mate Pierre Gasly. Russell Harris spoke to Bryan about his first-hand experience.

RH - What were your first impressions of the Abu Dhabi circuit and its facilities?

BH - *It's absolutely amazing, I have never seen a facility like it. It's obvious they have spent a lot of money, it's unbelievable.*

RH - You were in Brendon's Toro Rosso garage?

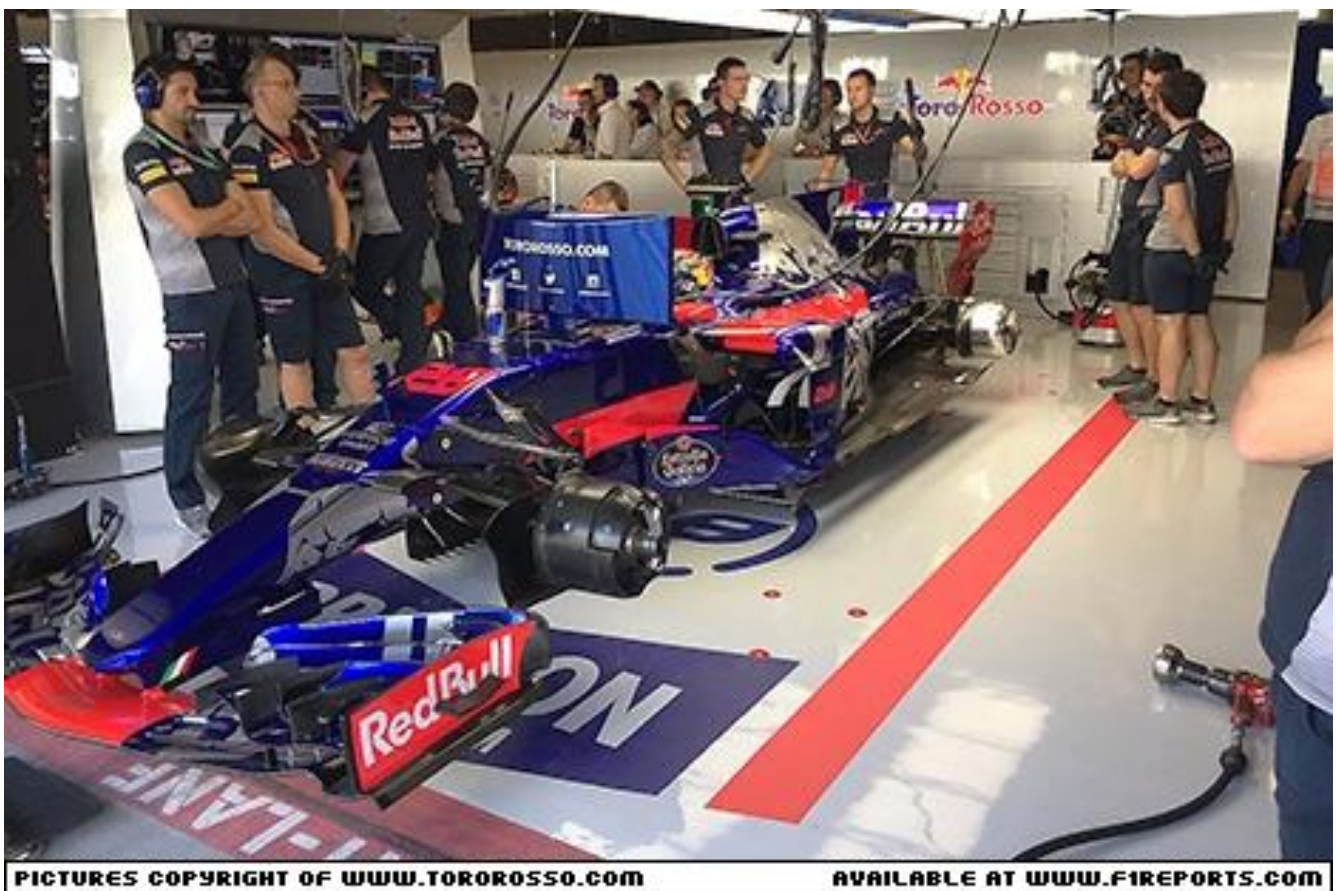
BH - *I was there on the radio system listening to Brendon and his engineers.*

RH - How much chat goes on, on television we just see the word 'radio' flash up occasionally?

BH - *Oh no. Between Brendon and the engineer they are talking a lot, every lap there is talk going on. 'Change this change that', 'pick your speed up', 'mind your tyres'. All that sort of information is going across to him all the time.*

RH - How close to the action were you?

BH - *I was actually behind a wall watching, you are not allowed in the actual garage. I wouldn't have wanted to be there because I would have got in the road. The team and mechanics are very efficient.*



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AVAILABLE AT WWW.FIREPORTS.COM

RH - What impressed you most about the Toro Rosso people?

BH - *I was an absolute stranger. They hadn't met me but when we met they were very chatty, told me all about the operation, told me how they were absolutely delighted to have two really good drivers and they were excited about next season.*

RH - You had the 'magic' pass, but how much freedom was there in pit lane?

BH - *Not a lot, but when there wasn't much going on I could walk up and down pit lane and look at what was happening and what the other cars were doing. Of course we were behind a barrier, but it was very interesting being up close to look at detail.*

RH - What did you find particularly interesting?

BH - *All the different aerodynamics on the cars, every car is so different. Everyone is going about aerodynamics with their own thinking.*

RH - Was there a stand-out car that had the WOW factor?

BH - *(Long think) The Force India car had me most intrigued with all the aero bits and pieces over it. It also performs very well.*

RH - Were you actually able to spend time with Brendon in the garage?

