

Manawatu Car Club Inc

MAGAZINE

NOVEMBER 2018

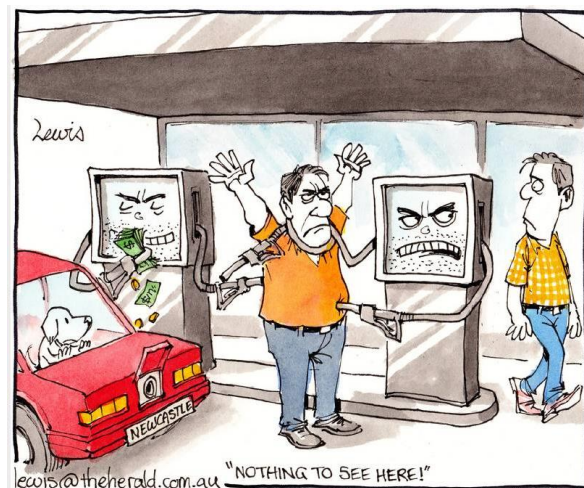


Something for Everyone

The price of petrol has become a bit of a talking point on the Awhitu Peninsula, given that we choose to live 40 something kms from the nearest town and have no access to public transport, the net result being that everyone has to travel everywhere by car (only because tractors are just too slow!!). If you think about it rationally though, is it really that expensive??

By comparison with historical NZ pricing, yes, the cost is at an all-time high. However, consider this. That litre of 91 octane that you have just put into your tank has had to have been pumped from the ground, shipped halfway around the world, refined, distributed, retailed and subject to taxation. The government takes too much in taxes I hear you cry. Would it surprise you to find out that NZ enjoys the 6th lowest fuel tax in the world?? It still accounts for a large component of the cost at the pump, however let's take a look at the current breakdown of excise per litre - in round figures 63 cents heads off to the Land Transport Fund (for new roading infrastructure, roading maintenance, public transport, walking and cycling options), 6c goes to the ACC Motor Vehicle account, 0.3c is a fuel monitoring charge, 0.7c is the Local Authorities fuel tax, 6.0c to the Emissions Trading Scheme, roughly 33c is the GST component and, lucky me, the Auckland Regional fuel tax adds a further 10c. The fuel company costs are around about a \$1.00 per litre. So yes, there is a profit margin for the fuel companies, but all things considered it is not an unreasonable amount, despite the media bashing they get and the hue and cry of extortionate pricing that emanated from the Beehive recently. Just by way of comparison a litre in the UK and France is NZ\$2.60, Japan \$2.03 and the US \$1.33.

Consider also that I've yet to find anyone complaining that their \$5.50 coffee is outrageously expensive, despite the actual cost being about \$1.00. Or that their \$2.70 per litre Pump bottle of NZ pure water is too dear despite it being the same as what comes out of our tap for free. Perhaps this is because those items are considered discretionary spending whereas petrol is considered a necessity. Certainly, the value of that litre of petrol is of much more use to us when you consider what the resultant energy can do for you (mow the lawn many times, transport you 10-15 kms in airconditioned comfort, allow you several laps of Manfeild ...). I know the current situation is hitting those that HAVE to use a car (shift workers, rural communities, road transport operators, my wife who works in town, etc...) in the pocket, but remember, although the cost of living in NZ might seem expensive, it does include a trip around the sun every year.



Speaking of the Auckland Regional fuel tax, the first month (July) raised \$13.2 million (against a projected \$115 million annually) and has been used to fund rural roading upgrades and 6 red light cameras to add to the existing ones. Sadly though, the outdated Police computer seems unable to cope with processing the data and issuing tickets from any more than 6 camera sites at any one time, so what appears to be a great idea has led to a resounding fail as many red light runners escape prosecution. I suppose the fear factor is still there

And to the traffic officer who dished out a fine to the lovely lady quietly travelling home at 10.00pm after a hard day's work, doing 85 kph in the right hand lane of a 3 lane motorway, oblivious to any other traffic good on yer mate. I wish there were more like you in the force. If I knew who you were I'd shout you an outrageously expensive coffee!!

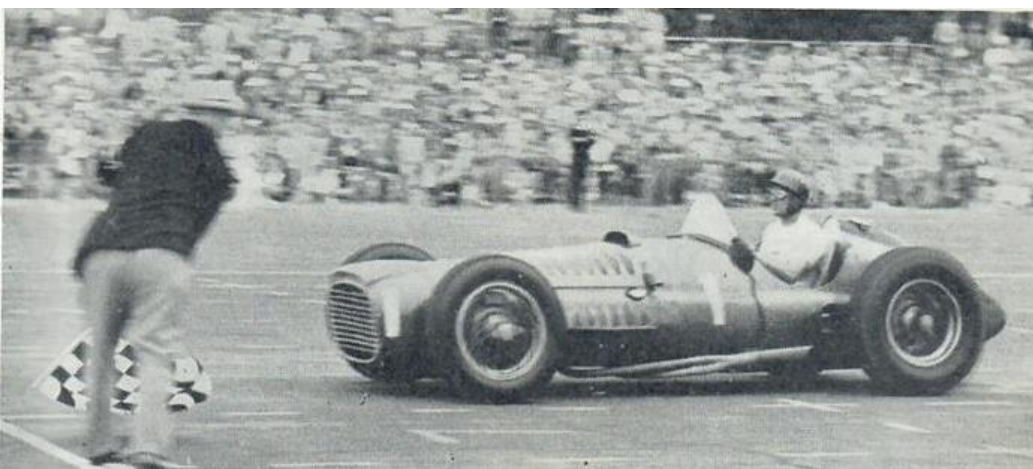
It's always interesting to see the great NZ Tall Poppy chopping syndrome in action, and there is no better example than our own Brendon Hartley. Many keyboard warriors have already written him off as an F1 driver, citing his apparent lack of competitiveness with team mate Pierre Gasly. While Brendon's year has

not been the stellar one he may have wished for, who can deny his recent performances in the wet, when horsepower and aero advantages are minimised and the driver has sooooo much more input into good lap times. Or his FP2 run at Mexico. Where has the #28 car been?? He's been up there dishing it out to the very best in the sport. So why the deafening silence from all the armchair critics???

It's easy, perhaps, to dismiss his efforts if you look very superficially at the results, but given the bad luck (rather than bad form) I reckon he's done pretty damn well – speaking from the comfort of my armchair. Compare him to, oh I don't know let's say, Lance Stroll. The Williams has been an also ran car too, and Lance has had some extremely mediocre performances and, unlike Brendon, made some horrendous errors of judgement during the year. But Daddy has just bought Force India, so Lance is now onward and upward in the F1 game to a much better car despite the (relative) lack of talent. Doesn't quite seem fair does it???

There, see what I've just done now where's the next tall poppy??

On a lighter note, I have just read a story on how the National Motor Museum at Beaulieu in England acquired their Mark 1 BRM V16, the deal hinging on the car being demonstrated as a runner. Noise being an issue, Goodwood came to the rescue at the last minute and the deal was concluded. However, during private testing at Silverstone a shopper in Towcester, 5 miles or so away, heard the noise, recognized what it was and drove to the circuit because he couldn't believe one was really running there!! I have the recording from Into the Red and another 45 rpm record of the car, but nothing to play them on. Once heard, never forgotten. I also have a 45 record (buried in a box somewhere in the barn) released by Team Lotus after Emerson Fittipaldi won the World Championship in 1972 - one side has "Champions", the other "All Nighter", and starring the singing voices of the team mechanics. Maybe I do need a record player



Ardmore 1954. Ken Wharton, BRM V16. Just look at the crowd in the background!!

There is plenty to look forward to this month, with the Multi Event Weekend the major drawcard. A great way to get a full weekend fix of motorsport at a very reasonable cost, so give it a go. All the details are on the website.

Then of course there's the wonderful MG Classic meeting, which will see many of our members out. It's a great opportunity to spend a day or two spectating and drooling



Remember to keep the rubber side down.

TW

.... and just in case you thought you were having a bad day.

EVENTS CALENDAR



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

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2018 Clubsport Events Sponsor



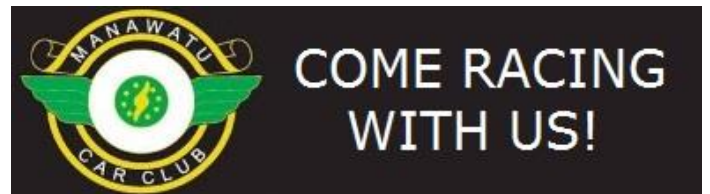
2018 Clubsport Events Sponsor

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

Saturday 15th Kids Christmas Party – MCC Clubrooms



“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 13th November 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!**

MCC COMMITTEE



President: Richie Arber - 027 2900 668
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Club Secretary / Events Manager: Jeff Braid - 027 477 3337
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Your Committee:



Jill Hogg



Graeme Bretherton



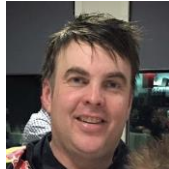
Jaron Olivecrona



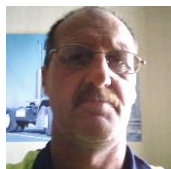
Greg Brown



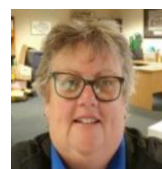
Gareth Stanley



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...

October was a great month for Motorsport, you name it, and it was on in the month of October. I know as I spent a bit most of the month flat on my back again after another operation unfortunately (or should that be fortunately given the amount of Motorsport, and sport in general, that was on?) and boy was it good! V8 Supercars, F1, Indy Cars, Moto GP, Nascar and all of the support classes that go with them made my time off just that little bit better than if I had to resort to watching other more educational programmes ☺

Huge congrats to Scott Dixon on winning his 5th Indy Car Championship, that last race was amazing to watch with Rossi charging back through the field but our Kiwi Boy did it in the end. I can't wait to see his movie, we might have to do another MCC Movie Night?

