

Manawatu Car Club Inc

MAGAZINE

SEPTEMBER 2018



Something for Everyone

Spring has sprung, the grass has riz, I wonder where the lambies is?? Well I can tell you a fair few are at our place!! The last couple of weeks I have been surrounded by little bleaters as lambing gets into gear and the girls have been progressively doing their thing. Of course they wait until the wettest, shittiest night to have their little bundles of joy, but that's just par for the course and part of the "lifestyle" called farming!! Almost all have produced good sized twins so far, with several sets of triplets thrown in for good measure and a few more to come looking at the size of some of the old tarts. Skinny supermodels they most definitely ain't!! Roll on next month and training the newbies to be milked that will be sure to be entertaining.



I hope you found the changes to the magazine to your liking. My special thanks to the extra contributors, all we need is a few more to come aboard and those new ones to stay and share each month, which I'm sure they will (no pressure!!).

I can't say the actual racing raises my pulse much from resting mode, it's too contrived and artificial for my tastes, however I am fascinated by both the technology and the back stories to Formula One. I read an interesting piece by English pundit Mark Hughes about the highly anticipated new F1 engine regs recently. He wrote, "Just as it all seemed settled, the manufacturers have now changed their minds and want to remain with the present format, described so eloquently by Ross Brawn as "an incredible piece of engineering but it's not a great racing engine. It is very expensive, it doesn't make any noise, it has componentry that, in order to control the number of uses, is creating grid penalties that are making a farce of F1, there are big differentials of performance between the competitors and we are never going to get anyone else to come in and make engines". The manufacturers reason that without any new manufacturer looking likely to step up (Porsche have delayed their plans) why go to the expense of changing?" Well, I sincerely hope Liberty largely ignores the manufacturers and puts in place something that will appeal to the fans, as well as providing a challenge for the engineers and keeping a cap on costs. Tough call for Liberty I know, however the business of F1 would do well to remember that it is based on a sport, and the fan base needs consideration if it is to remain an effective way of reaching such a huge audience. Lose the audience and what's actually left?? If you want confirmation that having a good base set of rules + keeping costs relatively sane by using standardized control systems (which allows privateers to mix it with the factory teams) + allowing lateral thinking = great racing, look no further than MotoGP. The Dutch round at Assen was astounding. Eight riders in the leading bunch, some 137 overtakes amongst those eight in 26 laps, a couple of quite remarkable saves – net result, happy riders who enjoyed the battle AND happy spectators who enjoyed the spectacle. Real "edge of the seat" stuff, and no artificial contrivance in sight. There is still plenty of individuality in the bikes, plenty of scope for different concepts, and the limited mix of tyre compounds makes for interesting race strategies.



The final round of the FAEWS will be done and dusted (probably) by the time you read this and it's fair to say that it has been another great year. Lots of entries, a good number of newcomers, some spectacular racing, and that awesome friendly atmosphere – it takes a lot of beating as a superb way to spend the weekend. Please remember to say thank you to all those in the V Force family that allow you to go racing. It takes a special kind of commitment to spend all day out in the weather watching others have fun – spoken from experience!!

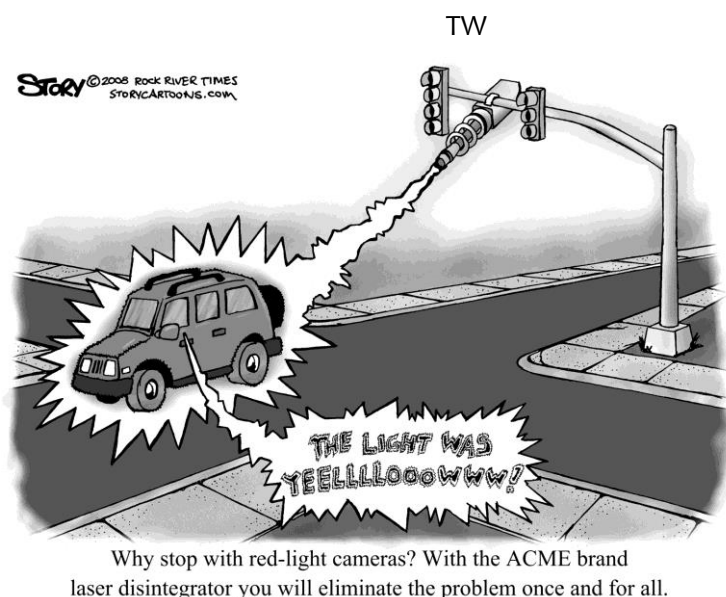
Sadly another of the MCC family has received the chequered flag of life and retired to the race track in the sky with the recent loss of former President Jamie Kett. Jamie was well known through his various roles in the Palmerston North hospitality scene, and his HQ and other racing passions, only leaving the district to spend 4 years as CEO at Hampton Downs. Latterly he worked for Fonterra in a senior management position. Jamie was a Committee member for some time, holding various roles in the Club before taking on the position of President, which he held for several years prior to his shift north. Thanks to Steve Easthope for the pictures of Jamie's final laps of the circuit. Another good bastard gone too soon.



I guess if nothing else, it's a timely reminder to us all to enjoy life. Don't get too hung up on mundane things, just go and do stuff that you love doing, and remember to surround yourself with positive, like-minded people. Life really is too short not to.

A couple of funnies that caught my eye recently appear below for a laugh.

Remember to keep the rubber side down.



And you thought you were having a bad day!!

EVENTS CALENDAR...

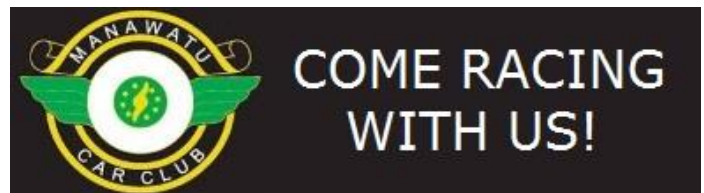
SEPTEMBER 2018

- Saturday 1st Feilding Auto Electrical Winter Series Test Day
- Sunday 2nd Feilding Auto Electrical Winter Race Series Round 4 (final)
- Saturday 8th Feilding Auto Electrical Winter Race Series Prizegiving – MCC Clubrooms
- Sunday 16th Transpec / GT Oil Track Day Series Round 2



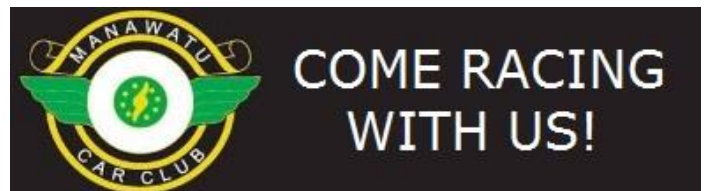
OCTOBER 2018

- Saturday 20th OctoberFast
- Sunday 21st OctoberFast



NOVEMBER 2018

- Saturday 3rd Transpec / GT Oil Track Day Series Round 3 / Multi Event Weekend Circuit Sprint
- Sunday 4th Transpec / GT Oil Multi Event Weekend – 4.5km Autocross & Motorkhana
- Friday 9th MG Classic Race Meeting
- Saturday 10th MG Classic Race Meeting
- Sunday 11th MG Classic Race Meeting
- Saturday 17th ShowVember Drift tutoring



DECEMBER 2018

- Saturday 8th Transpec / GT Oil Track Day Series Round 4 (Final)
- Sunday 9th Mitre 10 Mega Summer Race Series Round 1

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 11th September 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!

FOR SALE...

The Manawatu Car Club have come across some near new 9kg Fire Extinguishers at a great price. All of these Fire Extinguishers have been fully tested and refilled by Firewatch so they are good to go at a fraction of the price you would normally pay for one of these.

If you would like to purchase one to have in the pits when you go racing, or at home in your garage to protect those precious investments then please visit the MCC Website Shop here:

<http://manawatucarclub.org.nz/get-involved/shop/extinguisher-9kg-dry-powder/>

Just \$180 incl GST, which is a great deal for a near new 9kg Fire Extinguisher!



Manawatu's Blue Loos
Gecko
ENVIRONMENTAL 2014 LTD

0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.



**COME RACING
WITH US!**

MCC COMMITTEE...



President: Richie Arber - 027 2900 668
Email: president@manawatucarclub.org.nz



Vice President / Treasurer: Tim Wilde - 0274 729 664
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Club Secretary / Events Manager: Jeff Braid - 027 477 3337
Email: info@manawatucarclub.org.nz

Your Committee:



Jill Hogg



Graeme Bretherton



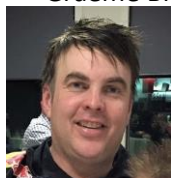
Jaron Olivecrona



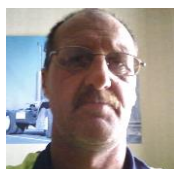
Greg Brown



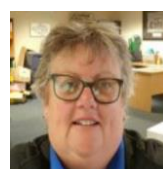
Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

Club 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

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Jeff Braid and I were having a chat yesterday, nothing unusual there as we talk almost every day, in fact if we were married to each other you could say that our communication is excellent... however the physical relationship not so great as Jeff doesn't like to snuggle. Anyway back to our chat..., we both can't believe it is the fourth and final round of the Feilding Auto Electrical Winter Race Series already, it has gone that quick! It only felt like last week that we had finalised everything and now here we are about to hear the fat lady sing for the final time in 2018. It is shaping up to be a good final round as the year has gone way too fast for many of us which has seen many not be able to make the first three rounds for a variety of reasons. I was hoping to be at the last round, indeed we (I say that but it was really just me as the wife was unaware at the time) brought a car about 6 weeks ago so we could be there but time has not been on our side since, neither has the timely arrival of some replacement parts, so we won't be out on the race track for the last round either which frustrates me somewhat given that I haven't driven in anger for over a year now...

As always the Prize Giving Dinner will follow the last round by a week, so Saturday 8th September is the date for this. You will see an invitation on the next page so be sure to book as soon as is possible as I know the tables are filling up fast already. If you are in the hunt for an award and haven't yet booked, please do so as soon as is possible, we will however call you early next week to confirm that you are receiving an award and whether you are able to make the Prize Giving Dinner. We would like as many award receivers there as possible as your class, and our overall Series Sponsor, will be in attendance to hand the awards out to you.

So what else is happening in the club?

Well we have recently invested heavily in the clubrooms kitchen so that we are more self-sufficient than ever before, and more appealing to those who want to hire the clubrooms and want to prepare their own food. Indeed the feedback from several recent hires was around this so we have listened to them and have done something about it. We have had quite a few hires over the past couple of months, from Palmerston North Intermediate Normal School, TR Masterdrive to Motorsport NZ... it has been utilised well and we continue to field enquires frequently.

We have a bit of maintenance work to do when the weather gets better, firstly to replace the remaining old green iron fence that is at the side and back of the carpark, where it will be pulled down and replaced with a nice new high 1.8m timber fence that will join to the front fence and go around the back of the carpark and link up with the retaining wall behind the clubrooms. This will help with the security around access to the track also. Warren Dunn who is a long-time member of the MCC and owner of eHaus – www.eHaus.co.nz will take care of the erection... of the fence... and our good friends at Stewarts Mitre 10 Mega are supplying the materials at a more than friendly rate. Warren assures me it will be done before Xmas ☺



We are working on the Mitre 10 Mega Summer Series as I type this, a couple of exciting changes this year which I won't go into here but I will announce something at the Prize Giving Dinner. We are also working on something different to start the year off with a bang, it will take a bit of work to pull it all together but we are hopeful of making it work!

Lydia, Jack and I will see you all on Sunday for the last round, remember it is Father's Day so come and support the old man if he is racing, or bring him along to watch some action on the track!