BH - *Not a lot of time, it's a very busy place to be. When he's not out on the track he's talking with the team's engineers or studying data information in an effort to improve the car's performance.*

RH - You were able to sit in on a meeting between Brendon and his engineer and the major point of discussion was the steering wheel?

BH - *Yes. They were discussing the location of switches on the wheel itself, it's a very critical component as you don't have any time to look where each of the switches are, there are lots of them and you can't make an error. Brendon wanted several changes made for his 2018 car, no two drivers have the switching the same, it's down to personal preference.*



RH - You've been lucky enough to attend several of Brendon's WEC races, how does the atmosphere compare to Formula 1?

BH - *It's not quite the same family affair, the hospitality isn't as huge as it was in Porsche, but in saying that it was all very friendly. It's not dissimilar at the end of the day.*

RH - One thing many have picked up on is that Brendon seems to be very comfortable in the F1 environment?

BH - *He's absolutely loving it, and everyone on the team is loving him. It makes it all very easy.*

RH - Getting the TR contract for 2018 must have been something special?

BH - *Getting the whole thing is totally out of this world. It's a fantastic thing for us as a family and also for New Zealand motorsport. It's unbelievable.*

RH - When you look at the accomplishments of the two boys, yourself and Lynda must be very proud of what Nelson and Brendon have achieved?

BH - *It's been amazing, considering they only started as a hobby because I did it as well, and it ended up being a career path it was never intended to be*

RH - After the racing had finished at Circuit Yas Marina you went as a group over next door to Ferrari World and rode on the world's fastest roller coaster. That must have been a bit of a buzz?

BH - *It was, it was unbelievable. I was hanging on for grim death and Brendon tells me it's pretty similar to the g-forces in a Formula 1 car and I'm going holy s..t! It's definitely not like the Minis I used to race.*

RH - Looking ahead to this year's Grand Prix at Albert Park, a little bit of history will be made. For the first time in 22 years the Hartley name will appear in the official Grand Prix programme?

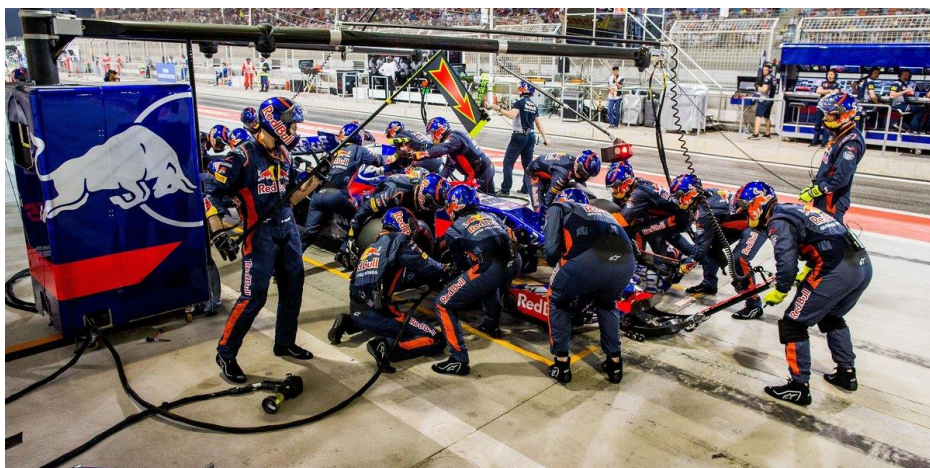
BH - *Yea, it's pretty fantastic. I was at the first grand prix there in 1996, I was racing a Formula Holden. Mark Webber was also in the race, there was Greg Murphy, Lowndes, people like that. I was up against some pretty famous people, I didn't beat them but I had a helluva lot of fun.*

RH - So do you have a special memory of the Albert Park circuit?

BH - *It was the last time that I raced a Formula Holden and I found it to be the best circuit I have ever driven on, it was fantastic. Very fast, great memories.*

RH - Thank you Bryan.

BH - *No problem*





Manfeild is home to a Grand Prix double-header over the next couple of weeks – first, national motorsport's top event, the New Zealand Grand Prix, and afterward the Bates NZ Dressage Championships, which also host GP events.

The NZGP here on February 9-11 is set to be massive; six champions from a host of different junior categories around the world and eight drivers under the age of 18 years lined up for the Castrol Toyota Racing Series at its first outing, at Ruapuna four weeks ago, and we think that field will be further swelled for the series finale here. We also hold confidence that the fan attendance at Circuit Chris Amon will also be especially strong this year, thanks not just to the promise of some fantastic circuit action but also due to the regional ticket giveaway promotion run by event promoter Speedworks Events, working in conjunction with the Manawatu District Council and Palmerston North City Council.

NZGP has been a massive and enduring success story for Manfeild; the race first came to the Feilding track in 1992, with the current hosting rights' period dating back to 2008. From thereon it has been contested by TRS, created by Palmerston North-based Toyota New Zealand, as the culmination of a five-round world-class championship, comprising two rounds in the South Island and two others in the North.

The 2018 NZGP is the first operated under a new arrangement, which spans three years and involves Manfeild hiring the venue out to Speedworks Events, which wholly runs the event. New Zealand V8s, V8 Utes, Porsche series, GTR NZ, Toyota 86s, Mazda Pro 7 with MX-5s, Formula 1600 and Formula First are support categories.

The end of the following week we are busy with another world-class event. The highlight of the Bates NZ Dressage Championships on February 15-18 is the Saturday night Dressage Musical Spectacular.

This will feature the Cartown Grand Prix Freestyle to Music and various entertainment acts which are sure to be crowd-pleasers. Two particular elements are the Intersport Equine Challenge, being contested by New Zealand's top dressage combinations, and a Para Equestrian demonstration. Be prepared to be inspired and enthralled. General admission, ringside dinner and non-catered day table tickets are available.