Speaking of amazing races, Bathurst did not disappoint again either. I am so pleased that Craig Lowndes and Steven Richards won the race in the last year that they will be driving together. If I was Triple 8 I would enter a third car in next year's race and put those two in it again. Craig Lowndes is one of the really nice guys of Motorsport, I have a vivid personal memory of him working away dismantling his pit area with the rest of his crew long after the race had finished and long after all of the other drivers had also left the track, that is the type of guy he is and I am glad to hear that he will still be involved in the V8 Supercar Circus as they need a guy like him to stay involved.

I noticed something while I was watching all of this sport... I was born in 1971 so grew up watching and participating in many forms of sport in the late 70's, 80's and 90's and what I noticed during my hibernation at home was that where have all of the characters of sport gone? I could sit here and name probably 20 – 30 people that absolutely stood out in their chosen sport either through their skill or their personality in those three decades but I would find it hard to name 20 – 30 from 2000 onwards. Am I just getting old, or has everyone just got that good that there are no real stand out sportspeople anymore, or has the PC world meant that you can't be overly charismatic anymore because everything you say or do will end up on social media? I remember through those aforementioned 3 decades that I just had to watch every All Blacks test live because you just never knew what the likes of Zinzan Brooke, Michael Jones or Jonah Lomu were going to do next, and you had to watch the on track battles between Peter Brock and Dick Johnson, same could be said for Soccer, Wrestling, Cricket, Rugby League etc... there were always characters in every sport but these days everything feels so, so... clinical, somewhat boring in fact in some circumstances to the point that I tape a lot of sport and fast forward a lot of it because of that reason. Again I am probably just getting old...

There is lots of on track action happening at Manfeild: Circuit Chris Amon in November and December, so if you would like to have a skid before Xmas we would love to have you join us for one of our events during the next two months, I am even hoping to get out there and have a run which will be interesting since I haven't driven a race car in anger for near on 18 months, however they say it is just like sex or riding a bike, once you have done it once you never forget so here's hoping that is true.

We are having a Kids Xmas Party at the MCC Clubrooms on the 15th December, if you are wanting to come jump on our MCC Facebook page and let us know that you want to come, the direct link to the event is: <https://www.facebook.com/events/570126163442691/> We would love to have as many of our younger MCC Family members there as is possible to participate in the games that we have organised and to meet Father Xmas who will be making an appearance at some stage throughout the day.

Richie

Manawatu Car Club Memberships expired 30th September '18

Remember to renew your Membership to continue to receive all of the benefits of belonging to New Zealand's premiere Car Club

It's easy to renew, just go here:

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



COME RACING WITH US!

MCC CLUB MEMBER OF THE MONTH...

NAME: Simon Manthel

BORN: Wellington 1961

OCCUPATION: Real Estate Property Brokers / Farmer

RACE CAR: FX Toyota / New Car x Bailey Walkers Honda

EVERYDAY DRIVE CAR: Isuzu D-Max

DREAM CAR: HG Monaro



YOUR BEST MOMENT IN MOTORSPORT?

Winning the Summer Series SF Cup Class a few years back

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

Supermarket Owner (free lollies and wine)

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

Grant Dolton, John Key and Katie Perry

WHO WOULD YOU PLAY IN A MOVIE? Kevin Costner

THREE WORDS THAT BEST DESCRIBE YOU... Happy, busy, thankful

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

A 350 Chev Statesman (power and smooth)

WHAT IS YOUR SECRET VICE?

Western Movies

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I sailed offshore yachts for 10 years prior to moving to the Manawatu

FAVOURITE QUOTE...

"Marry for money and the love will come"



Exciting news for GM followers. In mid-October it was announced that HSV is coming to town with the appointment of Robertson Holden as the authorised HSV dealer for the greater Manawatu region. The RH team didn't waste any time with the Holden Colorado SportsCAT available immediately and orders being taken for the right-hand-drive Chevrolet Silverado and Chevrolet Camaro. When the latter arrives all roads will lead to over-the-ramp in Rangitikei Street. The drooling will then begin...

New talent. Among the fifteen new members who joined the club in September was a name that's very familiar in local karting and football circles, Jacob Cranston. The 17 year old apprentice electrical engineer has a remarkable karting record at local, national and international level and is moving into the world of Toyota 86 racing for the 2018/19 season. Another outstanding product of Palmerston North Boys High School, Jacob has his sights set on regular top 10 placings in the championship, his switch also means that the MCC has doubled its representation in the high profile category when he lines up on the grid alongside Justin Allen for the opening round at this month's Pukekohe Aussie V8 ITM SuperSprint meeting. Two talented '86' rookies with undoubted skill and high hopes...



Great growth. Following on from the previous month another fourteen people were accepted into the Club in October. Among the names was Barry Maunder who has joined his fellow Napier domiciled 'cabbies' who were already members. The month also marked the return of long-time racer Colin Barry, the man who pedals what must be the country's fastest 2-litre Ford Capri. This growth is extremely encouraging for both the club and motorsport at a time when many clubs are declining in member numbers. The Manawatu Car Club currently has its highest level of membership in its 71 year history...

Noted. There was one car that drew a great deal of attention at the test/practice day prior to Round 4 of the FAE Winter Series. It was the ex-Kerry Halligan Pontiac Crawford that appeared in the hands of John DeVeth. If the name is slightly familiar John was the co-driver who combined with Glenn Smith to win the final round of the ENOS North Island Endurance Series back in July, the pair sharing Smith's McLaren 650S GT4 in the 3-Hour



race. John was posting impressive lap times, let's hope that we see the car on track at Manfeild Circuit Chris Amon during the summer meetings because the Crawford is a magical machine. Prior to OctoberFAST there was more 'Sound of Music' with former NZ Formula Ford Champion Kevin Ingram testing his recently acquired Formula 5000 Lola. There was talk of laps around the 1 min 6 sec mark which is seriously quick, no doubt there is more to come as Kevin 'tunes' the chassis to suit his driving style. There are definitely exciting times ahead on many fronts...

A better read. What a difference new contributors have made and the Club's October magazine was without doubt the best to date. The superb editing skills of Trevor Weir that are strongly supported by Richie Arber play a key role, but what made it the best were the articles written by Terry Rush, Richard Bosselman, Deascie McHugh and Jack Cleland that covered the interests of all age groups and interests and perfectly complimented the stories from the regular contributors. The magazine is the club's major communication link to its members and is very much a team effort with new 'players' always welcome. Writing a story is not a tiring physical exercise, it doesn't require practice sessions and can be done at any time. So why not tell your story about our sport...

Reminder. Thank you Jack Cleland for a great story about the Toyota Starlet and your first event outing in what is a very historical competition vehicle. This Starlet is so strongly linked to the region through the exploits of the legendary Smokin' Joe McAndrew that the pair are definitely worthy of a story in a future issue of our magazine. The generosity of Graham Buchanan will remind the older members of the late Patron Fred Parker 'donating' a Fiat 125T fitted with a full roll cage many years ago. The 125 T (Tasman?) was a limited edition homologation model developed by NZ importer Torino Motors for production car racing in the early 1970s, its best result was third place behind two Valiant Chargers in the 1972 Benson & Hedges 500 race. Based on the standard 125, the 'T' had a 1608cc DOHC



ally motor tweaked to produce 125 horsepower, the suspension was lowered, the standard car's four wheel disc brakes were retained, but the exotic Italian Cromodora road wheels were replaced by a special DEL polished alloy variation designed and produced in Palmerston North by Russell Dixon at Dixon Engineering Limited (Russell's son is Warren Dixon, the legendary 'Mag Man' who is a miracle worker when it comes to restoring damaged alloy wheels). On the road or track the Fiat 125 T was distinctive because it was only available in one colour (bright Fiat T yellow) and at the time it was the fastest four cylinder car available in the country. More than 80 cars were produced before the parent company in Turin found out and pulled the pin. The Italians obviously objected to kiwi resourcefulness...

Nice bonus. To cap off another highly successful season Scott Dixon received a US\$1 million bonus for becoming the second driver to win the Indycar Championship five times. On current form you have to give him a great chance of equalling or breaking AJ Foyt's record of seven titles. But we shouldn't get too carried away, a reminder of how things quickly change is Tiger Woods pursuit of Jack Nicklaus's 18 major golf tournament wins, Tiger has been stalled on 14 since he won the US Open in 2008. That's a 10 year drought...

A must see. The eagerly awaited Scott Dixon movie was released in our country on October 25th. BORN RACER - The Scott Dixon Story gives an



intriguing insight into the life of the five-time Indycar champion and his wife Emma with 'guest' appearances by Dario Franchitti, Tony Kannan and team owner Chip Ganassi. For rev heads it's one hour and twenty-eight minutes of compulsory cinematic viewing...

A rare achievement. At the highest level of racing the Triple Crown of Motorsport comprises the Indianapolis 500, Le Mans 24 Hour and Monaco Grand Prix. Just 19 drivers have actually competed in all three legs and won at least one of the events. Graham Hill is the only driver to have won the Triple Crown while Jochen Rindt, Juan Pablo Montoya and Fernando Alonso have each won two of the races. With victories at Monaco and in this year's Le Mans 24 Hour could the possibility of winning the 'TC' be enough reason for Alonso to return to the 'Brickyard' in May next year. It must be very tempting...