Richie

FEILDING AUTO ELECTRICAL WINTER SERIES PRIZE GIVING DINNER

The Feilding Auto Electrical Winter Series Prize Giving Dinner is to be held at the MCC Clubrooms, 120 Kawa Kawa Road Feilding.

Join us to celebrate a great Winter Series of racing

- Date: Saturday 8th September '18
- Time: 6.30pm pre-dinner Drinks & Nibbles
- This is a 2 course Dinner Evening (not a pot luck)
- Cost: \$25.00 per person
- It is BYO Drinks only
- To confirm your seats please contact Kaye or Jill
- Kaye: Phone 027-915-6239 or email: kflannagan@uzabus.co.nz
- Jill: Phone 027-248-2336 or email: jihogg@xtra.co.nz

You will be advised after the conclusion of Round 4 if you are going to be receiving an award. We request that all those who will be receiving awards are to be present at this event.

A NIGHT NOT TO BE MISSED

PAYMENT MADE ON THE NIGHT – CASH, EFTPOS, CREDIT CARD



**COME DINE &
CELEBRATE
WITH US!**

MCC CLUB MEMBER OF THE MONTH...

NAME: Leo Van Berkel

BORN: 21 Years ago + (Yeah Rite)

OCCUPATION: Owner of Bay Tyres- Hastings, Napier & Onekawa

RACE CAR: EA Falcon 4.0L

EVERYDAY DRIVE CAR: Ford Ranger

DREAM CAR: F150

YOUR BEST MOMENT IN MOTORSPORT?

Racing with the Taxi Boys and finishing the race with no damage.

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

Pilot... always had an interest in large aircraft

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

Scott McLaughlin, Shane van Gisbergen (another kiwi Dutchman) & Michael van Gerwen

WHO WOULD YOU PLAY IN A MOVIE?

Rambo (Sylvester Stallone)

THREE WORDS THAT BEST DESCRIBE YOU...

Sense of humour, good bastard, gentle giant

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

F1 - advanced technology, fast & sleek

WHAT IS YOUR SECRET VICE?

Rubbing is Racing...

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I was a regular starter in the 160km Round Lake Taupo cycle race and completed this seven times.

FAVOURITE QUOTE...

"Piece of Piss"



Our game is bigger than yours. The last five rounds of the 2018 Formula One Championship prior to the 'Factory Shutdown' break were condensed into a six week window which put huge pressures on all the teams and the logistics people in particular. The reason given for the scheduling was working around Football's World Cup, the biggest sporting event on the planet. The showpiece of 'The Beautiful Game' won't take place again until 2022 which must be a big relief for the Eff-One circus who will now have the big ring to themselves. The next major global sporting event comes in the form of the 2020 Summer Olympic Games that will be hosted by Tokyo, but that's not in the same league as the round ball World Cup. And thinking out loud, is the time approaching when Formula E racing could become an Olympic sport...



Did you know # 1. Every New Zealander should know something about farming and agricultural equipment. A key component you see on virtually every tractor is what's called a 'three-point-linkage' that couples the tractor to a plough or wide variety of attachments that can be raised or lowered by using the tractor's hydraulic system. The 'three-point-linkage' was the brainchild of Harry Ferguson, the man responsible for the design of the Ferguson tractor and later the revolutionary four-wheel-drive grand prix car that raced in our country. The component was fitted to Ferguson's first production tractor in 1938 and was introduced to America the following year where it's called a 'three-point-hitch'. It's said that 'good things take time', it took Ferguson 19 years to develop what became one of the most important pieces of

equipment in the history of farming...

Freshen up. The 5-litre Hartley V12 was removed from the engine room of Jaron Olivecrona's Nissan Sylvia as part of the preparation for the International Drifting meeting at the Sydney Motorsport Park this month. It was time for a full check-over and refresh before the car was containerised for the voyage across the Taman. It's reported that the driver didn't require a similar check-over and refresh. Nelson Hartley will be part of the Team Olivecrona heading to Australia so he can look after his 'baby' when the V12 makes its debut on the world stage. For Jaron the event takes his Drifting career to a completely new level with all eyes focussed on the performance of the driver, the car and the engine. Absolutely no pressure for the 'O'...

Oval tracks = speed. There's an interest story in the August 2018 issue of the local Dirt Track Racing magazine regarding fences/barriers, or the lack of them, at American speedway tracks. Over the years a number of top midget and sprint car drivers have been killed or seriously injured because of inadequate safety. The open wheelers are undeniably fast, and incredibly fast on the larger clay ovals, one paragraph in the article spells that out quite dramatically. 'The legend of Belleville was they had to number the walls in each turn so the drivers could keep track of where they were. Drivers were going so fast they would lose track of which end of the track they were at! In time trials 15.5 second laps were possible, on the half mile track that's an average of



speed of 164.57 kmph. If that's the speed imagine what they were doing down the end of the straight? Whatever the numerical number to that question the real answer is far too fast if it comes unstuck'. The 104 year old Belleville High Bank Speedway is in the state of Kansas and claims to be 'The World's Fastest 1/2 Mile Dirt Track', the surface of the near circular track is banked as much as 23 degrees and the current lap record stands at 14.258 seconds and was set in 2011. The most famous American dirt speedway track is in

Iowa, the Knoxville Raceway that's known as the 'Sprint Car Capital of the World' and hosts the country's premier meetings. Knoxville is semi-banked to 8 degrees and is only fractionally slower than Belleville, Australian star Brooke Tatnell holds the lap record of 14.407 seconds, a mark that was set twelve years ago. By way of comparison, only one driver has broken the 13 second barrier at the Robertson Holden International Speed, a track that's only a ¼ mile. Little wonder that the locals call Belleville BAD FAST...

F1 Darts challenge. At each grand prix two drivers or personalities participate in the popular 'pub sport' of darts, with the world watching via television. The players alternate with three turns with three darts and no practice. Toro Rossers Brendon Hartley and Pierre Gasly have had their go and Brendon currently sits 8th on the leader board with a score of 260 from his nine darts. Just part of the fun in taking F1 to the people...



Dancing with the cars. Post-race on the warm down lap the European track marshall's really enter into the spirit of the occasion. At the Hungarian GP one group of flaggies were caught by the television cameras enthusiastically indulging in their own version of the 'sirtaki', the dance made famous by the movie Zorba The Greek. Arms around each other's shoulders and the leg movements in perfect rhythm. Great stuff, but don't expect to see it happening at Manfeild...

Revealed. In the television 'F1 Show' screened before and after the German Grand Prix one of Liberty media's biggest people was interviewed together with the Sky television producer. Sean Bratches is Liberty's Managing Director of Commercial Operations, or more simply 'the money man'. Between them they disclosed some of their future plans which are more than exciting to the older generation and could teach a lot to the younger generation. At next season's grand prix rounds look for the involvement of past Formula 1 drivers from the host and neighbouring countries together with races for F1 'legend' cars. That's definitely heading in the right direction...

A win-win for MCC and PNHRC. Practice day for the third round of the FAE Winter Series coincided with the Palmerston North Hot Rod Club's swap meet and display in the Manfeild Stadium. For many of the rodders the highlight of the day was the lunch-time cruise around Manfeild Circuit Chris Amon where the money raised benefitted the local Branch of Canteen, the organisation that provides support for young New Zealanders impacted by cancer. The youngsters had the opportunity to ride in the passenger seat. When the rides end there are miles of smiles...

Waving the flag. Page 3 of the Manawatu Standard dated 02 August featured a story under the heading 'Father and son take car to world stage'. The article refers to Terry and Tim Rush participating in the famous historic motor race meeting at the Laguna Seca Raceway in California, which also doubles as a 50th anniversary celebration of the Formula 5000 category. The Rush family own the last of the McLaren M22 single-seater cars that's the prime exhibit in their Feilding-based collection. It's because of the rarity and link



with Bruce McLaren that it was one of less than 700 cars that were accepted from the more than 4,000 teams from around the world who applied to take part in the event's fifteen categories. In Terry's words - 'It's a real honour. Everybody wants to get in on these historical car meetings, and this is the top one. We're very fortunate to race our car against 50 others in the main race - the largest Formula 5000 race ever held'. The priceless 1972 McLaren was shipped to America in July, the Rush team flew to the USA in mid-August to prepare for the Rolex

Monterey Motorsports Reunion that took place on 23-26 August. Hard to imagine the noise created when the start lights went out on the F5000's, 400 large cylinders singing in perfect harmony...

Was Terry tempted. The racing at Laguna Seca is only one aspect of the Rolex Monterey Festival, the support events include the iconic annual Concours d'Elegance at Pebble Beach and the extraordinary Monterey Car Week Auctions that draw the best-of-the-best in automobiles and bidders from around the world. The RM Sotheby lots included the only 1963 Aston Martin DP215 Grand Touring Competition Prototype that was built, a 1956 Maserati A6G/2000 Zagato Berlinetta and one of the fabled Ferrari 250 GTOs. Not to be outdone Gooding and Company had on offer a 1966 Porsche 911 Spyder that was a commissioned one-off built by Nuccio Bertone together with a 1950 Ferrari 166MM/195S



Berlinetta Le Mans and another rare Ferrari with an amazing history and exceptional provenance. One of only three remaining 2 litre 500 Mondial Series 2 cars, this example has been in the same ownership since 1960. The seller was Retired US Navy Admiral Robert Phillips and the superbly restored French racing blue car is widely known as the "Admiral's Ferrari". It was expected to possibly reach US\$7,500,000 when the hammer fell. Down at the lower end of the pricing Bonham's top offerings included the last built Swallow Doretti sports car to leave the production line and a 1929 Bentley 4½ litre Sports Tourer, while Worldwide Auctions had a 1979 Lotus Esprit S2 that was expected to bring a record price for the model. So was Terry tempted to add to the Rush Collection...

Getting accepted. The Pebble Beach Concours de'Elegance is arguably the pièce de résistance of the classic car world. Being accepted is a rare privilege enjoyed by few, so what's the process? Owners email a simple description of their car, each submission is reviewed, and those that merit a more comprehensive look are sent a formal application which usually happens in early January. Each year around 1,000 cars are vetted by members of the Concours selection committee, a group of fifteen automotive experts guided by Concours chairman Sandra Button. They spend the early months of the year researching these cars, sometimes visiting them to ascertain their authenticity and condition. Each car is then discussed during a two or three day selection meeting in the spring, by the end of this process around 200 cars are invited to compete in the Concours. The end result is judging the best of the best against the best of the best...

Did you know # 2. Ten years ago Sebastian Vettel drove for Toro Rosso and scored the team's only F1 victory in the 2008 Italian Grand Prix at Monza. The German drove for BMW Sauber before joining Toro Rosso for the latter part of the 2007 season, followed by a full season with the Italian team, his team mate was Sebastien Bordaïs. The following year Seb V moved to Red Bull where he won four world championships before switching

to Ferrari in 2015. Red Bull owner Dietrich Mateschitz always believed that Vettel would become one of Formula One's biggest stars - 'Vettel is one of the young guys with extraordinary potential. He is fast, he is intelligent, and he is very interested in the technical side'. In time those same words may well apply to Brendon Hartley who like Vettel finished third in the famous Formula 3 Macau Grand Prix. SV was on the podium in 2005 and BH in 2008, both were 18 years old, both were driving for Carlin Motorsport. Read into that what you like...



