

Manawatu Car Club Inc

MAGAZINE

MARCH 2018



Something for Everyone

EDITORSPEAK...

Sadly we have farewelled another of the Clubs real characters with the passing of George Hoskins. I loved the description of George as a 72 year old, 2 year old. So apt. I remember well the Sunglow garage, always busy and usually with a couple of race cars in the corner, the Formula Vee racing days, and Georges sheer enthusiasm and helpfulness to a newbie like me. Jeremy and the family will miss him keenly.

I admit to advancing old age and senility. I mentioned some old ads in my last editorial and then forgot to scan and add them to the magazine, so my apologies. I have added a couple this month.

I have had some good feedback on the magazine, however the comment has been made that it is too long!! My answer to that is that it's a month until the next one comes out, so there is plenty of time to read it all at your leisure. Print it off and dip into it. If you must read it in one go, grab a coffee, a spare hour, and tell the boss its vital research.

The AGM has come and gone and the Club can report it is in great health thanks to the extraordinary input of the committee. With outstanding leadership from Richie there is continued growth, which, to an old fart like me, is so rewarding to see. Club membership is back over 400, and financially we are on a very secure footing. The benefit to members of this hard work is new and up to date equipment, a nice environment in which to play, a nicer environment in which to relax and lower entry fees for events. Win, win.

Huge congratulations to Russell Harris on his Farland Award that was presented at the AGM for services above and beyond, over an extended period. This is the highest award possible for Club members to attain, and in this case richly deserved and long overdue. Russell has been involved for many, many years, much of it in the background, and his contribution is substantial. From Manfeild commentating, hosting many special Club events, including many club nights with guests such as Chris Amon and Frank Gardener, live radio coverage of the Daybreaker Rally (in the days when it was an 18 hour marathon) and so much more. In recent times his contribution to the magazine has been enormous (usually around 10,000 words a month).

His wealth of knowledge is immense and Turbo Tonsils certainly is Mr Motorsport of the Manawatu. Well done my friend.

A question at the AGM on the ethical disposal of tyres got me thinking on the flight home. With the rise in the national consciousness of environmental issues, the influence of the Greenies (some quite radical elements here) and the more and more sensationalist media (and I include social media in this), it is the type of question we would do well to treat seriously.

Motorsport has, and will continue to, come under fire for its seemingly profligate use of fossil fuels amongst other things. It used to be argued that racing improved the breed and that was demonstrably so. Many innovations proven in motorsport made their way into the main stream manufacturing sphere, enhancing both the safety and efficiency of the cars used every day (think disc brakes as a prime example). I'm not sure that the validity of that argument holds in the present day. There appears to me to be a general homogenizing of the formulae that make up our sport, with technical regulations getting tighter and tighter and almost completely stifling innovation. Advances tend to be incremental, minute and expensive as we head more and more to a series of contrived one make formula. Even Formula One, much vaunted as the technological leader of the sport has no room for true, left field, innovation any more.

Technology in today's road cars is being driven largely by the computer industry as the development of autonomous vehicles strides ahead. Consider that currently it is very easy to vilify any group, rightly or wrongly, all it takes is a few radicals and a computer. Motorsport is considered a minority sport, and it MUST remain relevant or it risks being ostracized to extinction.

This month's issue is a celebration of innovations past. How can we ensure the evolution of our sport allows such bold, experimental thinking, free rein to come up with the next big leap forward?? I will leave you to ponder that.

Remember to keep the rubber side down. TW

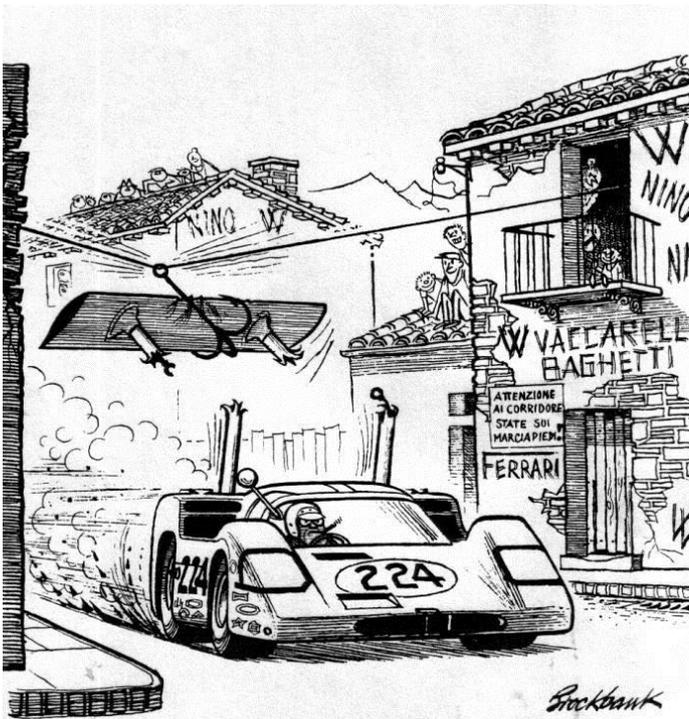
Email Trevor at littlebarton@actrix.gen.nz

Race Licences

We now have 5 licence examiners within the Manawatu, these people are:

Richie Arber	027 290 0668
Danny McKenna	027 240 1291
Jeff Braid	027 477 3337
Dennis Martin	021 216 5815
Peter Edmond	06 326 9741

For your race licence or renewal please contact any one of the above who are keen to get you out on the track.



CHRIS AMON'S

DRIVING

COATS



FROM ALL LEADING ACCESSORY SHOPS

a radbourne product

“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 13th March 2018.

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

Why not join us for a yak about what is happening on, and off of, the track!



Events Calendar

MARCH 2018

Sunday March 11th Pryces Line Grass Autocross

APRIL 2018

Saturday 7th Envirowaste Track Day Series Round 1

Sunday 8th Mitre 10 Mega Summer Series Race Meeting Round 3 (final) – Manfeild: Circuit Chris Amon

JUNE 2018

Saturday 2nd MCC Test Day

Sunday 3rd Feilding Auto Electrical Winter Series Round 1

Sunday 17th Envirowaste Track Day Series Round 2

JULY 2018

Saturday 7th MCC Test Day

Sunday 8th Feilding Auto Electrical Winter Series Round 2

Sunday 15th Back Track Autocross

AUGUST 2018

Saturday 4th MCC Test Day

Sunday 5th Feilding Auto Electrical Winter Series Round 3

Sunday 19th Back Track Autocross

SEPTEMBER 2018

Saturday 1st MCC Test Day

Sunday 2nd Feilding Auto Electrical Winter Series Round 4 (final)

Sunday 16th Envirowaste Track Day Series Round 3

OCTOBER 2018

Saturday 20th OctoberFast

Sunday 21st OctoberFast

NOVEMBER 2018

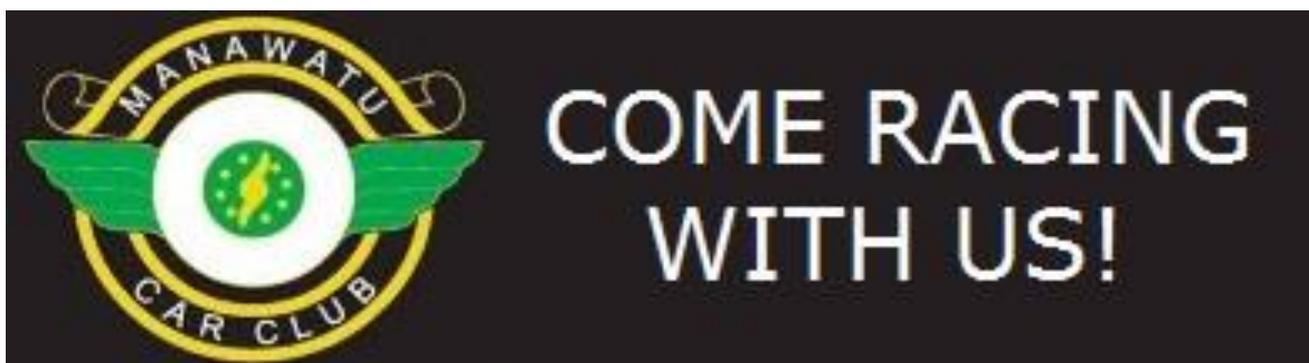
Saturday 3rd Envirowaste Track Day Series Round 4 /Multi Event Weekend

Sunday 4th Multi Event Weekend

DECEMBER 2018

Saturday 8th Envirowaste Track Day Series Round 5 (final)

Sunday 9th Mitre 10 Mega Summer Series Race Meeting Round 1



0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloos Hire

Suppliers of Portaloos to the Winter Series.

