

Manawatu Car Club Inc

Magazine May 2020



RACE WITH US!



Well what a month it has been since I last put fingers to keyboard, unparalleled in recent NZ history, that's for sure. With no "real, live" motorsport, and none on the immediate horizon, the response of the wider motorsport community has been interesting to watch. There has certainly been much more use made of social media platforms like Facebook as people have retreated to their sheds to work on existing cars or projects, or simply had the time to potter through their archives and photos for interesting titbits. Pages such as Fleur Pedersen's (Brian Greens co-driver for the non-rallyists) ABC of rallying have turned up some great stories and photos from the NZ rally scene, and others such as Old New Zealand Motor Racing continue to astound with historical commentary and photos that have largely been forgotten, or never been aired before. I am pleased to report that the MCC seems to have been one of the more active Clubs in terms of presenting its members with items of interest via Facebook during lockdown. Others, it seems, have just come to a full stop. It's as if they have stopped caring about their members and posts have been few and far between. Perhaps they communicate by other means?

One way of remaining engaged with our passion is through the various virtual race events / series that are taking place, and each has proven to be highly realistic and totally absorbing, despite my (admittedly biased) initial misgivings. And the Kiwis have been giving a great account of themselves. I wonder how many of these will actually continue once regular racing is allowed again? I hope they are pursued as it is an opportunity to engage with the "computer game" generation and perhaps encourage them to consider watching or even better participating in the real thing.



As some of you may be aware I have kept myself amused with a "Lockdown Diary" on Facebook, the daily challenge of coming up with something (usually) amusing providing a little mental stimulation, though often the best ideas seem to have occurred during sleeping hours – waking up with "that was a great idea, now what was it again ?? has been a common occurrence !!

I've received some interesting input from members too, which is reproduced elsewhere in this issue, and which has been, in my opinion, both entertaining and encouraging. In particular Tim Gibbes has sent through some wonderful material, and his is such a great story that I hope to have a regular spot for his tales (if ever there was a candidate for a really interesting autobiography, then Tim is it).

There is a sad note to the whole challenge of our Level 4 world, and that is that we have lost several of the real characters of NZ motorsport, Eric Mallard included, and have been unable to honour them in the usual

manner. I'm writing this, somewhat appropriately, on ANZAC Day, and can only reflect that we will remember them.

As you can see, the recurrent theme of this piece is engagement. We, as a club, simply must remain in contact with our members, but it's a 2-way street. Let's hear your lockdown stories too. Drop me a quick line on blumoo1959@gmail.com.

As we progress from Level 4 to 3 next week, and hopefully Level 2 after a couple more weeks on our way back to normality, remember to stay positive, look out for the older members of your community and make sure that the race gear is cleaned and ready for our first post Covid 19 event.

Remember to check the Facebook page regularly for updates on what is happening.

That's it for another month. Keep the rubber side down if you are going out and stay safe.

TW

**Breaking news!
God was seen in New Zealand. When
asked what he was doing there, he
replied "Working from home bro".
#Heaven**





JUNE

- Saturday 6th MCC Test Day
- Sunday 7th Feilding Auto Electrical Winter Series Round 1
- Sunday 21st Transpec/GT Oils Manfeild 4.5km Bent Sprint
- Saturday 27th Drift Practice Main Track **(Sold out)**
- Sunday 28th Transpec / GT Oil Manfeild Open Day



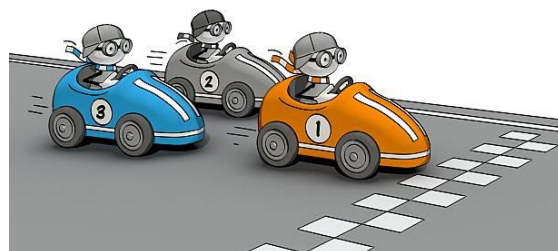
JULY

- Saturday 4th MCC Test Day
- Sunday 5th Feilding Auto Electrical Winter Series Round 2
- Saturday 18th Drift Tutoring Main Track (rescheduled from the 16th May) **(Sold out)**
- Sunday 19th Transpec / GT Oil Manfeild Open Day



AUGUST

- Saturday 1st MCC Test Day
- Sunday 2nd Feilding Auto Electrical Winter Series Round 3
- Friday 7th North Island Endurance Race Driver Series Practice Day
- Saturday 8th North Island Endurance Race Driver Series Race Day
- Sunday 16th Transpec / GT Oil Back Track Autocross
- Friday 21st 4 & Rotary Jamboree Day 1
- Saturday 22nd 4 & Rotary Jamboree Day 2
- Sunday 23rd 4 & Rotary Jamboree Day 3
- Saturday 29th Drift Tutoring Main Track



SEPTEMBER

- Saturday 12th MCC Test Day
Sunday 13th Feilding Auto electrical Winter Series Round 4
Saturday 19th Feilding Auto Electrical Winter Series Prize Giving
Sunday 20th Transpec / GT Oil Manfeild Open Day

OCTOBER

- Saturday 10th Drift Tutoring Main Track
Friday 16th Manfeild Test Day
Saturday 17th OctoberFAST! Day 1
Sunday 18th OctoberFAST! Day 2

NOVEMBER

- Sunday 8th Transpec / GT Oil Manfeild Open Day
Friday 15th MG Classic Test Day
Saturday 16th MG Classic Meeting Day 1
Sunday 17th MG Classic Meeting Day 2
Saturday 21st ShowVember

DECEMBER

- Friday 4th Manfeild Test Day
Saturday 5th NZ Superkarts Nationals Day 1
Sunday 6th Mitre 10 MEGA Summer Series Round 1 / NZ Superkarts Nationals Day 2



RACE WITH US!



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Your 2020 Committee:



Jill Hogg



Noel Beale



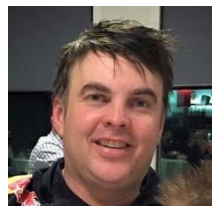
Jodie Bell



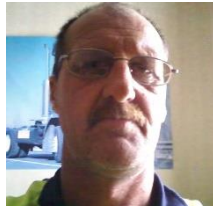
Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

Club Patrons: Robert Lester, Terry Rush, Russell Harris, Brian Davies

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



As we went to print I received an email from one of our Winter Series sponsors that summed up what the MCC Family is all about, so I inserted it right at the start of my piece because I think it is that important, it reads... "I am certainly missing the social aspect of the racing, it has made me realise that going around the track is only very small part of what we do, being with our family and likeminded people at the track is what it is about". Very well said Jonathan Hogg...

Right let's get straight into it...an answer to the question that I have been asked quite a bit lately and that is "when are we going to go racing again?" Well the good news is that we will definitely be going racing if we move to Level 2. If this happens on the 12th May as planned and everything goes smoothly from there, we will be holding the first round of the Feilding Auto Electrical Winter Race Series on the 6th & 7th June. All we are waiting for at this point in time is some protocols from MSNZ on how we are to run the race meeting and the number of people we are allowed to have at an open-air event, the latter is set by the Ministry of Health but can be lowered by MSNZ should it be deemed the right thing to do at the time. The MCC Committee has been working very hard behind the scenes to come up with different scenarios for anything that may come our way, so we believe we have a plan for everything required under a Level 2 event. One thing that we can be sure of is that the first race meeting will not be like any other that we have attended to date, so be prepared for a few changes in the way things are done and run. Once we have all of the details, we will get them out to everyone straight away, but hopefully this news has put a smile on the faces of those who want to go racing!

Some of you would have noticed that I called it the Feilding Auto Electrical Winter Race Series, yes our beloved sponsors, Huw & Kathy, are back on board again this year as our series sponsors, in fact all of the sponsors from last year are back on board again this year, which is wonderful news. In these tough and unprecedented times we are truly grateful for your support once again. On the pages following you will see the list of our Winter Series sponsors; I cannot stress enough the importance of supporting them all whenever you are able too, after all they continue to support you.

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So what other bits of good news is there... Well our Facebook Page went past 4,000 likes in April, in fact it currently sits at 4,108 likes as I write this... We usually average around 60 new likes a month, however at our AGM on the 26th February I reported that we had just ticked over 3,700 likes so we have had over 400 likes in just over two months, that is 200 a month... whew!!! A big shout out to Social Media Dept for their efforts here in keeping the MCC Page full of good content and engaging with the motorsport public on a near daily basis, well done team!

Another good news story... Jodie advertised two Drifting Events recently, one on the 27th June and one on the 18th July, both of these events were sold out within a couple of days! It will be good to see you guys and girls back on the track as well. Our esteemed editor, Trevor Weir, came up with a marvel idea of a Virtual Car Trial, going from the comments we received back, it was a hugely fun event so we have decided to run another one on Wednesday 6th May at 7pm. If you want to know more details and how to enter please just email Trevor blumoo1959@gmail.com before 5pm on Wednesday.

It is great to see a new contributor to our magazine this month, Tony Allpress sent me a piece that had me in fits of laughter, I enjoyed it so much that I asked him if I could put it in the magazine to which he replied "only if you think it is good enough..." so have a read and decide for yourself...

The MCC Committee held our first Zoom Committee Meeting in April... it was a fun affair with lots of laughter. The older generation were logged in on time while the younger generation had all sorts of trouble, so much for thinking the younger ones are all computer savvy! There was an array of alcoholic beverages being consumed, something that we can't do at a normal meeting as we usually have to drive home, and one laptop even decided to join in on the act and have a wine... it was obviously a lightweight as it fell over after only half a glass and it's owner disappeared from the meeting! Well at least no one fell asleep...

Speaking of falling asleep... during the events of the past few weeks I was lucky to have one of the elderly statesman of the MCC within my bubble. We touched base many a time during the lock-down period and kept each other sane with many a conversation about Motorsport and life in general. Upon arriving one day I let myself in as I normally do, but I didn't announce my arrival until I got to the living room, as I said "good afternoon" I realised that my friend was sound asleep in his chair, but my greeting woke him from his slumber, "bugger" I said, which was taken for an apology for waking him... little did he know that I said "bugger" because it would have made a brilliant photo for the magazine...

On the children front... both Jack and Emily have been getting on very well and have enjoyed being locked down with each other. Jack has really taken to his little sister and he loves her to bits, he also loves helping out wherever he can. Thankfully we have a bit of room to move around, as he has been overly active of late, so he is pretty much let loose around the property to explore and have fun, as a boy should. In the last month he has learnt how to firstly climb the fence, and now climb over the fence into the paddocks and chase the goats and sheep, who are a little larger than he is, but Jack has no fear chasing after them with much laughter and always with a watchful eye on him in case the animals work out that they are indeed bigger than he is. Emily turned four months old just the other day and is a real chatterbox (aren't all girls), other than that she is the perfect baby, sleeping through the night and a lot of the day also... she needs to have a word to her brother about that.



The only whoopsie so far has been a burnt hand for Jack (you will see the bandage in one of the photos above) when he decided that he wanted the hot frypan on the stove, while it was a nasty burn at the time and required a quick trip to the Emergency Dept at P.Nth hospital, it has all healed up now thankfully without any lasting damage. He now steers clear of the stove and whenever it is on, he points and says "hot" ... lesson learned.

You will see later in the Magazine an advertisement by Bruce McLaren Motorsport Park which is owned and operated by TMP Ltd Taupo. There is a Winter Series being run at Taupo this year which is good to hear. Both the MCC and TMP have worked together to make sure that our dates do not clash, and we can compliment each other by advertising each other's Winter Series to our respective club members. Everyone that races at Round 1 of our Feilding Auto Electrical Winter Race Series gets a discount off of their entry fee if they would like to race at Taupo... and anyone that races at the 1st round in Taupo gets a discount if they want to race at any one of our rounds, so it's a win-win if you want to have a go at a different track.

There are a few other good things that are happening in the club at the moment, but I have run out of room and I need something to keep for the June edition of the Mag... so please stay safe and well and I hope to see you all at the first round of the Winter Series on the 6th June.

Richie

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 9th June 2020 (TBC)

Place: Rose and Crown Olde English Pub, Terrace End Carpark, Palmerston North

**Let's hope we can all pop down and have a chat about
what hasn't happened on the track...**



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

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Suppliers of Portaloo's to the Winter Series.



CLUB MEMBER OF THE MONTH

NAME: Tony Allpress

BORN: 06/05/1986

OCCUPATION: Service Manager @ Manawatu Toyota Hospital workshop

RACE CAR: 1990 Honda Civic SiR

EVERYDAY DRIVE CAR: 1989 Subaru RS Legacy or 2000 Subaru Wrx Sti Version 6

DREAM CAR: 98 Subaru Impreza 22B or Honda NSX-R

YOUR BEST MOMENT IN MOTORSPORT?