Two could become one. Richard Ransom is lucky enough to have two competition cars, a Ford Sierra XR4i and a Ford Mustang. The latter was badly damaged in last year's Winter Series when it rolled into the concrete safety barriers following an off-track excursion at the Hairpin, but undeterred Richard later returned to the track in his Targa Rally Sierra. Research reveals that he could create a rather rapid XR4i by installing the Mustang's motor in the engine room and renaming it a Ford Sierra XR8. This was done in South Africa where something like 250 XR8's were produced between June 1984 and 1988 with a full factory warranty, quick too with the speedo topping out at around 225 clicks. The cars also had discreet 'Perana' badging, read more in 'SOUTH AFRICA'S OWN SHELBY AND BROCK'. For Richard there would be more cubes, more cylinders, more horsepower, more torque, more speed. Just a thought...



Noted. During Round 3 of the FAE Winter Series it was so good to see the 'Mighty Monaro' back where it belongs. Steve Hildred and his red #21 have been long-time fan favourites at Manfeild meetings, still quick too. IB Cuppers Richard Clulee, Geoff Spencer, Sam Bleakley were promoted to GT Cup status and played with the big boys. The category has GT1 and GT2 classes with the highest overall point's scorer claiming the GT Cup. Gareith Stanley's RS Cup V6 Honda Legend has an automatic transmission which makes it easier for him to master the art of left-foot braking. Great to see Formula Firstster Louis Redshaw step out his comfort zone to drive a 'tinny' in the SF Cup while the VeeDub engine undergoes a rebuild. Looking at the IB Cup lap times suggests that Aaron Walker had a change of medication during the day. His fastest lap in Race 1 was 1.23.135 on his way to 5th place, in Race 2 it was 1.23.899 and 9th place, then he wins the Handicap with a best lap of



1.17.645 that was one and a half seconds quicker than anyone else. Maybe it was a couple of cans of Red Bull that gave him the wings to fly. There were two notable happenings in the Classic Cup category with John Gray upgrading himself to a BMW and seeing the welcome return of Bruce Stewart in his gorgeous 1974 Alfa Romeo GTV2000, a car that you would call a classic classic. In the GT Cup the question has to be asked as to why Ross Thurston finds it necessary to have a well-known local barrister as a sponsor. Good to see Conrad Healey duelling with the front runners in the MX5 Cup, surprising what new brake rotors and pads can do to improve lap times. In the same category Tim Wilde had an impressive 4-3-4 scorecard, some put it down to making some subtle adjustments to the

suspension and a wheel alignment, Tim put it down to his natural driver ability. In the Taxi Cup it was shown that a Holden Commodore can be beaten if the Falconers 'bribe' the handicappers. Let's collectively hope that Formula First lasts forever because it's the category that simply provides the best racing at meeting after meeting. Forget the noise they make and the speeds they attain, watch and study the art of slipstreaming. Big congratulations to the officials and volunteers who ensured the programme ran to time. No easy feat that...

Rent-A-Racer. It was interesting to see Joanne Dunn behind a wheel of a Honda Civic instead of the regular 'family' MX5. It seems that early in the day the green Jappa misbehaved itself when in the hands of Mr Dunn. Knowing they race in different classes the quick thinking Joanne approached Samantha Stanley, agreement was reached, and the # 88 Civic had an unusually busy day with six races. That raises the question, who was the quicker? It was the car's owner Samantha who clocked a 1.29.365 lap while Joanne's best was a 1.30.696, so there wasn't much in it. Sam's familiarity with the car was possibly the difference...

Very special trophies. The club is fortunate to have several trophies of special significance, good examples are the Chris Amon Cup and the Trudy-Anne Crooks Trophy. The latter is awarded to the first car to cross the finish line in the second RS Cup race at Round 3 of the Winter Series, breakout time penalties are ignored because the rule recognises the way that Trudy-Anne raced. Last year Cory Anderson's name was engraved on the trophy, but in the official results he was relegated to fourth thanks to incurring a 10 second penalty. This year Greg Browne led the field home by a comfortable margin without breaking out so was justifiably very proud of himself. Eddie Arnold was a very close second, but he had picked-up 20 seconds in time penalties so his second place became seventh. The good thing was that everyone raced just as Trudy-Anne would have wanted...



Ladies and silverware. Post WW2 Sybil Lupp was a pioneer for women in motor racing in our country and achieved significant success driving a series of MG cars. Sybil Lupp lived an extraordinary life - racing driver, mechanic, garage owner and motor vehicle dealer with a strong passion for MG and Jaguar cars. She died in 1994 but her memory lives on, the Sybil Lupp Trophy is presented to the winner of one of the key races at the annual MG Classic meeting and two of her trophies have been given to the Manawatu Car Club. They will be presented for the first time at the FAE Winter Series prizegiving. To lady drivers of course...

Credit where credit is due. Head of Timing & Scoring Jacquie Mannes and her team are right on top of their game when you analyse the Winter Series results sheets. The handicapping is outstanding with the majority of finishes

being close, very close or extremely close when it's down to hundredths of a second. No doubt there is an element of luck, but everyone needs that from time to time...

Uncle Sam calling. Two of the top Aussie Supercar drivers are heading Stateside to contest the final two rounds of the important WeatherTech Sports Car Championship, Jamie Whincup and Chaz Mostert. They are doing it with extremely tight schedules between rounds of the Pirtek Enduro Cup. Whincup is first to head offshore when he heads to California's Laguna Seca Circuit for the penultimate round on 7-9 September. The Red Bull switches from his regular Triple Eight ZB Holden Commodore to co-drive an AMG Mercedes GT3 for his first non-Supercar overseas race. 'I've watched Champ Cars there for many years, back when I was a kid, and just really want to experience the Corkscrew to be honest'. Hard to find a better reason than that! Chaz Mostert will be on the grid for the WeatherTech Championship finale at Road Atlanta in Georgia which falls between the Bathurst 1000 and the Gold Coast 600 races. The very personable Chaz will share a Rahal Letterman Lanigan Team 'factory' BMW M8 GTE in the 10 Hour Petit Le Mans classic. Shane Van Gisbergen's Enduro Cup co-driver Earl Bamber will be driving for Porsche at Road Atlanta, but in a different category. Three busy boys...

Did you know # 3. Back in the early 1980's New Zealand was the only country in the world where the Ford Sierra and Ford Telstar were sold alongside each other. The top-selling Sierra was the station wagon version, there was even a short period when it was the country's top selling vehicle. Then Prime Minister Rob Muldoon had one as his personal vehicle, a blue colour presumably. For better or worse those days have long gone...



August Track & Yak. There was a very good turnout on the 8th month of the year, in fact the best for some time. The ladies appeared to be reliving earlier days in their lives thanks to two month old Jack Arber attending with his proud parents, talk about pampering! For obvious reasons Jack was unable to take part in the conversations around the tables. Once again Vern Marshall was conspicuous by his absence, however, the reason for his non-appearances has been exposed and it all comes down to a four letter word - COLD. What a pathetic excuse because his beloved Toyota Corolla has a heater, the Rose & Crown has good heating and if necessary he could always try a hot curry dish from the menu. Now people are beginning to wonder if

warm summer nights will keep him away because of another four letter word - HEAT. Come back Vern, don't be shy...

Time to say goodbye. No, not the 1997 hit sung by Andrea Bocelli and Sarah Brightman, it's the old race course grandstands at Manfeild Park. In 1999 the Feilding Jockey Club sold the property to the Manawatu District Council and relocated its operations to the Awapuni Racing Centre. For a number of years the ground floor of the northern stand was used by boxing trainer Henry Schuster, with office space in the southern stand being utilised by several organisations. In recent years there has been only one occupant, but they have relocated to office space in the Manfeild Stadium building and the planned demolition has begun. Many materials from the grandstands are being saved for recycling as the big Central Demolition excavators reduce the buildings to rubble. When cleared the area will be grassed and Brendon Hartley Drive will become a much more attractive entrance to both the Stadium and Manfeild Circuit Chris Amon. The Feilding Jockey Club was formed in 1879 so there is a great degree of sadness with another piece of its proud history disappearing, however, the polygonal design Tote Building will remain. Registered with the New Zealand Historic Places Trust, the tote was commissioned in 1920 and was one of the world's first electrically powered automatic totalisators that was possibly Manawatu's first computer system. Since racing moved to Awapuni the building has been leased to No 32 Squadron Air Training Corps. The unique building has its own special place in the Manfeild Park story...



Useless information. Looking at the history of grand prix racing the shortest full name of a driver has eight characters, the longest has sixty five! The latter belongs to a West German Aristocrat who drove sports and grand prix cars for Mercedes Benz, Porsche, Scuderia Centro Sud and Ferrari before being killed during the 1961 Italian Grand Prix at the Monza circuit, at the time of his death he was leading the world championship that was ultimately won by his team mate Phil Hill. His full name was Wolfgang Alexander Albert Eduard Maximilian Reichisgraph Bergher von Trips. He was more commonly known as Taffy von Trips, much easier to both remember and spell...

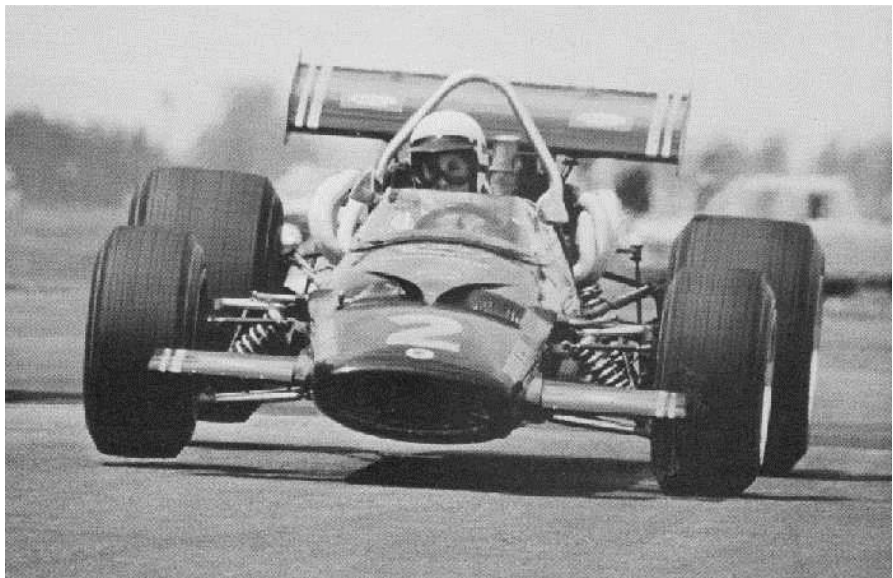


If I were a rich man. These are words from a song in the musical 'Fiddler on The Roof' and it appears there's no shortage of people who are living the Fiddler's dream when it comes to acquiring classic cars. Prices are reaching record highs, highlighted by the sale at the end of May that set a new world record. The previous highest price was US\$52 million paid for a 1962 Ferrari 250 GTO in 2013, five years later 250 GTO chassis 4153GT was sold for a staggering US\$70 million which equates to \$105,486,500 in New Zealand currency. Built in 1963, chassis 4153GT has an outstanding pedigree, in 1963 the car finished fourth outright and had a class second place in the Le Mans 24 Hour

race, the following year it won the famous Tour de France race. Despite its long competition career it had never suffered serious damage. The Ferrari 250 GTO is regarded as the 'Holy Grail' of the automotive world, more next month...

Who is the rich man. His name is David MacNeil, founder and CEO of the WeatherTech manufacturing empire that produces high quality vehicle floor mats, boot/trunk liners, mud flaps and seat protectors from a factory in Bolingbrook, Illinois. David is also the main sponsor of the Laguna Seca circuit in California and the IMSA Sports Car Championship, is an experienced sports car driver who currently races a Ferrari 488 Challenge, is a team owner and car collector with a 'garage' that now houses nine Ferraris and examples of Aston Martin, Porsche and Mercedes Benz. For corporate business he flies his own Gulfstream Jet or Airbus Helicopter, and there's a US\$30 million 40 metre yacht with the name 'W'. David MacNeil is 53 years old...