The road to Formula One. For the first time in its 15 years history points from the Toyota Racing Series will count towards the FIA Super Licence which is the requirement to race in Formula 1. There's no doubt that over the years the TRS has been a stepping stone for young internationals to further their careers. At the present time ten former TRS drivers are involved with F1 teams - Brendon Hartley (Toro Rosso), Lance Stroll (Williams), Nicholas Latifi (Force India), Daniil Kyvat (Toro Rosso), Lando Norris (McLaren) Artem Markelov (Renault), Santino Ferruci (Haas), Alfonso Celis Jr (Force India), Nikita Mazepiri (Force India), Alex Lynn (Williams). Only two currently race in F1 (Hartley/Stroll), one will have a full-time drive next year (Norris), one returns to F1 (Kyvatt) while the remainder are test/development drivers. Not all will make it into the big-time...

A true blast from the past. The Sandown 500 is now regarded as the 'Retro Round' of the Oz Supercar Championship and it was very appropriate that one team retained the same livery for the Bathurst 1000. The Preston Hire Racing ZB Commodore driven by Lee Holdsworth and Jason Bright paid homage to the privateer Holden Monaro GTS that won the 1968 Hardie-Ferodo 500 in the hands of Bruce McPhee and Barry Mulholland. The same cream colour, the same black stripes, the same GTS badges, the 'mock' louvres on the front guards, the race number was 18 D whereas fifty years ago it was 13 D, the letter 'D' signifying the class. There are several significant stories about that 1968 race - it was the first major battle between Holden and Ford, three GM backed Monaro GTS 327's against three 'works' XT Falcon GT's. However the winning car was entered by Wyong Motors on the Central Coast with no support from General Motors-Holden. Perhaps the biggest story surrounds Bruce McPhee who had his own interpretation of the race rule that stipulated 'each car must be driven by at least two drivers'. At mid-distance Mulholland completed a single lap to comply with the rule, giving McPhee time for the toilet, a drink and quick stretch before getting back behind the wheel to take the checker flag after six hours and forty-four minutes of racing. It's the stuff that legends are



made of...

Speed comparison. It's done every year at the Australian F1 Grand prix at Albert Park and is one of the highlights of the weekend. This year the concept returned to the Bathurst 1000 programme and saw a Ford Mustang GT4 (Tony D'Alberto) lined-up against the Milwaukee Tools Ford FG X Falcon (Will Davison) and a Ford

GT Coupe (Ryan Briscoe). Powered by a 3.5 litre twin-turbocharged EcoBoost V6 engine producing 647 horsepower, the GT Coupe is the limited edition endurance racer that was created to celebrate 50 years since the historic Ford victory at Le Mans in 1966. As the trio raced to the finish line the Falcon just held out the Ford GT in a photo finish with a couple of lengths back to the Mustang, it's always an interesting exercise that many would regard as meaningless. More importantly it's part of the main event entertainment package and the Bathurst experience...



Brendon's Blue Army. The Suzuka Circuit has a seating capacity of 155,000 and was close to full for the 2018 Japanese Grand Prix. One large grandstand was packed with Toro Rosso fans, a sea of bright blue much like there was a sea of orange of Verstappen supporters at Spa for the Belgium Grand Prix. They enthusiastically waved their little Toro Rosso flags at every opportunity and queued for hours at the driver's entry point for an autograph, a selfie or a high-five and they were always smiling, to these people Brendon and Pierre are Rock Stars. Another special memory of what Formula 1 is all about...

Sushi boys. During the F1 season the pair of Toro Rosso drivers have learned many new skills off the track, it's all been part of taking the sport to the people while bringing a wonderful fun element. In Japan Brendon and Pierre took over the kitchen of the Honda Motorhome to learn the art of making Sushi. So what is Sushi? It's a Japanese dish of specially prepared vinegared rice combined with a variety of seafoods or vegetables that's served cold in small rolls and dipped in soya sauce. To get the food from plate to mouth using fingers is the easiest way but chop sticks add a touch of authenticity. If you haven't tried Sushi it's time that you did...

Historic Night. Tuesday 9th October marked the return of Vern Marshall to the Rose & Crown. It was disappointing there wasn't a larger crowd to welcome him back, in fact the club's 'watering hole' was near empty. Did word of Lord V's return get out and people couldn't cope with the excitement of the occasion. Could there be a mass return of the 'Marshall Mob' in November? Maybe ...

Gone fishin'. One of the MCC's most popular couples have departed the Manawatu and relocated 210 kilometres north on the shores of Lake Taupo. Anthony and Bron Bell are now mine hosts at the famous Waitahanui Lodge on SH1, 10 minutes south of the main township. A completely new lifestyle for them both that doesn't include motor racing! Why the move? Was it the lure of the trout...



Flying under the radar. MCC member Chris Pither has been enjoying a very good season on the other side of the Tasman in the Super2 Series that tends to run in the shadow of the Virgin Australian Supercar Championship. The Dunlop Super2 Series began back in March at Adelaide with the last of the seven rounds on 24/25 November at Newcastle where the 2018 title will be decided between a kiwi and an Aussie. Chris currently leads Paul Dumbrell by 32 points in what looks to be a two-horse race for the top step of the podium. Dumbrell has scored 5 wins but there was a costly DNF at Mount Panorama, Pither has only two wins but in 13 of the 14 races has finished inside the top ten, in Race 1 at Sandown he placed 16th. Driving the Garry Rogers Motorsport Wilson Security/PAYCE VF Commodore, Pither has consistently been quickest in qualifying with five pole positions, three more than any other driver, he won Round 2 in Tasmania and his last two results were third places at both Sandown and Bathurst. At Newcastle his race plan will be simple - finish ahead of Dumbrell. A second New Zealander contesting the full series is Dominic Storey who competed in the Toyota Racing Series between 2006 and 2008 before heading overseas. Storey and Peter Hackett finished runners-up in last season's Australian Endurance Championship driving an AMG Mercedes GT3, currently he holds 15th on the Dunlop Super2 points table driving a VF Commodore for Egglestone Motorsport and is a team mate of Paul Dumbrell. No dirty tactics...

More than Super2. Chris Pither is one of a number of drivers doing the 'double' act, Dunlop Super2 and the Pirtek Enduro Series. In the latter he co-drives with the under-rated Garth Tander in the # 33 Garry Rogers Motorsport ZB Commodore and the pairing has enjoyed top ten finishes in the first two rounds. In the RABBLE.club Sandown 500 they finished 9th, fifty-two seconds behind winners Jamie Whincup and Paul Dumbrell. In the Supercheap Auto Bathurst 1000 they went three positions better with a very strong 6th place, half a minute behind victors Craig Lowndes and Steven Richards. On that sort of form the Aussie/Kiwi partnership will be looking forward to the Gold Coast 600. Another three place improvement would see them on the podium. Unfortunately torrential rain halted the final race and it was abandoned with no points awarded. Another what might have been story...



Lots of laps. One of the undoubted stars of the first two rounds of the Pirtek Enduro Cup series has been Supercar debutante Earl Bamber. Commentators have been surprised how quickly he has adjusted to the cars and circuits, remembering all his previous racing has been in central seat or left hand drive vehicles. Earl has clocked up plenty of wheel time with practice and qualifying sessions and also running in the Dunlop Super2 category at Bathurst teamed with first year racer Brenton Grove in an ex-Tickford Racing Ford Falcon, the two rookies finishing a respectable 10th. Racing with the 'big boys' and partnering Shane Van Gisbergen there was second place at Sandown and fifth at Bathurst. That's impressive...

Kiwis flew. Scrolling through the full results of the Supercheap Auto Bathurst 1000 reveals that six New Zealand drivers finished in the Top Ten with two on the podium. The highest placed was Steven Richards who shared the winning car with Craig Lowndes, followed by Scott McLaughlin who placed 3rd with Frenchman Alexandre Premat. The all kiwi combo of Shane Van Gisbergen and Earl Bamber were 5th, Chris Pither (Garth Tander) 7th and Fabian Coulthard (Tony D'Alberto) 9th. Further back in the pack was Andre Heimgartner (Aaren Russell) in 16th and on the lead lap, while the disappointments continued for 2017 Pirtek Series

sensation Richie Stanaway (Steve Owen) who finished 9 laps down in 22nd position. Hero to zero happens very quickly in sport...

Pit assist. During first day of the OctoberFAST meeting the 2K class BMW 318iS of James Bell-Booth suffered a differential failure during the first race. The car was sitting on axle stands in the pits when first time racer Nick Lowndes approached and asked what the problem was, a quick explanation and the response came back 'my partner is on her way here in a similar car so just swap the diffs'. Shortly after there are two BMW's on axle stands, the transplant is made, James returns to the track for both of the late afternoon 33 minute races, then its back on the axle stands and a reverse transplant so the lady can drive home. That's the true spirit of sportsmanship...

What's in a name? 2K Cup rookie Nick Lowndes has certainly capitalised on his surname as his car has the race number '888', obviously an acknowledgement of Aussie V8 star Craig Lowndes' AutO Barn Holden Commodore. Talking names, the enthusiast co-ordinator of the 2K Cup series is Mark Mallard who races in the 'Cheetah' category that caters for the faster cars. He competes alongside his 61 year old father Neil whose father is Eric Mallard who is one of this country's top motorsport administrators with particularly strong links to the New Zealand International Grand Prix and Pukekohe. You should feel much better for knowing all of that...