After a LARGE night on the town in Taupo, I managed two 1st places and a 2nd place in the 2018 Summer Series IB cup. Greg Browne was a key factor in making sure we actually got outta bed that morning.

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

A bulldozer driver at the rubbish dump, I have no idea why but looking back on things maybe I should have pursued this.

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

Hunter S Thompson, Donald Trump and Ayrton Senna

WHO WOULD YOU PLAY IN A MOVIE?

John Milner... American Graffiti

THREE WORDS THAT BEST DESCRIBE YOU...

Unique, loud, confident

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

A RS500 Ford Sierra Cosworth....because I'm usually All or Nothing...there's nowhere in between

WHAT IS YOUR SECRET VICE?

Not fit for print

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm an avid gardener and home cook

FAVOURITE QUOTE...

Buy the ticket.... Take the ride!



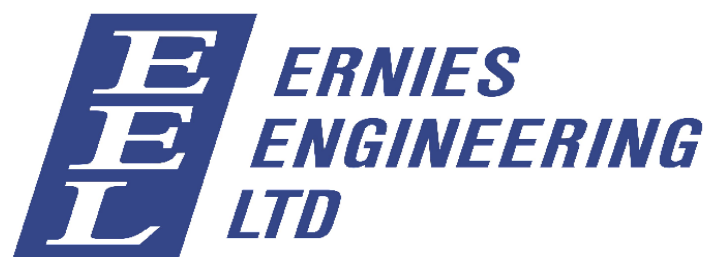
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GRID TORQUE



'Man of the Month'. The Manawatu Car Club enjoys a hard-earned reputation of possibly being this country's leading car club with its strong leadership, financial position, membership, organisational skills, V-Force, magazine and no politics. At times like the present COVID-19 situation clubs are put to the test, some sit back and wait for things to happen, some like the MCC make it happen to ensure members are not forgotten. The officers have spent much time working through scenarios for racing to return at the earliest possible date within the imposed restrictions. For members it's been a period of staying in their bubble with little or no activity before one man has an inspirational moment and comes up with an event that everyone can participate in while staying at home, a virtual car trial - not only offering the idea, he organised it! Life Member Trevor Weir has given much to our club over the years in a variety of roles, currently as Editor of an outstanding magazine, while retaining a strong passion for the club and its activities. At a time when 'sim racing' is in vogue Trevor came up with a fun event with a difference that also required a degree of thinking. April's MCC 'Man of the Month' has to be Trevor Weir...

Well done all. Twenty-one crews took part in the Virtual Trial with five recording DNFs for reasons unknown. The final result was close, very close, with a single point enough to secure victory over two crews who shared second place, one further point back four crews finished with the same score. When people see the answers they usually can't believe how they missed something. It's also a fun way of learning more about the region that's the home of our club...

A patient wait. Spare a thought for Formula Ford racer Callum Crawley. The 'Feilding Flyer' is right in contention to win the 2019/20 New Zealand FF Championship with one round to go but like his fellow competitors has to patiently wait for Motorsport NZ to come up with a new date for Round 6 at Taupo that was scheduled for 21/22 March. After five rounds Callum is second in the standings, 22 points behind Billy Frazer and six ahead of James Penrose, everything hangs on the outcome of the three races at Taupo. Frazer has won three rounds (Pukekohe, Teretonga, Hampton Downs), Crawley's scorecard reads 3, 2, 5, 2 before he critically won the return round at Pukekohe to close the gap on Frazer who finished second. The Qualifying session at the final round will be critical, so will victory in the first heat to gain the psychological advantage. It will be nail biting stuff, when it happens...

Pin pulled. With the uncertainty surrounding the COVID-19 pandemic, last month the organisers of the Hi-Q Components Formula First Championship pulled the pin on the 2019/20 series with one round remaining. The outcome of their decision means that 19-year-old Reece Hendl-Cox claimed the title for the second successive

year after winning 11 of the 21 races and scoring podium finishes in every race except one. MCC member Chris Symon won the remaining ten races but reliability problems saw him finish runner up, 103 points behind the Whakatane teenager, while Liam Foster took third place in the standings 81 points behind Symon. Astin Addy was Rookie of the Year with



consistent top ten finishes including two podiums, but it was a difficult series for SpeedSport Scholarship winner Matthew McCutcheon. There was a promising start with a third place in the opening round but a big crash in Round 3 had its effect and he finished 3rd rookie and 8th overall. Again Formula First consistently provided the closest and most exciting racing of all the categories. Long live the humble VeeDub...

Calling Jenny. The power-to weight is a critical figure in the performance of a race car, it's about more power and less weight to get the ultimate level of performance. People look at the car to see what can be removed or made lighter, the question is do they consider the driver? It's been revealed that both Scott McLaughlin and Shane Van Gisbergen have each lost around 12 kilograms this year because of their planned racing commitments other than Supercars - Indycars and WEC respectively. McLaughlin 'I needed to do it. It's just the way, those open wheelers or these cars (WEC) are very light, they need a very light driver. We're on the heavy side! In a Supercar you don't have to worry about your weight so much'. It makes sense...

Another newbie. The BNT V8 Championship has been this country's longest running touring car category and is undergoing a major change with exciting new cars and a name change. Firstly the name to BNT NZV8TA2 Championship with the critical addition being 'TA2'. Introduced into Australia last year TA2 quickly grew in popularity with teams and race fans because the 'one-make' cars look and sound right and are relatively affordable, modern day TranZams. The cars are powered by 6.2 litre Chev LS3 V8 'crate' engines making 391 kW (525 hp) and limited to 6,500 rpm, coupled to a G-Force 4-speed gearbox with the American Howe Racing Enterprises-built space frame chassis having options of Dodge Challenger, Chev Camaro and Ford Mustang bodies. The really good news is that the Kiwi cars will be identical to those raced across the Tasman, so could that lead to the revival of a true Trans-Tasman Series with rounds in both countries? Definitely exciting possibilities, but, is this country big enough to sustain another category with MotorSport NZ's commitment to TCR...

What about the old ones? There is an 'after life' for the current BNTV8 Class 1 cars built to V8 SuperTourer and TLX specification. They can still race in the new category with a parity adjustment to make them competitive. The Australian Supercars have clearly shown how hard it can be to achieve parity, it will be interesting to see how MotorSport New Zealand tackle the problem. There's no simple solution...



Mr Versatile. There doesn't seem to be an end to Scott McLaughlin's talent. No content with winning on the track he's proved to be equally proficient in eSport (simulator) racing in both Supercars and Indycars. There's no doubt that eSport can be exciting to watch for home viewers, it can look remarkably realistic. At the Supercars All Stars E-Series opening rounds at Phillip Island the drivers behaved themselves, Round 3 at the famous Autodromo Nazionale Monza in Italy was a 'smashfest', fortunately the crashes don't damage the cars, team owners would like that. Spare a thought for Driving Standards Observer Craig Baird, at Monza he would have wondered why he put his hand up for the job! Someone has to do it...

Wild cards. The Supercars E-Series attracted Red Bull's F1 hot shot driver Max Verstappen for the races at Barcelona as team mate to Shane Van Gisbergen. The two Red Bullers were in great form with SVG narrowly winning both races, for home viewers a highlight was the pair running into each other doing celebratory donuts! Meanwhile Simona de Silvestro will be a wild card entry in the BP Supercars All-Star Series from her home in Zurich. The Nissan Altima is past history so the Swiss Miss put the question out to

her fans - Ford or Holden? As a result Simona will drive the Harvey Norman Ford Mustang. It seems that everyone wants a slice of the Supercar simulator action...

Scooting about town. Palmerston North jeweller/watchmaker Ross Hyde is also one of this country's leading motorsport photographers, back in the late 1970's and through the following decades he was contracted by the leading factory teams to cover events on the world championship calendar through the lens of his cameras. Over the years Ross has driven personal cars that have been of a sporty nature, these days he also uses two wheels as his chosen mode of transport, a Vespa motor scooter, a vehicle that some regard as a fashion statement. Enrico Piaggio's aircraft factory was destroyed by WW2 bombing,



undeterred, in 1946 he took out a patent for a 'motorcycle of a rational complexity of organs and elements combined with a frame with mudguards and a casing covering the whole mechanical part'. The result was the step-through Vespa with its engine mounted beside the rear wheel that's driven directly from the transmission with the clutch lever and twist-type cable gear change on the left handlebar. Since that initial model there have been 34 variations with the engine capacity ranging from 50 to 200cc in two and four stroke forms, it's a sales phenomenon with 16 million units produced in 13 countries and sold around the world. Ross's Vespa is stamped 'Made in India', many rupees less than an Italian job...

Using available resources. A situation like the COVID-19 pandemic can bring out the best and worst in people and motor racing teams have really stepped up to the plate to use their designers and production technology to assist with the extremely high demand for medical equipment. During their early summer break the England based Formula 1 teams (Red Bull, McLaren, Racing Point, Williams, Mercedes, Renault, Haas) all became involved in the UK Government's 'project pit lane' initiative to produce special medical ventilators and similar equipment. Across the Tasman Erebus Motorsport led the way among the Supercar teams closely followed by Triple Eight Engineering. Designers and 3-D printers have been working overtime, people and resources being put to very good use for the benefit of others in a time of need. Motorsport leading the way, well done...

Who are Skye Sands? It's a name that's come into prominence during the past two seasons in Australian motor racing circles on the car of 2017 Toyota Racing Series champion Thomas Randle in the Supercar 2 Championship and will be seen on his \$5000 single-seater when their VHT Championship series begins. Skye Sands Pty Limited is a sand mining business based on the French family farm on the Mornington Peninsula in Victoria, specialising in high quality and specially blended sands for a diverse variety of purposes including children's playgrounds,



pathways, equestrian arenas, paving, pool foundations, gardens and mortar for bricklaying. The French family started the business in 1972, the best-known member being Rusty French who's racing career began in 1968 and continues today in the TA2, Touring Car Masters and Group S categories at the age of 77. French is known as the 'Man in Black' because the Skye Sands sponsored cars are painted jet

black with gold graphics. Who are Skye Sands? Now you know...

A passion for Porsches. The same Rusty French is a co-owner of Tickford Racing, he also has a comprehensive car collection that includes more than 40 road and racing Porsches. The more recent arrivals include the road going 911 GT2 RS and hard core track focused 911 GT2 RS Clubsport, but the jewels in the collection are a pair of 935's, one the original 935 that French raced in 1978, the other is the new 935 that pays homage to the famous 'Moby Dick' 935/78 Le Mans racer. Securing one of the 77 cars built was much more than a simple phone call to Stuttgart. Porsche required the details of each car in the collection and when they were purchased, together with details of his racing history, with that completed French received an invitation to order one! To make the car more special he had it delivered in the raw black carbon fibre. Oh, and there was the matter of an AU\$1.2 million cheque as payment. Obviously there's serious money to be made in sand...



Those real racing Alfas. During the 1950s this country's motorsport followers were introduced to the name Alfa Romeo, the best remembered being the Tipo B P3 grand prix racers of Ron Roycroft (C 5005) and John McMillan (C5006) who had won the first NZ Grand Prix at Ohakea driving his Jackson Special. The Roycroft car was previously owned by speedway racer Les Moore and had serious history, being ex-Scuderia Ferrari and driven by the great Tazio Nuvolari to victory in the 1935 German Grand Prix at the Nurburgring, beating the mighty Mercedes in front of Adolf Hitler. Roycroft twice contested the Molesworth Trophy race at Ohakea finishing 2nd in 1955, also competing that day was the Alfa Romeo 8C-2300 sports car that had won the 1931 Le Mans 24 hour driven by Tim Birkin and Lord Howe. New Zealand also became the temporary home for one of the rarest grand prix Alfa Romeos, the Bimotore that was built by Scuderia Ferrari in 1935 to challenge the powerful German teams on fast circuits. The Bimotore was powered by a pair of supercharged P3 straight-eight engines, one





at each end of the car driving through a central differential and two drive shafts to the rear wheels. The total power output was 540 bhp and the bulbous car was once timed at 199.50 mph (323.19 km/h), however it had a great appetite for consuming tyres and its grand prix career was brief. John McMillan acquired one of the two cars built after it has been

converted to a single engine, he removed the motor as a spare for his Tipo B P3 and the legendary George Smith fitted a 5.6 litre Chrysler V8 in the chassis, practice for the 1955 NZGP proved to be enough for Smith, overnight he fitted the Chrysler into his GeeCeeEss Special for the race. This rare Alfa Romeo later went to the Donington Collection and after an extensive rebuild was displayed with both engines fitted, a true Bimotore again. Fast forward to the late 1960s and we saw the Brabham BT23D Alfa Romeo driven by Frank Gardner, a car that was specially built at the Boreham factory in England to accommodate an Auto Delta 2½ litre V8 Tipo 33 sports car engine. The Alec Mildren Racing yellow car twice came to NZ for the Tasman Series, in 1968 Gardner finished 2nd in the NZGP and 4th overall, back home the car won the Australian Gold Star in the hands of Kevin Bartlett. The following year Gardner returned with a best result of 3rd at Levin and finishing 6th overall. In the 1971/72 Bank of New South Wales New Zealand Saloon Championship, matched up against the might of the V8 Monaros, Mustangs and Camaros was an Australian Alfa Romeo GTAM driven by Brian Foley, its normal 'Chesterfield' sponsorship replaced by 'Five Star Motors'. The GTAM was a lightweight version of the Giulia GTA road car produced in the late 1960s with a larger 2-litre fuel injected version of Alfa's classic DOHC four cylinder engine, in Foley's hands it was extremely competitive, what it lost on the straights it made up with superior braking and cornering speed. Sadly, it was the last genuine racing Alfa Romeo to come to our shores, but what we had seen were some of the most famous racing cars produced by, or linked to, the iconic Milano company. An Alfista's delight...