Oh what memories. For those old enough to have witnessed Formula 5000 racing back in the pre-Manfeild era look for the September issue of New Zealand Classic Car. Lots of good reading with a focus on '50 Years of the Ford Escort', but the real story begins on page 64 under the title 'Tortured Genius'. It's a two-part story by Gerard Richards about the life and racing career of Graham McRae, complimented by a wonderful selection of both black and white and colour photographs. Included is a wonderful shot taken at Bay Park that includes Graham, the Crown Lynn McLaren M10A and long-time MCC member 'Harley' Davidson who was McRae's 'gofor' and race car transporter driver. Part 1 covers the period to the end of



1970 which was before McRae designed and built his own Formula 5000 cars that achieved great success. Oldies memories will go back to Levin and Cabbage Tree Corner, the young generation will realise what they missed...



We all know of the trio who made it to the top, Amon, McLaren and Hulme, and many know of the other Kiwis to have raced in F1 (Howden Ganley, Mike Thackwell, Tony Shelly, Graham McRae & John Nicholson) but what about the forgotten Kiwi, Thomas Pitt Cholmondeley-Tapper ?? Christchurch raised "TP" went to England to complete his education at Cambridge, where he met Eileen Ellison through her classmate brother. She was wealthy and with connections and bought a Bugatti T37 for them both to race. Highly successful in the UK they turned their attention to the European voiturette GP and hillclimb circuit, adding a supercharger to turn the car into a more powerful T37A along the way. After five successful seasons the Bugatti was replaced by a Maserati 8CM Grand Prix car and it was in this car that TP would race in the 1936 German GP against the "Silver Arrow" Mercedes and Auto Unions

and Scuderia Ferrari Alfa Romeos, in doing so becoming the first Kiwi to race in a full Grand Prix.

Where will it end ? 3D printing is taking off, with mobile printing labs appearing at race tracks with teams such as McLaren. While their use is currently limited by regulations to plastic parts, the ability to print with carbon fibre threads or a composite containing carbon fibre powders and fillers in plastic, is already well proven. The



next step, already under way, is 3D printing in metals such as titanium, which have shown savings of up to 50% in weight compared with a standard machined part. The difficulty comes in

designing the support, as the part is semi molten and you can't print on top of air !!

"Honey, I'm gonna buy a new truck for the race car". Perhaps you are looking for something a bit different to bring your race car to the MG Classic meeting in genuine period style and make a real statement in the pits ? Well you could do worse than a 1959 Pininfarina designed 5 tonner, coachbuilt by Marshalls (UK) in aluminium and used by the British Motor Corporation Competitions Department for mobile technician training and then race and rally support. On the market at \$136,000 it's fully restored and offers modern running gear

with a 4 seater cab, workshop and plenty of space for a good sized car.



At the other end of the scale is the 1956 Fiat-Bartoletti Tipo 642 race car transporter used by the Maserati factory, then Carroll Shelby, Alan Mann and later a star in Steve McQueen's Le Mans movie (being repeatedly repainted in various liveries to suit). To be auctioned at the Goodwood Revival meeting, it's expected to reach \$1.2 million. At 9 metres long it can carry 7 crew members and 3 cars, so perhaps if you syndicated with a couple of mates it would be

easier to justify

F1 honour restored. In April this year a highly modified WEC Porsche 919 Hybrid, the 919 Evo, set a new mark for the fastest lap around Circuit de Spa-Francorchamps when Neel Jani clocked 1.41.77 to beat the 1.42.553 of Lewis Hamilton in qualifying for last year's Grand Prix race. So could that unofficial record be beaten? The answer came 138 days later in the Q2 session for the 2018 Belgian GP when Sebastian Vettel scorched around the 6.968 kilometre long circuit with its 19 turns in 1.41.501 at the wheel of his Ferrari fitted with a new engine upgrade, that's an average speed of 248.415 km/h! Porsche may have lost that one but next on the list was an attack on the outright lap record of the famous Nurburgring circuit. And yes ... they got it. The 850kg 1200hp hybrid, developed from the WSC winner and shod with specially produced Michelin slicks, lapped the 14 mile "Green Hell" circuit in an unbelievable 5min 19.5 seconds, averaging 145 mph and topping 229 mph on the Dottinger Hohe straight. To give some perspective, the previous lap record was a stunning 6.11.13 set by Stefan Bellof in a Porsche 956C during qualifying for the World Sportscar Championship 1000km race in 1983 – yes that's 35 years ago. There were a few differences however. Bellofs car was in race trim, with half the horsepower, half the downforce and the Ring was a

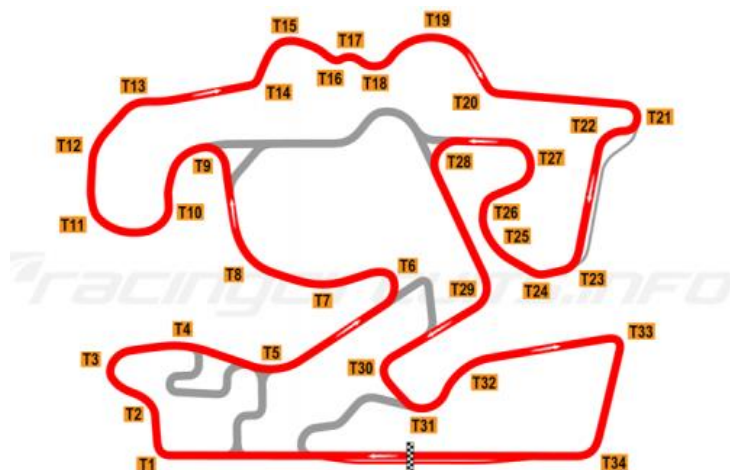


much bumpier track in those days. Bellof - RESPECT much.

Setting a new standard. Australia's first new motor racing circuit since 1999 is an extraordinary complex that cost AU\$110 million to build and is simply known as 'THE BEND'. Owned by the Peregrine Corporation, The Bend Motorsport Park is sited on the former Mitsubishi Motors Australia proving ground at Tailem Bend, construction started in March 2016 with the first event held in January this year. The facility incorporates four circuits that vary in length from 3.4 to 7.7 kilometres, each designed to meet specific requirements. The shortest is the East Track that will mainly cater for club racing, sprint events and driver/rider training and can be used independently from the 3.9 km East Circuit that's used for similar activities and drifting. The other two tracks carry full international status and are licenced with the FIA and FIM for both car and motorcycle racing - the International Circuit measures 4.9 km in length, has multiple elevation changes and will be used for the majority of events, its first major meeting was last month's round of the Virgin Australia Supercar Championship. The 7.7 km GT Circuit is the world's second longest permanent track behind the Nurburgring (25.947 km) and will be used for endurance racing, specialist racing events and testing. Add a 300 metre long four-story pit building that includes hotel accommodation in the upper levels and 34 pit garages, that's impressive. The Peregrine people certainly believe 'do it once, do it right'...

Who are Peregrine? It's owned by the Shahin family who are of Palestinian origin and migrated to Australia 40 years ago. Fathi (Fred) Shahin couldn't find work and in 1984 bought a service station in the Adelaide suburb of Woodville, it was a modest beginning for an amazing success story. Eight years ago the Shahins acquired the state's Mobil fuel outlets, four years later 25 company owned BP sites were added to their portfolio, all were upgraded and rebranded to 24 Hour 'On The Run' stations. Fred retired in 2014 and his three sons have continued the Peregrine expansion programme that currently has more than 130 outlets, employs more than 3,000 people and last year generated revenue of AU\$2.12 billion. The boys Khalil, Yasser and Samer obviously have a great passion for motor racing, not only have they created the magnificent 'Bend' complex, in May last year they purchased another South Australian circuit, the 2.6 km Mallala Motor Sport Park that's 55 kms north of Adelaide and was first opened in 1961. What's next on their shopping list...

Where exactly is Tailem Bend. Created in 1887, it's a small rural service town 100 kilometres south east of Adelaide on the banks of the Murray River near the coast. The major industries are pig and dairy farming, grain and olives. At the last census the population was 1,665 and the town's main attraction is the large Tailem Bend Pioneer Village that has more than 90 historic buildings configured like a South Australian town of the 1940/1950 era. Probably not on the main tourist route...



An extraordinary weekend. The inaugural Supercar round at 'The Bend' was a huge challenge for every team and driver and showed that a 'rookie' circuit is a great leveller. The biggest question related to the two top teams, DJR-Penske and Red Bull Holden, or more specifically, how one could get it so right and the other get it so wrong. The two Shell V-Power Falcons were never on the pace despite having the little genius Ludo Lacroix in the garage and championship leader Scott McLaughlin doing the business out on the circuit. By contrast the Holden brigade were right on top of their

game with Shane Van Gisbergen and Jamie Whincup dominating the meeting and the 'Giz' taking over the championship lead. There were inspired drives from the likes of James Courtney and Craig Lowndes who clearly showed that the ZB Commodore 'worked' while the Falcon didn't, there would have been a lot of head scratching through the ranks as team's left 'The Bend'. The circuit wasn't perfect, no new facility is, no doubt the Shahin brothers will take on board any criticisms to make what they've created even better without lessening the challenge...

A most appropriate acknowledgement. Prior to this year's Belgian Grand Prix Turn 11 was personalised by being named Jacky Ickx Corner. Arguably the most versatile driver of all time and acknowledged as the undisputed 'Rain Meister', the now 73 year old compiled an extraordinary competition record during his career. Six victories in the Le Mans 24 Hour, 8 x Grand Prix wins and 25 podium finishes in Formula 1, 6 x wins for SEFAC Ferrari in the 1972 World Sports Car Championship together with victories in the 1977 James Hardie 1000 with Allan Moffatt and the Paris Dakar Rally in 1983 driving a Mercedes Benz G-Class. Such is the respect Jacky is the Clerk of Course for the Monaco Grand Prix. Belgium has produced many sporting greats including Eddie Merckx who won the Tour de France cycle race five times and former women's world No 1 tennis player Kim Clijsters, but the achievements of Jacky Ickx make him the stand-out. He was a remarkable talent and will always be remembered by those who met him at Manfeild Circuit Amon last year...



Interesting race sponsor. Belgium is regarded as the world's best brewing nation and the home of thirty-seven beer brands, so it appeared odd that the naming rights holder for the country's grand prix was Johnnie Walker Whisky. Introduced in 1820, JW is the world's most widely distributed brand of blended Scottish Whisky so the global exposure from F1 makes the link commercially appealing. As for Johnnie Walker who created the brand, he was a teetotaler...

Not for the faint-hearted. Circuit de Spa-Francorchamps offers the opportunity to go fast, very fast. Without the driver lifting the throttle for Eau Rouge a Formula 1 car is flat-out from La Source Hairpin through ER and along the Kemmel Straight to Les Combes Corner, a distance of 2.015 kilometres! There is a saying for those who drive the famous track for the first time - 'If your pants are still dry, go for another lap'...

August's best news. It was not about a car, it was about a boat, a very famous boat. In 1967 Donald Campbell was killed when his jet powered hydroplane Bluebird K7 flipped and partially disintegrated while travelling at more than 300 miles an hour as he attempted to break his own record of 276 miles an hour. The craft was finally recovered from the bottom of Coniston Water in England's Lake District in 2001. Under the guidance of lead engineer Bill Smith the craft has been meticulously rebuilt using much of the original



hull, a labour of love that took 15 years! On 04 August Bluebird K7 was re-floated on Loch Fad on the Isle of Bute in the Firth of Clyde off Scotland's west coast. It's planned that the famous craft will return to Coniston Water next year to run at speed. The world will be watching with huge interest...