The four days of competition includes an international component comprising a CDI 3* which is also an FEI World Games 2018 qualifier. Here for the first time is a CDI 2* at intermediate level (NZL level eight) and Grand Prix, a CDIY for the under 21s and a CDIP for the pony riders. At national level there are open grade championships, masters, amateurs, para equestrian championships and the super five North Island and series finals.

The venue is also the final round for the coveted title of the Bates National Champion for 2018. Individually choreographed dressage tests are accompanied by music of the rider's choice and judged by a panel of highly credentialed international officials from Denmark, Germany, Australia and NZ. Competition will include equine stars that have competed at the Olympics, World Equestrian Games and International competitions in both Australia and Europe. The evening will also include the Inter Discipline Challenge equestrian entertainment.

Competition will be followed by a celebration of sponsor Bates Saddles' 20 years of support of the championships.

Julie Keane
CEO

WWCOTY...

Interesting initials.

We never stop learning in life, so put up your hand if you know what WWCOTY stands for. The answer is Women's World Car of the Year.

The judging panel comprises an international panel of 25 top women motoring journalists from 20 countries who put the contenders through a rigorous test programme. New Zealand has two members on the panel, Sandy Myhre who is the CEO of WWCOTY and Jacqui Madelin.

Last year there were an initial 420 vehicles nominated, that number was reduced to an overall 60 for the final judging. There are seven categories that includes 'Dream Car', and the results would have made for some interesting chat over a cuppa and a scone with strawberry jam and cream. So who were the winners?

Family Car: The Mazda CX5 just pipped the Hyundai i30 on the finish line, it was that close when voting closed.

Budget Car: The Ford Fiesta was a clear winner over the Kia Rio and Citroen C3, a most interesting trio.

Green Car: Hyundai took the top spot with their family combination of the Inoniq EV, Inoniq Hybrid and PHEV Plug-in Hybrid. The Toyota Prius and Kia Niro completed the podium.

SUV / Crossover: The Peugeot 3008 scored a convincing win, ahead of the Mazda CX-5 and Volvo XC60.

Luxury Car: The Volvo S90 and Mercedes-Benz E-Class had to settle for second and third respectively behind the consistently high scoring BMW 5-Series.

Performance Car: This category was a surprisingly tight race between the Honda Civic Type R and Mazda MX5-RF with the brilliant Honda taking the chequer.

Supreme Award: According to the judges the winner of big prize was a 'standout' - the Hyundai Ioniq.

The Korean car maker hit the jackpot in 2017 and became the 8th winner of the Supreme Award. In 2010 the first recipient was the Jaguar XF, the following year the BMW 5-Series and Citroen DS3 shared the honours. Then came the Range Rover Evoque, Ford Fiesta Ecoboost, Mercedes-Benz S-Class, Volvo XC90 and last year it was the Jaguar F-Pace.

'Dream Car Award': For the second successive year McLaren topped the judge's list with their 720S, twelve

months earlier it was the 570S. The 720S certainly appealed to the ladies and was a clear winner over a line-up that included Aston Martin's Rapide S and DB11 models, the Maserati Levante, and Ferrari's new Portofino and GTC4 Lusso.

That's how 25 women from 20 countries saw motoring in 2017.

To agree or disagree, that is the question...

RH



VALE...

The Manawatu Car Club lost another of its 'characters' when Peter Burrows passed away early in the New Year.

Peter was an army man, serving with the Royal New Zealand Electrical & Mechanical Engineers based at Linton Military Camp before retiring to civilian life. He was better known in motorsport circles by his nickname 'Schultz', both as a competitor and highly valued member of the 'Marshall Mob', the crash rescue team who set the standard for others to follow.

It was tight-knit team that began working together at the Levin circuit and took over the same role when the Manfeild Autocourse opened in 1973. Peter's considerable mechanical experience proved to be particularly invaluable when it came to vehicle recovery as minimising further damage was a very important rule in the 'Marshall Manual'. Later he took over the radio communication's role in race control before illness forced him to step aside in the 1990's.

Schultz was also a man that enjoyed racing in both single-seaters and saloons, with the occasional foray into rallying. There was a Formula Vee that he built with the assistance of Rick Miles and an immaculate Datsun 1200 saloon.

For many years Peter had not enjoyed good health and surgery made speech difficult, but he remained a close follower of the club's activities and what was happening at Manfeild.

Peter passed away on 8th January and nine days later a memorial service was held at William Cotton & Sons Funeral Chapel in Feilding, attended by a number of club members. Appropriately Club Patron Terry Rush led the personal tributes to the man known as 'Schultz' who enjoyed his involvement with our sport in a number of ways.

Peter Graham Burrows is the twelfth member of the original crash rescue team to pass away: Tim Carmen, Eddie Dench, Mike McHardy, Dick Sweet, Terry Bradley, Noel Morris, Phil Moore, Terry Bell, Alwyn Davies, Allan Shepherd and Arthur 'Curly' Hamblyn went before him. All gave so much to the club as volunteers - like ANZACs, we shall remember them...

RH



Photo from the Marshall collection

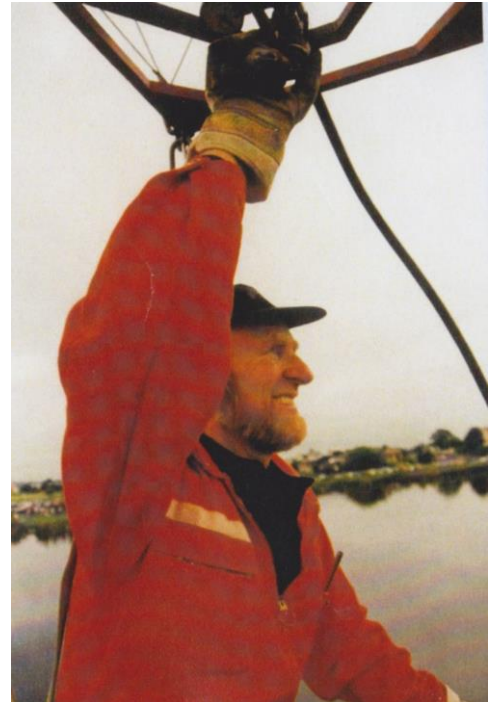
VALE...