A classic reborn with a modern twist. Italian company Totem Automobile has revealed plans to produce a 21st century version of the Alfa Romeo GTAM, it's as close as you can get to having a completely new 1960's car that retains the character and beauty of the original body shape created by Bertone. Much of the donor car's steel chassis is replaced by aluminium, the steel body panels replaced by carbon fibre, the front petrol engine replaced by a rear electric motor with power output going from 178 kW (240 bhp) to 386 kW (518 BHP), the suspension and brakes are also upgraded. The batteries weigh 350 kgs (the original car weighed 950 kg) with a range of up to 320 kilometres, remembering the EV golden rule, 'the faster you go the quicker the energy drains'. It was planned to unveil this stunning new GTAM at this year's Goodwood Festival of Speed in July, but that event has been postponed. Best of all, it's an Alfa Romeo that won't rust...



Money maker. The tribute to Sir Stirling Moss elsewhere in the magazine mentions the limited edition 'Mercedes-Benz SLR McLaren Stirling Moss' that carried a price tag of 750,000 Euros or NZ\$1.355 million. One of the 75 cars went to a German collector who after three years of ownership registered it so he could actually

drive it on the roads! After clocking up 964 kilometres he made the decision to sell and banked a cheque for 2,599,000 Euros or NZ\$4.7 million. Great car, great investment, great return...

No more. The motorsport world must be saddened by the fact the brutally fast high-tech hybrid LMP1 cars are nearing the end of their racing life in the World Endurance Championship with their likely futures being in company museums. First seen in 2014 they were cars like no other in so many ways, it could be argued that a hybrid LMP1 car is more technically advanced than any other car in motor racing history. Propelled by fuel and electricity, all-wheel-drive, tipping the scales at around 880 kgs (dry), 1,000 plus horsepower and state-of-the-art aerodynamics make for a remarkable package capable of speeds approaching 220 miles an hour (356 km/h) on Le Mans famous 3.7 mile (6 km) long Mulsanne Straight that has two chicanes! Two years ago there was another reminder of their capability when Neel Jani lapped the Spa-Francorchamps circuit in the Porsche 919 Hybrid EVO faster than Lewis Hamilton's pole setting time for the F1 Belgian Grand Prix, being clocked at 223 mph (359 km/h) through the speed trap. LMP1, a special breed of car that two New Zealanders raced with great success. Two very lucky New Zealanders...

E-Series at the Mountain. On 22nd of last month the teams were at Bathurst for the latest round of the BP Supercars All Star Series, this was the one place where everyone wanted to win, just like the real thing, on this occasion they had three opportunities to be on the top step of the podium. With their close military associations two of the Supercar teams presented cars to acknowledge the ANZACs - Erebus Penrite Racing (Army) and Tickford/Truck Assist Racing (Navy), the latter has three specialist Navy personnel as part of their Supercar team. Qualifying saw Shane Van Gisbergen top the time sheets by 9/1000ths of a second over wildcard Brodie Kostecki, rounding out the top six were Anton De Pasquale, Chas Mostert, Shell V-Power wildcard Will Power and Andre Heimgartner, Scott McLaughlin posted the 8th fastest time. Race 8 of the series was an 8 lapper with SVG taking the flag 0.766 ahead of Kostecki with De Pasquale completing the podium, the trio followed home by Thomas Randle (Q 9), Mostert, Power and McLaughlin who was 23 seconds behind his fellow countryman. Being 29/29 in Race 8 saw Coulthard start from pole in the 16 lap Reverse Grid Race 9 and score a lights-to-flag victory 4.4 seconds ahead of Cameron Waters, Will Davison and McLaughlin, Dave Reynolds crossed the line 14 seconds behind the winner in 5th place and first Holden driver. The 14 lap Race 10 had even more on-track drama with cars tripping over each other than the previous two races and



McLaughlin's win coming after a post-race investigation into an incident on the final corner of the race. The Shell V-Power driver locked up his rear brakes, was hit by Kostecki and made contact with the barrier before regaining the track and holding out Van Gisbergen for second, the Driver Standards Observer subsequently reversed the first two positions. Heimgartner and Coulthard were best of the rest while Simona De Silvestro scored her best result of the event weekend in 14th place. At this stage the New Zealanders appear to have better skills than the Aussies in this form of racing, holding four of the top five positions on the Series Points Table after ten races. McLaughlin sits in top spot 88 points ahead of Waters, Van Gisbergen is 100 points behind the leader followed by Heimgartner and Coulthard. Next the 'Sim Circus' shifts to North American circuits, first at Canada's Circuit Gilles Villeneuve followed by Watkins Glen on the other side of the border. All without leaving the comfort of home...



Wings clipped. Virgin Australia's five-year sponsorship of the Australian Supercar Championship is due to expire at the end of the year but the deal has hit turbulence thanks to the COVID-19 crisis. Airlines around the world are in deep trouble with their aircraft grounded, forcing Brisbane based VA to go into voluntary liquidation. It appears that the sponsorship package is worth AU\$1.5 million a year in contra at discounted ticket rates and AU\$35,000 in contra per car, while Supercar's senior management, team owners and previous Supercar champions have access the 'The Club', VA's private VIP facility. It's timely that there's

no racing as Deloitte administrators work with Virgin management to get the airline back in business and in the air. There will be no boarding calls for a while...

Oh no. Followers of 'The General' in our part of the world must be gutted with the news that Holden Special Vehicles is to cease its right-hand-drive conversion programme of the high performance Chev Camaro ZL1, that only leaves the Chev Silverado pick-up truck to receive the RHD treatment across the Tasman. HSV has converted around 1,500 ZSS and ZL1 Camaros since September 2018 and sources suggest that GM is closely analysing plans for the next generation Camaro that's due in 2023. Now there must be doubt about the Camaro replacing the Holden Commodore in next year's Supercar championship, a championship between red and blue, GM and Ford, it's definitely not a one-make championship with a full grid of Ford Mustangs. No way...

Juggling acts. Motor sport promoters around the globe continue to revise and re-revise schedules as the COVID-19 pandemic continues to control what can and what cannot. The latest schedule shows that the next major motorsport event could be NASCAR's All-Star race at Charlotte in North Carolina on 16 May, but it's not a certainty. June looks busy with the prospect of the Virgin Australia Supercar Championship, Indycar Series, MotoGP and Formula 1 resuming but there's no guarantees. If something doesn't happen soon motor racing enthusiasts will start experiencing withdrawal symptoms. There's no fun in that...

Be positive. Right now is not an easy time for anyone with so many questions that cannot be answered and a future that's unknown for many. Though our island country is a long way from the COVID-19 epicentres, our ability to control this pandemic lays in our hands. So be positive, play by the rules, stay safe and remember the chorus lines of a Fred Dagg song - We don't know how lucky we are mate, we don't know how lucky we are...

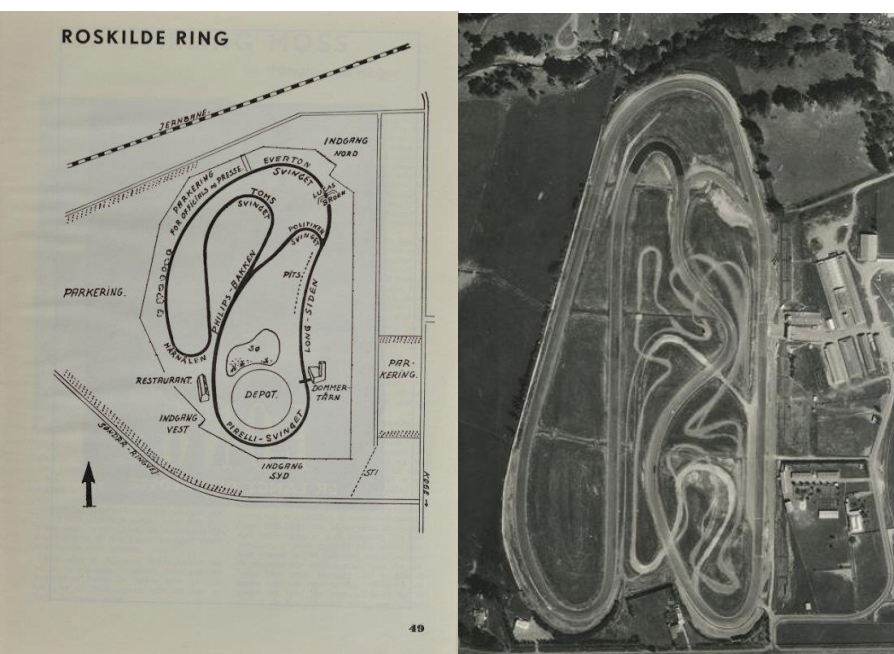
RH

A SUGGESTION FOR ALL THOSE MEDALS THE OLYMPICS WON'T BE NEEDING THIS YEAR...





An amazing coincidence? The only posthumous motorsport champions, Jochen Rindt (1971 F1 World Drivers Champion) and Rupert Hollaus (1954 125cc Grand Prix World Champion bike rider) were both Austrian. Coincidence? Sure. They were born less than 80 kilometres from each other, though a generation apart. Extraordinary coincidence. Yes, OK. Here's the really scary bit, both died during practice for their respective Italian Grands Prix. Spooky or what ...



Has anyone else ever noticed the “squint the right way” similarity of layout between Manfeild and the now extinct Roskilde Ring circuit in Denmark?? No?? Check out the photos. The Roskilde Ring was originally a mere 670 metre track built in an abandoned quarry in 1955 and lengthened to 1.4 km in 1957. It featured a natural tiered spectator banking and camber on some of the corners, just like Circuit Chris Amon. It hosted the Danish Grand Prix from 1960 to 1969 and there is, sadly, an NZ connection. Promising Kiwi “Driver to Europe” winner George Lawton was killed here in the original GP race of 1960 just a couple of weeks before he was due to make his F1 debut.

Rally fans will remember fondly the days of the Group B cars, a number of which found homes in NZ and were much admired for their fiery, 4WD insanity. Sadly, most are now museum pieces. Currently at auction in the UK is the ex-John Woodner USA championship winning Peugeot 205 T16 which Peter Johnson managed to buy from Woodner's estate after his death and bring to New Zealand, injecting some spectacle into the Targa events he entered the car in. It ultimately proved a tricky (and undoubtably expensive) car to run and went back offshore, to be later restored, and is now said to be ready to rally in its original form.



COVID COMMENTS

Tim Gibbes has a long and varied motorsport career on both two wheels and four. Responding to the call for stories from “lockdown” he sent the following recollections through, at the time he was running his well-known motorcycle business in Taonui Street and Kerry Grant owned Kerry Grant Motors in Rangitikei Street.

Further to the article on Kerry Grant. Somewhere about 1973/4 I owned a Fiat 124, a lovely Italian 1,608cc family car which “just happened” to fit into a popular production car class of the era. I wasn’t very serious about circuit racing but had a special interest in Manfeild as one of the many guarantors encouraged by the indefatigable Rob Lester. Of course our Russell Harris was involved somewhere down the line, probably designing numbers & helping me fit the one & only modification, a roll bar! This was fitted simply to comply with the regulations & Kerry Grant Motors gave it a Rolling Road Dyno Tune up, from there it was all go.



The car was front heavy and under-steered considerably, which I cured by running 80 to 90-pound front tyre pressures & 35 to 45 in the back, according to the circuit direction & corner shapes. Not the “done thing” nowadays but it worked well. Kerry Grant was very much a competitive racer in everything he did. Because he’d donated me a free dyno tune and had his company name across the windscreen, he seemed to “take charge” of me. He had a fit when he found me sitting in the stands chatting to people during other events. He insisted on me returning to the pits and standing alongside “his car” so nobody could sabotage the car, put sugar in the petrol tank, fiddle with the tyres, etc. I didn’t live in that world, Kerry did.