Manawatu Car Club Memberships expiry 30th September '18

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It's easy to renew, just go here:

<http://manawatucarclub.org.nz/get-involved/membership/>



COME RACING WITH US!

OSCA TURNS 50...

That's right the Open Saloon Car Association is coming up 50 years so we want to celebrate the history of OSCA and in general Sport Sedan racing in NZ. There have been some absolutely amazing cars and drivers race OSCA/Sport Sedans during the past 50 years and some almighty on track battles that have shaped many a young persons view and opinion on who was the better driver or better car etc and now its time to celebrate them all with a 3 round festival in February 2020 starting at Ruapuna at the Skope classic, followed by Levels the week later and Teretonga another week later.

At the Ruapuna round there will be a ticketed function/dinner with guest speaker etc and plenty of memorabilia to kick start the celebrations with smaller functions in Timaru and Invercargill the following weekends.

All races are demonstration only races and we are looking for any OSCA cars that competed at any round up until 1995 (spaceframe by application only) and all similar North Island Sport Sedans of the era too. If you are interested but not sure if you fit in please contact us as we want to be as inclusive as possible but do need to make sure we know what is entering. There will also be a display of any cars that are not able to make it on track. Initial response is looking very impressive with possibly over 30 cars which will be a fantastic sight!

More info will come so please keep an eye on our Facebook page - OSCA Open Saloon Car Association - and if want to keep up with how things are progressing or would like to register your interest with either a car or just to be involved please email either Evan Munt evanmunt@hotmail.com or Richard Quin from Historic Sport Sedans cmquin@gmail.com



2018 FEILDING AUTO ELECTRICAL WINTER SERIES – ROUND 3 REPORT...

Cool weather, initially a damp track following overnight rain, no sun but the forecast rain failed to materialise. Competitor numbers increased to 90, some cars were absent but others appeared, while the Super Karts returned for their second and final round.

Twenty one Super Karts fronted for the meeting, the two additional numbers over Round 2 being welcome additions to the premier Karts International class that was also boosted by the return of Ryan Urban who had raced in Rotax Light a month earlier.

The Karters weekend didn't start well with the first race on Saturday being red-flagged following a start incident that could have had a very nasty outcome. At the rolling start the final group over-indulged in the dangerous practice of 'nudging', there was a tangle of karts and drivers, rather fortuitously there were no serious injuries. Not surprisingly it led to a very stern dressing down and warning from the race officials!

Winning has become a habit for Ryan Urban and he completely dominated the first three Kart International races before a mechanical issue intervened in the final 7-lapper. Behind him Andrew Hall ended with a quartet of second placings while Steve Hall had a trio of thirds before winning Race 4 by a full lap. Not good weekends for Teddy Bassick and Stephen Bowden with only one race finish between them.



Mathew Barton dominated the KZ2 class in Round 1 but in Round 2 the honours were more evenly spread with Lawrence Wright picking up two wins and two seconds, Brent Symes' day was over after heading the class in Race 1 while David Cox picked up a bundle of points with a win and three seconds.

In Rotax DD2 the day belonged to Chris King with three wins and a third, while Mark Ongley starred in Rotax Max Heavy by scoring a clean sweep to make it seven wins from eight starts for the series. Brendon White had the perfect score sheet in Rotax Max Light with Lee Sefton following him home and a closest winning margin of 2/10ths of a second.

For the Super Karts track conditions were very different over the two days, in Saturday's race Urban recorded the fastest lap of 1.05.459, on Sunday his best time was a remarkable six seconds slower.



The Danny's Auto Services / BT Advisory RS Cup field grew again, this time to 13 runners and following on from Round 2 there were three different winners. James Penrose headed Sean Rowles and Greg Browne in the Scratch before attention turned to the Reverse Grid with the Trudy Ann Crooks Memorial Trophy at stake for the first car to cross the finish line irrespective of breakouts. For much of the race it appeared that Joanne Dunn driving Samantha Stanley's Honda Civic looked the winner, but the race was one lap too long! It was Greg Browne who took the flag to have his name on the trophy that was presented track-side by Murray Crooks, Trudi Ann's father. David Penfold and Sean Rowles completed the podium.

In the Handicap 6-lapper Cam Wait went one place better than in Round 2 to score his first win by a margin of 13 seconds over the fast finishing Tammie Boyden who put in a sensational final lap to move from fourth to second place, overtaking Mark Nicholls right on the line

In the *Geartech Automotive SF Cup* much interest centred on rookie Hailey Sinkinson who had moved up from RS Cup after her performance in Round 2 and Louis Redshaw who switched to a 'tin top' while the engine of his regular Formula First is undergoing a rebuild.



The first drama came on the second lap of the first race when Ric Chalmers became a victim of the Turn 1 'kitty litter' which led to the deployment of the Safety Car that returned to pit lane with only enough time for a two-lap sprint race to the finish, and that's exactly what it was. The first four cars crossed the line separated by less than two seconds with Tony Birchall ahead of Matt Smith, Sean Browne and Kolin Yannakis.

In the Reverse Grid Ric Chalmers made amends for his earlier indiscretion and went from zero to hero to take the flag in another tight finish, 2/10ths ahead of Sean Browne with Alastair Chalmers

third, surprisingly Birchall only got as high as 10th in the 16 car field despite the fact he was topping the lap time chart.

The Handicap became a battle between two ladies with Hailey Sinkinson and Hilary Ashworth never more than a few car lengths apart and often side-by-side. Out of the final corner and Hailey won the race to the flag by half a second with Ric Chalmers claiming third place six seconds back ahead of Gareth Hogg. Louis Redshaw ended his debut outing with a 7-16-7 scorecard and finding that a 'tinny' is very different to a VW powered open wheeler when it comes to 'drafting'. It says much about the quality of the racing in the category when Gerald Watson's highest placing was a hard earned fifth.

The *Coresteel Buildings IB Cup* field had a different look with the leading contenders being 'promoted' to the GT Cup and taking their points with them. Nine races have been run in this year's series and there have been seven different winners.



The Scratch Race saw Peter Edmond secure a long overdue win, finishing a comfortable 7.7 seconds ahead of the impressive Simon Hetterscheid, David Thomsen and Peter Beauchamp. In the Reverse Gridder Hetterscheid had to settle for second place again, this time behind Oliver Gordon and by a lot narrower margin, 0.282 of a second. Thomsen claimed back-to-back thirds with the Edmond Volvo best of the rest.

Aaron Walker had a roller coaster day with a 5th and 9th along with a spin in the esses in Race 2, as a result the handicappers treated him well for the final race and he thanked them by winning! Eddie Arnold was a very close second and Andrew Manderson's day finished on a high with third place, a good

follow-up to his win in the same race in Round 2.

With the 'promoted' cars from the IB Cup in the field numbers were boosted to ten starters in the *Ernie's Engineering GT Cup*. On the morning's damp track and with the benefit of four-wheel-drive Ross Thurston was in a league of his own in the Scratch race, winning easily with a 26 second margin over Justin Allen with another 23 second gap back to third placed Bayley Walker. For Anton Cheetham it wasn't a good start to the day as he slowly drove to the finish with a smoking Mitsubishi Evo and crossed the line two laps down. As an indication of the damp track conditions Thurston set the fastest lap at 1.12.893, Allen was next with 1.17.995 - 4WD v 2WD.

The Justin Allen/Commodore combination picked up maximum points in the Reverse Grid with an 11 second win over Richard Clulee and Sam Bleakley who were locked in a fierce BMW v Nissan Skyline battle for the minor placings. It wasn't a good race for the two Mitsubishi Evos with Cheetham back in the pits after 2 laps and Thurston following him 2 laps later.

With a previous best 4th place, for Paul Bass it was a day to remember when he picked up his first win in the Handicap, the black Mazda RX7 coming home nearly six seconds ahead of Geoff Spencer with Justin Allen closing quickly in third place ahead of Anton Cheetham who finally had something to smile about. Once again the Thurston Mitsy Evo became a non-finisher after two laps when the mystery problem resurfaced. Lap times show how much faster the circuit was in the afternoon when Justin Allen clocked 1.12.851, 5 seconds quicker than his morning best.



The *GDM Retail Systems Classic Cup / Retro Saloon Trophy* category had a completely new look about it. No Kevin Gimblett, Graeme Bagrie or Michael Eden but their absence was partially offset by the appearance of Steve Hildred with his Holden Monaro and the Alfa Romeo of Bruce Stewart.

For these competitors all three races are Handicap affairs and the first 6-lapper was a 'Handicapper's Dream' with the first five cars across the line covered by two seconds and a winning margin of 2/100ths! Geoff Boyden just held out the rapidly closing Steve Hildred with John Gray, Philip McQuoid and Ben Boyden in extremely close attendance. At the end of Race 2 Hildred must have driven the 'warm-down' lap shaking his head, beaten by Layton Hammond this time, the margin was 8/100ths! Geoff Boyden had to

settle for third place ahead of Bruce Stewart who edged past Richard Ransom right on the line.

The scene was set for a classic finale to the day but Hildred was missing when the grid formed. John Blaikie was driving a BMW at this round and after an 8th and 9th in the previous races found his Bavarian mojo to beat Hammond by 1.6 seconds with Geoff Boyden next home followed very closely by McQuoid and Ben Boyden.

Layton Hammond was the only runner in the Retro Saloon Trophy class while Stephen Marks probably wished that he had stayed home, completing just one lap in the



opening race before the familiar BMW was put on its trailer for the journey home to Porirua. Hildred and the Monaro have lost none of their pace, he set the class fastest lap of the series in Race 2 with 1.16.584, topping Hammond's 1.16.886 in Round 1

Numbers were down by two to seven in the *Total Truck Spray* Formula First single-seaters but the racing up to the usual high standard. National champion Callum Crawley returned after watching Round 2 from the side-line and showed just why he is No.1 in the category. He displays outstanding race craft and it showed in Race 1 when he beat Thomas Boniface by 0.235 of a second. Blake Evans claimed third ahead of Ronan Murphy in another tight finish, 0.129 - four and a half seconds covered the first four home.

Race 2 had the same finishing order but Crawley's winning margin was out to nearly two seconds while the time covering the top four was down to 2.3 seconds, but if that was close it was nothing compared to Race 3. In Formula First slipstreaming is what wins tight races and on this occasion it was Blake Evans who judged it to perfection with four cars in contention for the win as they headed for the flag in the tightest possible group, crossing the line covered by less than 3/10ths of a second, an incredible race by any standards. For the record, behind a delighted Evans the order was Crawley, Boniface and Murphy. For the third successive meeting Thomas Boniface set the fastest race lap, this time at 1.24.231.



The rank was a little thin in the *GT Radial* Taxi Cup with only four cabbies fronting, arguably the highlight of the racing for Falcon fans was the sole Commodore being beaten for only the second time in the series! .

The first two races had the same finishing order with Craig Schofield heading Kerry Tong, Grant Anderson and Leo Van Berkel, the quartet being separated by big margins. Like Round 3 it was the handicapper who played a major role in the final race that was one of the class's best of the series. The starting gaps were 'generous' and it was a case of chase the leader, and chase they did. Had the race been a couple of hundred metres longer it might have been a

different story as Van Berkel took the flag by 9/10ths from Tong followed by Anderson and Schofield, the field covered by three and a half seconds.

In his chase Schofield set the fastest Taxi Cup lap time of the series with 1.20.889 on lap 3 of the Handicap race.

The *Max Tarr Electrical* MX5 Cup never fails to deliver great racing and like the previous round the three races provided three different winners with countless place changes.