Spoiled for choice. A total of sixty cars fronted for the Dunlop 2K Cup races at OctoberFAST, 31 in the 'Not So Fast' class and 29 in the "Cheetahs" class. Nine different makes (Alfa Romeo, BMW, Ford, Honda, Mazda, Mitsubishi, Nissan, Peugeot and Toyota) were represented on the grids with seventeen model variations covering coupés, saloons and station wagons. Competitors are required to produce a receipt from a reputable source as proof of their car's cost, the roll cage and safety equipment is outside of that cost. Different brake pads are allowed and the cars run on specified Dunlop treaded tyres. Twelve new competitors were on the grid at Manfeild for this fast-growing category that races in both the North and South Islands, their biggest event being an 800 kilometre enduro with teams of two cars or more. At the series meetings each class has two 33 minute races, but why 33 minutes? It's a play on words using numbers, 33 minutes equals 2,000 seconds. A simple answer really...

Talking numbers. The Formula First group continue to lead the way in a number of areas and their latest initiative is extremely simple and effective. For officials quick identification is a key factor, it's also important for spectators. Race numbers should be easy to read but the Formula Firsters have taken this to another level with the rookie drivers being easily recognised because they have orange coloured numbers. Other categories could learn from this...



Mr Versatile. Aaron Walker didn't enter the OctoberFAST meeting but did make an offer of assistance if required. So what role did he assume? Official starter and flagman. He certainly looked the part wearing a headset radio and dark glasses and actually appeared to know what he was doing! At the appropriate time

on Saturday he had to hand over the duties to his assistant so he could prepare the lunches to keep the V-Force happy, then it was back on the stand for the remainder of the day. On Sunday there was no lunch break because the decision had been made to go non-stop with an early finish, but as soon as the checker flag fell at the end of the final race there was a dash down to the 'Refueller' to take charge of the traditional V-Force BBQ. He deserved a banger and Coke...

Grid kid. In motor racing you can compete when you turn 12 years old, now the Manawatu Car Club has a 12 year old member in its V-Force. Making his debut as a Grid Marshall at OctoberFAST was Sam Rayner from Marton who did an excellent job under the watchful eye of Chief Grid Marshall James O'Regan. Sam home schools and his parents don't quite know where his interest in motor sport comes from, but does that really matter! Young Sam, the new grid man....

Numbers game. There were seven categories racing over the OctoberFAST weekend with a total of 157 competitors. The 2K Cup drew the biggest field with 60 cars split into two classes. The Nexen Tyres Pro 7 RX8 MX5 had 22 cars on the grid with their racing highlighted by the incredibly intense duals between MX Fivers Jeremy Hoskins and Dennis Churcher that ended 2 wins to 1 in favour of Hoskins. The line-up of SS2000/K Sports Sedans/Star Cars was impressive in variety, 20 cars faced the starter and the diminutive Star Cars displayed a great turn of speed. There was no doubting the popularity of the Motul Honda Cup with its mix of Civics and Integras plus a solitary CRX, 17 cars in total, the same number took to the track for the opening round of the HiQ Components National Formula First Championship that saw Chris Symon win all three races. The NZ Six/HQ entry totalled 15, one third being the venerable HQ with their distinctive howl from the six cylinder engine. A big disappointment was just 6 cars fronting for the Super Mini Challenge, on Sunday the field had been reduced to four. That's embarrassing...

Oops. There was one particularly embarrassed driver who was making his competition debut at OctoberFAST in the Nexen Tyres Pro7 RX8 MX5 category. Their first race on Sunday morning was red-flagged on lap 4 when Matt Horne made heavy contact with the tyre barrier in the esses. Seeing the red lights around the circuit the rookie driver thought the race was over, drove down pit lane and parked up before making his way to the viewing stand to watch the racing. Then something clicked, all the other cars were parked in single file on the circuit awaiting the restart! What do you do in a situation like that? He opted to stay where he was sitting to avoid further embarrassment. It certainly won't happen again...

This month marks the 50th anniversary of the Daily Express / Daily Telegraph London to Sydney Rally, an event that saw 100 competitors (selected from 800 entries !!) cover a 9600 mile course (15,500kms) in search of the UK10,000 pound first prize. The event, plotted by Jack Sears, took competitors from the London start through France, Italy and the Baltics into Turkey, Iran, Afghanistan, Pakistan and on to Bombay before the sea voyage to Freemantle and the run across Australia to the finish in Sydney. Roger Clark led the field into Bombay in his works Lotus Cortina but suffered mechanical woes in Australia. A comfortable lead was inherited by three times Le Mans winner and F1 driver Lucien Bianchi and co-driver Jean Claude Ogier (a relative of Sebastian ?) in their Citroen, however on the penultimate stage, with just

98 miles to go, they were involved in a serious head on collision which led to hospitalisation for the pair. The unlikely winner was the Hillman Hunter of Andrew Cowan, with Paddy Hopkirk in an Austin 1800 2nd and Aussie Ian Vaughan 3rd in an XT GT.



MOTORSPORT 201 – FASHION IN THE FIELD

You want to look good when you're racing, don't you?? You want to actually look like a race/rally driver?? Of course you do, we all have egos don't we??

The market for motor racing apparel is vast in both range available, and cost. I have concentrated previously on begging, stealing or borrowing gear, or, at the very least, minimizing spending, however the time will come when you decide to commit to the sport and will be faced with buying your own gear. Buy well and it can be a good investment, as good gear lasts very well if it's looked after. Do it in one hit, or in stages, as your budget dictates, but my advice is always buy with the next level of motorsport in mind. You don't want to be replacing gear needlessly when a little forethought can see you in something that may well last your career.

Buying a complete wardrobe will be a reasonably significant outlay, so best budget for it, then don't skimp when you are buying. It is your personal safety we are talking about, so unless you have a \$10 head, don't buy a \$10 helmet!!

A couple of words of warning

1. There are fakes out there (helmets, overalls & race harness in particular). If it sounds too good to be true it probably is. If in doubt check with the NZ importer / distributor as to the authenticity.
2. Never buy a second hand helmet. One, you don't know the history of the helmet or how it has been looked after, and two, the interior padding will have moulded to the previous occupants head.
3. Never buy a second hand race suit without trying it on. To be effective (and comfortable) a race suit should be a close fit and unfortunately (some would say fortunately) we are all a unique size and shape.

Here are two excellent guides from MotorSport NZ that are well worth a view, the first for race specific options, the second for rallying <https://youtu.be/7-WpGvagvBY> and <https://youtu.be/55TAKysaW3E>

All the gear you buy needs to comply to the relevant standards found in Schedule A of the MotorSport manual <http://manual.motorsport.org.nz/index.php/knowledgebase/36-2-01a-schedule-a-1/#a1-4> so check these before you go on that spending spree.

So, starting from the inside out. Underwear. Yep, the first layer IS important. Long sleeved top, long pants, decent length socks. All in either pure cotton, pure wool or a proper Nomex type knit. NO NYLON. So ditch the standard birthday issue undies (and bras, ladies). The labels MUST state 100% wool or cotton, so check before the checkout.

Race suit or overalls. The big investment. I would suggest buying a double or triple layer suit. Many can be made to measure for a modest extra amount, and it's worth it just for the added comfort. The newer materials are considerably lighter than the old style suits, and from a comfort aspect it pays to get the nice extra touches like gusseted shoulders. Look after your race suit and it will look after you when/if the time comes. Remember not to just shove it in the bag and forget about it until the next event. Even on an average day it will get sweaty. Hang it up, keep it clean (especially keep away from oils) and keep it aired. I'm afraid that a pair of overalls will never be super flattering, male or female, but there are a huge array of colour combinations available to help. Remember not to make the rookie mistake of sewing patches on with ordinary thread, and never through to the inside of the suit.

Balaclava, boots and gloves. The balaclava must be to an FIA, SFI or ISO standard, and although plain leather gloves and boots are OK at the Clubmans level, it would pay to spring a little more for better quality.

Gloves are a very personal item and provide your connection to the car, so make sure they are comfortable and not too bulky.

Remember that many of the NZ suppliers will cut a pretty good deal for a full package and probably throw in a decent gear bag too. All you need to do is ask

Remember too that local suppliers will let you try gear on before you buy AND can provide the backup should you have issues with anything. Shopping off the internet may provide some cost savings, but are they really?? The risk factor may not make the savings worthwhile. Also, by supporting local business you are keeping the money in the sport in NZ.

Helmets. Again, the range is vast, from basic open face helmets to full F1 GP helmets, the choice is yours. Again, we all have different sized heads, so it really is best to try them on before settling on a brand. Personally I love Shoei helmets, but they just don't fit my head shape, so I would never buy one. The helmet MUST be a snug fit. Buying one with a removable lining is great as it can be washed to get rid of the stale sweat. Many have interchangeable cheek pads to get a really good fit, and the better ones have a fireproof Nomex lining. It's worth the extra. Remember that with HANS type devices becoming more and more a mandatory requirement, that it would be best to buy a helmet with approved posts already installed. Talk to your supplier and see if they will do a deal on a Head Restraint System and helmet combo. For rallying you need the ability to install an intercom system comfortably. If you can, buy a Stilo or similar that comes with one already in place.

I cannot stress enough that a good helmet is worth spending extra on. You only have one head. And, as per the race suit, look after it. Don't throw it in the back of the car to roll around. Don't sit it on the gear lever. Air it out, wash the lining, and keep it in a helmet bag. It's not hard.

Look like Daniel. Be like Daniel or Sebastian, or Lewis, or Brendon, or Simona

Next month – the most important part of your kit a car.

TW



THE MOUNTAIN WOMEN...

The arrival of Simona De Silvestro in the Australian Supercar Championship has created considerable interest since her first appearance at the 2015 Supercheap Auto Bathurst 1000 when she was teamed with Renee Gracie to form the Harvey Norman Supergirls, the pair becoming the first female combination to race at Mount Panorama since 1998.