I don’t have any race results, records or photos of the car in action, but it was good and without any mods was very competitive. I recall Alan Woolf was one of many well-known drivers of the era racing in the same class at that time, so we had good tutors.

Also in the last MCC newsletter there was a little history of Le Mans 24 hours races.

In 1957 I was roaming Europe alone riding moto-cross, enduros, etc. & happened to be near Le Mans that particular weekend. I also happened to meet another couple of MX riders there for a look. It was a weekend of “bluff” to avoid paying to get in and also to gain entry to anywhere including the pits, which could never happen nowadays. Somehow, we convinced all the gatekeepers that our “race trucks” were part of the race backup. Mine a 1949 Austin A40 pickup with 2 MX bikes on the back, theirs a Morris Commercial ex UK Post office van with bikes inside.

We crawled under and through fences to visit the pits, no go spectator areas, media etc! In fact, when the race started at 4 pm I was filming from the “Island” right in front of the start line along with many other real media people. Just 2 years



before, a Mercedes had flown off the circuit into the main grandstand & killed many people, so safety started to become a big thing. Eds note ; this references the 1955 disaster in which Pierre Levegh and some 80 spectators perished)

D Type Jaguar were 1, 2, 3 by memory, & your incredible historians will have to fill in those gaps (actually 1,2,3,4 with the Ecurie Ecosse cars claiming the top spots for Flockhart/Bueb and Sanderson/Lawrence ; Ed), but the thrill of watching Mike Hawthorn and Stirling Moss in their V12 Ferrari and Maserati respectively was just something else, They raced so hard against each other, it was suggested they did this to eliminate each other's cars, but as well, neither wanted to race through the night!

The sight of the fastest cars going down the then long Mulsanne Straight during the night at close to 200 mph passing the little French Dyna Panhard's flat out at 85 mph, was a sight to behold, but as well an indication of the skill of the drivers of the era.

Actually, much of my mischief may have been inspired by Russell, as his PR and signage ability made the big difference. I saw one example on the NZ Rallying History Facebook page. I had Jim Scott as co-driver a few times, but I tipped us right over down South somewhere, a first for Jim. Ari Vatanen had only got him on the side, not right over. So next time out we put Jim Scott's name upside down on sides of the car. Jim was very understanding of our team's mischief and our not too serious attitude.



Here's Jim either scared or wondering what the next piece of mischief will be!

I look forward to publishing more material from Tim as he has a vast store of quite remarkable stories that both entertain and provide an insight into a world sadly gone. TW

And the following was received from Murray Starnes after my comment on smoke escaping from vehicle wiring looms,

Hiya,

You mentioned Lucas smoke in your editorial in the mag. Here are a couple of items on the infamous Lucas smoke. Whilst you have one old British shitter, I have five so I can't let you have my one remaining bottle of smoke as no doubt it will be needed soon!!!!

Cheers in isolation

Me

A Treatise on the Importance of Smoke by Joseph Lucas

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical

circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components - especially British units manufactured by Joseph Lucas, Ltd.

"A gentleman does not motor about after dark."

Joseph Lucas (1842 - 1903)





Fear and Loathing in the Delivery Suite

"A strange entry into the world of Fatherhood"

It was Saturday the 29th of February when I was tinkering away in the shed at home when my wife Kirsty and mother in-law Erica informed me they were off to the Palmerston North hospital to get checked out because of Kirsty's high blood pressure. I yelled out "Yeah, not a problem" and half heartedly asked if they needed my help. Kirsty always the battler and not one to make a fuss said "no, we won't be long" and I thought to myself thank god for that! It was race day tomorrow and I didn't have time to be galivanting around sorting out that kind of nonsense.

The racing was scheduled to start at 9am on Sunday the 1st of March and I had plenty of work left to do on the car. It was the Mitre10 Mega GT Cup and I was running 2nd in class and 4th overall, not bad considering the car I race is a Honda Civic....probably similar to the one your grandmother drives to Bingo on a Tuesday evening. Manfeild was my thing, racing cars was something I excelled at and I thought I had weeks up my sleeve before a little sprog would steal my love away from a shot at the championship title.

It was getting late on Saturday afternoon and my ego was beginning to shrink and the fear was starting to show face. I made the decision to shut up the shed, send the "crew" home and go and visit my wife and future bundle of race car championship killing joy. It was at this point that Fear and Loathing began to come over me.

Hospitals have never been high on my to-do list but never the less "Be brave soldier" I told myself and proceeded down the lonely corridors until I found my wife. Prior to this I had loaded up on heinous prescription meds to try and tame the grappling fear which seemed to be working well at this stage so I strutted into her room and got the run down on how it was all going. Baby was doing well still inside the womb probably because of its superior thorough-breed breeding stock. Mother was not doing so well with the constant pig of a disease Type 1 Diabetes playing havoc with all vital body signs and the high blood pressure being of the most concern. I thought high blood pressure was probably a constant for Kirsty dealing with a selfish man-child like husband such as myself but it seemed to be going through the roof even before I asked if she thinks I should go racing tomorrow.

As the evening progressed I was beginning to loathe the situation greatly, reality was kicking in and I knew deep down my dream of racing tomorrow was beginning to be just that....A dream. I decided to start acting like a father figure and told Kirsty to flag the racing tomorrow and look after her in case things got worse. Mixed feelings came over me as the night progressed, I was getting the vibe Kirsty was stable but certainly could be better. Loathing was taking over my selfish thought process as I began thinking of baby names like "Resentment", "Dream Killer" and the likes.

It was getting late and I decided I was no good to anyone sitting here wallowing around in my own self-pity about some stupid race, I made the call and went home to get some sleep. This is probably the point where lack of sleep begins to take its toll on memory and normal thought process. I woke up on Sunday 1st of March after a very light sleep and proceeded to pack a bag for my wife and I. The fear

was building in my head....was I going to pass out and make a fool of myself or was I going to become Super Dad and deliver this baby myself.

When I turned up at the hospital I searched for Kirsty's latest room on level 1 but her directions lead me to no-mans land so I proceeded to reception and told the lady who I was looking for. As I told her the directions my wife had txt through to me she looked at me like some kind of drunkard and explained its probably easier for her to escort me through the locked delivery suite doors and find her together. We found her and proceeded to get up to speed with how she was doing and where do we go from here.

It was at this point although initially fearful I realised these nurses and midwives have dealt with nutters like me before and knew exactly how to put me at ease which they did. I hadn't even noticed all the dreadful machines and lines plumbed into my wife and I managed to maintain composure reasonably well throughout the day.

What I have failed to mention throughout these memoirs is how well my wife Kirsty is coping with her current situation. Nothing has fazed her yet and she is still as calm as ever, not even a glimpse of fear creeping in. If I was her I would have been loaded with fear, especially if she knew about the little incident at home involving falling asleep on the couch and leaving a dusty usually un-used bedside lamp switched on causing its surrounding lamp shade to begin melting away in the middle of the night. As I awoke to a small chirp from the smoke alarm and rushed to sort the issue I thought to myself "Get ya shit together Allpress" and not another wink of sleep was attained on that evening. As the afternoon turned to evening I decided I would stay at the hospital overnight by Kirsty's bedside in the ever so luxiouros Lazyboy Reclining chair.

Once again sleep was certainly optional at this point although I wanted to get some soo badly it was not happening. I decided to engage in a bit of light banter with the midwives and doctors to pass the time and I still cannot believe how awesome they all were with me. To them I was probably just another sleep deprived waffling idiot husband but even so they still talked back and I think I even got a couple to laugh at my shitty jokes. At about 1:30am I remember drifting off to sleep and when I awoke I felt good, I felt refreshed. I looked over to the midwife on duty and said "Please tell me its like 8am", she grinned at me almost enjoying this terrible moment and said "Sorry mate, its 3:30am"....what a cruel cruel trick my own mind had played on me. I was indeed loathing this god damn hospital so I packed a sad and went home to shower and try to prepare myself for the day ahead.

It was now Monday the 2nd of March and I arrived back to the delivery suite to a growing number of important people discussing Kirsty's overnight observations. This whore of a disease called Diabetes had certainly made the doctors pull together and even then they struggled to keep up with the constant changes of Kirsty's vital signs. I offered my technical knowledge by means of looking over at them with a blank stare on my face which I am sure they were ever so grateful for. My confidence was growing nicely in terms of not "passing out" throughout this hospital stay and as they told me they were transferring Kirst to another room thoughts of Fawlty Towers and the Mrs Richards episode came to mind....Would the room have a bath big enough to drown a mouse in? Or would we have views of the Sydney Opera house perhaps, or maybe even herds of Wildebeest sweeping majestically, or even say the Hanging Gardens of Babylon? Unfortunately the view was a very small one out into the garden of "tranquillity" ...little did I know at this time how much id need this later in the morning. The bath on the other hand was huge and it took all my will power not to fill it up and start frolicking around in it like some sort of deranged alligator.

We settled into our new suite but I could see in my wife's face she was very uncomfortable. She had ankles that looked like trunks of 100-year-old gum trees and wrists that resembled railway sleepers.

It was at this point a sense of urgency struck the room and talks of a C-Section were upon us. We all agreed this was the best course of action and preparation started for theatre.

Kirsty was whisked away with her 30 or so machines attached and I was in close pursuit. My new found confidence had turned to borderline arrogance as I walked to "scrub in" for the C-Section experience. I dressed in my blue scrubs and decided to send out a selfie on social media of my new found Get-Up. Events start to get a little hazy after this as I am fairly certain im running on pure adrenaline at this time.

Thinking I probably looked like a young Chris Warner off Shortland Street I strutted off behind the theatre assistant until he walked me to the waiting room to sit down and wait for the "call-up". I was in there for 5 or 10 minutes before I was called up to say theatre was ready for me. In the back of my mind I knew I was never ever gunna be ready for theatre but oh well...it cant be that bad. None the less I wandered behind the man in charge and found myself in a small brownish coloured room with double swing doors at each end. As I looked around I found my environment was not quite what I expected. There were Doctors and Nurses EVERYWHERE and im sure some even had gumboots on although this could have been my own delirium playing tricks on me as im about 3 days deep at this point in time. It certainly was not the clinical environment I expected to see...more some kind of underground dungeon that you would expect to see on an episode of Forensic Files. I was plonked down onto my stool and held my wifes hand.

"This is it" I thought to myself, time to become a Father. For a brief second thoughts came over me of George Michael singing "I Will be Your Father Figure" but I quickly shook that off and got back to the task at hand. Just when I thought I was doing so well I heard a noise very similar to that of a fat kid sucking on his milkshake straw trying to extract every last bit of fatty goodness up into his mouth. Terrible visions of some sort of blood sucking vacuum machine flooded my mind and the downhill spiral had begun.

A loud scream was next to be heard and no it was not the screams of countless race fans wanting a piece of me whilst strutting up to the podium to collect my trophy. It was in fact my beautiful daughter Harper Jane Allpress arriving into the world. My mind went into overdrive and I felt the fear closing in on me from all fronts. I waved goodbye to my wife quicker than id waved goodbye to my race career and bolted from the room. I got all of about 10 metres from the operating table before my legs turned to jelly and I blacked out collapsing onto the nearest bench in front of me. "This must be Jesus's way of telling me I should stick to racing my car instead of this rubbish" I thought to myself. As I came back to reality and a lovely nurse handed me a cold flannel to cool myself off I noticed I had completely saturated my scrubs and not only that I had destroyed a surgeons 2 page spread of hand written notes. "Pretend its race day and get outta here quick smart" I told myself so that is what I did. You may be thinking at this point what a Coward but oh no, the most cowardly act is yet to come.



I scuttle off like some kind of weak at the knees politician and head to get changed out of my scrubs that now resemble some type of swimwear more than anything else due to the moisture content. As I am walking in the corner of my eye I see 3 or 4 midwives & nurses pushing an incubator and I cheekily thought to myself maybe they would like to be grid girls at my next race event because after all if they can save peoples lives maybe they could save my race career....or maybe it was just the fact they were very easy on the eye, id hate to speculate.

One of them called out "Mr Allpress, Mr Allpress" so I glanced over thinking maybe she was a race fan of mine and wanted an autograph or something along those lines....."Come and meet your Daughter" she yelled out.

All of a sudden my dreams of having a fan want an autograph were crushed and I let out a cowardly noise followed closely by a "f*ck that" as I scurried off into the changing room. What a cowardly pig headed fool I thought to myself. So self absorbed wallowing in my own muck I had just ran off from meeting my 5.5 week premature daughter.