MCC COMMITTEE MEMBERS



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



Vice President / Treasurer: Tim Wilde - 0274 729 664
Email: accounts@manawatucarclub.org.nz



Club Secretary / Events Manager: Jeff Braid - 027 477 3337
Email: info@manawatucarclub.org.nz

Your Committee:



Jill Hogg



Graeme Bretherton



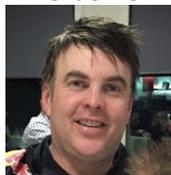
Jaron Olivecrona



Greg Brown



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

Club Patrons: Robert Lester, Terry Rush, Russell Harris.

Life Members: Steve Bond, Brian Davies, Dave Hayward, Sir Pat Higgins, Robert Lester, Wendy Lester, Vern Marshall, Warren Masters, Marion Prisk, Terry Rush, Murray Starnes, Trevor Weir, Alan White, Raymond Bennett.

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Just when you thought it couldn't get better...!!!

What a month February was, we kicked it off with an awesome NZGP weekend where we once again proved we have the best team of volunteers in the country, as told to us by the officials that were there on the day. You guys and girls just keep on raising the bar higher and higher!

We turned the weather on as well with only a small shower of rain on the Sunday to make things interesting. One of the team came up with a great idea and that was to buy some chilly bins so that we could fill them up with ice and water so that we could keep our volunteers hydrated for the whole weekend and not have to interrupt the racing by having to do drink runs, this worked a treat and meant that everyone was kept fresh and cool throughout the day. A huge thanks to the team at Mitre 10 Mega for doing us an awesome deal on the ten Chilly Bins, they worked a treat.



While at the NZGP I had the pleasure of talking with Kenny Smith on several occasions, the MCC was part of the team that sponsored Kenny's return to the NZGP, his story is remarkable to say the least, indeed if you haven't already read his book "The Kenny Smith Scrapbook" I urge you to do so as it is a great read. The MCC Committee decided to make Kenny an Honorary Member of the MCC, I happily presented Kenny with his MCC Club Card and an MCC Sticker on Sunday morning. Kenny was absolutely rapt with being made an Honorary Member, adding that Manfeild is his favourite track by far!

Four days after the NZGP we had the MCC AGM at the Clubrooms. We were a little late starting as at 7.30pm we did not have enough members there to form a quorum, so after a few phone calls were made we finally got there and the meeting started just before 8pm. Believe me it was not a bad issue to have, if you don't already know, we need 10% of the financial members to turn up for the AGM, so if membership numbers go up, which they have quite dramatically this year, we need more members to turn up at the AGM. The AGM was a good one, you can read my Presidents Report here - <http://manawatucarclub.org.nz/wp-content/uploads/Docs-Presidents-Report-2017.pdf>

The highlight of the AGM for me was the presentation of the "Award of Merit" to Trevor Weir and "Farland Award" to Russell Harris. As I said in my presentation speech, communication is the key to success and these two fine gents have done more than anyone to make sure that our communication with our MCC Family and

Friends stays strong and keeps everyone up to date on what is happening with and at the club. As Trevor now resides in Jaffa Land we had to inform him as to why it was imperative that he attend the AGM, Russell on the other hand knew absolutely nothing, indeed it had to be mentioned at the last Committee Meeting held in January that Russell was at, and when it was mentioned everyone was obviously thinking the same thing but couldn't say anything, Greg Browne actually wrote Russell's name on a piece of paper and held it up behind a seated Russell when he was walking behind him on the way to the toilet. Everyone looked at everyone else and nodded with approval and it was finalised by way of an email sent to the committee which was triple checked to ensure Russell's email address was not in there.



Murray Starnes hands Russell his "Farland Award" badge and Certificate



Trevor receiving his "Award of Merit" Certificate

We had three new members join our MCC Committee for 2018, these were Kaye Flannagan, Phillip (PK) Keith and Gerald Watson. Kaye has been a past Committee Member and both Kaye and PK are long-time volunteers. With 107 female members now it is great to see another female join the committee and both being volunteers, Kaye and PK's knowledge here will no doubt be invaluable as we look to do more for our volunteers this coming year. Gerald is a long-time racer and currently works for the ANZ bank so his business knowledge will be a great asset for the club. With three new Committee Members joining, three have departed but two of those will stay on as advisors to the club given their wealth of knowledge. Simon Barry has departed the committee as his family has just become one person larger, Kerry Halligan and Noel Beale will stay on as advisors to the club as they both possess several key skills and knowledge that we believe the club cannot do without.

Move forward a week and a bit and we had an awesome IRC Meeting which we dubbed the "February Flatfoot". Around 180 cars entered the meeting and there was some great racing seen over the weekend, the last race of the Central Muscle Cars on the Sunday afternoon will be forever imprinted in the old memory banks, to watch Angus Fogg and Dean Perkins race hard out side by side for 10 laps was a sight to behold. You could tell by each of the cars attitudes that both of them were not holding back at all and to race that close for that long and not have a scratch on either car is a real testament to each driver's skills.

While not quite in the month of February, the Manawatu Sports Awards on the 2nd March put the icing on an already very tasty cake. We (the MCC) had the privilege on nominating Brendon Hartley for the Sportsman of the Year and while writing up his nomination we were thinking that he was a shoe in to win the award given what he had achieved in 2017, but you just never know how the judges are thinking and to be fair he was up against some very tough competition. So when he was announced as the Manawatu Sportsman of the Year those in attendance on behalf of the MCC were absolutely over the moon and we could hardly contain ourselves. It wasn't until we sat down for dinner and looked at the Supreme Award that was sitting on the table upon the stage that we clicked that Brendon was also in contention for this award... surely not we all thought, could we come away with the perfect night? Not long after came the answer... "and the winner of the Central Energy Trust 2018 Supreme Award goes to... Brendon Hartley", we all screamed with joy and Russell Harris stood up and raised his hand in the air in triumph, what a truly awesome night!



A very proud Father, Bryan Hartley and MCC President Richie Arber hold the "Sportsman of the Year" award that our very own MCC Member Brendon Hartley won... moments later Bryan would also be holding the Supreme Award...



So what a great month our little club has had, we can all be very proud of what our club has, and continues to achieve both on and off of the race track...

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Brian Kouvelis

BORN: 1947

OCCUPATION:

Consulting Environmental Engineer (semi -retired)

RACE CAR:

BMW 325i E30 (ground up rebuild 2012 by previous owner)

EVERYDAY DRIVE CAR: BMW 318i E30 and a Holden Calais V

DREAM CAR: Tesla Roadster (check it out)



YOUR BEST MOMENT IN MOTORSPORT?

Apart from getting kitted up and being out on the track –Still waiting for it to happen: breaking out of the RS class! All the support and encouragement from MCC club members to a late starter “oldie”

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

A locksmith like my father. Learning to crack combination lock codes was a great challenge.

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

Hugh Lawrie, Barbara Streisand and Michelle Obama

WHO WOULD YOU PLAY IN A MOVIE?

Robert Redford in “Out of Africa”

THREE WORDS THAT BEST DESCRIBE YOU...

Adventurous, Curious, Enterprising

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

A BMW E30 - It is one of the classic car models of all time!

WHAT IS YOUR SECRET VICE?

A desert special: Our extra virgin olive oil drizzled on creamy vanilla ice cream. Not sure how it would go on Trevor’s sheep’s milk ice-cream?

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I built and raced stock cars on the fledging Wanganui track over 50 years ago.

FAVOURITE QUOTE...

“Just do it!”

MITRE 10
MEGA

MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild 10th Dec 2017

R2 Taupo 14th Jan 2018

R3 Manfeild 8th Apr 2018

FREE SPECTATOR ADMISSION!



Stew Wood Photography

 **Manawatu Car Club**

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

Entry Fee: \$220

Transponder hire: \$20

ORGANISER

Jeff Braid, Secretary

Manawatu Car Club Inc

027 477 3337

manawatucarclub@xtra.co.nz

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



GRID TORQUE...

email russelharris@clear.net.nz

Too hot. There were red faces all round at Round 4 of the 2018 Castrol Toyota Racing Series at Hampton Downs on 27/28 January, but it wasn't sun burn. On the Saturday the surface of the track began breaking up to such an extent that the decision had to be made to cancel the final Formula 5000 race! The worst affected areas were the braking area and apex of the two infield hairpins, the 29 degree ambient temperature (the track temperature would have been much higher) combined with sticky 'slick' tyres meant it was just a matter of time. There was an urgent call to the paving contractors, men and machinery arrived, the repairs were completed with the hope Sunday's temperatures would be lower to minimise the possibility of a repeat. The forecasters said it would be the same, so it would have been a restless night for the series organisers and HD staff. Overnight was not enough time for the new surface to 'cure', and the surface problem resurfaced on the main day...

Track was fast. During the Formula 5000 qualifying session on Day 2, Kenny Smith became the new outright lap record holder for the 2.8 kilometre Hampton Downs circuit, in the process he became the second driver to crack the magic minute barrier. Englishman Michael Lyons old mark was 59.483 seconds, Kenny stopped the clocks at 59.424. The veteran kiwi won three from three over the weekend...