Bryce Hogg and Markku Braid set the tone for the day in the Scratch race when they were split at the line by 4/10ths of a second, there was a small gap back to Jeremy Hoskins who had Tim Wilde and Conrad Healey for close company. For the dozen MX5s it was the same again in the Reverse Grid with lots of overtakes and a desperately tight finish that saw Braid get his revenge over Hogg by a similar margin to Race 1, Wilde headed the pack followed by Warren Cleland, Hoskins and Healey.

Scotty Topham took out the handicap in Round 2, in Round 3 it was Mark Smith who claimed victory to score his first top six finish of the series, crossing the line 8.3 seconds ahead of Healey who had Hogg,

Wilde, Topham, Braid, Cleland and Hoskins breathing down his neck - it was an extraordinary finish with the six pack covered by just 1.47 seconds! The smallest gap was 2/100ths, the biggest 4/10ths.

For the third time Markku Braid set the fastest MX5 race lap of the round at 1.24.759, while Bryce Hogg has won four of the nine races and Braid three, so it will definately go down to the wire.

With one round to go the 2018 FAE Winter Series is far from over when you look at the class points, each driver has 54.54 kilometres of racing left to improve or consolidate positions. Their call...

RH





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We have an awesome family of MCC Sponsors, many of them are MCC Members and will be racing alongside you during this year's Winter Series. So I ask that you please support these sponsors wherever and whenever you are able to, as without their generous support our race entry fees would be a lot higher.

Please also remember to display the correct sponsor's logos on your cars, this will be the overall series sponsor – Feilding Auto Electrical, and your specific Class Sponsor. The logo stickers will be readily available from the documentation office from Saturday afternoon for you to collect.

Photos are being taken throughout the four rounds of the Winter Series, we will be displaying these photos at the Prize Giving on the 8th September so we would truly appreciate that you have the correct sponsor's logos on your cars for this purpose.

If you have any doubt as to what logo sticker you require please just ask the office staff, they will be more than willing to advise you.

Richie

MOTORSPORT 101 – THE FIRST STEP...

So, just how do I get started in the wonderful world of motorsport ?? Not a silly question. You want to go racing, rallying or drifting. You've searched Google for NZ relevant pointers and drawn a blank ? Where to from here ?

Firstly, because you are reading this, I will assume that you already belong to the Car Club or not. If not, you will need to join the MCC family, a very modest expenditure for some extremely good discounts, access to a huge knowledge base and cheap entry into the best racing series in the country. This is simple and done via the website <http://manawatucarclub.org.nz/get-involved/membership/>

Do I need a race car ?? Absolutely not, but it helps if you do have a car !! Your everyday drive (or Mum's !!) can serve just as well as a part time race car to begin with.

How old do I need to be ? You must be 12 years old to compete, but please, remember that if you are between 12 and 16 you will need a parent or guardian to sign the entry form.



For a taster, and to confirm if it is what you want to do, an ideal starting point is to try one of the family friendly back - track motorkhana or autocross events. For these you can try out an event without having to have a competition licence and with the absolute minimum of expensive gear.

A motorkhana is a series of short, timed courses around cones, designed to test your precision and driving skills, as well as your memory !! For this type of event you can just rock up, pay a few dollars and compete, so long as your drive meets all the basic WOF standards !! Easy Peasey.

The next step up the ladder is an autocross. Again, this is a timed event around cones, held on either grass or seal and usually

considerably longer, and faster, than a motorkhana, but still an excellent test of car control, placement and use of racing lines. Because of the greater risk should something go wrong, you will need a set of clean, 100% cotton overalls fastened at the wrist and ankles; a set of full length 100% cotton or wool underwear, including socks; and fully enclosed leather shoes. Additionally, you will need a helmet to compete. Helmets must meet specific standards and requirements to be acceptable, so check with one of the Car Club contacts listed earlier in the magazine to see if yours complies, or if you can borrow one that does.

Each event, from the most entry level to the highest status, requires you to complete an entry form. These, and all the other information relevant to the event, such as where and when it all happens, how to get there and what classes are being run (so you know where your car fits in), as well as any specific things needed for that particular event, will generally be found on the website under the "Upcoming Events" on the home page. Just click on through and it's all there for you. You can even pay on-line.

So, you have entered the event of your choice, have the gear you need, a suitable car, and you have checked the Supplementary Regulations to find out where it is being held and what time everything happens. Rule number 1, don't be late. Give yourself plenty of time to find the Event Secretary who will be in charge of documentation and make yourself known. Don't be shy, they won't bite !! They will help make sure your entry form is correctly completed and your car is checked to make sure it is safe (remember to make sure that the car is full of oil, pump the tyres up a bit if you are competing on seal, and tape up the positive battery terminal if the factory cover is missing.) They will also generally introduce you to some of the other competitors. A driver's briefing will be held before any runs happen. You will know when this is happening as there will be a call made and everyone will head off on foot. Usually this will outline the day, how it will run, who will run it and where all the safety and flag crews are, so make sure you listen carefully.

And begin
make sure to watch a few others first so you get an idea of what is happening and where to go on the course(s). Talk to other competitors and pick their brains for how and why, they are a very social crowd and happy to share. Then pitch on up and give it your best shot, you might be surprised how hard it is, but with practice comes perfection !!



Next month Step 2, moving up the ladder.



GRAND PRIX STARS & THEIR SUPERCARS - PART 1

In world championship grand prix motor racing the names of Jack Brabham and Denny Hulme were closely linked for five years, both as team mates and rivals. They were very similar in manner and quiet achievers who let their driving skills do the talking.

Each drove only two makes of car, the pair shared 240 grand prix starts, 22 wins, 64 podiums and four world championship titles between them. Both raced in the Indy 500 and the Bathurst 1000, both have been on the Le Mans 24 Hour podium and both have been honoured by their respective countries. Now, thirteen years apart, both have their name linked to a supercar, two cars very technologically different because of the eras they represent.

Part One looks at the New Zealand Supercar.

The brainchild of former Rolls-Royce engineer and entrepreneur Jock Freemantle, it was without doubt the most ambitious auto project attempted in this country. To design and produce a unique supercar to take on the biggest names in the exclusive sector of the market, cars like the Pagani Zonda and McLaren F1.

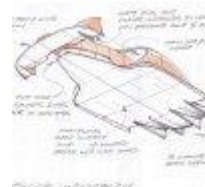
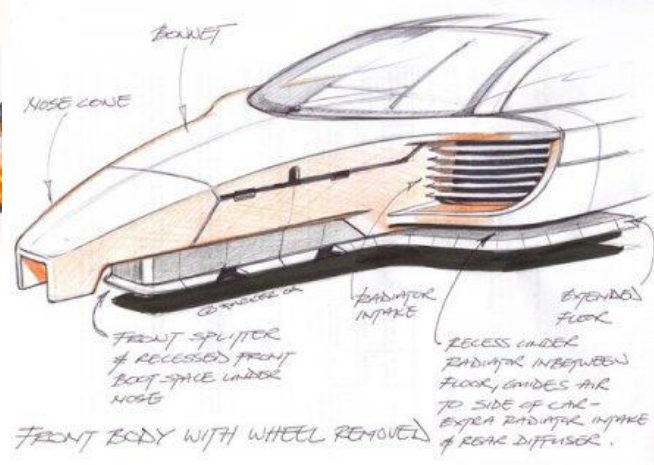
Freemantle engaged the services of the highly credentialed engineer Tony Parker as Chief Designer, one of this country's leading industrial designers and Professor of Industrial Design at Massey University in Wellington. His team members were very highly regarded with proven records and included American Design Consultant Charles 'Chuck' Pelly who had strong links with the Scarab sports and Formula One cars, the original Chaparral CanAm project and later founded the world renowned Designworks USA.

Another key player in the team was Manawatu Car Club member Bruce Turnbull. Over many years the Bunnythorpe engineer had built up an envied reputation through designing and constructing open-wheel formula cars and the Saker sports car that had gained international recognition. The innovative yet practical thinker was responsible for Technical and Pre-Production Engineering. Others were selected for their expertise in specific areas that included Finance, Public Relations, Branding, Advertising and Marketing, eventually the project team numbered nearly twenty highly skilled people.

In 2005, just three years after design work began, a bright orange prototype with the name 'Hulme F1' was revealed to invited guests at a special function in Wellington's Massey University Great Hall, the car's badge depicting elements of the helmet worn by the 1967 world champion, all done with the full consent of Hulme's wife Greta. It looked radically different, it was a car like no other.

What the people saw was a futuristic looking mid-engined coupe with a tubular space-frame chassis and double wishbone push rod suspension, AP Racing brakes with six-pot calipers and ABS incorporated in the system. The wheels were 19 inch diameter (front) and 20 inch (rear) shod with Pirelli P Zero Rosso tyres.

At its heart was a naturally aspirated 370 kW BMW V8 engine that drove the rear wheels through a six-speed sequential gearbox.



Lightweight composite materials were used for the bodywork that featured 'exposed' wheels covered by close fitting carbon fibre guards.

The car underwent a number of development modifications that included two major changes. The closed coupe bodywork was replaced with an open-cockpit design with improved aerodynamics that was named the 'Hulme CanAm', a recognition of Denny's success in the iconic North American sports car series. The BMW engine was replaced with the 7-litre 600 horsepower Chevrolet LS7 V8 that powered the Corvette C6, the man responsible for its development was John Nicholson who built McLaren's Cosworth DFV Formula One engines that won two world championships and later became a partner in England-based 'Nicholson-McLaren Engines'.

Performance certainly wasn't an issue, with 600 horsepower and a 980 kilogram kerb weight zero to 100 km/h was covered in 3.0 seconds and the top speed was in excess of 325 km/h (200 mph).



There was a later third body style based on the CanAm but with a full windscreen. Named the 'Hulme Spyder' this appeared to be the model that became the major focus for production because of the comparative ease of manufacturing and the partial weather protection afforded by the windscreen. At various times the distinctive cars were taken overseas to be seen at prestigious events attended by the rich and famous who were potential buyers of the car or investors in the company, it was on one of these occasions that Chris Amon drove a Hulme at the Goodwood Festival of Speed.

Based in the small rural town of Waikouaiti, 40 kilometres north of Dunedin on SH1, Hulme Supercars Limited had been established to design, build and market the car. Predicted production figures were revised several times.

The early predictions spoke of an initial 9 units that would increase to a global sales target of 20 cars, production would begin in 2008 with the price set at 310,000 Pounds Sterling.

31 May 2010 Media Release - 'Buyers interested in purchasing one of a limited run of just 20 Hulme CanAms are being asked to put forward a 10,000 pound deposit that will secure them a private viewing at or before next year's Goodwood Festival of Speed. If buyers for any reason decide that they don't want to then proceed with the purchase deposits will be refunded'. The release continued - 'The Hulme CanAm's 295,000 pound price tag puts it amongst some tough competition but its makers are promising the kind of exclusive buying experience supercar customers will demand. This includes two first-class air tickets to Auckland and

a week's accommodation so that they are present for their car's bespoke final fitting. First deliveries take place in Autumn 2011 and will mark the culmination of a project that began five years ago'.

(At current exchange rates 295,000 pounds sterling equals NZ\$575,000)

There were following releases :

'Hulme Supercars are accepting 'Options to Purchase' agreements for the very limited, first year's production, with delivery starting in late 2012'.

'The kiwi supercar project, the Hulme, could move overseas after the team's IPO (Initial Public Offering) failed to meet its target. The offer of 7.5 million shares at \$1 each had not met its minimum target of \$1.9 million when it closed'.



Jock Freemantle - 'Whilst an investment in the project was highly speculative, we believed that a small exposure to what promised to be a rare chance to share in automobile history was achievable for a sufficient number of investors to enable us to take the project to the public in this way'.