"Have a word to yourself Tony" I told myself. Maybe even uppercut yourself.

So I got changed and wandered off making sure I avoided any type of human being at all costs. I thought where could I go from here. "Ill hit the garden of tranquillity" I said out loud while I wait for Kirsty to be out of theatre...lets be honest I needed a lot of tranquillity after the last 48 hours or so. I turned on my cell phone and the first of many messages came up saying "Passed out yet?". My friends know me well so I started ringing close friends and family to tell them I now have a daughter and all is well other than the father acting like a complete swine.

For the next 3 weeks my wife and daughter stayed in the hospital for monitoring etc etc and I tried to help in anyway possible with visits and keeping the household running with chores etc. As I became more and more of a familiar face in the neo-natal/delivery unit whilst constantly trying to apologize to every staff member I came into contact with for my cowardly behaviour I realised how AWESOME they all are. I wish I could name them all but there are just far too many. So humble in their work, I imagine a lot of them were sick of my constant thank yous but in all reality I cant even begin to thank you all enough.

Harper is doing very well, she already has a large collection of 200+ Hotwheels toy cars and soon enough ill get her out into the shed for a bit of slave labour on the race car.

Although I may be missing a trophy from that first weekend of March 2020, I gained something far far greater in the form of my perfect wee daughter.

Faster...Faster..Faster..Until the thrill of Speed overcomes the fear of Death!

Tony Allpress





From the CEO's desk

It is fair to say that Covid-19 has allowed all New Zealand businesses to re-position themselves for a sustainable future, whatever that may look like, as we move from lockdown into the “new business norm”. Manfeild is no different from any other business that have chosen to take a “cup half full” attitude as we look towards what the future holds post this crisis. Our staff team, while working remotely from their home offices, have chosen to maximise the time away from the office to draw breath and intently focus their work “on” our business rather than just working “in” it. Our foot has remained firmly on the accelerator as we look to our future. The old phrase that “if you keep doing what you have always done then you will keep getting the same result” has encouraged our team to think smarter. We have spent our time wisely reviewing how we can operate more efficiently and how we can add more value to our settlers, clients and supplier arrangements to increase our collective outcomes to mutual benefit.

What does this actually mean?

We consider our partnership with the Manawatu Car Club as an extremely important one. Your Committee and members have supported us actively through both hard times and good, and collectively we have supported each other in an environment of open and positive collaboration. We are extremely grateful for this. We know that many of your members will have used the lockdown to work on their vehicles and that they will be ready to get back on the track to test them. We have listened and learned much from our association over many years and we are ready to reactivate Circuit Chris Amon as soon as we get a green light to do so under the appropriate “Government directed level”. Looking forward we are keen to innovate and we are keen to work with MCC to re-build community engagement back in our facility whether this is through regular Club events or major events.

I am in the process of preparing our regional bid proposal for the future hosting of the NZ Grand Prix 2021-2023. I am assured by Motorsport NZ that the process for host location selection will be fair and transparent. We will do our very best to retain this event but we need strong collective support to do this. I look forward to having further dialogue with your Committee during this bidding process. I consider that all ideas are good ideas and hence any input will be warmly welcomed.

Kathy Gibson



THE STUFF OF LEGENDS



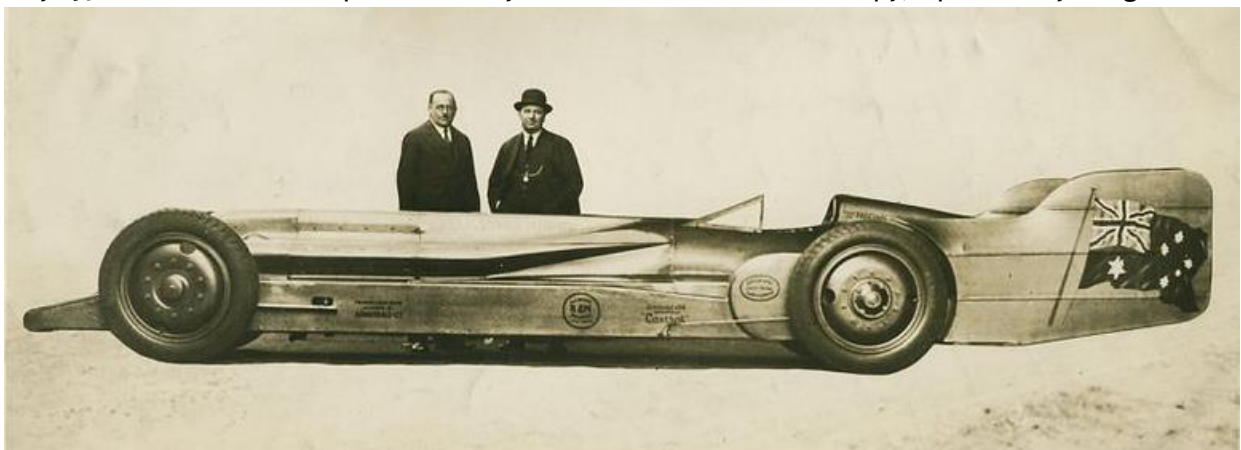
New Zealanders have always had a fascination with speed, whether it be on land, on water or in the air.

On land it began in the late 1920s with Norman 'Wizard' Smith's Land Speed Record attempts on Ninety Mile Beach on Northland's west coast, later followed by the legendary Burt Munro. On water Len Southward 'cracked the ton' in his famous aero-engined speedboat 'Redhead' on 22 February 1953 when he achieved a two-way average speed of 164.04 km/h (101.64 mph) over the measured mile on Wellington's Evans Bay. In the air the public was captivated by the London to Christchurch Air Race in October 1953, a distance of 19,800 kilometres (12,300 miles), won by a Royal Air Force English Electric Canberra PR3 twin-engine jet bomber with a flying time of 23 hours and 51 minutes.

The history books show that few World Land Speed Records were set in our country, however New Zealanders have been successful in setting new marks of Utah's famous Bonneville Salt Flats in the United States - the names of Burt Munro, Nelson Hartley and Reg Cook immediately come to mind.

So, when did the fascination of speed on land begin in this country? In 1929 Australian Norm 'Wizard' Smith set an Australasian 10-mile record of 238 km/h (146.91 mph) on Ninety Mile Beach, he returned home disappointed as he had hoped for a much higher speed. Smith had a new car designed and built, visually similar to Sir Henry Seagrave's 'Golden Arrow' that held the world record of 231.45 mph (312.48 km/h) achieved on Daytona Beach in Florida.

The 26-foot-long 'Enterprise' was powered by a Rolls-Royce V12 aircraft engine from a Schneider Trophy seaplane fitted into a specifically designed and constructed chassis, Smith and his small team returning in January 1932 for another attempt. On the day the beach was wet and bumpy, a potentially dangerous



situation, but he pressed ahead. As a preliminary to attacking the flying mile record Smith set a new official World 10 Mile Record of 163 mph (264.06 km/h), but that delight turned to disaster. The car caught fire on the approach to the one-mile markers and the attempt was over, the beaten Smith and his team, together with the car, returned to Australia and obscurity.

On two wheels, there was the remarkable Burt Munro and his equally remarkable 1920 Indian Scout. The bike started life with a 600cc side-valve V-twin engine and a top speed of 55 mph (81km/h) it ended with the engine bored out to 950cc with overhead valves as a land speed record holder. On 26 August 1967, fitted with a streamline shell to minimise drag, the 47-year-old Scout set a new Under 1000cc world record speed of 183.59 mph (295 km/h) on the Bonneville Salt Flats. On his one-way qualifying run Munro had clocked 190.7 mph (307.8 km/h), the fastest recorded speed for an Indian motorcycle at that time.



Prior to that Munro had set many speed records in this country as he continually modified the machine in his shed in the quest for more speed. In April 1957 he achieved his fastest speed in his homeland, 143.59 mph (232.62 km/h) on the Aylesbury Road 22 miles (35 kms) west of Christchurch.

In 2017 the Indian Motorcycle Company produced a one-off tribute semi-streamliner based on the latest Scout to celebrate the 50th anniversary of Burt's achievement, the 'Spirit of Munro'. Factory engineers modified the machine to meet the requirements of Bonneville, the capacity of new Thunder Stroke 111 V-twin air-cooled engine was increased to 1297cc, its power increased from 84 to 100 bhp. In line with the class regulations the machine was fitted with a semi-fairing similar to racing bikes.

Appropriately Burt's great-grand-nephew Lee Munro rode the SoM Scout at the 69th Annual Speed Week. On 12th August he re-created Burt's record runs, clocking an average speed of 191.286 miles an hour (309.88 km/h) to set a new world record for the 1350cc class - the perfect tribute.



Swanannoa is a small town in North Canterbury, 35 kilometres north-east of Christchurch, each year it became the mecca for the Tram Road Speed Trials, a typically narrow sealed country road that was straight for 16 kilometres, ideal for record breaking attempts at that time.

In 1954 Russell Wright had ridden a Vincent-HRD Black Lightning to a record 140 mph (230 km/h), on the same day Scottish immigrant Bob Burns was there with his Vincent-HRD Rapide that was fitted with a streamline body shell for an attempt on the world sidecar record, Burns achieved 157 mph (253 km/h) and

the two formed a partnership. Burns would supply a shell for the Black Lightning if he could use the bike for another sidecar attempt. A deal was struck.

On 2nd July the following year the two men were ready after Burns had modified and tuned the 998cc V-twin engine and prepared the machine.

On a road still wet from overnight rain, Burns attached his simple sidecar with its wheel mostly hidden by a streamline cover, following runs in each direction he achieved an average speed of 163.06 mph (264.16 km/h) to set a new sidecar record.

Wright set about his business as the road dried. On his first run he suffered a high speed bird strike, later there was near disaster when a sideways gust of wind caught man and machine at near maximum speed, the bike was thrown sideways across the road but Wright miraculously regained control with only two inches of handlebar movement each way. Despite the incidents, Wright recorded an average speed of 185.15 mph (299.14 km/h).

On the same day two World Land Speed records had been set, a remarkable achievement, Wright and Burns sharing the trophy and 1,000 pounds prizemoney as agreed.



By way of comparison, on the same stretch of road Morrie Stanton set a new national LSR behind the wheel of the Stanton Special in 1958. Powered by a 6.1 litre de Havilland Gypsy Moth engine from a Tiger Moth aircraft and fitted with a Mistral sports car body incorporating a vertical fin, the famous 'cropduster' achieved a two-way average speed of 173.8 mph (281.56 km/h) - 11.35 mph (18.39 km/h) slower than Wright's record!

Following the successful attempts, the Black Lightning together with the sidecar were shipped to England as the feature exhibit on the Avon tyre stand at the Earls Court Motorcycle Show, afterwards the combination was demonstrated on the famous Pendine Sands in South Wales for the British media.

In 1956 Wright and Burns took their machine to Bonneville but failed to improve on their records. There is a memorial on Tram Road, a large stone with an inscribed plaque recognising their achievements, perhaps appropriately both men's ashes were scattered at the site.

It was the end of an extraordinary era of world land speed record attempts in our country, never to be repeated - the future would be in the United States on the Bonneville Salt Flats.

Across the Tasman the Vincent-HRD Black Lightning also achieved fame for record breaking. In January 1953, the year before Russell Wright set his national record of 140 miles an hour, there was an attempt that became part of Australian folklore.

The venue was a 2¼ mile flat sealed section of the Oxley Highway, 7 miles from the town of Gunnedah in north east New South Wales. Jack Ehret and his small team had to battle against the NSW authorities who were strongly opposed to the attempt, it resulted in a court hearing just days before where the judge ruled



in Ehret's favour, allowing two days but no more. Fortunately, the local council had already surveyed the road and marked the critical points, the appropriate officials arrived with the local constabulary taking care of the road closures as needed.

The first day there was problem after problem with the bike because of the focus on gaining the required permission that interrupted the preparation. There was a frantic overnight trip to Sydney to collect sprockets that had been left behind, needed to improve the bike's gearing, a round journey of more than 520 miles (840 kms). The engine problems continued into Day 2 before the team's luck changed. With the engine finally running properly and the correct gearing, late in the morning Jack Ehret rode his Black Lightning into the history books when he recorded a two-way average speed of 141.5 mph (229.23 km/h) to set a new Australian land speed record for a motor cycle.

It's remarkable that the difference in speeds achieved by Russell Wright and Jack Ehret on their Black Lightnings with no aerodynamic aids was only 1½ miles an hour!

Following the unsuccessful Bonneville campaign Russell Wright's machine has remained in this country, Jack Ehret's rewrote another record book.