On the ball. Full credit to Kartsport Manawatu for their quick recognition of its champions that have moved onto greater things. A large sign at the entrance proclaims the achievements of Earl Bamber, William Bamber (younger brother of Earl), Chris Pither and Brendon Hartley, accompanied with a head/shoulders shot of each wearing their race helmet. It doesn't end there because the superb 900 metre long track now includes the Bamber Curve and Hartley Hairpin, recognizing the Hartley family's contribution to the sport, both clearly marked with large signage, and Brendon is now a Patron of the club. Proud lot those people down the end of Shirriffs Road...

Back on the black stuff. Nelson Hartley has returned to his motor racing roots. In recent years Nelson has been racing a sprintcar on speedway clay ovals with the occasional 'fun' outing in a kart. This year racing has taken a more serious turn and the highly talented pedaller is back running in the major league of karting, the KZ2 category. The highly sophisticated racers are powered by European sourced 125cc single cylinder two stroke engines that produce 50 bhp and run in a range between 10,000 and 16,000 rpm, the prodigious power being transmitted through a six-speed sequential gearbox. They are incredibly quick, reaching speeds of around 150 km/h on our tracks, and unlike the other 'sprint' classes KZ2 run front and rear disc brakes to ensure adequate stopping power. Nelson is also keen to get back into his sprintcar - 'both are fun for different reasons'. Nice to have a choice! Sprint karts are quite different from the Superkarts that compete at the MCC meets at Manfeild. If you haven't been to one of the big meetings at the Manawatu Toyota Raceway you should be ashamed to call yourself a motor racing enthusiast...



Are the MCC social butterflies hiding? A few months ago prominent Manawatu Car Club members were seen featuring in the 'Out and About with Sue Wilson' photo pages in the weekly 'Guardian' newspaper. With the club's large membership maybe people are being 'snapped' at events around the region but we don't recognise the faces? Or maybe you need the name 'Bond, Steve Bond' to have the lens pointed at you...

Pither lands a big one. MCC member Chris Pither is set for an exciting season in the 2018 Virgin Australia Supercar Championship after being signed by Garry Rogers Motorsport to partner Garth Tander in the three race Pirtek Cup Enduro Series. Chris drove for GRM three years ago in the team's last year running the superb Volvo S60, this time round he will also contest the full Dunlop Supercar2 Series driving Tander's 2017 Holden Commodore with major sponsorship from First Security. 'I'm proud to carry the silver fern and have the support of New Zealand naming rights partner First Security'. The # 44 car has a stunning livery and Pither had his first test day in the car at the Winton circuit on 14 February, his first race outing was at the Clipsal 500 meeting in Adelaide on 1-4 March. It's a big break that follows on from the outstanding form he displayed last year, highlighted by a close 4th place in the Supercheap 1000 at Bathurst co-driving with David Wall for Erebus Motorsport. Definitely a 2018 Supercar2 title contender...



Check these credentials. Chris Pither hasn't enjoyed the media profile of the likes of Scott McLaughlin, Fabian Coulthard and Shane van Gisbergen, but his CV reveals the 31 year old has won eight national titles during his career to date. The first three were in karting, when he switched to circuit racing there were two NZ Championship titles in the one-make Holden HQ Championship (2003/2004), followed by back-to-back NZ V8 Ute Championships (2010/2011) and the jewel in his crown, the 2011 Australian V8 Ute Championship to complete the Trans-Tasman double. That's impressive reading...

Smart set-up. Car after car arrived at the new MIKE Racing HQ during the final week of January, some in the middle of the night! The 'showroom' looks extremely impressive and there's a lot of attention to detail, even down to greenery in large pots. It's looking very professional and no doubt there's more finishing touches to come. Thank you Mike Chua for choosing Palmerston North as your base...



Coffee and cars. Looking through the windows and admiring the exotica could be a big bonus for Café Soskys clientele. When you see what's inside the glass house you realise it has the potential to generate significant interest among the general public as they are cars that are not normally seen on our roads. Could MIKE Racing HQ become Palmy's latest and best visitor attraction...

It may have escaped people's notice that last year MIKE Racing created New Zealand motor racing history in New Zealand motor racing when the outfit ran a GT4 female team in the second and third rounds of last year's South Island Endurance Series. Chelsea Herbert and Christina Orr-West campaigned the team's Prodrive prepared Aston Martin Vantage V8. The lucky ladies have shared the same pathway, from karts to SsangYong Acton Utes to a pure bred GT4 racer, the distance between each stepping stone is huge and to many it would be the ultimate test

of a driver's ability. Orr-West says - 'Compared to my SsangYong it's a night and day difference. Speed wise it's just incredible'. That has to be an understatement...

Some people can't resist temptation. Soon after moving into their new premises MIKE Racing became a theft statistic. A person/s broke into the building and removed two racing seats from one of the cars. Seats emblazoned with Aston Martin would look out of place in a low slung boy racer Jappa but would add a touch of class if used as lounge chairs. Low life strikes again...

New 'old' faces. This year's Virgin Australia Supercar Championship will have five 'rookie' drivers on the grid, 'rookie' being defined as first year full-time drivers. All five names are familiar because they have been Pirtek Enduro Cup co-drivers or raced in the Dunlop 2 series. Richie Stanaway (Tickford Racing) heads the list, joining the talented kiwi are James Golding (Garry Rogers Motorsport), Jack Le Brocq (Tekno Autosports), Anton De Pasquale (Erebus Racing) and Todd Hazelwood (Matt Stone Racing)

New name, same outfit. Tickford Racing is the new name for Prodrive Racing Australia. Apparently the reasoning is to more closely align the racing team with the sister business that specialises in high performance and vehicle personalisation. Tickford Racing will again be front runners in the 2018 Virgin Australia Supercar Championship with its full-time driver line-up of Mark Winterbottom, Chaz Mostert, Cameron Waters and Richie Stanaway. There's definitely no shortage of experienced talent in that quartet...



Jetboaters take a lead from cycling. In January the World Jetboat Marathon was held on the South Island's challenging braided rivers. One of the biggest features of the event was a 'criterium' held near the launching ramp on the Waimakariri River north of Christchurch. The 'criterium' plays a key part in major road cycling, it's a race of several laps around a closed course that takes the sport to the public. For the jetboat river racers it was a new challenge because the boats are designed for out-and-out speed. It was a brilliantly successful innovation and people responded in very big numbers to watch the exciting spectacle. It's all about the show...

That's what you call a crowd. In 1996 Melbourne hosted its first Australian Grand Prix at the Albert Park Circuit and the event drew a total of 401,000 spectators over the weekend, after more than 50 years it still remains the attendance record. The biggest single day crowd stands at 121,500, achieved in 2004, the year that Michael Schumacher and Rubens Barrichello finished one-two for Ferrari. It was also back in the days when the exhaust noise of the 950 horsepower V10 engines spinning to 20,000 rpm really wowed the fans...



Raw emotion. If you follow sport closely and saw the end of the 2018 Australian Open Tennis Championship at Melbourne's Rod Laver Arena you may well have shared some of the personal emotion shown by Roger Federer. The remarkable scenes were 'lump in the throat' stuff. In claiming his 20th 'Grand Slam' title the Swiss master again displayed both on and off the court what it means to win, even at 36 years of age. Regarded by many commentators as the world's greatest sportsman, the Swiss player certainly epitomises everything that is good about being a champion in top level sport, a gracious loser, a modest and emotional winner. Sportspeople in every discipline, irrespective of age, could learn a great deal from the man known as the 'Fed Express'. Grown men aren't meant to cry, but tears of emotion are quite different...

History over-looked. 50 years ago on 6th January 1968 Chris Amon won the New Zealand Grand Prix at Pukekohe, the 15th running of the event. Driving a factory Ferrari 246T Amon beat Aussie Frank Gardner in a Brabham Alfa by 37 seconds with Englishman Piers Courage third, a lap down in his 1.6 litre McLaren M4A. To complete the day Amon set a new lap record of 59.3 seconds. It was Ferraris first win in the race for 11 years and a perfect home-coming for the popular kiwi racer...

Back-to-back. Chris Amon won the NZGP again the following year, beating Jochen Rindt (Lotus Cosworth 49T) by 20 seconds with Courage again third, this time at the wheel of a Brabham BT24 Cosworth. But there was to be no three-peat for the red car from Maranello. Hamilton driver Graeme Lawrence now owned the 246T and finished third in the 1970 NZGP that was won by top Australian Frank Matich in his Formula 5000 McLaren Chevrolet M10A. Lawrence went on to claim the Tasman Series, replicating Amon's achievement the previous year.



It was the beginning of the period when the big boys had more powerful and faster toys to play with...

Forget silverware. Geoff Short and his Speed Works Events team really produced the goods with the trophies that were presented to all categories throughout the 2018 Castrol Toyota Racing Series. Created by an outfit with the name 'EMBLEMS New Zealand Limited, stunning is a word that immediately comes to mind. There may have been criticisms along the five round journey, but the trophies were definitely one thing they got very right...