To its credit, the objective of Hulme Supercars Limited was to raise the money and complete the project in New Zealand, but effectively it was 'game over'.

On 01 June 2017 the named Director of Hulme Supercars Limited became well-known Tauranga businessman and shareholder Maurice O'Reilly.

The 'Hulme' might not have made it to the start line, but it did illustrate to the world the creative force of a small group of New Zealanders dedicated to perfection in design and engineering.

Along the Hulme's journey there were sometimes conflicting and confusing media releases but what went wrong? There remain so many unanswered questions. Why didn't more people invest in the project? How many cars were actually built? Were all three versions ever displayed together? Were any cars actually ordered? Was there overseas interest to continue the project? Where are the cars now? Was there too much spin doctoring? Could it rise like a phoenix from the ashes?.



One thing is certain, a Hulme should be on display at the National Te Papa Museum alongside the Britten motorcycle as both are magnificent examples of Kiwi engineering art, as a nation we should be proud of that.

Moving forward to 2018, earlier this year the Brabham name was linked to the most expensive car to be produced in Australia, a state-of-the-art track hyper car that had been under secret development for two years at a facility in South Australia and was tested behind closed doors at several circuits before being publicly run at Phillip Island.

The Brabham BT62 has a price tag of NZ\$2.3 million which immediately leads to the question - will it succeed where the Hulme failed? Only time will tell.

Part Two will look at the background of the Australian Supercar carrying the name of one of that country's most famous and favourite sporting sons...

RH



Further lifting our venue's suitability for specialist driver training has long been an aspiration.

Manfeild Park Trust, through the National Driver Training Centre, is very keen to address a gap in the driver training market for a safe, multi-element course away from the public environment particularly ideal for tuition of young and novice drivers but also tailored for more specific training and testing.

This is now happily being realised – weather permitting - with transformation of the 1.5km track extension to closely replicate a general New Zealand roadscape.

Visitors to the backtrack layout will perhaps have noticed that it is gradually being reconfigured, the initial phase being through widening and resurfacing of the connecting lime roads between the actual circuit layout.

This work signals the start of a project that, when fully configured, will be the first of its kind in this country.

The advent of the NDTC programme has further reinforced the increased demand and more complex requirements for driver tuition, particularly in regard to road safety training but also more advanced skill sets, which elevates the national requirement for development of a more specialist arena.



This has inspired the rework within the circuit extension, some of which will also be directly affected in being configured to replicate the general roadscape on which we all travel daily. You'll see centrelines and, on the straight heading from the rear of the property toward the main circuit, a passing lane.

Everything is being designed to be operated with maximum flexibility, as a singular event layout or in component form, each part purpose-designed and configured. If the latter is preferred, some components can still be

operated independently of each other.

We see the resultant layout as offering benefit to all skill levels, from highly expert to novice, and be suitable for driver training, vehicle demonstrations, testing and more.

It will be suited to a particularly wide count of vehicle categories, from motorbikes and quads to articulated trucks and specialist non-commercial vehicles and is expected to draw support from the insurance industry, ACC and driver licensing authorities.

The concept is for drivers to experience critical driving and emergency situations in a safe environment. In this way, they learn which mistakes can lead to dangerous driving situations and what measures can help to avoid loss of control over the vehicle.

We believe firmly that good training in braking technique, skid control, taking correct cornering lines and accident avoidance can make as much of a life-saving difference as modern active safety systems commonplace in many new cars.

The work now being undertaken will maximise and revitalise an asset whose location on a secure secluded site that lends itself easily to becoming a carefully controlled and safe operating environment, entirely divorced from the main track, is seen as a massive plus.

The project does not diminish the importance of the adjacent Circuit Chris Amon. The 3.03km main circuit has for many years been at the forefront of driver training, corporate activity and it will maintain that duty. It remains favoured by a number of professional training organisations.

I'll keep you posted as the project unfolds but, in the meantime, please do not hesitate to make contact if you need to know more.

Julie Keane
CEO



THE HARTLEY FILE...

Question. What does a kiwi F1 driver do during the mid-season 'Factory Shutdown' break? No feet up sitting on your apartment's balcony overlooking Monaco harbour and the mega yachts moored there, or listening to the sound of exotic supercars passing on the road below, there's no time for that.

As an alternative he tackled one of the world's toughest mountain bike races, the Leadville Trail 100 through the Rocky Mountains in Colorado with no horsepower, just pedal power and the final kilometres being extremely steep. Brendon's finishing time for the gruelling race was 9 hours and 59 seconds, good enough to place him 241st in a field of more than 1,500 riders, twenty-four positions further back was his riding companion Mark Webber - the two former WEC Porsche team mates certainly like to challenge themselves!



Twitter/Face Book - Proud to tick the Leadville 100 MTB race across the sky off the list. That was a brutal day! It's amazing how much you learn about yourself when pushed to your limits, great feeling. Thanks to @trekbikes for the bike, @aussiegritapparel for the gear and @haras28 for being part of the pit crew. 165 kilometres, 3550 altitude metres gained, and an average altitude of more than 3000 metres. Well done to all of the other people who took on this challenge. Right, back to the summer break.

There were a few days at home in Monaco before it was time to head to Belgium and back to work at the famous Ardennes high speed Circuit de Spa-Francorchamps.

It's a track that Brendon is very familiar with following his four years with the Porsche WEC team, a track with a super smooth surface that's one of the most challenging thanks to the variety of the 19 corners ranging from the La Source hairpin to the ultra-fast Eau Rouge with its 22metres of elevation change, a track that's legendary for its unpredictable weather.

The thermometer reached 17.1 degrees for the first day of practice with the sessions being mainly used for set-ups and tyre choice. By the end of P1 Brendon had covered a total of 23 laps on the Soft tyre with a best time of 1.46.932 to be 15th fastest, team mate Pierre Gasly was 6/10ths quicker and 11th on the time sheets, two and half seconds slower than Vettel's Ferrari that was running with a new engine upgrade. Of particular interest was Lando Norris driving Alonso's McLaren in the session, the young Englishman who was rumoured to be replacing Brendon a couple of months ago. The former TRS champion clocked the 18th fastest time, half a second slower than Brendon.



P2 saw all teams switch to the Super Soft tyre that saw a slight improvement in lap times across the board and the two Toro Rosso's further down the list. Gasly's best was 1.46.080 for 15th with Brendon 2/10ths slower in 17th after both ran more than 30 laps.

Twitter/Face Book - Eau Rouge @ 300 odd kph in a F1 car was a nice way to wake up after the summer break.

Day 2 began with a moist track following overnight rain and a cool 12.3 degree temperature which made it the coldest session of the season. STR again opted for the Super Soft tyre in a session that was red flagged

with ten minutes remaining to recover Vandoorne's McLaren after he was forced onto the grass while overtaking a much slower car at near maximum speed and spun, miraculously his car suffered minimal damage when it brushed one of the Armco barriers.

When the session resumed there was a flurry of activity in the final minutes as teams went for qualifying simulations laps, in his enthusiasm Gasly spun as he exited the pits! The posted times showed that Brendon had again narrowed the gap to the Frenchman, the pair were in 15th and 16th places separated by 7/100ths of a second and they headed for qualifying.



The temperature had risen by 3 degrees when Q1 got under way, half way through the session Gasly was P13 and Brendon P14, split by 1/10th and inside the drop zone, with 2 minutes remaining they were 14th and 15th and in danger of elimination. It was a frantic period with 13 of the twenty cars out on the track, Raikkonen topped the times, Gasly finished in P13 while Brendon put in a flyer to be 6/100ths quicker than the STR # 10 to claim P12 and go into Q2 with great confidence.

The team mates were on equal terms and matching times after 5 minutes and were P9 and P10, 5 minutes later it was P10 and P11 with Brendon in the elimination zone. Everyone was pushing hard, on what would have been his final lap Brendon spun at Turn 1 so the opportunity to improve was lost. Both STR's were out, Gasly would start from P11 in the race with Brendon sharing Row 6 in P12, their time difference was 2/100ths as the kiwi continued to pressure his Red Bull bound team mate.

As Q2 ended rain began to fall which made the Q1 session a lottery, the track was slippery, there were switches to the Intermediate tyres and the track began to dry in the closing minutes and lap times dropped by 3 seconds. When Q1 ended there was a familiar look about the front row that was occupied by Hamilton and Vettel, Row 2 was the surprise with the Force India cars in P3 and P4 and Haas P5 and P9T - the grid for Round 13 of the championship was definitely more than interesting.

Tweet/Face Book - Pure pleasure when the fuel is taken out, the rubber is laid down, and we are told to take the car to its absolute limit in qualifying. Pretty happy to be lining up in P11 for tomorrow's GP. Top job by all @toro rosso.

Race day was partly cloudy with a temperature of 17.3 degrees and little chance of rain. For STRH there was good news with both cars being promoted one grid position after Bottas received a penalty following changes to his Mercedes power unit. As usual the two Scuderia Toro Rosso Honda drivers were on different strategies.



The 44-lap race had a good start but there was chaos at Turn 1 when Hulkenberg out-braked himself, slammed into the back of Alonso whose car was launched into the air and bounced across the Sauber of Charles Leclerc and gave the controversial 'halo' its first serious test. FIA Race Director Charlie Whiting - 'What is clear is the significant tyre marks on the chassis and the halo. It doesn't take much imagination to think the tyre marks could have actually been on Charles' head'.

All three cars were out of the race and the incident triggered other collisions that would later lead to the retirements of Raikkonen and Ricciardo. Gasly and Brendon avoided the carnage and debris but it came at a cost with the two Williams being able to 'jump' the STR team mates.

After four laps behind the Safety Car the race resumed with Vettel leading way, there were no more incidents and little overtaking apart from Bottas who worked his way from 17th through to 4th place, he passed Brendon around the outside at Eau Rouge!

At the half way mark Gasly held 9th place and Brendon 14th as the pit stops began, Gasly pitted on lap 26 and rejoined behind the # 28 car but was quickly ahead again with the benefit of fresh tyres. With the stops Brendon was running in a point's scoring position and locked in a great DRS duel with Ericsson, the two swapping places a couple of times on each lap until a combination of the Sauber's Ferrari power and fresher tyres saw Ericsson come out on top to eventually finish tenth.

Brendon was the last to pit on lap 33, it was a fast 2.4 second stop and he returned to the track in 14th place, his car was in good shape, but with only 11 laps remaining there was simply insufficient time to catch the cars ahead and improve his position. Vettel was back to his best and scored his 52nd GP victory from Hamilton and Verstappen, Gasly claimed 9th and was the last car on the lead lap.

'I'm not happy with how today's race went. I had a couple of good battles on track, but it wasn't easy out there. I was right behind Daniel (Ricciardo) on the exit to Turn 1 which would have shaped up to be OK, but then he had contact with Kimi (Raikkonen) and lost his wing. I got stuck behind and then both the Williams and Sauber ended up passing me before Eau Rouge, so I lost out in the mix of the first corner scrap and my race wasn't looking too good at that point. We went really long on our first stint to help the other car (Gasly) to consolidate a points finish as we knew points were out of reach for me. We ran a different strategy to Pierre's car and started on the harder compound which we knew would be tricky in Turn 1, but it made sense to split



strategies. I'm happy as it's a quick turnaround before Monza'.

Next stop is the Italian Grand Prix at the legendary Monza track where Brendon will have a special VIP watching him 'live' in F1 for the first time, his very proud mother Lynda.

While there have been a number of critics of Brendon's performance in his first season of Formula One, Toro Rosso Technical Head James Key isn't one of them. Early in the season he said in an interview that the Faenza-based squad was profiting from Brendon's unique LMP1 knowledge which he collected over the years with Porsche.