The Vincent-HRD Black Lightning is regarded as the Holy Grail of motorcycles, only 33 machines were produced over a four-year period from 1948, each being built to order. At the time it was claimed to be the 'world's fastest production motorcycle' with a claimed top speed of 150 mph (240 km/h), in reality it fell significantly short of that mark as record breaking attempts show.

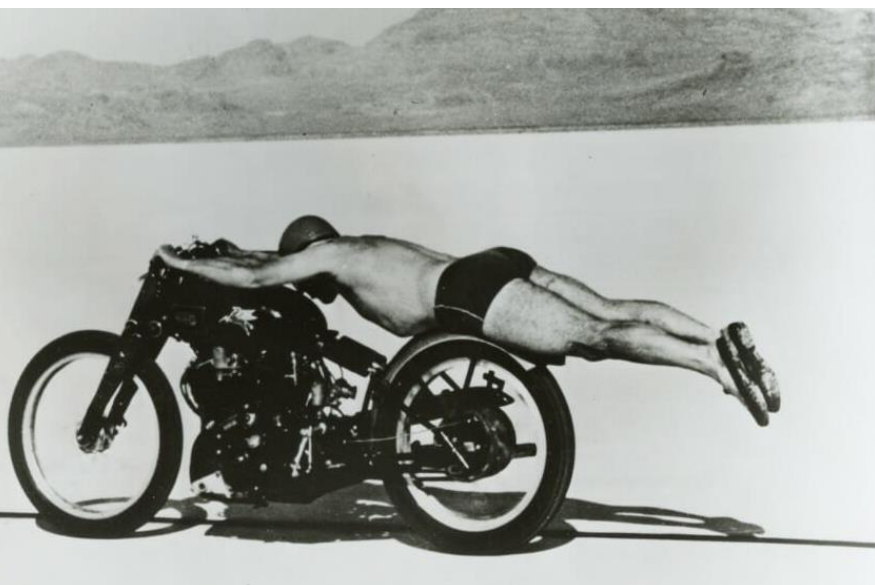
Still in its original record-breaking condition, the Ehret bike was shipped to America in 2018 as a listing for Bonham's Motorcycle Auction at Las Vegas. It went on the ramp on 26 January with bidding starting at US\$300,000, in the end it came down to two people, an unknown Australian and an American collector. When the Australian bid US\$929,000 the hammer fell. SOLD.

It was a new world record for a motorcycle sold at auction, the previous highest price was US\$825,000 paid for a 1915 Cyclone board racer in 2015.

The most bizarre of all the stories in the history of land speed record breaking involved the first Black Lightning produced, it was modified at the factory and shipped to an American owner for an attempt at breaking the United States motorcycle speed record at Bonneville. Track racer Rollie Free was given the task, in September 1948 he reached a speed of speed of 148.6 miles an hour (239.1 km/h) but believed he could go faster with less drag, his solution was radical but simple. Discarding his protective leathers and wearing his swimming trunks, canvas shoes and a tight fitting shower cap, Free lay flat on the bike with his legs outstretched and his head tucked low behind the handlebars, for guidance he turned his head to one side to follow the black line painted on the salt!

What some regarded as a 'stunt' worked, Rollie Free recorded a two-way average speed of 150.313 mph (241.905 km/h) to set a new record. It was one of the most famous record attempts in Bonneville history with the photograph of the prone rider probably more famous. This Black Lightning has been in private collections since that time, with its unique history it last changed hands for US\$1.1 million.

Historically, there is a very close link between the Vincent-HRD Black Lightning and F1 grand prix racing. Brilliant Australian designer and engineer Phil Irving was the man responsible for the bike's 998cc V-Twin engine, he was approached by Jack Brabham to design an engine for the coming 3-litre formula based on the lightweight alloy Oldsmobile V8 motor. Working alongside



Repco's chief engineer Frank Hallam, Irvine designed the engine that became known as the Repco V8 and claimed four F1 world championships - Drivers Championships for Jack Brabham (1966) and Denny Hulme (1967) together with the Constructors Championships in the same years.

On water New Zealand drivers hold two official class world records. In August 1991 Mike Southward powered his hydroplane 'Shell True Blue Ladybug' across Lake Karapiro at a two-way average of 179.01 miles an hour (288.173 km/h) over the one-kilometre course to set a new Grand Prix International record. In 2010 on the same stretch of water Graeme Weller claimed the UIM Grand Prix Hydroplane record in his boat 'G-Force' at 166.890 miles an hour (268.580 km/h).



With sponsorship from AC Delco racing driver Heather Spurle switched from circuits to water in an attempt to break the Women's Unlimited Record at Lake Ruataniwha near Twizel in South Canterbury. In May 1990, driving Peter Knight's hydroplane 'CRC Latimer Lodge' Spurle clocked 168.76 miles an hour (271.53 km/h) to break the existing mark that had been set earlier the same month by Gina Campbell. The daughter of Sir Donald Campbell had achieved 146 mph (236.5 km/h) which meant NZ's Heather Spurle became the 'World's Fastest Woman on Water'.



Speed record breaking continues to have a fascination for people, but most were set many years ago and none in the past 10 years.

On land, the current absolute record was set on the Black Rock Desert in the USA in October 1997 by RAF pilot Andy Green driving the twin jet engined Thrust SCC, his average speed was 763.035 mph (1,227.966 km/h), the first time that the sound barrier had been broken on land.

The record for a wheel driven car stands at 403.40 mph (648.73 kmh) set by Donald Campbell's Bluebird at Australia's Lake Eyre in 1964.

On two wheels, in September 2010 Ricky Robinson streaked across Bonneville on his bullet-shaped streamliner with the two passes averaging out at 376.363 mph (605.497 km/h), the fastest run was an impressive 394 mph. His bike 'Ack Attack' was powered by a pair of turbocharged/intercooled 1300cc Suzuki Hayabusa engines producing 900 horsepower, Robinson's target remains 400 mph.

On water, the current world record was set more than 40 years ago on the Bowlering Dam reservoir in New South Wales Snowy Mountains. The remarkable Ken Warby designed and built his jet powered speedboat 'Spirit of Australia' in his Sydney backyard, on 8th October 1978 he skimmed over the smooth water to record an average speed of 317.58 mph (511.09 km/h). Warby has built a new boat, 'Spirit of Australia II', with plans to break his own record this year.

In the air, the record for a manned jet powered aircraft stands at 2193.2 mph (3529.6 kmh), set in July 1976 by a USAF Lockheed SR-71 Blackbird that achieved Mach 3.3. To make a comparison, the fastest New York to London crossing by a Concorde was 2 hours 52 minutes 59 seconds, a Blackbird made the same crossing in 1 hour 54 minutes 56.4 seconds.

Every record attempt has an element of high danger, a simple mechanical failure can be catastrophic, many lives have been lost pushing to the limit and beyond in the quest for speed.

So many record breaking stories have been 'the stuff of legends'...

RH



Mitre 10 Mega Summer Race Series 2019 / 2020 Championship Results

RS Cup

1st – Ernie Greenwell
2nd – Tammie Boyden
3rd – Darryl Hunter

IB Cup

1st – Nick Stewart
2nd – Ian Thompson
3rd – Neil King

GT-B

1st – David Thomsen
2nd – Jamie Potts
3rd – Andrew Wasley

Manfeild Muscle Cars

1st – Ian Williamson
2nd – Tom Lancaster
3rd – Paul Dewar

SF Cup

1st Matt Smith
2nd – Samantha Stanley
3rd – Gareith Stanley

GT-A

1st – Struan Robertson
2nd – Ernie Stevens
3rd – Ross Thurston

GT Cup (Overall)

1st – David Thomsen
2nd – Struan Robertson
3rd – Jamie Potts

Taxi Cup

1st – Kerry Tong
2nd – Barry Maunder
3rd – Grant Anderson



GT-B 3rd place-getter Andrew Wasley.

Andrew would like to thank David -Thomsen Automotive, Scott/Jeremy-Tremaine Energy Centre, Kester/Sandra Automotive Direct, Nick Stewart – SAF Engineering and my Partner Jess. Cheers



IB Cup 2nd place-getter Ian Thompson

Ian would like to thank my Friend Ian Mottram for his help on race days and my family for their support.



GT Cup (overall) and GT-B Champion David Thomsen



RS Cup Champion Ernie Greenwell



IB Cup 3rd place-getter Neil King

Neil would like to thank his wife Jill, Mars Petcare, Engineer/Mentor Ernie Greenwell, and all the people I've met through racing, what an incredible bunch of great and helpful people the racing community is. Many thanks to all and keep racing.



A CAR TRIAL WITHOUT A CAR???

In a first for the Manawatu Car Club, on Wednesday 22nd April, 21 competing teams lined up for an observational style car trial, without a car, and from the comfort of their lounge chairs due to Level 4 Covid 19 restrictions.

Using Google Maps street view allowed contestants to negotiate the Palmerston North based course from their homes, and it became a truly International event with an entry from ex pat former Gold Star Trials stalwarts John & Jenny from Toowoomba augmenting entries from around New Zealand.

One team, who shall remain unidentified, was so keen they had an early evening meal and settled down by the computer already to go a day too early!!

Committee member Noel Beale got totally into the mood, sending the following brilliant email

3 hours, but not counting.....

photographic evidence attached of::

Safety equipment....tick

Google maps....tick, tick, tick

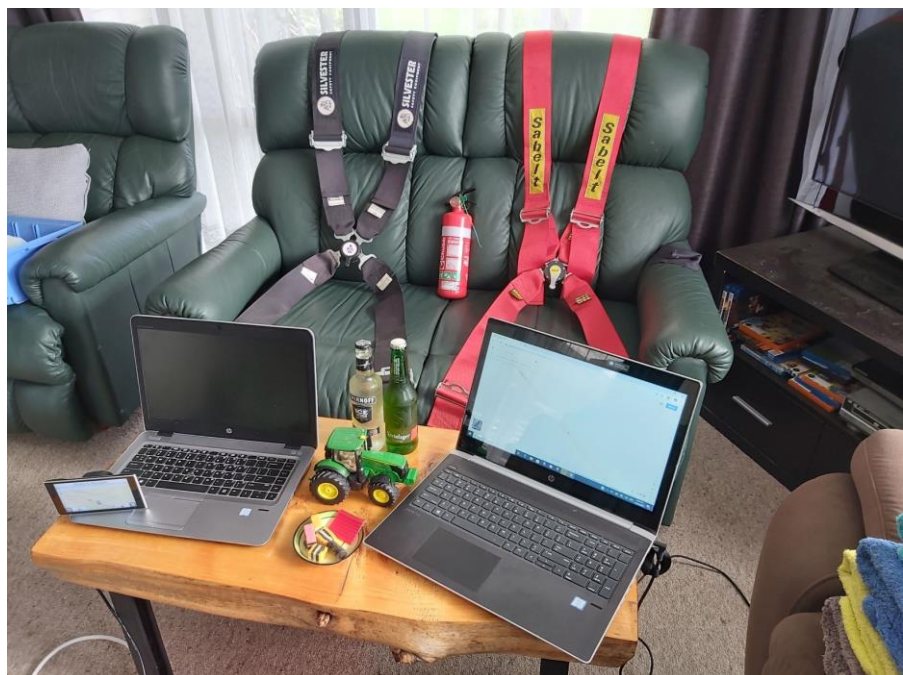
email.....tick

refreshments, liquid.....tick, tick, tick, tick,
tick etc etc etc (big fridge!!)

refreshments other.....tick

recovery tractor.....tick (Quad bike
unavailable, but hopefully nothing
required!!)

bring it on, last is still fast !!



With the instructions emailed out just prior to the 7.00pm start time (5.00pm in Australia, but it's OK, Jenny had a shepherds pie warming nicely in the oven for when they finished) it was a fraught hour before the first team logged back in with an emailed set of answers. Phew, it was do-able!! Most of the other teams' answers came in over the next ¾ of an hour with a couple of withdrawals due to technical issues. Naomi even went to the extent of "screen shotting" the answers – fabulous.

While there was an indicated 2-hour limit, timing was only used in calculating the results where a number of teams had the same number of correct answers. Likewise, some questions were open to several answers and if they were relevant and amusing they still got points!!

For example

How many pole mounted transformers did you count on this road? 4 on the poles and none on the road fortunately

Name the fourth car on the left? Geoff the Toyota Celica

A lone coming towards you? Legacy (sadly no Ranger)

Hear the roar? HYNDIS – nice lateral thinking but sadly disallowed as only stags roar!!

I was waiting for

What is the woman pushing? A. supermarket trolley - waiting for answer, drugs (wrong part of town I guess)

How many woolly friends on the left? A. 6 or 7 - waiting for answer, none they are all sworn enemies

What happens? A. Majic (a hairdresser) - waiting for answer, shit

So, results time, and it was incredibly close with seven teams within 2 points of each other. Clearly the next one needs to be harder!! Overall first place went to our own Thomas Good & Nicola Schreurs who not only beat the field home, but had the most correct answers too.