The sad passing of our Patron Stanley George Turner on December 29th last year severed one of the few remaining links to the early days of the Manawatu Car Club.

It seems most of Palmerston North knew Stan in one way or another, through his sheet metal business (which his father before him had established), the Manawatu Car Club, the Vintage Car Club, his hot air balloon escapades or his shooting.

Stan was an early convert to the thrill of speed, apparently often riding his trike up to the butchers during the war as a tot with the requisite coupons pinned to his back so he couldn't lose them, then racing home with the meat safely in the carrier. He was always tinkering with push bikes when he outgrew the trike and at age 11 designed and built his own canoe!! In 1956 he bought an Austin 7 for 20 pounds and the die was cast. Many other 7s came and went as he built up a nice little side line wrecking them and selling parts to the speedway boys. Stan joined the MCC in 1958 and was soon making a name for himself as an enthusiastic competitor and passionate young member. He became Club librarian in 1959, was soon elected to the Committee in 1961, and by 1962 (aged 22) was Club Captain, a challenging role that was the equivalent of CEO of the Club and involved overseeing the day to day running. In 1967 he took on the sometimes onerous job of Editor and made the magazine his own with his great (dry) sense of humour.

During the 1960's Stan not only became a member of the Vintage Car Club, with an Austin 12/4 roadster, but took up small bore rifle shooting (on his way to representing NZ for 4 years), also took up hot air ballooning, as well as somehow finding the time to court and subsequently marry Verena.



As a competitor he was entering everything going and even completed an Economy Run in 1960, averaging 50 mpg in an A30. Quite a feat considering most of the roads used were gravel. Later that year he spent Boxing Day and New Years Day at the Tahunanui Beach Races in Nelson (with 7 other members) competing very successfully in his convertible Morris Minor, scoring 5 wins to take home the Jack Tucker Memorial Trophy for most points scored.

In 1969 Stan was elected President of the Club, a position he held until Nov 1971. During this time he steered the Club through the negotiations for the purchase of the land upon which Manfeild now sits. He was chairman of the panel and sponsor of the competition to come up with a name for the emerging circuit – Manfeild. In 1972 he was elected to the first Manfeild Board (which operated as a subcommittee of the main MCC Committee) and at the first race meeting in 1973 was in charge of crowd control. He often volunteered to fix broken bits from competitors cars, usually late into the night, so that they could race (though it's fair to say he was often a bit tardy at other times as the business kept him so busy). Stan went on to become an outstanding steward, well respected for his fairness and ability to call a spade a spade.

Those who knew Stan will remember the ginger hair and beard, and the ubiquitous shorts, worn whatever the weather, and almost whatever the occasion, and the many enviable cars that graced the factory forecourt, amongst them his Sunbeam Talbot Coupe, a Lotus Europa, the E type Jaguar and, of course, the Deloreans. Not one to throw anything away, he apparently drove Verena potty when he shifted to the Tremaine Ave factory in 1990 (having taken the business over from his father in 1977) and filled the old site with more and more “treasures”.



In my experience Stan was never one to “grandstand” much. He was one of life’s down to earth gentleman. He would quietly come up, offer you his advice, or put his point of view (sometimes quite bluntly) and then potter off, leaving you to digest his wisdom. He always had an opinion, that’s what made him such a character!! He never lost his passion for motorsport and as a Life Member and later a Patron of the Club, always had his finger on the Clubs pulse.

They say no-one is irreplaceable, however I’m not so sure it will be a damn hard job to even get close to replacing the unique individual that was Stan. May he Rest in Peace.

TW (with many thanks to Terry Rush for the copy of his eulogy which contained so many MCC facts and dates).

An advertisement for the SPEEDWORKS PREMIER MOTORSPORT CHAMPIONSHIP 2018 NEW ZEALAND GRAND PRIX 9-11 FEB at Manfeild Circuit Chris Amon. The background features a Formula 1 car in motion. The text is bold and stylized, with 'SPEEDWORKS' in large red letters. Below it, 'PREMIER MOTORSPORT' and 'CHAMPIONSHIP 2018 NEW ZEALAND' are in yellow. 'GRAND PRIX 9-11 FEB' is in white, and 'MANFEILD CIRCUIT CHRIS AMON' is in smaller white letters. At the bottom, 'TICKETS ON SALE NOW' is in white, 'SAVE 35% BUY ONLINE' is in red, and 'CLICK HERE' is in white. A small logo for the New Zealand Grand Prix is on the right.

THE WAITING GAME...

You have to give 10/10 for the joint initiative to lure people to the 2018 New Zealand Grand Prix meeting in a few days' time (9/10/11 Feb).

NZGP promoter Speed Works, in collaboration with the Manawatu District Council and Palmerston North City Council, has offered a free weekend pass to around 45,000 households in the region in the hope of attracting a capacity crowd to Manfeild Circuit Chris Amon, something that hasn't been seen for several decades.

It's reputed to be the biggest promotion for a motorsport event in this country, with a weekend ticket value of \$70 the potential giveaway value is a whopping \$3.15 million.

Speed Works Geoff Short says *'The councils in the region have made a real effort to keep the Grand Prix at Manfeild Circuit Chris Amon and this is not only a great way to thank them, but also something unique to try and drive some very big crowd numbers to the meeting and put this meeting properly back on the map where it belongs as a major New Zealand sporting event'*.