Retail giant Harvey Norman saw a great marketing opportunity and stepped in as the major sponsor. 'We want Renee and Simona to be an inspiration to other young females'.

Sharing a Prodrive Racing Australia Ford Falcon their debut was less than memorable, Gracie hit the wall at Forest Elbow on lap 15 and following lengthy repairs the pair finished 40 laps down in 21st position. The following year the pair appeared in a Team Harvey Norman Nissan Motorsport Altima and achieved a hard earned but well deserved 14th place. Gracie departed and last year De Silvestro shared driving duties with David Russell, but their race ended in disappointment when the THN Altima was retired with just nine laps to run.



At the end 2016 it was recognised that De Silvestro had the potential to be fully competitive and she was offered a 3-year Virgin Australia Supercar Championship contract, retaining Harvey Norman sponsorship and continuing to drive the Kelly Racing Nissan Altima.

There has been no shortage of critics on both sides of the Tasman suggesting she is out of her depth at this level of racing, but many are forgetting, or overlooking, how competitive the category is and incredibly close qualifying times are, the Swiss Miss is far from being a distant last. Another strong performance with young co-driver Alex Rullo is this year's Supercheap Auto 1000 must have silenced many of those detractors by finishing in 14th position and on the lead lap.

De Silvestro's impressive CV includes five seasons racing in the Indycar Championship, highlighted by her first year performance at the Indianapolis 500 in 2010. She qualified 22nd fastest with a four lap average speed of 224.224 miles an hour (ahead of Danica Patrick), finished the race in 14th position and won the coveted 'Rookie of the Year Award'. There were early career wins in Formula BMW USA and Formula Atlantic, in 2014 De Silvestro did extensive testing with the Sauber Formula 1 team but contractual problems ended the planned programme, she later became the first female driver to score championship points in

Formula E.

It's only over the last three years that her name has become known in this part of the world. She's certainly waving the flag for women in sport, motorsport in particular, but is only one of more than thirty woman from around the world who have competed in 'The Great Race', the list including two drivers from New Zealand.



Australia's premier endurance motor race began as the Armstrong 500 and was held at the Phillip Island circuit for the first three years before it moved to Bathurst. Until the mid-sixties' awards were based on four Classes with no continuity, some years the classes were based on the car's purchase price, other years on the car's engine capacity, and there was no outright winner. When the race ended the leading car was recognised as 'first across the line'!

As time passed the rules were relaxed to allow foreign cars and overseas drivers which raised the profile of the event within international motorsport circles, and in 1973 the distance was increased to 1,000 kilometres.

The number of women drivers was at its highest level during the 1960s and 1970s, female involvement beginning in 1962 at Phillip Island where the trio of Anne Bennett/Diane Leighton/Pam Murison drove a Simca Aronde to 3rd place in the Class C category for cars with a purchase price between 901 and 1,050 pounds.

The record for the most starts is held by Christine Gibson (Cole) who contested the race nine times, co-driving a Ford XD Falcon in the 1980 race she achieved her best result of 6th place, the highest ever placing by a female and an honour that's shared with

Frenchwoman Marie-Claude Beaumont who co-drove an Alfa Romeo GTV 2000 in 1975.

During the 70's several very high profile women drivers challenged the 'Mountain'. Sue Ransom was on the grid five times but only crossed the finish line twice with a best 11th placing. Frank Gardner's talented protégé Robyn Hamilton was running well inside the top 10 in the 1978 race before an electrical failure side-



lined the A9X Holden Torana she was sharing with 12 laps to go, in the official results they were classified 11th. In 1980 the blonde Sydneysider raced in a Ford Escort Sport Championship round at Manfeild, the car being entered by brothers Jim and Michael Brown who owned the Ford dealership in Pahiatua.

An aggressive driver, the petite Hamilton enjoyed success in both saloon and open wheel cars in Australia, for a period she raced under the name 'Charlie' to promote Revlon's 'Charlies' perfume range. One of the highlights of her brief career was in 1977 when she competed in a one-off Ladies Invitational Race at Oran Park. Twenty five of Australia's top female drivers lined up on the grid in identical Renault 12 cars with Hamilton claiming the \$1,000 winner's cheque.



American racer Janet Guthrie was the first female driver to qualify for the Indianapolis 500 (1977) and in 2001 teamed with Indycar legend Johnny Rutherford in what appeared to be a promoter's 'dream pairing', but Guthrie never got behind the wheel in the race itself. Rutherford crashed the car at Skyline in the early laps after finding that Mount Panorama was very different and much more difficult to master than American ovals!

The year 1990 will always be remembered for the debut of the fearsome all-wheel-drive Nissan Skyline GT-R driven by Jim Richards and Mark Scaife, they finished 16th after suffering brake problems. It was also the year that New Zealand's 'Queen of Speed' took part in the race, Heather Spurle partnering Bob Jones in a VL Holden Commodore, the pair qualified a lowly 42nd before finishing in 26th place.

Three years later Spurle returned for the Bathurst 24 Hour race where she teamed with three English drivers in a Mosler Chevrolet, the multi-national quartet being rewarded with 5th place. That was the year that the pair of Garry Rogers Motorsport Holden Monaro 427s finished 1-2, twelve laps ahead of the field with Peter Brock and Greg Murphy in the winning car.

Heather Spurle MBE can certainly claim to be one of the world's most versatile female drivers. She has raced Formula Ford, Formula Pacific (6th 1992 NZGP), TraNZam, V8 Touring Cars and FIA Sports Cars, and set New Zealand Land Speed and Endurance Records for a Diesel powered vehicle. Her achievements aren't restricted to land. Following a 'duel' with Gina Campbell in 1989, Heather claimed the Women's World Unlimited Water Speed Record with an average of speed of 271 kilometres an hour (169 mph) set in a Grand Prix hydroplane, a mark that still stands today.



In 1997 and 1998 there were two Bathurst 1000 races in each year, in October a combined field of 2-litre International Super Touring, NZ Touring and Production Cars, in November the V8 Supercars. Manfeild Classic Meeting regulars Dennis and Debbie Chapman (Ferrari Testa Rossa, His/Her Ferrari 348s and His/Her Fiat Abarth X9s) ran a BMW 320i in the 2-litre races and returned home with 8th and 11th placings against their names.

The 2001 classic saw the highly rated Leanne Ferrier in the field teamed with Paul Dumbrell in a GRM VX Commodore that qualified in 26th position, but Ferrier never got behind the wheel in the race itself. On Lap 41 Dumbrell crashed on his way into the pits for her opening stint! She returned to

the Mountain in 2009 as Leanne Tander, this time with David Wall in a BF Falcon, the pair finishing 18th, a lap down on the winning VE Commodore driven by husband Garth and Will Davison!

Leanne Ferrier/Tander could claim to be the Southern Hemisphere's most successful female racing driver.



Twice runner-up in the Australian Driver's Championship, third place in the 2000 Formula Ford Championship, winning Class C and claiming third overall in the 2004 Australian Production Car Championship. There were stints in the Fujitsu V8 Supercar Development Series and the Touring Car Masters where she finished 5th in the 2010 championship standings. On her return to serious racing two years ago Mrs Tander won the Australian Formula Ford Series, matching the achievement of her husband in 1997.

The answer to the question 'how good are the female drivers' is answered by the fact a number were signed by factory-supported teams for the 1,000 kilometre classic.

First were Christine Gibson and Sandra Bennett who shared a Holden Dealer Team Torana XU-1 in 1970, despite an off-road incident midway through the race they finished in 13th place, an eleven position gain from their starting position. The two other HDT XU-1s were driven by Colin Bond (16th) and Peter Brock/Bob Morris (37th), so a very good result for the ladies.

Gibson was teamed with Marie-Claude Beaumont for the 1976 race but their factory-backed Alfa Romeo Alfetta GTAM suffered fuel injection problems and was withdrawn from the race after 52 laps.

Mercedes Stermitz and Annette Meeuvissen were part of the factory-backed BWM Junior Team and competed together in the 1987 World and European Touring Car Championships, the glamour pairing finished 7th in the WTCC round at Calder Park but at Bathurst Stermitz seriously damaged their M3 in a practice crash. The car was repaired but suffered clutch failure just 47 laps into the race.



The arrival of the V8 Supercars in 1997 saw Castrol joining Larry Perkins to launch an all-female team called the Castrol Cougars. Four drivers were initially selected with Melinda Price and Kerry Brewster making the cut. The pair contested the race twice, finishing 12th in the FAI Australia sponsored race in their debut season and 11th in 1988, it was another 27 years before an all-female combination faced the starter.

We saw De Silvestro and Gracie attack the Mountain in 2015 and 2016, could we see a combination of De Silvestro and Leanne Tander in the future? Maybe Team Kiwi Racing could be resurrected with Christina Orr-West and Chelsea Herbert sharing the driving duties, they proved to be very competitive last season when they teamed together in a MIKE Racing Aston Martin Vantage.

It's another of those 'wait and see'...

RH

OCTOBERFAST ACTION





JAROD CARRUTHERS



JAROD CARRUTHERS PHOTOGRAPHY



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JAROD CARRUTHERS PHOTOGRAPHY

THE 'O' FACTOR... PART ONE

There are 26 letters in the alphabet, but in the world of classic cars why is one worth so much more than any of the others? It appears to be a question without a definitive answer.

Over the years there have been hundreds of cars from different countries carrying a 'GT' badge, ranging from mildly tweaked mini and family saloons through the spectrum to makes and models with a very special pedigree that's reflected in their value - most are worthy of the label, some maybe not.