A huge thank you to those that took the time to compete, to committee members Jeff and Gareith for the background work in making sure it was advertised and communicated to our members, and Clubsport Commission member Donna Elder for, I suspect, giving it a good solid push within the wider motorsport community.

TW

1	Fast & Furious	Thomas & Nicola	38
2=	Team Mash	Andrew & Donna	37
	Flynn Farms	McKenzie Clan	37
4	Bubble Car Racing Team	The O'Briens	36
5	Robot Chicken	Kenneth & Melissa	36
6	Circadians	Paul & Katrina	36
7	Home(ing) Pigeons	JP Pierce	36
8=	Hambums	Kerry & Anna	34
	Taxi Racing	Leo	34
10	Hooper Motorsport	Alan	34
11	Two Drivers	the Hoggs	32
12=	Wildbealetery	Noel & Barbara	27
	Petalling	Naomi	27
14	Beaver	John & Jenny	21
15	Team Lotus 7	Phil	20
16	MJ Motorsport	Mark	



NZ DEBUT FOR GP FAILURE



The news that the Aston Martin name will return to Formula 1 racing in 2021 with the rebranding of the Racing Point team is a reminder of the previous occasion that the famous name appeared on a grand prix car more than sixty years ago, its first races were here in New Zealand.

Aston Martin enjoyed great success in sports car racing, highlighted by winning both the Le Mans 24 Hour and World Sportscar Championship in 1959. It wasn't a particularly well-known name in this country back in the early 1950s, there were rare sightings of DB2 road cars, but it was in early 1956 that Kiwi motoring enthusiasts saw their first Aston Martins on a racing circuit.

Three cars built by the David Brown Corporation were entered in our annual International series that took place early in the new year, a time that coincided with the northern winter when there was no racing. Two of the Aston Martins on the grids were DB3S sports cars from the Australian based 'Kangaroo Stable' driven by David McKay and Tom Sulman. The cars competed in both the feature races and the sports car race on the programme, featuring in great duels with top NZ driver Ross Jensen in his new Austin Healey 100S. With their bigger capacity 3 litre DOHC six-cylinder engines the DB3S had superior top speed, it was in the braking area that Jensen had the advantage because of the Austin Healey's 4-wheel disc brakes. On the fast circuits the Australians would draw away on the straights only to be overtaken at the next corner! It was enthralling to watch.

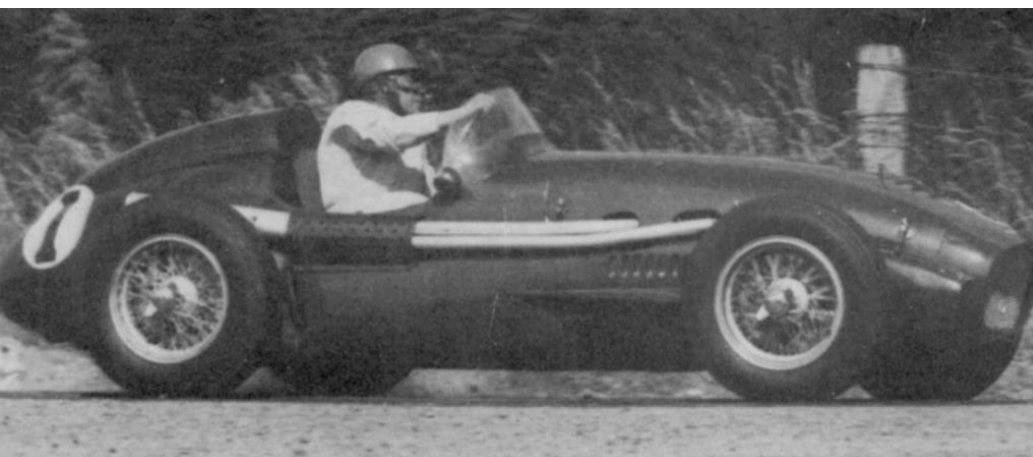
In the feature races the two DB3Ss suffered continual mechanical issues, particularly McKay's car, the best result was achieved by Sulman when he finished 6th on the road circuit at Ryal Bush in Southland. The car was seen locally when Sulman lined up on the 14-car wide front row for the Ohakea Trophy race, another DNF.

The 1956 International series attracted a top class entry, headed by Peter Whitehead and Tony Gaze in their Ferrari Tipo 500s repowered with 750 Monza 3-litre sports car engines, Gaze's car had scored back-to-back world championships driven by Alberto Ascari, there was the Jaguar powered Connaught B-type streamliner with its one-piece all-enveloping body driven by Leslie Marr. The three cars attracted a great deal of attention, alongside them in the pits was a light green car wearing # 1 entered for Englishman Reg Parnell, the Aston Martin DBR4/250, the company's first foray into the world of grand prix racing.

The car was the actual prototype based on the DB3S sports car's running gear fitted into a space frame chassis, the engine's capacity being reduced to 2,493cc to meet the new 2½ litre GP formula while all the ancillary components were tightly packaged so the bodywork could be as small as possible. However the

cockpit was extremely generous in size which would have suited the burly Parnell.

The New Zealand campaign got off to the worst possible start when the engine destroyed itself in practice for what would have been its first grand prix



race, but Parnell was able to compete in the Ardmore race behind the wheel of Whitehead's Cooper Jaguar sports car, finishing in 5th place.



The DBR4 was fitted with a replacement sports car engine for the 71 lap Lady Wigram Trophy race where Parnell finished fourth, a week later on Dunedin's 'wharf' circuit the Aston Martin followed Gaze across the line in second place. The cars were transported by rail to Invercargill for the rural road race at Ryal Bush, 20 kilometres north of the country's most southern city. The circuit was 5.87 kilometres in length, with three long straights and three tight corners. Parnell was again on the podium, finishing third behind the Ferraris of Whitehead and Gaze to collect 100 pounds in prizemoney. The southern meeting was a big financial success for the organisers, allowing preliminary work to begin on the permanent Teretonga circuit.

With the series over and Parnell having mixed success the car returned to England with Aston Martin encouraged enough to continue with their F1 programme, three more DBR4/250s being built between 1957 and 1959. Surprisingly the car wasn't unveiled in its homeland until April 1959, more than three years after it raced in New Zealand!

In May two cars were entered for the non-championship BRDC International Trophy race at Silverstone driven by Carroll Shelby and Roy Salvadori. They proved to be very competitive, Salvadori finishing second behind Jack Brabham's works Cooper Climax. In the four world championship grand prix the cars contested there were four retirements, Salvadori scored two 6th placings, Shelby an 8th and a 10th - the debut performance at Silverstone had flattered to deceive.



In 1960 two of the cars were fitted with the bigger 3.0 litre engine and shipped to Australia for top local drivers Lex Davison and Bib Stillwell to drive. Davison finished a close second in the 1960 Australian Grand Prix. Stillwell twice contested the New Zealand Grand Prix, in the 1961 race he finished 11th, in 1962 he placed 10th then sold his car to Lionel Bulcraig. The following year the Kawakawa car dealer qualified 12th fastest for

the NZGP that was run at Ardmore for the last time but retired after 40 laps, his final race in the car was the Waimate 50 where he finished 8th. Bulcraig sold the DBR4/300 and it returned to England where it later found a home in the famous single-seater Donington Collection.

In reality the single-seater project was a classic case of 'biting off more than you can chew', the company simply didn't have the resources required because of their major commitment to the DBR1 sports car programme. Ironically the Aston Martin DBR1 was a great success story for the company, highlighted by the 1959 season when it won the three major races (Nurburgring, Le Mans 24 Hour, Tourist Trophy) and claimed the World Sports Car Championship.

The Aston Martin DB4R story reveals two claims to fame - it was the last new grand prix car to use De Dion rear suspension and made its competition debut half a world away from home in New Zealand...

RH

Aston Martin built a successor to the DBR4 for the 1960 season, the DBR5/250. Two cars were built that were smaller and lighter, but they were uncompetitive and contested only two races before being discarded. However, the DBR5 was a big success in toy shops when Matchbox Lesney produced small diecast models of the car.



THE HARTLEY FILES



The month of April saw Brendon and Sarah Hartley living a very different life to what was written on the wall calendar in their Monaco apartment, no racing, just living like 5 million other New Zealanders, for them safe in the confines of their new home near Taupo.

With the COVID-19 pandemic causing massive health issues in the countries bordering the tiny principality, the best place was definitely home.

Facebook - Sarah and I snuck back into NZ last week. Very happy to be home! Although we are fit and well, we are avoiding any risk to pass on anything picked up on our travels and are self-isolating. Riding our bikes, enjoying home cooked meals, and doing a puzzle has been our plan each day. Not sure when I'll be racing next but the world's health is the top priority. Stay healthy people, both mentally and physically.



Puzzles for the Hartleys are large jig saw puzzles that require a great deal of time, patience and vision to complete, the ultimate feeling is putting the last piece in place.

For Brendon and his fellow Formula E drivers there's a big question mark over the remainder of this year's championship. Following the running of the Marakesh E-Prix at the end of February, in mid-March Formula E and the FIA announced that the 2019/20 season would be temporarily suspended for a two month period, the key consideration being the challenge the current health crisis posed to the

organisation of events in city centres.

Since then a very different landscape has been painted with championship rounds tumbling like dominoes to the extent there's the possibility of only three more races with five disappearing from the calendar (Rome, Paris, Berlin, Seoul, Jakarta). Currently July remains a 'yellow flagged' month for the season ending races - 11 July in New York City followed two weeks later with a double header championship finale in London, but

there's a potential problem with both proposed venues currently having temporary hospitals on their sites. In the interim Formula E have organised a simulator 'Race at Home Challenge'.

During the enforced break the teams and manufacturers have unanimously agreed to postpone the launch of the new Gen2 EVO car which will limit teams to a single homologation over the next two years.

Also affected is the World Endurance Championship where Brendon has the opportunity to win his third world title and the Le Mans 24 Hour for a second time, and there has been some good news for our man, instead of two there are now three more races on the revised calendar.

March's 1,000 miles of Sebring was cancelled because of the travel ban to the USA, this round will now be a second race at the Bahrain International Circuit on 21 November to end the season. If the COVID-19 pandemic is fully under control Brendon's next WEC outing should be the 6 Hours of Spa-Francorchamps in Belgium that was to be held last month, its new date is 13 August, while the Le Mans 24 Hour race has been shifted from 13/14 June to 19/20 September - sadly this year is the last time the world will see the fabulous LMP1 cars.

Currently Brendon's # 8 Gazoo Racing Toyota TS050 Hybrid is second in the standings five points behind the front-running # 7 sister car and 14 points ahead of the third placed Swiss Rebellion with 38 hours of racing remaining.

Facebook - *Borrowed a sim for the garage just before NZ went into lockdown. I'm having a love hate relationship with it at the moment. I wouldn't say all my talent from the real world is shining through. I don't think I would see sunlight for at least one year if I was to compete against some of the top Esports boys, impressive.*

Of course there are high hopes that life will soon allow a little more freedom so they can put away the puzzles and move out of their current bubble to expand activities. Fitness remains a priority and what happens with controlling the pandemic in Europe will determine when they board their flight to return to Monaco.

For Brendon and Sarah life is playing the waiting game, just like the rest of us...

RH





Sir Stirling Moss passed away peacefully at his Mayfair home in London on 12 April, aged 90. In grand prix racing circles he was regarded as the greatest driver never to win the world championship title, in the same way our Chris Amon was regarded as the best driver never to win a world championship grand prix.

Moss had an extraordinary career that started at 19 years of age, going on to be regarded as the finest all-rounder in the history of motor sport - formula, grand prix, sports car, saloon and endurance racing, rallying, marathons and record breaking.

In the years prior to racing Stirling was a talented horse rider (as was his young sister Pat Moss), the first racing car he owned being a Cooper 500 that he bought in 1948 using the winnings from equestrian events to pay the deposit. He quickly established himself as the rising star on the national and international '500' scenes. The world first sat up and took notice when he drove a borrowed Jaguar XK120 to victory in the 1950 RAC Tourist Trophy in Northern Island on the eve of his 21st birthday, it was a race that he won six more times, the last occasion in 1961.