Grid girls gone. First to remove the 'glamour' was World Darts, just days later the Formula One bosses announced that 'grid girls' would be referred to in the past tense. In a calculated, but interesting move, the 'GGs' are being replaced by 'Grid Kids' to broaden the appeal of the sport. It's different, but it's not new because children have been involved in major football (soccer) for a number of years, each player in each team running onto the pitch with a young fan at their side. In rugby and netball you see the game ball being delivered by a youngster. It will give F1 a new look and it will be interesting to see what the reaction is with both fans and teams. When you think about our Toyota Racing Series it would be fair to suggest that over the years a number of the grid girls would have been older than the drivers! Big sisters perhaps...



A sign of tighter times? At the completion of the 2017 Indycar Championship Series Chip Ganassi Racing made the decision to cut its top tier single-seat programme from four cars to two for this year. Around 40 staff have been laid off and it's across the board, from engineers, mechanics and sub-assembly workers to painters and graphic artists. Big calls to make by one of the biggest players...

Upped their game. It's been revealed that Triple Eight Racing engaged a mentor for a the team's engineers in last year's Virgin Australia Supercar Championship that was won by their # 1 driver Jamie Whincup. The mentor was Sam Michael who was hot property in the world of Formula One. Initially with Lotus and Jordan, the talented West Australian made his name during the time he was the technical boss for Williams and later sporting director for the McLaren team. He took on the mentoring role at Triple Eight after their brilliant engineer Ludo Lacroix switched his allegiance to DJR Team Penske. Obviously it was worth the investment...

Seen around town. The morning after the ENZED Superstock Teams Championships former Formula 5000 star Graeme Lawrence was out enjoying 'brunch' with his partner and mates at Café Jacko in George Street. The Hamiltonian still talks with pride and passion about his time racing at Manfeild against the best Aussie F5000 operators and later bringing out top drivers from overseas to compete in our Formula Atlantic/Pacific Series. Prior to the New Zealand Grand Prix weekend Chris Pither was joined by his family and friends for a catch-up at the Brewers Apprentice. There would have been plenty to talk about with his involvement in the Audi driver training programme back in Oz and his recent signing with Garry Rogers Motorsport for 2018. Lots to celebrate then...

Cricket can be cool, very cool. Last month an international limited overs match took place between the 'Royals' and 'Diamonds' at one of the world's most picturesque venues. Both teams were chosen from the best players of recent times from countries that included Australia, South Africa, Pakistan, England and Sri Lanka, the game being watched by a large, enthusiastic and curious crowd in a very unique environment. The artificial grass pitch was in the middle of a frozen lake at the famous St Moritz Resort in the Swiss Alps! For the players batting was definitely easier than fielding as the ball was very cold and many catches were dropped. It was certainly different and a fun fest, but whether ice cricket has a serious future is rather debatable...



Motorsport acknowledged. Our man Brendon Hartley was beaten by World Cup winning shot put exponent Tom Walsh for the Sportsman of the Year trophy at the 2018 Halberg Awards, but our sport did have a 'winner'. Morrie Chandler was a most deserving recipient of the Lifetime Achievement Award for Services to Motorsport. During Morrie's acceptance speech a small number of photographs were shown on the big screens, one that really caught the eye was a pic taken of Morrie crossing an event start/finish ramp. A large banner above the ramp revealed where the photograph was taken with the words 'MANAWATU DAYBREAKER RALLY'. Of all the pics to choose from...

Splash and dash. The first outing of Scuderia Toro Rosso's Honda powered STR13 at the Misano circuit in Italy didn't quite go to plan. Brendon Hartley drove the car in the limited laps allowed for the traditional 'photo shoot' day but great snaps were out because it was raining. As always there are people who want to be 'spoilers' and a blurry photograph of the car taken from the grandstand was posted on 'Twitter'. STR responded by posting the same photo and declaring it as an 'official' photograph! The car was fitted with now mandatory 'halo' device and



appears to have a similar livery to last year. Following the session Brendon had an interesting comment, 'The new girl ran super smooth'. Those words are encouraging. The first public showing of the car to the world's media was in Barcelona on 26th February. Bring on the Australian Grand Prix...

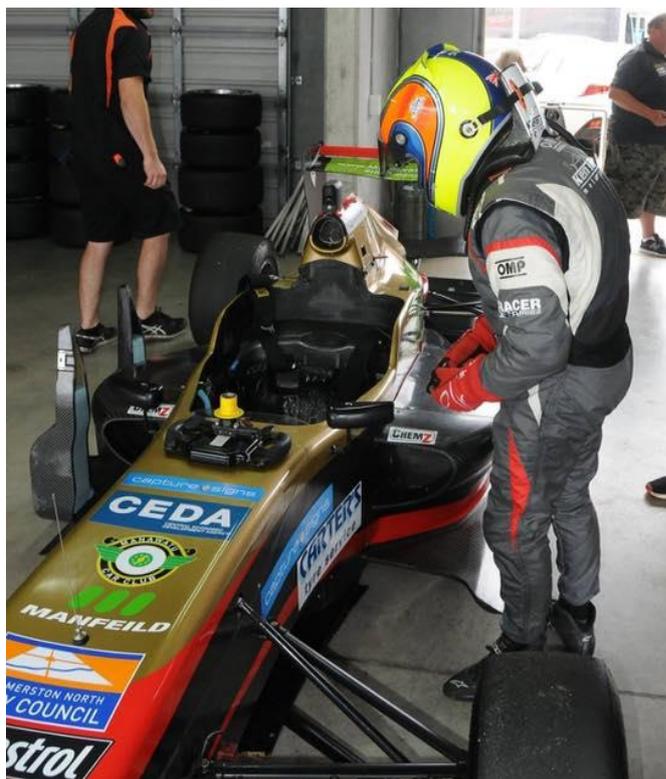
Exciting social times ahead. At the first meeting of the new MCC Committee two ladies were appointed to handle the important 'SOCIAL' portfolio. Jill Hogg chaired the 70th Birthday Celebrations committee and Kaye Flannagan returns to assist in spicing up member's lives away from the competitive side of the club's activities. Their brief includes 'looking for opportunities for new events and the implementation of the new events'. No Tupperware parties please...

Remembering people. Club founders and early day stalwarts Fordy Farland and Fred Parker are recognised with the naming of the two 'rooms' in the Clubrooms while Brendon Hartley's successes are acknowledged on one wall of the entrance hallway. Level 2 of Manfeild's main building is the 'Lester Floor' honouring the work of Rob and Wendy Lester, while out on the track the intermediate strip has long been the 'Denny Hulme Straight'. For the benefit of young members, and older ones who can't remember, the 1967 F1 World Champion did race at Manfeild driving a Holden Commodore or a Scania truck. Turn 6 is known as 'Higgins', the racing circuit itself is named after Chris Amon and the entry road to the entire Manfeild Park complex is named 'Brendon Hartley Drive'. No doubt thought is being given to acknowledging others in the future...



Drawing the short straw? New MCC Committee man Gerald Watson was appointed 'Conservation Manager' at the group's first meeting. The intention of the role is 'Responsible for looking at ways to decrease waste and dispose of waste responsibly'. During the course of the meeting a positive start was made with immediate plans for recycling 'social waste' which is relatively straightforward. Much more difficult is the disposal of those round black 'thingies' called tyres, people 'dump 'n run' in the hope they are not seen and it simply isn't good enough. It's time for everybody to take responsibility, let's be green, clean and thoughtful...

Backing a 'home' veteran. The Manawatu Car Club was part of the local 'consortium' who financially contributed to getting Kenny Smith on the grid for the 2018 New Zealand Grand Prix. The club's 70 year old logo was on the upper front bodywork and side panels of the # 47 Tatuus FT50. But why # 47? Kenny's regular # 11 was on the TRS car of young kiwi driver Taylor Cockerton but that wasn't the reason, was it paying homage to the race number used by Bruce McLaren in the early years of his career? It was actually chosen to acknowledge Kenny's 47th start in this country's premier single-seater race. That poses the question, will the 76 year old have # 48 on his car next year...



Unique record. Kenny Smith is one of only three 'home' drivers who have won the New Zealand Grand Prix three times. In the early Formula Libre days Stirling Moss and Jack Brabham each recorded three wins, Moss's successes coming at the wheel of three makes - Maserati, Cooper and Lotus, while Brabhams

victories were driving Cooper Climax cars. Kiwi stars Craig Baird and Nick Cassidy achieved the feat and both did it in consecutive years, Baird in the Formula Pacific era (1991/92/93) and Cassidy in the Toyota Racing Series (2012/13/14). What stands Kenny Smith apart is that he won in three different classes of cars. His first victory was in 1976 driving a Lola T332 Formula 5000, in 1990 he took the checker flag at the wheel of a Formula Pacific Swift Cosworth and his third win was in 2004 at Teretonga when the trophy was contested by the Formula Ford category. If you play the numbers game you may have noticed that there were 14 years between each of his wins, the pattern was broken in 2018...