Of course only a small percentage of ratepayers will take advantage of the offer, and there are numerous factors in the equation that will decide the initiative's success or failure. People can change plans and the weather is the major factor. A solid core of real motor racing enthusiasts will always be there, but generally they are not a young generation. The challenge for promoters is to produce an event programme that appeals to a much wider cross section of the community. It needs more than motor racing, it needs a fast paced programme that has variety and delivers people's expectations with regard to the quality of the competition. People today want an experience, an experience to remember.

Sunday February 11th is one of the most important days in Manfeild's history, a day that is very much a key part to retaining the NZ Grand Prix event. The free ticket initiative deserves to succeed, and hopefully the sceptics will be proved wrong.

If you're planning to attend, take a friend or two, make up a group - that way you'll be helping the cause...

RH

The 63rd
New Zealand Grand Prix
is coming to Manfeild

and we want to give you a

FREE TICKET

To say thank you for your support, Speed Works Events is giving away one **FREE Weekend Ticket** to every Palmerston North City Council and Manawatu District Council rate payer.

IT'S ALL ABOUT THE SHOW...

There are three words that have great meaning in the United States - *'It's Show Time'*. It's something the Americans are very good at, nobody does it better, few can hope to match the USA when it comes to a spectacle.

For rev heads the presentation of the Indianapolis 500 sets the standard. From the time qualifying starts the month of May is taken over by what's happening at the famous 'Brickyard'. Come race day the stands are packed to capacity, the driver parade, the singing of 'Back Home in Indiana' before the most iconic call in motorsport - *'Gentlemen. Start your engines'*. The parade lap, eleven rows, three wide, behind the pace car, waiting for the green flag to send them on their 500 mile journey that ends with one driver becoming an instant national hero.

But not all the big rev head spectacles are at ground level.

Above terra firma Americans enjoy air racing with eight major events across the country, seven the aerial equivalent of the Indycar Championship rounds, the eighth the equivalent of the Indy 500. The annual National Championship Air Races that are promoted as the 'The World's Fastest Motor Sport', an event that's more commonly known as the 'Reno Air Races'.

The Reno Air Races first took to the skies above Nevada in 1964 at Sky Ranch airfield that had a dirt runway little more than 600 metres long. Two years later the event moved 20 miles to the west to Stead Air Force Base when it was closed down by the military, and the RAR have been staged at the location since.

Each September the event draws tens of thousands of aviation enthusiasts from around the globe for their 8 day annual pilgrimage to witness aircraft racing in six categories, including jet powered, together with demonstrations by top stunt pilots and military aircraft.



The RAR begins with two and a half days of qualifying, followed by four and a half days of multi aircraft heat racing that culminates in the Unlimited Class Gold Race on the final race. The oval-shaped course varies in length dependant on the category, from 4.8 kms (3 miles) to 13 kms (8 miles) for the Jet and Unlimited Classes, the 'corners' being marked by tall 50 foot poles. It's not a sport for the faint-hearted, more than twenty pilots and ten spectators have been killed due to crashes or collisions!!

Like motor racing, there is one category that stands above the rest. At Reno it's the Unlimited Class which consists of both stock and highly modified WW2 fighters. To qualify for the Gold Race is the ultimate achievement. The popular choices are the P-51 Mustang and Hawker Sea Fury, most wear bright liveries and have names like Strega, Voodoo, Dreadnought, Sawbones, Argonaut and Precious Metal.

For the top guns the whole event revolves around qualifying for the 'big one', the fastest seven Unlimited machines going wing-to-wing over six laps, and last year history was made when a New Zealand aviator competed at Reno for the first time. Graeme



Frew shipped his Russian Yak 3 'Full Noise' to the States for the event, and despite having to make an engine change won his qualifying races to claim the seventh and final spot for the coveted Unlimited Gold final.

For obvious reasons there is a rolling start like the Indy 500, but at much higher speed, the aircraft line up abreast on the right wing of the jet 'pace' plane and at the appropriate moment the pilot says the famous words - *'Gentlemen you have a race'*. It's game on.

Overtaking is only on the outside and the speed differential is high, very high. Piloting the P-51 Mustang 'Strega', James Consalvo won with a speed of 779.77 km/h (481.34 mph), and it was close with a winning margin of just 6/10ths of a second.

Frew finished in last place and was one of the two aircraft lapped twice, his speed was 511.53 km/h (315.76 mph) which meant keeping a very close eye on the rear vision mirror with closing speeds of more than 250 k's!!

If high speed and loud noise are your thing Reno sounds the sort of event to have on your 'bucket list'.

Obviously the weather conditions have a major bearing on speed with wind and heat playing a major role, that explains why the six lap Unlimited race record has remained unbroken since 2003 when the P-51 Mustang 'Dago Red' in the hands of Skip Holm won with a speed of 821.51 km/h (507.107 mph).

Aircraft are continually modified in the quest for more speed, but it can come at a cost in terms of reliability which creates its own dangers in an emergency situation at low level. Remarkably the sleek and streamlined Unlimited Class racers of today are not the fastest piston engine aircraft to have competed, that record is held by a plane that was first seen at Reno in 1969.

The Grumman 'Bearcat' was a carrier-based fighter described as 'an engine with a saddle on' and the most famous Reno machine was built-up from wrecks. It was named 'Able Cat' and scored five victories before undergoing extensive modifications that included a change of engines. The 1750 kW (2300 hp) Pratt and Whitney was replaced by a more powerful Wright Cyclone, a 55 litre double-row 18 cylinder radial that produced 2760 kW (3700 hp) in standard form, and the Grumman was re-named 'Rare Bear'.

It dominated the Reno skies for more than two decades, recording 11 victories before being 'retired' after finishing 2nd in the 2015 event.