In sports cars other notable successes included the Sebring 12 Hour, Nassau Tourist Trophy and Targa Florio, there were three consecutive wins in the ADAC 1000 km race at the Nurburgring, but Moss never won the Le Man 24 Hour, he was second in 1956. There were many different cars - OSCA, Frazer Nash, Austin Healey, Maserati, Jaguar, Lister, Mercedes Benz, Ferrari, Porsche and Aston Martin with the most famous victory being the 1955 Mille Miglia with noted motor sport journalist Dennis Jenkinson in the # 722 Mercedes Benz 300SLR. (The car number was the driver's starting time, 7.22am). It was the final year that the iconic Italian race was run and it was considered to be Moss's greatest ever drive.

First held in 1927 the Mille Miglia was run on public roads around Italy starting and finishing in Brescia, a distance of 992 miles (1,597 kms). That year the race had 521 entries starting at one minute intervals, 281 were classified as finishers. Moss had one major advantage over his rivals, 'Jenks' had prepared pace notes, the two Englishmen finished 32 minutes ahead of team mate Juan Manuel Fangio who drove solo, covering the journey in a record time of 10 hours 7 minutes and 48 seconds, an average speed of 99 miles an hour (160.38 km/h). Moss became only the third non-Italian to win the race, German drivers had triumphed in 1931 and 1940.

There was a myth that the pace notes were written on a toilet roll, in reality 'Jenks' had a small metal box with a large slot to read the notes and side handles to turn the roll to the next section. Communication was by hand signals.



In his Formula 1 Championship career from 1951 to 1961 Moss started in 66 races, recording 16 wins and 24 podiums, 16 pole positions and 19 fastest laps driving for eight teams - HWM, Equipe Moss/A E Moss (Maserati), Mercedes-Benz, Maserati, Vanwall, British Racing Partnership (BRM), UDT

Laystall (Lotus) and R R C Walker Racing Team (Cooper/Ferguson P99/Lotus).

The first F1 victory was in the 1955 British Grand Prix at Aintree, the only occasion that he beat Fangio when they were together at Mercedes-Benz. Many journalists believed that Fangio allowed him to win in front of his home crowd, the great Argentinian's response was that Moss was better than him on that day. There was further significance with Moss being the first Briton to win the British Grand Prix.

Two years later in the same race at the same circuit Stirling Moss created more history, thanks to the rules of the time. After starting from pole position and building up a big lead his Vanwall suffered engine problems on lap 51 of the 90-lap race. Teammate Tony Brooks was signalled to pit and hand over his car to Moss - this possible scenario was discussed prior to the race and agreed to as Brooks was still recovering from leg injuries. Though he was leading when he pitted Moss had to return to the circuit in Brook's track position, 9th. In a typically brilliant display Moss passed the cars ahead of him, including the three factory Ferraris, to win by 25.6 seconds, the first time that a British driver/s had won the British Grand Prix in a British car - it was also the third and last time a grand prix was won by two drivers in a shared car.

When Moss won the 1958 Argentina Grand Prix it was the first world championship victory for a rear-engine car, a Cooper Climax T43. There were outstanding victories driving lesser powered cars, he was the master of Monaco with successive wins in the Walker Racing Lotus 18, perhaps ironically Moss's top level racing career ended at the wheel of a Rob Walker car.

On Easter Monday in April 1962 he drove the Walker Lotus 21 in the pre-season non-championship Glover Trophy race at Goodwood. An inside overtake was misjudged, his car went onto the wet grass before slamming into a bank at 100 miles an hour. The Lotus was severely damaged, its driver seriously injured, there were no seat belts back then. After many long months of recovery Moss made the decision to retire a year later following a private test session, 'He felt that he had not regained his previously instinctive command of the car'.

Following the 1962 NZ International Series Moss had been called to a meeting with Enzo Ferrari in Maranello, the two men had a previous falling out, but the wounds had healed. Enzo desperately wanted the Englishman in one of his cars and agreed that a 'works' car would be supplied and raced in the Rob Walker colours, Moss had hoped it would arrive in time for the fateful Goodwood meeting. There was a transport delay so he drove the Lotus, the world never knew how good the Moss/Ferrari combination might have been.



The great Briton was runner-up in the world championship four years in succession from 1955 to 1959, and third in each of the following three years, so close to the title that wasn't to be.

Moss was equally at ease behind the wheel of a Sunbeam Talbot 90, becoming one of only three drivers to win a Coupe d'Or (Gold Cup) for three consecutive penalty-free runs in the Alpine Rally and finishing second in the 1952 Monte Carlo Rally. In 1974 he drove a Mercedes-Benz 280SE in the London-Sahara-Munich World Cup Rally, a distance of 12,000 miles (19,300 kms) but was forced to retire in the Sahara Desert, needing water the crew found an Algerian military fort, unfortunately it had been abandoned! Nineteen of the 70 cars finished the rally but only five had covered the full distance, the winner being a privateer Australian Citroen DS that finished 28 hours ahead of an all-women French crew in a Peugeot 504 GTi.

Two years later he teamed with Jack Brabham for the 1976 Hardie-Ferodo 1000 at Bathurst to drive a Holden Torana SLR 5000. The race was Brabham's first competitive drive for 5 years and Moss's first circuit race since the Goodwood accident 14 years earlier!

Brabham qualified a promising 10th fastest but their race was effectively over before it began. The 3-time world champion found the Torana's gearbox jammed on the grid and when the starter dropped the flag it was heavily shunted from behind, repairs were made to enable the car to make an 'appearance' but the engine blew after 37 laps with Moss at the wheel. With the exhaust emitting heavy smoke and the car dropping oil on the track he drove three-quarters of a lap back to the pit garage on the racing line, something the Australian drivers thought not very gentlemanly from an Englishman.



Moss briefly returned to saloon racing in the 1980 and 1981 RAC British Saloon Championships driving an Audi 80 GLE where he was a mid-field finisher.

Record breaking was another Moss specialty, in 1952 with the assistance of a co-driver he set a world 24 hour record at an average speed of 107.46 mph, the first time a production car had averaged over 100 miles an hour for 24 hours. Two years later he was part of a team of four drivers that drove for 7 days and 7 nights and set multiple world records at an average speed of more than 100 miles an hour, the car covering 16,851.73 miles (27,120.23 kms) - Jaguar XK120s were used for both record attempts that took place on the steeply banked Montlhéry circuit in France.

In August 1957 Moss was at the Bonneville Salt Flats to drive the purpose-built MG EX181 streamliner powered by a supercharged 1½ litre MGA Twin-Cam engine running on special fuel, the car recorded a two-way average speed of 245.64 mph (391.31 km/h). Another successful mission accomplished.



The following year Moss made more history when he drove the first single-seater car in Europe with sponsorship from a non-racing brand. The occasion was the famous 'Race of Two Worlds', the 500 Miglia di Monza (500 Miles of Monza) that matched American USAC Indycars against European Formula 1 and sports cars on Italy's high-speed Monza circuit. Few F1 teams participated because of safety concerns over the speeds that would be achieved, some built cars specifically for

the event, one was the Maserati 420M/58 that had been commissioned and funded by the Italian Eldorado Ice Cream Company, the car that Moss would drive carrying large Eldorado Italia signage. Moss finished 4th and 5th in the first two 63 lap heats, in the final heat he was running in 4th place on lap 41 when the steering failed and the car crashed into the barriers at the top of the banking at 150 miles an hour. The speeds were extremely high with Tony Bettenhausen setting a qualifying speed of 177.045 miles an hour (284.927 km/h) in his Novi Special, 30 mph (48.6 km/h) faster than the pole speed in that year's Indianapolis 500!

For this country's motor racing followers Stirling Moss was the star performer from the first time he raced here in the 1956 NZGP driving his privately entered Maserati 250F, it was the first of many victories on our circuits. His New Zealand debut was made more impressive by winning the supporting sports car race earlier in the day, driving a Porsche 550 Spyder owned by the Australian Distributor.

After a three-year absence the charismatic Englishman returned for the 1959 NZGP, scoring his second win in the event, this time driving a Cooper Climax T45, he returned in the following three years. In the 1960 GP he started from pole position but his later model Cooper T51 suffered a clutch failure forcing Moss to retire before the halfway mark.



In the next two years he expanded his programme to race in the South Island, driving the same car in 1961 he again experienced a clutch failure in the GP at Ardmore after starting from P1, for the Lady Wigram Trophy race he switched to a Lotus 18 Climax and was rewarded with second place.

1962 was his most successful campaign down-under, winning both the NZGP and Lady Wigram Trophy races and finishing second at Levin and Teretonga. Again, the Walker team had brought two cars for Moss to drive, possibly 'horses for courses'. His two wins came at the wheel of the new Lotus 21 Climax, at Levin and Teretonga he drove the latest Cooper T55 Climax.

Immediately after the Teretonga race the cars of the international drivers were hastily shipped to Australia for the Warwick Farm '100', a circuit on the outskirts of Sydney shared with horse racing. In practice Moss initially drove the Lotus before he switched to the Cooper that was half a second quicker, so it was an easy decision which to drive in the race, he recorded his third win in five back-to-back races.

The great Englishman returned to our shores for the final time in 1979 to co-drive a Volkswagen GTi with Denny Hulme in the Benson & Hedges 500 race at Pukekohe, the high profile pairing finished second behind the GTi driven by Rod Coppins and Jerry Clayton.

There were many honours recognising Stirling Moss's contribution and service to motor sport, highlighted by a Knighthood in the 2000 Honours List, inducted into the International Motorsports Hall of Fame (1990) and the FIA Gold Medal (2006). Later



recognition came from within the motor industry with special limited edition cars named in his honour.

On two occasions in the 1950s Moss drove the works Lister Jaguar, the famous 'Knobbly' (the courageous Archie Scott-Brown raced a 'Knobbly' here in 1958, 2nd at Levin, 1st at Wigram), it was given that name because of its contoured bodywork that closely wrapped the wheels and space frame chassis. In 2016 the Lister Motor Company announced a limited run of ten 'Knobbly Stirling Moss Editions' built from scratch using the original blueprints with the same magnesium body formed over the original buck, the cars carried a NZ\$2 million price tag.

Earlier in 2009 Mercedes-Benz had unveiled a car named in his honour, the 'Mercedes-Benz SLR McLaren Stirling Moss' that paid tribute to the historic 1955 Mille Miglia triumph. The roadster incorporated styling elements inspired from the race winning 300 SLR, with no windscreen the occupants were protected by small glass wind deflectors, the car had twin headrests, the headlights and bonnet air intake recognisable as 300 SLR. Powered by a 5.4 litre supercharged V8 engine, the Moss SLR is capable of 217 miles an hour (349 km/h), 30 miles an hour (48.6 km/h) faster than the car that inspired it. Seventy-five were built, priced at 750,000 Euros (NZ\$1.355 million) - the car with its heritage was a fitting tribute to one of the sport's greatest drivers, being a Mercedes-Benz Brand Ambassador Moss personally handed the keys to each owner.



During his career Stirling Moss won 212 of the 529 races he entered, including sixteen F1 grand prix and three New Zealand Grand Prix, he is reputed to have driven 84 different makes of cars. A super star of his time, he had a preference to race British cars - *'Better to lose honourably in a British car than win in a foreign one'*.

Sir Stirling Moss has gone, a name that will never be forgotten, a remarkable talent that we were privileged to see race in our country.

There is one notable coincidence when you talk of the Moss name. Stirling came to race in the 'Land of the Long White Cloud', his parent's stately home on an estate on the south bank of the River Thames had the name 'Long White Cloud'...

RH



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ITM Winter Series

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Round 2 – 18-19 July

Round 3 – 16-16 August

Round 4 - 19-20 September + Prize Giving Dinner

Competition open to all competition cars and club drivers

Points on offer and great prizes to be won with the Dual Sprint and Clubman's format.

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- Worst presented car
- Best presented driver
- Worst presented driver
- Sausage Sizzle and Drinks on Saturday afternoon

Overall winner will win the ITM Series Cup and tickets and accommodation to next year's Super Cars – Event, wherever and whenever it is run!

Saturday – Dual Car Sprints Format

Where all you have to keep an eye out for is the other car starting alongside you. Then do the multi-car sprint at the end of the day which is excellent introduction to racing without worrying about what really goes on in a full-blown motor race. After some social activity with your friends and fellow racers on Saturday evening,

Sunday – Clubmans Format

The officially "low-key" Clubmans race meeting Sunday. Cars and drivers are grouped according to lap time so no need to worry about faster cars coming up behind you.

- Check in and Scrutineering from 3.00pm Friday
- Arrival and garaging up to 9.00pm Friday
- Pits Café opened 7.00am Saturday
- Scrutineering Saturday from 7.00am, Drivers briefing 8.30am
- First on Track 9.00am

Details on <https://www.bruceclarenmotorsportpark.com/whats-on/itm-winter-series/> posted on Monday 11 May



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PARTING SHOT



Tim Gibbes receiving the spoils of victory from Rob Lester. Geoff Bale? (right) and ????? look on.