A subtle hint? The 2018 Red Bull F1 car carries sponsorship from Aston Martin. Maybe it's a pointer to the future with AM showing a considerable degree of interest in returning to the category with new engine regulations in the pipeline. In 1955 Aston Martin built their own single-seater car that was based on their successful sports cars, and Reg Parnell brought the DB3R to New Zealand the following year. The engine destroyed itself in practice for the NZGP, and for the remaining events the car ran with a 3-litre sports car motor, finishing second in the Dunedin Road Race, third at Ryal Bush in Southland and fourth in the Lady Wigram Trophy. The car was sold when it returned to England, its grand prix career over before it began! With Red Bull all AM would have to do is supply the engine which makes things a great deal simpler...



Two way deal. In the early days of his career, whenever Brendon Hartley returned home for his annual 'break' Chris Amon's son James was his fitness trainer. Over the years James has worked with many top people across a diverse range of sports, but it's doubtful if any could show their appreciation in the way Brendon did. Forget a signed poster, it came in the form of a ride in the two-seater TRS car at Manfeild with BH at the wheel. What better way to say 'Thank You'...

What do a well-known local motoring journalist and the 2016 NZGP winner have in common? Both race a Mazda MX5! Might sound strange, but it's true. Super scribe Richard Bosselman is into his second season of racing in the MX5 class and really enjoys both his time on the track and the camaraderie. On the other side of the world, McLaren F1 reserve driver, 2016 NZGP and TRS Series winner Lando Norris also drives a Mazda MX5, but there are significant differences in the two cars. Richard's racer is converted from a normal road car, Lando's car never goes on the road. The seventeen year old is a member of the highly successful Team Redline who compete in simulator racing games like iRacing. Apparently Lando spends time every day on iRacing, driving either GT3 cars or a Mazda MX5 and it's mainly for fun. A case of each to his own...



Words can say it all. Former long-time Manawatu Standard sports editor Peter Lampp is best known and remembered for his outstanding coverage of local rugby and cricket, but he is also a very knowledgeable 'rev head'. Mr Lampp still contributes a weekly column under the banner 'Sports Comment', always a good read as

he tells it as he sees it and is not afraid to do so. In his column in the 15/02 issue there was honest comment on Kenny Smith's appearance in the NZGP and the crowd at Manfeild. His final two sentences read - 'Get our best internationals in the annual series and bring the crowds back. Sadly, won't happen'. It's hard to disagree...

The month of February ended on a high note for sport in the region with the Manawatu Golf Club hosting the prestigious New Zealand PGA Tournament. In the build-up to the tournament five of the big hitters sampled driving of a different kind when they teed off at Manfeild Circuit Chris Amon in a serious race car with a lady driver. Christina Orr was behind the wheel of the 430 horsepower MIKE Racing Aston Martin Vantage GT4 that peaked at better than 200 km/h on the back straight, all were most impressed and enjoyed the experience. One of the lucky group was David Smail who has a real passion for classic cars, the Hamilton-based professional is currently restoring a BMW 635 CSi that won a Group A title in its heyday and one of his road car is an E30-series M3. The former New Zealand Open winner is a very lucky man with impeccable taste...



Still in F1. Late last season Daniil Kvyat lost his Formula One drive with Scuderia Toro Rosso to Brendon Hartley. BH retained his drive for 2018 while Kvyat looked destined for the motor racing wilderness. When Ferrari launched their new SF71H at Maranello in the final week of last month the Scuderia's pairing of Sebastian Vettel and Kimi Raikkonen were present, and Daniil Kvyat was with them on stage. The Russian has been signed by the famous team as a 'Development Driver'. Is it his last roll of the dice...

Serious prizemoney. The circus came to town on February 24 at the Robertson Holden International Speedway in the form of 'The Rolling Thunder Series'. The high horsepower road show featured three of the premier oval categories (Sprintcars, Midgets, Super Saloons) contesting a 3-round series that began in Palmy to be followed by meets at Bay Park and Western Springs. 'The Rolling Thunder Series' attracted the best of the best in all three categories, which isn't that surprising with a total prize pool of nearly \$90,000. And they don't pay an entry fee...



Helping hand. It wasn't all holiday when Chris Pither returned home in earlier in the year. He was seconded to be part of a Lexus driving skills programme and also drove invited 'guests' around circuits during the Castrol Toyota Racing Series. At Taupo Chris also took time to give MCC member Scott McCaskey some personal tuition and the Capture Signs BMW driver was obviously a good student. During race qualifying Scott improved his best time by 2/10ths of a second to claim his first pole position. The little things that he learned were the difference...

Mass migration. The international air carriers could be in for a big bonus later this month with flights destined for Melbourne. There's unprecedented interest in the Australian Grand Prix from the eastern side of the Tasman Sea with Brendon Hartley taking his place on the grid to start his 2018 Formula 1 campaign. This year fans get an

added bonus because the Holden/Ford/Nissan V8 battle is a full championship round for the first time at Albert Park, and there's the very strong prospect of one or two kiwi wins over the weekend. For those going it might pay to take a few extra Aussie dollars and visit a merchandise marquee, a Scuderia Toro Rosso Brendon Hartley shirt is the best visual way of supporting our favourite motor racing son. It's all very exciting with a new season with a new car with a new engine. Bring it on...

Good News Department. It's been confirmed that the New Zealand Grand Prix will remain at Manfeild Circuit Chris Amon for the next two years. The deal is almost certain to include improving certain aspects of the facility and it appears that the successful 'free ticket' promotion could be repeated for the 2019 event. There's no doubt that the actual spectator number was well up on previous years despite the less-than-ideal weather over the weekend. A question to be asked is how many of those first-time people are likely to return? A key element to retention is the quality of the racing and the experience, the 2017 event came up short in both areas...

Two times World Champion Fernando Alonso has signed a deal with Toyota Gazoo Racing to compete in the 2018/19 WEC series in his bid to secure the Triple Crown (F1 World Champion, Indy winner and Le Mans 24 hour winner). He will compete in all the rounds that don't clash with his F1 commitments and will partner veterans Sebastian Buemi and Kazuki Nakajima in the number 8 TS050 hybrid. "I am very excited to participate in the 24 Hours of Le Mans for the first time. It is a race which I have followed closely for a long time and it has always been an ambition of mine to participate. Endurance racing is a different discipline compared to single-seaters and it will be an interesting challenge. I am looking forward to working together with, and learning from, Sébastien and Kazuki, who are both very experienced endurance drivers. It will be a learning curve for me but I am ready for this challenge and I can't wait to get started."



Legendary race car builder and team owner Rudi Eggenberger passed away recently. Best known for his 30 odd victories in the European Touring Car Championship and the meticulous preparation of his cars, he was a hands on engineer, happier in overalls than a suit. Claiming the ETC title in 1980 with a BMW320 he moved up to the fabulous 635CSi and claimed it again. After helping BMW develop the 528i to Group A specs he was poached by Volvo in 1985 to oversee the 240T program, with another title the result. Hired by Ford in 1986 he developed and ran the famous Texaco sponsored Ford Sierra RS500's, which antipodean spectators got the chance to see in person at the Wellington Street races and Bathurst which formed part of the 1987 World Touring Car championship. Eggenberger later went on to run cars in the DTM and then began a restoration business.

And the local connection with Eggenberger ? The most famous of the works Sierras, chassis 99269, resided for many years just over the hill in the Hoffman Ford showroom in Pahiatua. The 1988 car was instrumental in winning the 1988 ETCC for Ford, clocking up 5 poles, 5 wins, 3 seconds and a third during the season. Driven by Klaus Ludwig, Klaus Niedzwiedz and Steve Soper among others, this irreplaceable car had several outings here until its recent sale overseas.



Start searching those backblock barns and buttering up the farmers. Recently sold at auction in America was a 1967 Toyota Land Cruiser fresh from a 5 year restoration which fetched NZ\$210,000.

Searching for a historic rally car?

It's a great time to be in the market for a Group B rally car, with a good choice available at the moment to those with deep pockets. A time warp RX7 – chassis 019 – which was built by the factory backed Mazda Rally Team Europe in Belgium but never run as a rally car, and preserved with very few kms on the clock seems good value at NZ\$385,000.



A 1986 Lancia Delta S4 ex works mulletto (recce) car, chassis

0051, in totally original condition is being auctioned with a wide estimate of between NZ\$ 970,000 to 1.3 million. A 1984 Peugeot 205 T16 Evo 1, a genuine factory car, out of the Peugeot company collection and having been driven by Vatanen and Reutermann is for sale at a mere NZ\$1.9 million. A 1985 MG Metro 6R4 which was retained by Rothmans as a show car, and with development engine #1 installed, showing just 3100 miles from new is estimated to fetch close to NZ\$180,000.. An Audi Quattro S1 Sport replica, a very good replica I might add, is priced at NZ\$230,000.