What is extraordinary is that 'Rare Bear' set a two-way 3 kilometre world speed record for piston driven aircraft at 850.26 km/h (528.33 mph) in 1989, a record that still stands today despite a number of attempts to better the mark by the newer generation aircraft with greater aerodynamic efficiency. 'Strega' has gone faster, but not by the required 1% margin to set a new record.

Oh yes. If you have the desire to experience what fast flying is like in a real aircraft with a big propeller driven by a big V12 Allison you can fly in 'Full Noise' at full speed, visit fighterflights.co.nz and book your flight. It will cost you money but it would be worth every cent. Think of the bragging rights...



RH

LIFE IS ABOUT ATTITUDE...

This is not a story about motorsport, but it is about racing. It's an inspirational story about attitude and overcoming a life changing experience, playing the hand that you've been dealt and winning against the odds.

Dragon boat racing is a very popular sport in many countries around the world and New Zealand is no exception. Here in Aotearoa, regular regattas are held involving competitors from secondary schools to large corporates. There are mixed crews, while overseas teams regularly compete in our regattas and vice versa.

Each boat has 20 paddlers, a 'drummer' who beats/calls the rhythm, and a 'sweep' who stands on the stern and steers using a long handled swivelling paddle. It's about upper body strength and timing to extract the maximum boat speed over a course that usually measures between 300 and 400 metres, in all water conditions.

Closely study the photograph.



It was taken at last year's Wellington Dragon Boat Festival and features an all-woman local crew with the name 'CanSurvive' who placed third in the 2014 IBCPC World Championships in America, an event that attracted more than 100 entries from around the globe. To beat the Kiwis the Americans combined their best paddlers from two crews for the all-important final, not quite within the spirit of the event!

A critical part of the story is what the initials IBCPC stand for - International Breast Cancer Paddlers' Commission.

These remarkable ladies are all victims of breast cancer and they take their sport very seriously. During the season they train two nights a week on Wellington's fickle harbour waters paddling 2,000 metres each night in four runs. Their race times are regularly faster than the best girl's secondary school crews.

In what was a very good year for sport in the Harbour Capital 'CanSurvive' were named '2014 Team of the Year' for what they achieved and how they achieved it.

But. The most amazing fact about 'CanSurvive' is that the average age of the crew is 59 years, the youngest paddler is 45, and there are three in the 70 plus bracket.

These ladies provided our country with an inspirational story that surely proves life is about attitude and the will to succeed, whatever the odds...

RH



GETTING THE DRIFT...

Following the demise of the Wellington Street Races in 1996, serious motorsport finally returned to the harbour capital in the form of the NZ Xtreme Motorsport Series and D1NZ National Drifting Championship at a venue very different from the waterfront street circuit - the Max Family Speedway at Te Marua, north of Upper Hutt.

There was no shortage of variety in the programme with the Drifters supported by small fields of RallyX, SuperMoto Cup bikes and the National UTV Series, competitors running a course that used the oval and areas outside the speedway track's walls!

The event was blessed with a warm still night, perfect conditions except for one important factor. There was nothing to blow the smoke away! Spectators heard a car coming, got a brief glimpse as it passed, and heard it disappear into the distance. It couldn't have been easy for the drivers either!

It quickly became obvious that none of the top Drift competitors had gone into hibernation in the off-season, the search for more power and improved handling is never ending, and the time that proves if the changes work is at the first meeting of the new season. The 2018 opener was at a new track so there was no 'home' advantage and every driver had high expectations, none more so than our man Jaron Olivecrona whose new look Hartley V12 powered Parts Trader Nissan Sylvia was attracting extraordinary interest.

'We wanted to build something different and bring a different feel to D1NZ. Everyone does the typical Chevrolet V8, Toyota 2JZ or Nissan RB powered cars, so when the V12 came up for auction in Japan we thought 'hey, let's build this'.

We were lucky that Nelson Hartley wanted to build a V12, so we took it to him and that almost fulfilled his dreams in many ways.

We've pulled it off, it's awesome, and it's just so different. That's what drifting is all about. It's quite an individualised sport in how you feel when you see your car'.



For Jaron there was great pressure to impress on the car's competition debut and the need to qualify in the Top 24 to make the sudden death finals. On the first night our man slotted in at number 14, middle of the pack, a good position to be in. In the finals Q1 goes up against Q24, Q2 against Q23 and so on down the list, for the loser it's trailer time. Team Olivecrona was very happy. Saturday was show time, Nelson Hartley had flown from Auckland to Wellington to be there to look after the mechanicals but the big 'O' failed to make into the final night session after the engine refused to rev past 5,500. The team called for 'mechanical time', the fuel pressure was increased, but it didn't solve the problem that was later traced to the fuel lines and a blocked rear fuel filter!



Round 2 is at the Bay Park Speedway on 16/17 February if you're interested, and you should be...

RH



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DAN GURNEY – DRIVER, DESIGNER, ENGINEER, INNOVATOR, TEAM OWNER...

One of the greats of American and world motor racing passed away on 14 January from complications related to pneumonia, age 86.



When people talk results, Dan Gurney's place in US racing history is probably second only to his contemporary Mario Andretti, but in other areas he excelled over the popular Italian born driver.

On the track Gurney was equally versatile, winning in Formula One, Indycar, NASCAR, Can-Am and Trans-Am championships. He drove for seven F1 teams, including his own AAR organisation, from 1959 to 1970, winning four grand prix races and scoring 19 podium finishes from 86 starts.

At the famous 'Brickyard', Victory Lane eluded the tall and proud American, second in 1968 and 1969 in his AAR Eagle Ford, and third the following year.

In a 10 year NASCAR career there were 5 victories and 10 Top Ten finishes, while in sports cars there was more than the outright Le Mans 24 Hour triumph, in 1964 Gurney shared the GT class winning Cobra Daytona.