In most instances the letters stand for 'Grand Tourer' which implies that the model offers high performance and in most instances that is the case. In Italy 'Grand Tourer' translates to 'Gran Turismo' and there are many famous marques in that country that have produced cars meeting the criteria - Ferrari, Maserati, Alfa Romeo, Lamborghini, Lancia, De Tomaso, Iso Rivolta and Bizzarrini.

One of the finest examples is the Ferrari 250 GT and its equally famous engine. In 1952 the 3-litre motor was the latest evolution of one of the greatest power plants in automobile history, the classic Gioachino Colombo designed 60 degree V12 that first appeared in 1.5 litre form in 1947.

Over a period of 12 years the combination of the Ferrari 250 GT and Colombo V12 spawned twenty model variants that today are highly sought by collectors who are prepared to spend very large amounts of money to secure the ownership papers.



Surprisingly, both were simple and straightforward in their design. The car's chassis was a hand welded oval steel tube frame, the independent front suspension used double wishbones and a transverse semi-elliptic leaf spring (replaced with coil springs in 1957), the rear suspension was a live axle with longitudinal semi-elliptic springs and axle location rods. Steering was by worm and peg, the drum brakes weren't replaced by disc brakes until 1959.

The alloy short stroke engine had a single overhead camshaft for each bank, two valves per cylinder and single ignition with twin distributors, induction was via three downdraught Weber carburettors and there was wet sump lubrication. The higher performance models had six carburettors and dry sump lubrication, output

ranged from 200 to 302 brake horsepower that was transmitted through a four or five-speed gearbox in unit with the engine.

The Ferrari 250 GT range had bodywork of exceptional beauty and functionality created by the famous coachbuilders Ghia, Vignale, Scaglietti and Pinin Farina.

On the track the competition versions met with unprecedented success. The Ferrari 250 S was the first of the line and won the 1952 Mille Miglia in its debut outing, beating the three factory Mercedes Benz 300SL Gullwings. Success after success in major events continued into the mid-1960's with the cars from Maranello dominating the GT category, but why were the cars so successful on the track? Drivers say it was the combination of low weight, high engine power, well sorted suspension and reliability, plus the fact they were easy to drive in all conditions.

But what really made the Ferrari 250 GT family and its V12 engine so famous and so highly sought after?

For the wealthy and those enjoying celebrity status they were the cars to be seen in, being owned by a high profile identity or film star has become one of the reasons prices of the road cars are where they are today with the jewel in the crown being the 250 GT California Spyder cabriolet. The last example sold at auction saw the hammer fall at NZ\$27,750,000.

In competition it began with the 250 GT SWB Berlinetta (Short Wheel Base). One hundred and sixty-five of these cars were produced between 1959 and 1963, the engine producing up to 280 bhp @ 7,000rpm and the maximum speed was 270 kilometres an hour (166 mph).

As good as the 250 GT SWB was, the arrival of the 250 GTO in 1962 was the real game changer. The engine produced more power (302 bhp) and the car was faster (280 km/h).

Both models enjoyed hugely successful competition careers in the major endurance races at Le Mans, Daytona, Sebring, Spa-Francorchamps, Nurburgring, Montlhéry and other important events like the Tour de France, Targa Florio and Tourist Trophy.

Comparing the 250 GT SWB and 250 GTO, one is the evolution version of the other, yet on the world market one is five times more valuable than the other.

With what each had to offer could that difference simply be the addition of the letter 'O' that stands for 'Omologato', the Italian translation of 'Homologated' which means 'approved to race' by the sport's governing body.

Could it be the fact that only thirty-six 250 GTO's were built, could it be the story surrounding the design and development of the car, or how Enzo 'tricked' the FIA officials, a story that's part of Ferrari folklore?



With its development programme headed by Chief Engineer Giotto Bizzarrini and Carlo Chiti who were responsible for the 250 GT, the GTO was specifically designed to compete in GT racing against the Shelby Cobra, Lightweight E-Type Jaguar and Aston Martin DB4 GT. There was an early setback when Bizzarrini, Chiti and other engineers were fired in 1962 following a dispute with Enzo Ferrari, but that opened the door for the young and talented engineer Mauro Forghieri to oversee the final development phase. In particular he worked very closely with coachbuilder Sergio Scaglietti to develop the bodywork that included using the wind tunnel at the Pisa University, so the GTO evolved from a collaborative effort and certainly wasn't the work of one individual.

For the car to be eligible to race in the Group 3 Grand Touring Car category, the FIA Regulations required that at least 100 examples had to be built, so why was the 250 GTO homologated when it was well outside the rules in terms of numbers? 'The Old Man' had a reputation for his cunning and ability to manipulate or circumvent 'rules' for his own benefit. Checking the list of GTO chassis numbers shows they are

anything but sequential, the first car produced in 1962 was chassis no 3223GT, the second 3387GT, followed by 3413GT, when the final car left the factory in 1964 the chassis no was 5575GT. It was virtually impossible for the FIA officials to follow the paper trail and their task was made even more difficult by Ferrari's simple ploy of continually moving the cars around different locations!

With their outstanding pedigree and competition records both cars are among the finest to leave the famous Maranello factory, but that one question remains - Why is one worth more than five times the other?



In 1959 a new 250 GT SWB cost US\$12,600. The highest price paid is US\$16,500,000 (2015).

In 1962 a new 250 GTO cost US\$18,500. The highest price paid is US\$70 million (2018).

Historically, over the years the 250 GTO has set numerous milestones when you talk prices. The first car to sell for US\$1 million (1986), US\$10 million (2004), US\$20 million (2010), US\$30 million (2012), US\$50 million (2013) and now US\$70 million (2018). Experts believe that within five years a 250 GTO will break the US\$100 million barrier.

The last GTO sold was a private transaction with the new owner paying a record breaking US\$70,000,000 for a car that sold for US\$6.5 million 18 years ago.

How could chassis no 4153 GT be worth another 30 million dollars than a car of the same year and model? In two words, 'outstanding provenance'.

There are a number of contributing factors that affect a car's value. Low Production Volume, Rarity, Desirability, Demand, Aesthetic Design, Nostalgia, Condition, Originality and Competition Record - there are a lot of boxes to be ticked. When you talk Ferrari add the two magic words 'Classiche Certified'.

At the Maranello factory there's a special department dedicated to proving a car's authenticity. The entire car is examined by a team of experts who have access to the technical records of every car produced since 1947 to

ensure the vehicle conforms to the original design with matching numbers. Eligible to go through the process are all Ferrari road cars more than 20 years old and all Formula 1, Sports Cars and Sports Prototypes irrespective of age. Obtaining the Certificate of Authenticity isn't a cheap exercise for owners but it can add millions of dollars to a sale price, it's a very big tick!

In competition '4153 GT' enjoyed considerable success in circuit, road and endurance races, rallies and hill climbs, highlighted by fourth overall and the class win in the 1963 Le Mans 24 Hour and outright victory in the gruelling 10 day Tour de France in 1964. It has a very high level of originality and had never been crashed or seriously damaged. 'NU25' ticked all the boxes as far as new owner David MacNeil was concerned.



Many are surprised that the world's most expensive Ferrari isn't the traditional 'rosso corsa', remembering that red is the colour synonymous with the cars from Maranello and also the national racing colour of Italy. 'NU25' is finished in the same Grigio Metallico (Metallic Grey) as when original owner Pierre Dumay took delivery in 1963, the yellow stripes were a distinguishing feature when the car was regularly raced by the famous Belgian team Ecurie Francorchamps in 1964/65.

More than half a century after the car first appeared maybe the only answer is the pure emotion that's generated by the sight and sound of a Ferrari with its Prancing Horse emblem and the three letters that mean 'gran turismo omologato' - GTO.

One of the most revered cars in motoring history, the Ferrari 250 GTO is often referred to as being the 'Holy Grail' which is defined in the English Dictionary as - 'Something that a person or particular group of people want very much to have or achieve'.

In the end, it comes down to desire, availability and money...

RH

In Part Two :- Who raced the 250 GT SWB and 250 GTO (some names will surprise you), who are the most famous owners, what happened to Bizzarrini and Chiti following their departure from Maranello, and the mass production cars that wore a 'GTO' badge.



THE HARTLEY FILE...

Another busy travel schedule. From Italy to Singapore then 7,842 kilometres west again to Sochi for the Russian Grand Prix. A contrast in more way than one, from a night race close to the Equator to an afternoon race in the city on the shores of the Black Sea that hosted the 2014 Winter Olympic Games.

In the days before Sochi, at Scuderia Toro Rosso there was talk of a new Spec 3 Honda engine and Daniil Kyvatt being confirmed as Pierre Gasly's replacement for next year - both happened.

The Sochi Autodrom is a 5.8 kilometre street circuit with 18 turns built around the Olympic Park, the seating capacity is 55,000. For the opening practice sessions the air temperature was 21 degrees, four 'replacement' drivers took part in FP1 - Nicolas Latifi (Force India), Artem Markelov (Renault), Antonio Giovinazzi (Sauber) and Lando Norris (McLaren). For FP1 both Toro Rosso drivers chose to run the 'Ultrasoft' tyre, so did Raikkonen, the others preferred the 'Hypersoft'. Vettel topped the time sheet, Gasly was 12th fastest and 2.456 seconds slower than Vettel, while Brendon ran the most laps (28), was a second slower than his team mate and 19th on the chart.

The 'replacement' drivers were impressive with Giovinazzi posting the 10th fastest time, 7/10ths ahead of Norris who was 13th quickest. All the cars were on the 'Hypersoft' tyre for FP2 and both Toro Rosso drivers moved up the sheet, Gasly improved four places to 8th and was 1.752 seconds behind the pace setting Hamilton, Brendon jumped three positions to 16th and ahead of both McLarens and Williams - his best lap of 1.36.024 was a full second improvement over his best in FP1.