TWO BIG LOSSES...

A memorable farewell. George Hoskins passing at 72 years of age brought a great deal of sadness to the local motorsport fraternity, but the celebration of his life at the Terracehaven Chapel in Main Street on 02 February was anything but a solemn affair. George had carefully planned everything down to the smallest detail with live-wire celebrant Lew King. It was an occasion that will never be forgotten by the 'full house' of friends who had gathered to pay their respects, the stories just flowed and flowed as people recounted their times with the 'gentle giant'. During a busy life he found time to visit 72 countries and owned a diverse selection of day-to-day transport, including a Rolls-Royce. There was something very appropriate about Frank Sinatra's 'My Way' being the chosen recessional music, and it was equally befitting that George took his final 'ride' in his beloved 1973 Chrysler Regal Safari station wagon with its worn pale blue paintwork, vinyl upholstery, loud and proud exhaust, all still very original. The modern touch was the 'JERRY H' plate. George Jamieson Bruce Hoskins - mechanic, Formula Vee racer, garage owner, outstanding socialiser and all-round good guy. One of the MCC's true characters...



One of the best in his time. It's also sad to note the passing of John Nicholson. It's not a well-known name in his home country but John was a man who made his mark at the highest level on the international motor racing scene. As a driver Nicholson achieved considerable success in Great Britain, winning two Formula Atlantic titles in the early seventies running cars with his self-prepared Cosworth BDA engines. He is one of the nine New Zealanders to have competed in Formula 1, just the one start in the 1975 British Grand Prix at Silverstone where he was classified 17th finisher driving the only F1 Lyncar built.



His real success came as an engine builder and he enjoyed a strong relationship with Bruce McLaren that led to the formation of Nicholson McLaren Engines. John became a master of preparing the Ford Cosworth DFV and his engines won two world championship titles for McLaren, in 1974 (Emerson Fittipaldi) and 1976 (James Hunt). The company withdrew its interest in F1 when the turbo-era began but remains in business today. John Nicholson was 75 years old when he passed away, another quiet kiwi achiever...

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

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- Time: 6.00pm for pre-dinner Drinks & Nibbles
- This is a 2 course Dinner Evening (not pot luck)
 - Cost is \$25.00 incl GST per person
- It is BYO Drinks only, everything else is provided
- Please contact Richie to reserve your seat now
- Payment will be on the night – Cash, Eftpos, Credit Card
- Phone Richie: 027 290 0668 or email: richie@trgroup.co.nz
 - Numbers are limited so get in now!

**THIS IS A NIGHT NOT TO BE MISSED.
COME DINE, CELEBRATE AND SOCIALISE WITH US.**



The Central Districts Field Days transforms Manfeild into a primary agribusiness focus for many thousands of attendees and reminds us that the region is one of the country's key agricultural hubs.

It also reinforces the flexibility of Manfeild. Just a few weeks ago much of the area that is given over to this incredible event played host to New Zealand's most famous domestic circuit motor race, the International New Zealand Grand Prix.

From this upcoming weekend the venue will begin its annual transformation into a fabulous rural extravaganza, a process that means Manfeild is given over to farming for basically the whole of this month, with set-up and pack down periods either side of the three days of the March 15-18 show essentially each requiring a fortnight.

Central Districts Field Days has been a part of Manfeild Park since the mid-1980s and in that time it has grown massively – not just into the single biggest annual event we host but also the largest in the region.

The time frame that Field Days demands reflects its size and standing. This year more than 600 exhibitors are setting up, with millions of dollars of product on display, from everything from thimbles to giant tractors.

This reflects why this is an event of huge importance to the Manawatu and the major communities of Feilding and Palmerston North; why it is comfortably called New Zealand's largest regional agricultural event.

This year is set to be bigger and better than ever. In addition to the usual crowd favourites - such as the CLAAS tractor pull, the national excavator championships and the Central Districts fencing competition – the schedule also includes a military presence with the world-renowned NZ Army band and the Royal New Zealand Air Force involved. The latter with the Black Falcons Aerobatic Show and an A109 helicopter display.

We are delighted that organiser Fairfax National Events tell us that Manfeild cements as the best choice not just because of its spaciousness but also because of Manfeild Park Trust's ability to deliver improvements that meet the event's evolution, an example being our weather-proof lime roads. You can find out a lot more about CD Field Days by visiting www.cdfelddays.co.nz

A big sports event in the Manawatu last week was the New Zealand PGA, a premier golf tournament which as part of the Australasian PGA Tour attracted a full field of 132 professionals. Five of those identities visited Manfeild on the afternoon of February 22 for a couple of hours' time out that was anything but laidback.

Brad Shilton, David Smail, Harry Bateman, Luke Toomey and Brad Kennedy were delighted take a fast ride around Circuit Chris Amon, sitting in with celebrated national motorsport identity Christina Orr as she demonstrated the Aston Martin Vantage GT4 she regularly races. The car is becoming well known to local motorsport enthusiasts, being out of the stable run by Palmerston North-domiciled Mike Racing.

They all had an absolute blast and we were delighted to have them here.

Julie Keane
CEO

AS GOOD AS IT GETS...

Billed as the 'February Flat Foot', the third and final round of the popular IRC Series raced at Manfeild Circuit Chris Amon over the weekend of 24/25 February certainly lived up to expectations. The weatherman played his part, there were more than 170 competitors, 28 races staged over the two days, and it was all over by 3 o'clock on Sunday afternoon.

Saturday's programme included the 33 minute duration races for the sixty four 2K Cup cars that fronted, split into two groups based on qualifying lap times, 'Fast' and 'Not So Fast'. Both groups had two races each and they were certainly keenly contested, it was close too with one having a winning margin of 4/10ths of a second! Unfortunately it wasn't all good news, two cars were seriously damaged following a 'coming together' on the front straight that mathematically proved five definitely doesn't go into two! There was another incident when the rear brakes failed on a NZ Sports Car as the driver approached Turn 1, the car left the track at speed, ploughed through the gravel trap and smashed head-on in to the tyre barrier which absorbed much of the impact. The front of the car was badly damaged while the driver was fortunate to escape with only a rib injury, albeit a painful one.

The interest and strength of these types of meetings is clearly reflected in the entry numbers across all the classes - SS2000/K-Sports Sedans/NZREE x 12, NZ Six/HQ x 13, NZ Sports Car racing x 13, Super Mini Challenge x 14, Formula First x 17, Central Muscle Cars x 18, Honda Cup x 23, 2K Cup x 64. It adds up to an impressive total entry tally of 174.

The overall quality of the racing was high with the final Formula First Championship 8-lapper one of the stand-out races. Seven cars in contention going into the final lap, the expected 'drafting' on the back straight, and the group going through the fast Turn 7 in the tightest pack imaginable. Callum Crawley won the desperate race to the flag from Kaleb Ngatoa, Liam Foster, Conrad Clark, Brody McConkey and Reece Hendi-Cox, the margins between each car were very very small - 0.073, 0.024, 0.386, 0.017 and 0.232, with only 1.12 seconds back to the seventh placed Billy Frazer. Absolutely amazing and without doubt the best single-seater race seen at the circuit in a very long time.

As good as that race was, it probably had to take second place for 'Best-of-the-Day'. Event 23 was epic. Those who witnessed the battle are unlikely to forget it. The Central Muscle Cars Scratch over 10 laps revived memories of the great spectacle in the 1970's when Jim Richards and Leo Leonard went head-to-head in what is widely regarded as this country's greatest 'tin top' race, and this was maybe even better than the clash of the titans nearly 40 years earlier. Like the 70's race it was Ford against Ford, Falcon against Mustang, this time it was Dean Perkins and Angus Fogg in the starring roles.

There were 17 cars on the grid, including names like Bruce Anderson, Grant Dalton, Clarke Hopkins, and Dean Hansen - lots of hares, not many tortoises. But from the moment the



red lights went out most eyes were on the two who shared the front row, Perkins and Fogg. Perkins got the jump off the line and crucially led into Turn 1, and for the full 10 laps the two cars were rarely more than a few centimetres apart. Bumper-to-bumper, side-by-side, so evenly matched. Foggy used every trick he knew and got the nose of the Mustang ahead many times, but Perkins resisted every move, all Foggy could do was hope for the smallest mistake to give him an opportunity, but the chance never came. It was nail-biting stuff as the pair went through the final corner using the full width of the track and charging to the line separated by 8/100ths of a second with Perkins a bonnet length in front - a dead heat would have been the perfect ending. Dean Hansen claimed third place 3.7 seconds behind the duelling pair, but many probably didn't notice!

It was the race the NZGP meeting needed to get people new to the sport talking and wanting to come back for more.