Off the track Gurney led the formation of the breakaway CART group that changed the face of Indycar racing in 1979. As team owner of All America Racers there were 78 race wins, including the Indy 500, 12 Hours of Sebring, 24 Hours of Daytona and eight championship titles.

Dan Gurney will always be remembered for the number of firsts he brought to the sport. The first of only three drivers to win in Sports Cars (1958), Formula One (1962), NASCAR (1963) and Indycars (1967), later Mario Andretti and Juan Pablo Montoya achieved the unique feat.



Sharing a Ford GT40 with A J Foyt Gurney won the Le Mans 24 Hour in 1967, and introduced spraying champagne on the podium to celebrate victory.

In Indycars he showed the world his innovative side with the clever aerodynamic device that became known as the 'Gurney Flap', a simple extension to the upper trailing edge of the rear wing that increased downforce with only a small increase in aero drag.

He was first driver to race in the Indianapolis 500 and Formula One wearing a full-face helmet.

He is the only driver in history to score maiden world championship grand prix wins for three different manufacturers - Porsche (1962), Brabham (1964) and his own AAR (1967). What is a remarkable coincidence is that each of the three wins were scored in the fourth round of the championship!



Without doubt Dan Gurney's greatest moment in racing was winning the 1967 Belgium Grand Prix at the Spa-Francorchamps circuit in the stunning T1G Weslake Eagle. With this car AAR stood for Anglo American Racers to recognise the origin of the car's 3-litre Weslake V12 engine, in horse racing terminology Dan was the owner/trainer/driver. Many design people regard the T1G as the most beautiful racer of all time, and it's hard to disagree with their thinking!



But how many people know, or remember, that Gurney raced in this country. The occasion was the 1961 New Zealand Grand Prix at Ardmore, driving a BRM as team mate to Graham Hill.



Gurney replaced compatriot Harry Schell who had been killed at Silverstone. After finishing second in a qualifying race he started the GP from 9th on the grid, but was forced to retire on lap 43 of 75 with gear selector problems. Hill finished third, one lap behind the Coopers of Jack Brabham and Bruce McLaren. Sadly, it was the only glimpse local enthusiasts had of a driver beginning to climb the F1 ladder, however when he bowed out at the end of the 1970 season there was a Kiwi link, he was driving for Bruce McLaren Racing.

Daniel Sexton Gurney. A great man in a great era of motorsport...

RH

LOOKING BACK...



One make series have come and gone in the long history of NZ motorsport, however one of the most entertaining was possibly the Escort Sport series run in the late 1970's and into the 1980's. First introduced in 1975 the new Mark 2 Escort got quite a promotional boost with the racing of 1600 Sports around the world, just as the Mark 1 had benefited from the Mexico race series'.

Because of lack of locally produced cars, the series was slower off the blocks than in the UK.



These photos from Pukekohe in November 1978 illustrate the good, and bad. The cars were supposed to be stock standard with driver input determining the results. I think you can guess what happened!!

Photos from the top

Steve Emson leading the pack, including "Jody" McNamara in the AC Gill car. Racing was always very, very close.

Graham Bowkett, Kevin "Jody" McNamara and Ralph Emson heading up the "mountain".



The fine line between fast and too fast as illustrated by Derek Lowe. The entry to the front straight is not the best place to lose a car, however speeds were relatively modest.

For many of the rounds a guest driver was placed in the Ford NZ car and let loose. Notably Desiree Wilson, one of the few women to ever make it to F1, did a stint in the series, and had a substantial crash at Manfeild after an altercation over racing lines with another driver.



Derek Lowe continues his off track excursion, heading infield to the tyre wall.

Note the chicane, which was introduced in an effort to slow speeds at the end of the front straight (by slowing the cars at the start of it), and eliminate people falling off at the top of the mountain to the outside and towards the spectators. It was hated by drivers and spectators alike and quietly disappeared, along with the one that had been built in the middle of the back straight.



Jim Donald with the Masport car looking somewhat secondhand. Note one of the famous Masport Transit service vans in the shot, so well-known from the teams rally campaigns.

Indeed I often wondered what happened to IS7474 as the rego number rings a bell as a rally car. Anybody know??

Needless to say, as the series progressed through the years there were some very interesting interpretations of the rules. With the Escort being replaced in Fords line up as a road car, the series was discontinued and replaced with the equally fast and furious, but front wheel drive, Laser Sports.



Club members Mike and Jim Brown had some success in the Escorts, and both Warren Hislop and Murray Starnes excelled in the Lasers.