'The great thing with Brendon coming in is that he's got a different take on things. The way he had to save fuel, save tyres, use energy is a completely fresh input into this, so there's definitely some valuable insight into what we are doing that we wouldn't have had if we had taken a more standard approach with a single-seater driver.



The technologies are different enough that there's no technical transfer, but it's more the process that you go through and the way that you look at it. I think it's been good for Honda, but it's been good for the whole team to get that fresh and unique insight'.

RH



SOUTH AFRICA'S OWN SHELBY & BROCK...

When people talk about 'muscle cars' the immediate thinking is Australia and the names Ford Falcon and Holden Torana/Commodore, not surprising considering they enjoy the highest profile. Overlooked is the fact that another Continent 11,000 kilometres to the west of Oz had their own 'muscle cars' in the early 1970's that carried Ford and General Motors badging, and they had just as much muscle as their counterparts.

The first to appear was the Ford Perana, the brainchild of South African performance guru Basil Green. More than 1,700 Peranas were built at Basil Green Motors workshop in Johannesburg and sold through the Ford Dealer network with a full factory warranty!

Brand new Mk1 V6 3000XL model Capris were delivered to Green's workshop and the engines removed to make room for a 5-litre Ford Windsor V8, the gearbox was upgraded to a four-speed Ford Top Loader and the suspension lowered 40mm. With 210 kW (281 bhp) under the bonnet the performance of the road car was impressive, a top speed of 240 kph and 0-100 in little more than six seconds, making it was one of the fastest cars available in South Africa at the time.



Green and his team converted a small number of road cars to Group 5 specification for racing and the Ford Perana immediately became the car to beat in the South African Saloon Car

Championship. In 1970 it displayed its full potential by winning 13 of the 14 races and setting new lap records at every circuit. That led to a change to Group 2 rules for the following year in a bid to end the domination, but the 'Green Team' responded by building six Group 2 spec Peranas and retained the title. However, a much bigger challenge was on the horizon.

Among the Ford Perana drivers was Basil van Rooyen, one of the country's top racers at the time who drove for the powerful Team Gunston (Gunston is a South African brand of cigarettes and a subsidiary of British American Tobacco).

He was fully aware that to maintain continued interest in the championship the Perana needed some serious opposition. While he was racing for the Gunston outfit van Rooyen had been in touch with the CEO of GM in South African with the idea of them entering racing to take on Ford with a car similar in concept, fitting a 5-litre V8 into a small coupe.

It was an ambitious project with many hurdles to jump, including overcoming GM's no-racing policy, but eventually an agreement was reached to build one hundred cars to meet the eligibility rules. The required Chev Z28 Camaro V8 engines were delivered and production began transforming the Vauxhall Firenza into a street/track car that was branded as the Chevrolet Can-Am and commonly referred to as 'The Little Chev'.

...at 100km/h, the fastest thing about a Perana is the acceleration

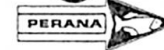
- ACCELERATION: 0 to 100 km/h in 6.7 seconds.
- OVERTAKING ACCELERATION: 100 to 120 km/h in 2.5 seconds.
- MAXIMUM SPEED: above 220 km/h.
- ENGINE: 5 litre V8.
- HORSEPOWER: 283 developed.
- REAR: Racing grade front disc.
- GEARS: 4 forward, on the four.
- SUSPENSION: Race formulated coil over front.
- FUEL ECONOMY: 8.9 Kilometres per litre at 100 km/h.
- COLOURS: Daytona Yellow and Pine-Pen Orange.
- INTERIOR: Superbly luxurious. Fully instrumented.
- DEVELOPMENT: By designer Basil Green and the Ford Motor Company of South Africa.
- HISTORY: Raced by driving star Bobby Ochloff to smash every saloon car record in the country.



CAPRI PERANA V8
MORE POWER PER HOUR



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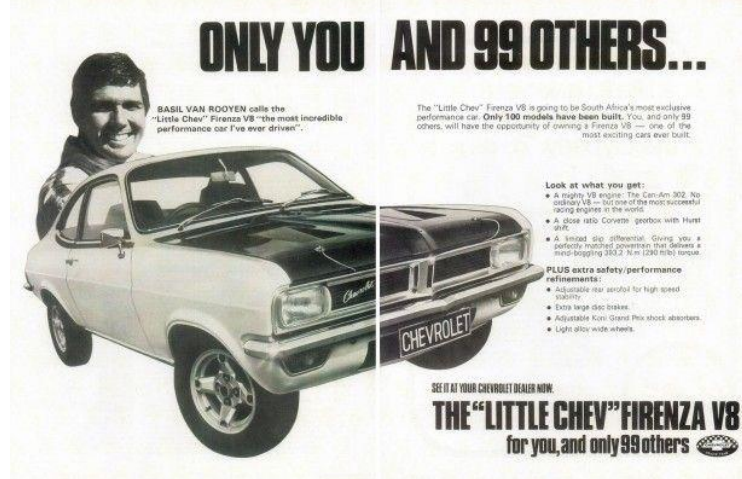


Image: Perana www.motorsportmedia.co.za

And that's exactly what happened. Two track Chev Can-Ams were prepared, they won every race, Ford withdrew their support and the Peranas went into private hands. The General had pulled a masterstroke backed by a brilliant marketing campaign with the heading **THE 'LITTLE CHEV' FIRENZA V8 - For you, and only 99 others.** The road cars quickly sold as they offered a high level of performance with a top speed of 190 kilometres an hour (120 mph) and a 0-100 time of 8 seconds.

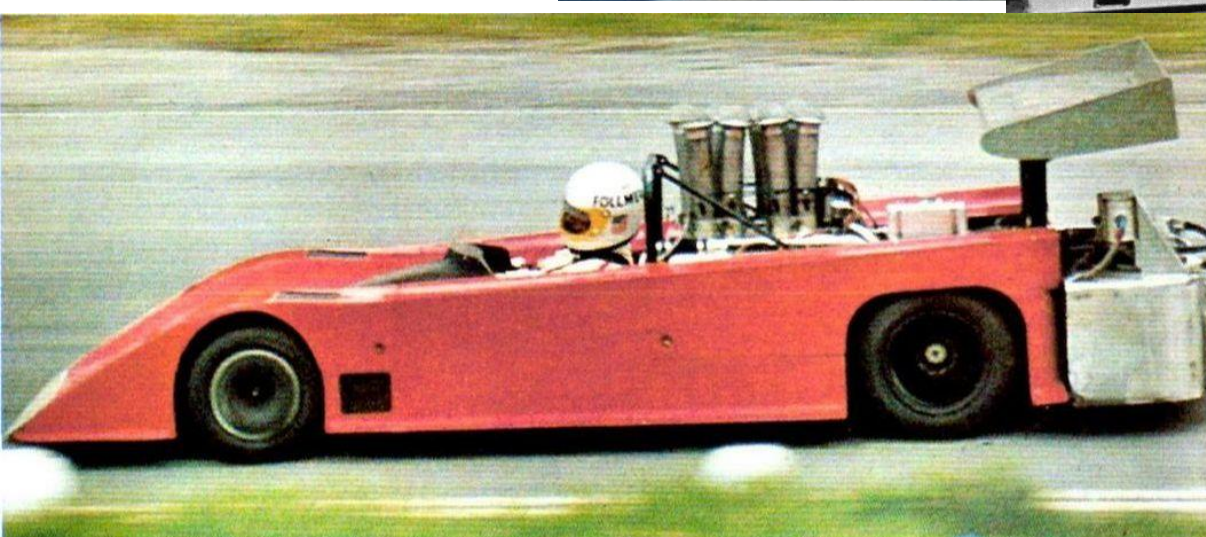
Here in New Zealand we are now fortunate to see both examples of the South African V8 'muscle cars' on our tracks at classic meetings. Levin's Tom Lancaster has campaigned his Ford Perana for many years and now the story is complete with the arrival of Michael Eden's Vauxhall Firenza, a 'Little Chev' complete with a rear wing very similar to the original car.

RH

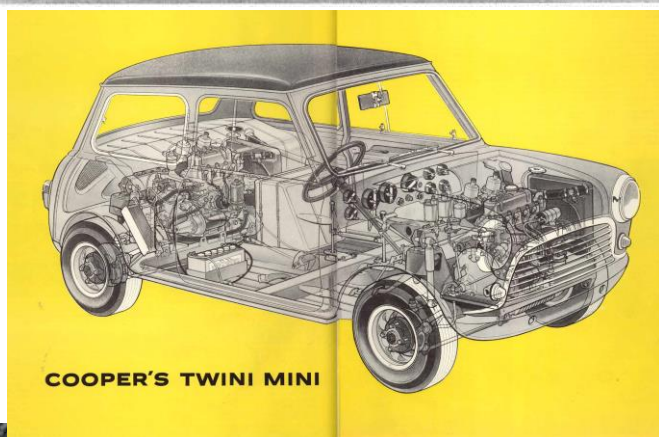


MORE WACKY RACERS...

The CanAm series, with its relaxed rules was an ideal place for fertile minds trying unorthodox solutions to the issue of going fast. While the conventional McLarens dominated, others, such as Don Nicholls Shadow pushed the boundaries. The 1970 Mk1 was designed to give as little drag as possible and was packaged tightly around a conventional Chev engine. With 10x11 and 12x16 wheels to allow for a very small frontal area, suspension by A arms with 3 tiny springs and friction dampers on each corner, a hand operated clutch (for starting only) as there was no room for a third pedal, a horizontal steering wheel and the underside shaped like a wing, it created a sensation. Initial tests showed cooling issues with engine and brakes, and handling issues due to the 25/75 weight distribution. Brake cooling fans were fitted and eventually a large rear wing, housing the radiators, partially solved the engine overheating. The car always qualified well but faded in races as the engine got hotter and hotter. Later it was shown that the original cooling lay-out could have worked in period without changing the original bodywork and radiator position, if the team would have taken more care of the airflow ducting to, and through, the originally rear placed radiators and if they had closed the rear wheel openings with the original "spats" !!



The Twini-Mini's were a series of cars first prompted by racer and constructor Paul Emery, who in 1962 saw the potential to create a 4WD car merely by adding another complete 850cc engine into the rear of an otherwise standard Mini, where the rear seat would normally be placed. Gear linkage problems beset Emery, and he dismissed the car as having "good traction, but that's about all". BMC quickly picked upon the idea and a Twini Moke was created as an engineering exercise by the creator of the original Mini & Moke, Alec Issigonis. John Cooper was next to try the idea, with a cleverly created car that featured a 1088cc 82hp Formula 3 spec front engine and 1212cc 96hp rear. Having overcome the engineering difficulties involved in linking the two engines, and shown enormous potential in circuit testing, the car was subsequently crashed by Cooper, who was lucky to escape with his life. "We think the balljoint in one of the steering arms seized" said Cooper. "It was a freak accident, but the publicity killed the Twini stone dead and BMC did the same. It was a pity; the idea had enormous potential, particularly in rallying. It was years before the Audi quattro". Mini specialists Downton Engineering ran a car in the 1963 Targa Florio that finished 27th, two places behind their conventional car. The difficulty in coupling the engines, plus overheating issues gave drivers Paul Frere and Sir John Whitmore problems but Whitmore delighted the crowd with full blooded power slides !!





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PARTING SHOT...



Rob Lester in his beautifully turned out Formula Vee. Rob was an absolute stalwart of the class, taking out the championship on 3 occasions, 1978/79, 1984/85 and 1994/95 – all this in between his day job as the Manfeild Promotor and actually overseeing the whole circus on race weekends (with the help of his right hand lady Wendy of course). Truly one of the Clubs great achievers and characters.



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