Over the two days there were other highlights. On Sunday morning Dean McCarroll set a new lap record for the IRC Sports Car category, the Juno pedaller stopping the clock at 1.04.036 which equates to an average speed of 170.342 km/h. That's seriously impressive speed.

Callum Crawley was the 'man of the meet' in the Formula First class, he had the pace and his race craft was outstanding, it had to be. It was great to see former rally champion Kevin 'Stumpy' Holmes doing 'roundy-roundy' racing in a Starcar. Three of the miniature Supercars fronted for the weekend, surely there must be many more just sitting in sheds. So how do you lure them out of their hiding places - a piece of cheese perhaps?

The sight and sound of the superbly presented Central Muscle Cars never fails to impress. Grant Dalton's 'Red Dawson Tribute' Camaro sported a revised Marlboro livery, the original deep red was gone, replaced by the much brighter orange/red shade that was adopted by Marlboro-backed Scuderia Ferrari in 1997. He also benefitted from a serious engine upgrade and was right on the pace. One car that certainly stood out from the crowd was Brendon McKenzie's 'pocket rocket' that ran in the Mini Open class. Based on a seamless modified Mini Sprint body shell that has been around for many years, the 'British Brick' sported an oversize rear window spoiler, but the attention grabber was the highly modified front end with its severe droop snoot, very 'Concorde'. It was quick too, thanks to a BMC A-Series motor that had been stretched to the limit, very close to 1.4 litres .



Ya gotta luv these types of meetings. Quick and slick, competitors get a lot of bang for their buck, and the diversity of makes and models of cars brings a uniqueness for spectators. The entry numbers tell their own story, and generally the racing is of a very high standard with few incidents.

And the happiest people on the day? Without doubt the sponsors and supporters of the Central Muscle Cars who got their promised lunchtime 'thank you' rides. For the MCC V-Force the 'thank you' came at the end of the day with the regular post-event BBQ - a banger, a beer, chatting with mates and reflecting on another job well done...

RH

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THE F1 COUNTDOWN HAS BEGUN...

The first official test day of the 2018 Formula 1 season took place at Barcelona's Circuit de Catalunya on Monday 26 February with teams showing their new liveries and cars wearing their new 'halos' in public for the first time.

Brendon Hartley in the # 28 Toro Rosso STR13 was the first car out on the track when the pit lane exit light turned green and the new Honda powered car enjoyed a 'perfect day of reliability'.

All ten teams fronted on a day that ended early because of unexpectedly cold weather in Northern Spain and rain showers, but during his time on the circuit Brendon covered a total of 93 trouble-free laps and posted the 8th fastest time.

'It was a really positive day with no issues at all. We stopped early because of the weather, almost icy conditions out there. But everything felt pretty good straight out of the box.'

For the Honda engineers it was big contrast to twelve months earlier when they found a major problem with their all-new engine after a solitary installation lap, and the McLaren team led by Fernando Alonso had a season to forget. So the first Barcelona Test Day boded well for STR's 2018 campaign. *'Obviously we had a lot of test items that we didn't get to complete because of the weather, but I think getting through 93 laps was great start to the campaign. We had no reliability problems and I think that's the target for Honda, especially for this first part of the season.'*



Teams ran different tyre choices with Pirelli offering a new 'hyper soft' compound, they ran different set ups with regard to fuel loads, engine settings and aero during the day so laps times were not a true comparison, but they were an indicator. Red Bull's Daniel Ricciardo clocked up 105 laps and topped the times ahead of Mercedes driver Valtteri Bottas, but many observers were most interested in the mid-pack group of Lewis Hamilton, Fernando Alonso and Brendon Hartley who ended the sessions separated by 0.044 of a second. Our man was in good company.

On Day 2 Brendon's team mate Pierre Gasly ran his car in unpredictable weather that included an afternoon snow flurry and low temperatures of 3 to 4 degrees. The times were quicker with Sebastian Vettel topping the chart with a best lap half a second faster than Ricciardo the previous day. Hamilton sat the day out with Mercedes keeping Bottas in the car, the Finn covering a total of 152 laps over the two days and being second quickest back-to-back.

There was further good news for Toro Rosso with 22 year old Gasly recording the sixth fastest time that was a full second better than Brendon. At the half-way mark of the testing STR showed it had both the pace and reliability.

Brendon was back for Day 3, but a snowstorm caused major disruption to proceedings. The first session started 3 hours late, only five drivers ventured out of their garage, and only one recorded timed laps! Brendon and Ricciardo returned to the pits after two exploratory laps while Alonso was brave enough to run his McLaren-Renault on wet tyres only minutes before the chequer was waved - the Spaniard's fastest lap was 70 seconds slower than the circuit's lap record!

It was a lost day for the teams and there was no extension of time because a decision had to be unanimous, it wasn't. Day 4 was a real contrast with temperatures around the 13-15 degree mark which made it much easier to get the tyres working properly. Fifteen of the twenty drivers spent time on the track but Brendon wasn't one of them. Team mate Gasly clocked up an impressive 147 laps (27 more than anyone else) and posted the 10th fastest time, only 7/100ths slower than Max Verstappen. Three completed days of running and the new STR13 got big ticks in the pace and reliability boxes, the Honda engine people in particular were very happy.

A second 4-Day pre-season test session is scheduled between 06 and 09 March at the same circuit with the warmer weather predicted to continue. The two Toro Rosso drivers are expected to run a similar schedule to the first test session with alternating days, Brendon will be very keen to get maximum time at the wheel.

Then it's onto the first race of the new season, the Australian Grand Prix on March 25. *'I think that's going to quite special for me looking around the crowd and seeing a few New Zealand flags. I've never had that before and it's the closest I've raced to home in a long long time'.*

For Brendon the pre-race driver parade around Albert Park will be something very special, Mr Ricciardo could even have a rival in the popularity stakes...

RH

2018 CENTRAL ENERGY TRUST MANAWATU SPORTS AWARDS...

A 'Double Whammy' for Brendon Hartley.

The prestigious annual function that was first held 51 years ago in 1967 took place the B&M Centre in the CET Arena Manawatu complex on Friday 02 March, with 360 people attending to celebrate and recognise the achievements of Manawatu sportsmen and sportswoman during the 2017 calendar year.

The four 2017 Humphries Construction Sportsman of the Year Finalists were of the highest calibre in terms of achievement, possibly better than the recent national Halberg Awards.

Brendon Hartley's massive year has been widely documented, but what of his fellow Finalists.

2012 Olympic cycling bronze medallist Simon van Velthooven was the surprise member of Emerites Team New Zealand who regained the Americas Cup by defeating Oracle Team USA 7-1 in the Final Series. Simon played a

key role with the ground-breaking move to use cycle riders in place of the traditional hand grinders, overnight the word 'cyclors' was included in the global sporting dictionary. The man called 'Rhino' had previously won the award in 2012.

Blockbusting midfielder Ngani Laumape was made an impressive debut in international rugby last year, playing three tests matches for the All Blacks, two against the British Lions and one against Argentina. He enjoyed an outstanding season in the Super Rugby Championship playing for the Hurricanes, starting in every match and scoring 15 tries which earned him the franchise's Player of the Year.

Five years ago Levi Sherwood's name was engraved on the trophy and the Freestyle MotoX rider remains one of the mega stars on the world stage. Two gold medals at the X-Games at Minneapolis in the USA, the Nitro World Games Champion and last year became the first rider to complete a 'no-hands' landing after completing a double backflip. Levi remains one of the most popular riders on the circuit with a massive fan following.

Paul Humphries (Humphries Construction) opened the envelope and announced the winner - Brendon Hartley.

Earlier rugby star Sarah Goss was named UCOL Sportswoman of the Year, the obvious choice following another extraordinary year as captain of the world champion Black Ferns Sevens and becoming the games most capped player on the Women's Series Circuit. In addition she was named '2017 Best Female Athlete in Oceania' and was a Finalist for the NZ Rugby Female Player of the Year. Sarah had won the category for the second successive year which qualified her for the Supreme Award, a trophy she had also won 12 months earlier.

The four-person Judging Panel had to decide who was the greater achiever in 2017, Brendon Hartley or Sarah Goss? Rod Titcombe, Chairman of the Central Energy Trust and a Manfeild Park Trust Board Member, had the privilege of naming the winner - Brendon Hartley. Our champion was # 1, a most worthy and popular winner.

With Brendon back home in Monaco following the pre-season Formula One test programme in Spain, a very proud Bryan Hartley accepted both trophies on his son's behalf.

Few will be aware that these two trophies are the second and third that Brendon has won at these awards. In 2008 he was named Manawatu Junior Sportsperson of the Year, on that occasion there were eleven finalists that included later All Black Aaron Smith and 2017 award rival Simon van Velthooven.

The 2017 Central Energy Trust Manawatu Sportsperson of the Year Awards were a night to remember for the Manawatu Car Club and motorsport followers, a night to be proud of Brendon Hartley who is an inspiration to what can be achieved if you 'believe in yourself'...