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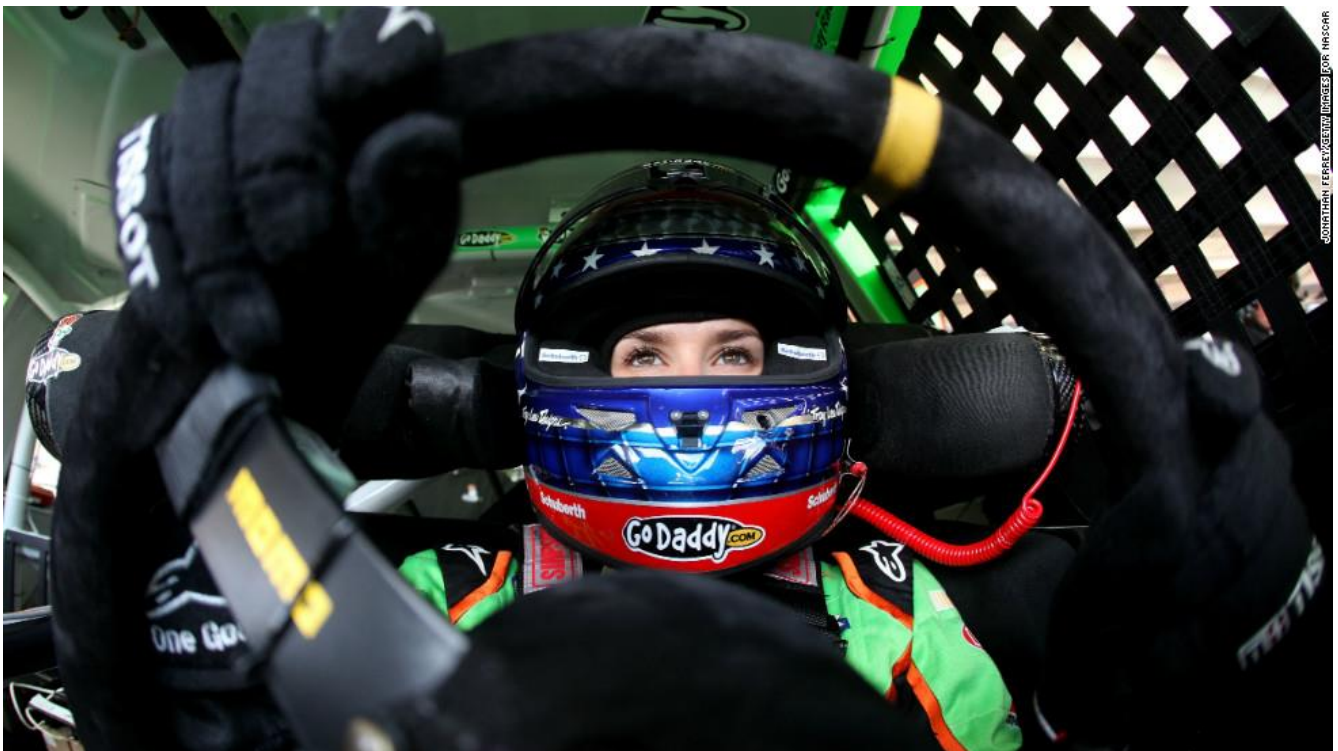
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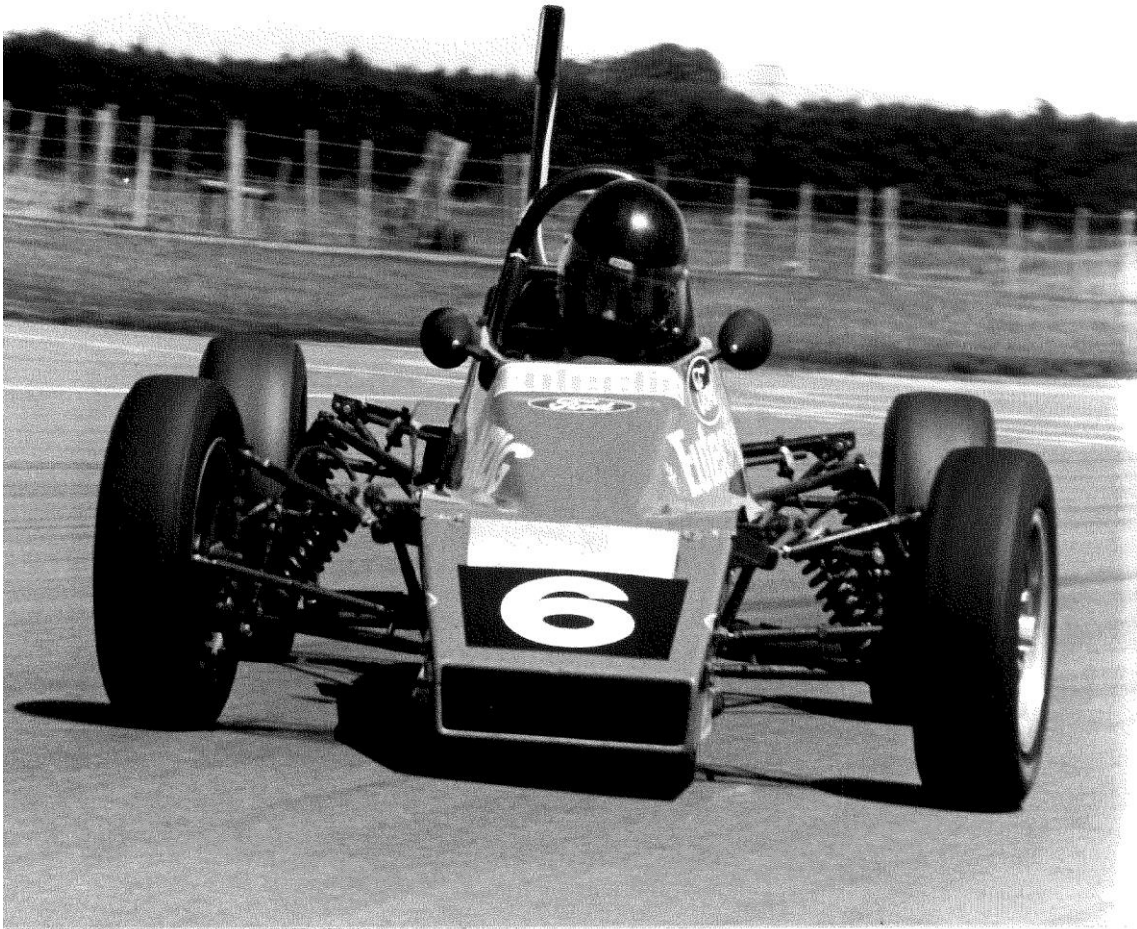
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PARTING SHOT...



1982/83 New Zealand Formula Ford Champion, Feilding's Kevin Ingram in the Keram. The car was originally raced by Palmerston North's Alex Bell, who sold it to Kevin after he had won the Gold Star Hillclimb Championship in a Terrapin. Crashed later that season it was substantially altered in the rebuild by Kevin and Bruce Turnbull to become the Keram. With 10 wins in a row it netted Kevin the title.

Photo from the Marshall Collection

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