Twitter / Facebook - *Enjoying my first visit to Sochi. Tricky little track. Not a pure street circuit but still feels quick between the walls. We changed to an upgraded engine this morning which mean we will start from the back. The good news is that it has more power. Focus now purely on race pace which looked good today.*

Day 2 brought a temperature of 23 degrees, for Toro Rosso the focus remained on the development programme with Honda engineers. Eventually the decision was made to revert to their 'old' engines for the race to preserve the new unit for the Japanese Grand Prix. The 'Hypersoft' was again the choice for FP3 where Hamilton continued to head the times, Gasly dropped back to 12th with Brendon 9/10ths slower with 16th fastest time after 22 laps out on the circuit - he set his quickest lap in FP2 at 1.36.024.

Qualifying is always interesting, When the 3-part session ended there was a Petronas Mercedes front row lockout with Bottas securing pole position, both Ferraris were on Row 2. Brendon really got down to serious business and clocked a 1.34.655 which was more than a second quicker than his best practice lap, but he missed the cut to Q2 by 3/100ths of a second, team mate Gasly was three slots ahead and 13th on the sheet.

Qualifying became an unusual affair when Verstappen, Ricciardo, Gasly, Sainz and Hulkenberg, who all had grid penalties, opted not to participate in Q2. Brendon also had a grid penalty, so the back three rows of the grid had an interesting look about them - Stroll/Alonso, Ricciardo/Gasly, Hartley/Verstappen. Sochi has a tricky first corner!



We didn't put a lot of emphasis on Qualifying today because of the penalties we will incur tomorrow. Yesterday was a big exercise for Honda introducing a new power unit, but the decision was made not to use it for the rest of the weekend. It is definitely quicker, there's no question marks there, but we want it to be perfect for Japan and make sure everything works as it should. What also makes it a tough race for us is starting from the back. Our long run pace yesterday looked promising on the Soft tyre, so I think there could still

be a bit to play for tomorrow. We've seen a few incidents here in the past, it's a tricky first corner because it tightens up after the long straight off the start line, so we'll see what happens tomorrow - we will still aim to do our best...

Race Day. Overcast and 23.4 degrees, a slight breeze and drops of rain, not enough to wet the track though. Brendon began the race on 'Hypersoft' tyres and made a superb start from the back row, passing Gasly before Turn 5 and also Ricciardo on the opening lap. On Lap 2 Ricciardo passed Hartley who continued to draw away from Gasly before a strategic call was made to switch to 'Soft' tyres with the expectation they would last the race.

Lap 5 was disastrous for STR with both cars striking the same brake problem. Gasly was first to lock up his rear brakes and spin - *'Since the start of the race I had a really strange feeling with the brake pedal, it went pretty long and got worse very quickly'*.

A couple of corners later Brendon had the identical thing happen on the # 28 car. Both made it back to the pits and the cars wheeled into their garages - for the drivers the race over, Brendon's lasted 8 min 21.8 secs which was 21 seconds longer than his team mate!

'I had a good start and passed Pierre before Turn 5, I was attacking the McLaren (Alonso) when the brake pedal went long. I reported it on the radio and then made our planned pit stop. We were going to try and be a bit cheeky with the strategy and do almost a full race on the Softs, we had great tyre life and pace and think it would have worked. However, once I left the pits the pedal went completely to the floor, the rears locked and the car spun. The same happened across both cars at the same moment so I'm sure the team will quickly diagnose and sort it out for the next race. We are all excited for Suzuka with the upgrades and performance we saw on Friday'.



As for the race itself. A boring affair with a controversial finish when Bottas was instructed to let Hamilton pass. Verstappen starred by passing six cars on Lap 1, another four on Lap 2 and eventually finishing 5th after starting from P19.

One week later the next stop was the Land of the Rising Sun, Sushi and Honda with the # 1 plan to be seriously competitive in front of the Honda hierarchy and the home crowd.

Toro Rosso reverted to Honda's new Series 3 engine upgrade that was used in practice at Sochi but removed for the race, the first day at Suzuka suggesting STR could be competitive with a strong possibility of scoring championship points.

Temperatures were in the low twenties on a cloudy day. In FP1 all three tyre compounds were used, the Petronas Mercedes topped the sheets with Red Bull and Ferrari sharing the next four places.

Brendon didn't have a happy session and was talking of power loss before the first corner! He ran a total of 23 laps and posted the 17th fastest lap, 3.2 seconds slower than Hamilton's best and 8/10ths slower than team mate Pierre Gasly who was 11th quickest. The young Frenchman earned a rebuke from officials after he caused Hamilton to use the run-off area at the chicane to avoid a collision, the Toro Rosso was 'cruising' on the race line.

In the afternoon FP2 session fortunes changed in the STR garage. Gasly missed all but the last 15 minutes of the session thanks to a fuel system problem and only had time to do 10 laps, ending P13 on the time sheet with a best lap 3/10ths better than the morning session on the 'Supersoft' tyre.

For Brendon FP2 was one of his best sessions of the year. He ran in the top 10 from the early stages and maintained that position until the end, running 27 laps and setting his best time on the 'Supersoft' tyre, 1.4 seconds quicker than in FP1 and a full second closer to Hamilton who again headed the sheet. A very good afternoon at the office and a timely confidence boost.

On Day 2 FP3 began in very cloudy conditions with a small amount of rain on certain sections of the track. The wind speed increased to 24 km/h which meant a tail wind on the fastest section of the circuit which significantly reduced the downforce on the rear wing. Twenty minutes into the session the rain came which forced the cars into the pits for 10 minutes, practice resumed and the 'race' line quickly dried out. But the drama wasn't over, in the final minutes Hulkenberg was in the barriers after hitting the wet kerbs, causing another stoppage. When the interrupted session ended Brendon had completed 13 laps and posted the 13th quickest lap, Gasly was more than a second slower in 20th and last place - advantage Hartley.



For qualifying the temperature was in the mid-20's, the wind dropped to 16.5 km/h with a rain probability of 60% - it was the weather that dictated the final outcome of the grid for the race. Q1 was red flagged when Ericsson hit the barriers, with two minutes remaining the rain started which made the track too wet for slick tyres. Frantic activity in the pits for the all-important final laps of the session, cars out on fresh tyres and Brendon goes 14th fastest, Gasly 15th. There was disappointment for Ricciardo who didn't get out onto the circuit because of an engine problem, but delight in the Toro Rosso garage with both cars making it through to Q2 for the second time this season.

Q2 is very important for the Top 10 drivers because the tyre they set their fastest time with is the tyre they must use for the start of the race. With 10 of the 15 minute session remaining Gasly is 12th quickest and Brendon 13th, at 5 minutes the pair are 10th and 9th and out of the Elimination Zone, at 4 minutes the rain starts, effectively ending Q2. Both Toro Rosso cars stayed out on the circuit to wave the Honda flag in front of the fanatical home fans.



Onto a dramatic rain affected Q3. Ferrari made a strategic blunder with their cars on 'intermediate' tyres when other teams opted for the 'Supersoft' slicks, they lost crucial time making the change. Half way through the session Brendon was sixth fastest and ahead of Gasly by 7/100ths of a second, two minutes later the rain started again and the grid was confirmed with Brendon P6, Gasly P7 and Vettel P9.

'I was so happy with that! I was actually a bit emotional on the in-lap. I wouldn't normally get emotional, but it was just a build-up of all the effort we had put in and the struggles I've been having at times during the season. It was nice that today everything worked and went my way and I delivered when I needed to. It was a tricky Qualifying session with the weather, but the team played the strategy perfectly as we were on the track at the right time. To get sixth position on the grid in front of all the Honda and Japanese fans feels fantastic. Now I need to consolidate the points, but I'll enjoy the feeling for the moment'.

Twitter/Facebook - 'P6 in qualifying today. That felt good'.

Race day, could it be 'Deliverance Day'?

Teams were concerned with the 10 degree increase in track temperature and its effect on tyre degradation, particularly for those running the 'Soft' compound.

Despite a good start Brendon quickly dropped two places and by the end of lap 2 had gone from 6th to 11th, complaining of poor grip. He maintained that position during the remainder of his first stint that included a four lap Safety Car intervention while debris was cleared from the track. Brendon pitted for new tyres on lap 28 and dropped to near the back of the field.

The fresh rubber improved the car's pace and Brendon disposed of the two Williams to challenge Ericsson in the pursuit of points but the effort was in vain as he didn't have the power to overtake the Ferrari engined Sauber. Team mate Gasly had a better opening lap and held sixth place for a long period but he faded as the race progressed because of blistering rear tyres and crossed the line in 11th place with Brendon 13th, for both a disappointing outcome after the promise of Qualifying.



'I don't feel I did too much wrong at the start of the race but I just couldn't get the power down. For the whole first stint I didn't have much grip and poor traction cost be a lot of time. Then on the second set I found myself in traffic, I made a couple of overtakes on both of the William but in the end I got stuck behind Marcus. It's a real shame that both cars were outside the points after such a promising result in qualifying yesterday'.

Another frustrating race for the entire Scuderia Toro Rosso Honda team, the upgraded engine was a big step in the right direction but delivering the power remains a work in progress.

Twitter/Facebook - 'Thanks Japan, you were awesome. Incredible to see so much support for us. Disappointing race with no car in the points. No traction off the start and during the first stint. I then dropped further back with overheating tyres. Keeping them alive has been one of our strong points this year, but we got it wrong on Sunday. Saturday was a great step for the team but we didn't convert. Will keep working'.

Round 18 was two weeks later where Brendon's F1 career began a year ago, the US Grand Prix at the Circuit of the Americas (COTA) in Texas, one of his favourite tracks. The two STR cars appeared with a new sponsor's name on the side panels, KFC. The track was wet for FP1 but that didn't effect Brendon because Toro Rosso's 21 year old Indonesian test driver Sean Galael drove his car during the session that was red flagged at one stage to allow gravel to be removed from the circuit after Leclerc did some off-roading. Pierre Gasly posted the 13th fastest time that was 3.72 seconds slower than pace setter Lewis Hamilton while Galael's best lap was 5.12 seconds away from the Petronas Mercedes driver in last place.

Later in the day the track was even wetter for FP2 and it was 45 minutes into the session before the first cars exited pit lane with Brendon leading the way. A wet track is a great leveller and it benefitted the two Toro Rosso drivers, Hamilton again topped the time sheet but Gasly was 2nd quickest and Brendon 6th, a most encouraging sign with the two Ferraris rounding out the top 10.

Day 2 saw the temperature rise by a couple of degrees, humidity drop and a dry track. Both Ferraris headed the Petronas Mercedes duo with the Red Bull cars fifth and sixth when FP3 finished. Gasly was 12th fastest and Brendon 19th after the STR cars ran the most laps (27) in the session on the Ultrasoft tyre, the same as the front runners. Further engine upgrades in Austin meant that Gasly and Hartley would incur grid penalties and start from the back row, so the free practice session focussed on race set-up. The upgraded Honda showed its potential with the pair 13th and 14th quickest in Q1 and separated by just 3/10ths of a second, making it through to Q2. But the team opted to save the new engine and Brendon used part of the brief session to practice his race starts.



'It didn't really matter where we qualified today as we were starting tomorrow's race from the back. After the morning's running we've set the car up for the race as much as we could and used Q2 as a session for doing practice starts. It will be an uphill race tomorrow, but we definitely have the pace to fight. Hopefully we'll be able to benefit from any opportunity that might come our way, we just have to be ready'.

Day 3 was sunny and a pleasant 21 degrees for the 56 lap race that saw Brendon get away to a strong start and during the opening laps getting himself ahead of his team mate and moving up several places. He chose to stay out during an early VSC period and by the half way mark was comfortably running in 8th position until he pitted for fresh tyres. After regaining the track in P15 there was a shuffle of positions that ended with the # 28 car in P11 and battling with the Force India of Sergio Perez for the last championship point.

That was how they crossed the line but disappointment later turned to delight when a post-race investigation found fuel usage irregularities involving Ocon and Magnussen who were excluded from the official results. That promoted Brendon to a deserved P9 and two championship points, he also led Toro Rosso home with Gasly classified 12th. A most satisfying day at the office in what was regarded as the best grand prix race for a long time that saw Kimi Raikkonen taking the checker flag ahead of Max Verstappen and Lewis Hamilton.

'Really happy about my performance and race today which was rewarded with two points. I was aggressive when I needed to be and did a good job with the tyres, the team gave me good info from the pits and the mechanics did a good pit stop - a great team effort! From last on the grid to P9 was the max we could do today, and I'm happy with the aggression I showed and how the race went. Even if the points haven't come, I have been very strong in all the last races and am very motivated and optimistic for the rest of the season and beyond'.

Finishing four places higher than his F1 debut a year ago and scoring two world championship points were a perfect anniversary present.

Twitter/Facebook - 'High fuel, cold tyres, turbulence, dirty track and 20 F1 drivers wanting to make up places always make things interesting on lap 1. Other than floor damage from debris on lap 2 got through pretty cleanly. Cheers Austin, you are always good fun. Onto Mexico'.

A week later it was south of the border to Autodromo Hermanos Rodriguez with its heat and 2,220 metre altitude that would create problems for all of the teams. With high track temperatures tyre grip and denigration became a factor, 30% less oxygen in the air presented a challenge in extracting maximum power from the engines and also meant less aero downforce.

The weekend didn't start well for Scuderia Toro Rosso with Pierre Gasly unable to set a lap time in FP1 thanks to a problem in the assembly of his engine! It was returned to Japan for a closer inspection. For Brendon it was a very different story as he enjoyed the benefit of the latest aero kit that Gasly used in America. He was on the pace from the start and clocked up 29 laps before the session ended, the #28 car being ninth quickest and 'best of the rest' after the Red Bulls, Renaults, Mercedes and Ferraris.



If FP1 was 8/10 for Brendon, FP2 was 9.5/10. With everyone running the Hypersoft tyre he topped the time sheet for the first fifteen minutes and remained in the top six throughout the session that ended with just 2.9 seconds covering the whole field.

Following on from FP1, Renault-powered cars were again quickest (1, 2, 3, 5) with Vettel fourth. Brendon was 1.34 seconds behind the pace-setting Verstappen in P6 and 4/100ths ahead of Hamilton with Raikkonen, Bottas and local hero Perez rounding out the top 10. Gasly was down in P14, a full second slower than his in-form team mate.

On Day 2 the air temperature dropped 5 degrees and the track temperature by 10 degrees, coupled with a damp circuit FP3 was very different from the previous day. It was well into the session before cars took to the track and before the final practice ended it was dry enough to switch from 'Intermediate' tyres to the 'Hypersoft'.

Brendon was unable to match his outstanding performance of Day 1 and ended FP3 with the 16th fastest time after his 10 laps on the track. It was the reverse for Gasly who ran 16 laps and finished the session 9th quickest and 1.1 seconds ahead of his team mate. Verstappen topped the chart and the field was covered by 2.5 seconds, 4/10ths less than in FP1.

In the afternoon the track was dry and 8 degrees warmer for Qualifying that saw Brendon (14th) and Gasly (15th) quickest and progressing to Q2, Brendon putting in a superb final lap after being in the elimination zone. All 15 cars were split by less than a second.

Onto Q2, knowing he would be starting from the back of the grid following both an engine component and gearbox change Gasly didn't record a time. Brendon started the short session on the Ultrasoft tyre and as the times tumbled changed to the Hypersoft, they were quicker but he ended Q2 half a second slower than in Q1 and would start the race from P14.

'I think today we definitely had the pace to go through to Q3, but I'm disappointed with that last lap. I had been really happy with the car all weekend and Q1 was great. I was P10 and think that was representative to where we would have been at the end of Q2. We only had one set of new Hypersofts left for Q2, and in the last run we didn't get the aero balance on the track evolution. I locked the brakes into Turn 12 on my last lap, went off the track and lost enough time to just miss out on Q3 - in Qualifying we are always pushing it to the limit! As

for the race, the tyres will be a big topic tomorrow, I need a good first lap like I did in Austin. We scored points last week from P20, so from P14 tomorrow it must be possible. We've been strong all weekend, so I hope to bring home some more points'.

At the front the battle for pole position was being fought between the two Red Bull drivers with Verstappen on target to become the youngest driver in F1 history to start from P1, but in the final seconds Ricciardo pipped his team mate by 3/100ths of a second for the team's first front row lockout since 2013.

The track temperature increased to 33 degrees for the 71 lap race and there was threat of rain. Tyres would continue to be an issue with some teams facing the possibility of running out! With the long run to Turn 1 there was a strong possibility of a mid-field log jam at the early corners, there was, and Brendon was a victim at Turn 4. He was forced to take evasive action to avoid a collision, the hard braking flat-spotted his tyres which meant at pit stop for new rubber after a single lap, dropping him from P14 when the lights went out to P19. Not a good start and it meant a new strategy. Gasly pitted on lap 28 and re-joined two places behind Brendon, by lap 40 Brendon was five places ahead of his team mate, in 11th place, and looking comfortable.

The racing was very close in the mid-field pack, it got too close of lap 41 when the cars of Brendon and Esteban Ocon touched in Turn 4, the Toro Rosso suffering floor damage on the left hand side. The incident would be investigated by the FIA Stewards. The following lap Ocon nearly collided with Gasly but no action was taken. On fresher tyres Gasly passed his team mate on lap 56, six laps later Ricciardo pulled off the circuit with an engine failure (his 8th retirement of the season)



and the Virtual Safety Car was employed. That DNF promoted Gasly into the points and at the restart Ocon had better grip to overtake Hartley, dropping the kiwi to P12. The race ran out at reduced pace with tyre conservation the name of the game and no positional changes with Verstappen, Vettel and Raikkonen sharing the podium and Hamilton finishing 4th to claim his fifth world championship title. These were the only cars on the lead lap.

One point for Gasly and a questionable 5 second time penalty for Brendon after the Stewards held him responsible for causing the collision with Ocon - P12 came P14, back to where he had started from!

'I had a good start. It was a little bit of a mess going into Turn 4, a car pulled in front just before braking, I locked the brakes and flatspotted the Supersofts. Unfortunately, we had to pit on lap one and after that I effectively did a one stop race from there. I think it was a solid race with really strong tyre management. I defended heavily against Ocon, so it's a shame that I got a 5 second penalty when we made some contact. Without the damage and penalty from the contact I would have been P10, and without the flatspot on lap one we had the pace to be even further up. The pace this weekend is very encouraging but the final outcome a little disappointing'.

Amen to that.

Two races to go in the 2018 Formula 1 Championship, Brazil and Abu Dhabi, there has to be some better luck in there somewhere...

RH



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PARTING SHOT...



Another wet mid 1970's Summer Series meeting at Manfeild. Lots of hardy spectators under the sea of umbrellas though. The Mini 7 class was hugely entertaining and helped by having lots of locals entered, including Bryan Hartley.