RH



THE ATTRACTION OF TRACTION...

In the eyes of today's general public the car that made one of the biggest impacts in the history of motoring was the Audi Quattro, it revolutionised the World Rally Championship and led to what became the extraordinary Group B era of the sport.

What set the Quattro apart at the time it appeared in 1980 was its amazing traction on all surfaces, thanks to enjoying the benefit of four-wheel-drive. But on reflection it seems odd that people were so excited by this 'radical' new development, after all Land Rovers had been in production since 1948, and nearly 20 manufacturers had produced 4WD production models before the Audi arrived on the scene.

The fabled A1/A2 Quattros were aggressive lookers in full rally spec, the 2.1 litre turbocharged 5-cylinder engine had a gloriously unique exhaust note and the Ingolstadt factory contracted the best drivers to tame their wonder car, including the brilliant Frenchwoman Michelle Mouton. They won eight WRC rounds and two WRC titles, and came to this country where Stig Blomquist won the 1984 Sanyo Rally of New Zealand. There were the evolution 'Quattro Sport' versions that were even more exciting than the original. Around the globe the Quattro was the competition car that grabbed people's attention like no other, before or since.



As good as it was to see and hear the Audi Quattro in angry mode, the older generation of motor sport followers in this country had already seen a genuine 4WD competition car 20 years earlier, the Ferguson P99.

The one-off 'Fergy' was the brainchild of Harry Ferguson, the man responsible for the Massey-Ferguson tractor, who had the idea of promoting the transmission systems of his popular tractors via a proper racing car. He connected with the right people and in 1960 the project began. Designer Claude Hill came from Aston Martin and specified a 50-50 torque distribution front to rear and an even weight distribution over both axles, the positioning of the gearbox meant the car would be front-engined which was against the emerging trend set by Cooper and Lotus. The 4-cylinder Coventry Climax engine was mounted at an angle to accommodate the front driveshaft and the driving position was off-set to allow the necessary space for the gearbox and rear driveshaft. Unfortunately the project was dealt a major blow when the engine capacity rules were changed, the smaller 1.5 litre Climax motor had to be used, obviously the weight penalty of the 4WD transmission had a very

noticeable effect on the car's performance. The car had disc brakes, Dunlop alloy wheels, and an anti-lock braking system. Visually the car could best be described as 'functional'.

The P99 made an inauspicious debut in the 1961 season with Jack Fairman behind the wheel, meeting with little success because it lacked power, but there was a moment of glory when Stirling Moss easily won the non-championship International Gold Cup at Oulton Park on a wet track, more than 40 seconds ahead of the factory Cooper Climax driven by Jack Brabham. It was a result that certainly gave a true glimpse of the potential of 4WD in grand prix racing. The history books show that it was the last F1 victory for a front-engined car, years later Moss would name the Ferguson P99 the favourite of the grand prix cars that he drove in a career that included stints with Mercedes Benz, Maserati, Vanwall, Lotus and Cooper - a surprise choice to most!

For the 'Fergy', its best time came 'down under' in 1963 when the Tasman Cup regulations allowed it to be repowered with the originally planned 2.5 litre Coventry Climax FPF engine, its drivers were Englishmen Graham Hill and Innes Ireland. First up was the New Zealand Grand Prix at Pukekohe where Hill started from 4th on the grid and was holding second place before his progress was slowed with a slipping clutch, in a cruel twist the car ground to a halt with the



checker flag just a kilometre away! Ireland had better luck with third place in the Vic Hudson Memorial Trophy race at Levin, an overheating engine resulted in retirement from the Lady Wigram Trophy race, and he finished third in the Teretonga International to end his campaign. Across the Tasman Hill was back behind the wheel, finishing sixth in the Australian GP at Sydney's Warwick Farm circuit and a strong second at the Lakeside International to end the racing career of a car that created a high degree of interest wherever it appeared.

The competition career of the Ferguson P99 wasn't completely over however, in the following three years Peter Westbury campaigned the car in the British Hillclimb Championship, winning the title in 1964. So where is today?

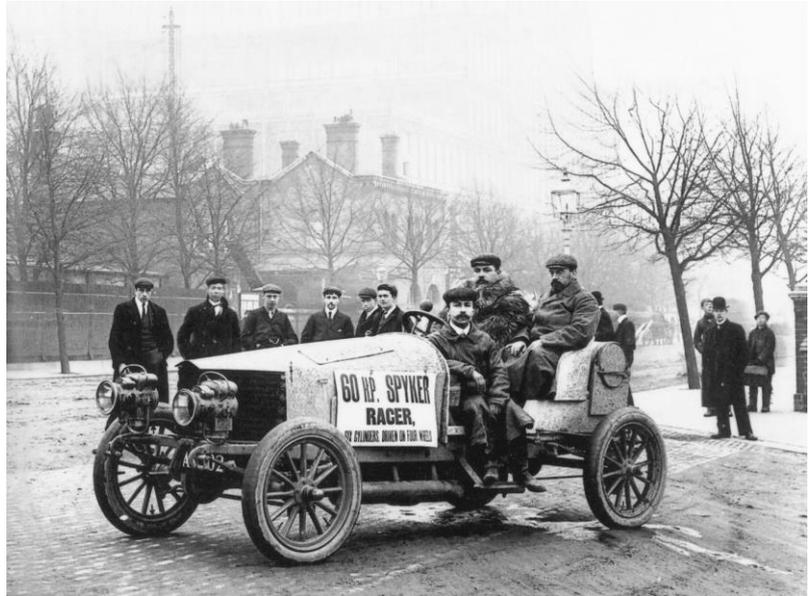
For more than 35 years the only P99 built resided at the famous Donington Grand Prix Collection before being retrieved by the Ferguson family, the car was fully restored using original parts and is housed at the Ferguson Family Museum on the Isle of Wright. But the car that played a special role in motor racing history still stretches its legs occasionally at historic events.



Across the Atlantic the potential of the P99's design had been recognised by the legendary Andy Granatelli of STP fame. He had the car shipped across the Atlantic for Jack Fairman to test at Indianapolis, where it clocked

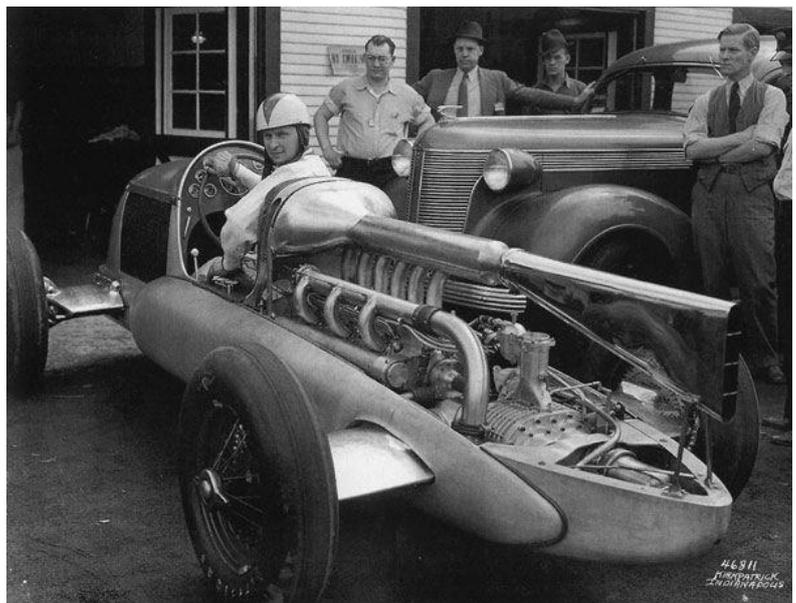
regular 140 mile an hour laps around the 'brickyard', as a result. Granatelli immediately commissioned a 4WD car to be built by Ferguson for the 1964 '500'. The 'Studebaker Special' was powered by a 2.7 litre supercharged Novi V8 engine producing 700 horsepower, and unlike the P99 the transmission had variable torque settings. Bobby Unser qualified the car in 22nd position on the inside of the eighth row, but was forced to retire after hitting the wall avoiding a fatal accident on only the second lap. The Granatelli/Unser combination returned the following year and qualified 8th fastest but a damaged oil fitting ended the Ferguson Novi's race after 68 laps on a day when Indy history was made, Jim Clark triumphed in his Lotus 38 Ford, the first rear-engined car to drive into Victory Lane.

As exciting as it was at the time, the Ferguson P99 was far from being the first 4WD 'competition' car directly powered by an internal combustion engine. The first was the Spyker 60HP that was built for the ill-fated 1903 Paris to Madrid race but failed to make the start line when time ran out to complete the project. The work of Dutch brothers Hendrik-Jan and Jacobus Spijker was a very advanced two seater sports car with permanent four-wheel-drive, it had four wheel brakes and was the world's first car with a six cylinder engine.



Famous French company Bugatti built three Type 53 4WD racers in 1932 that gained notoriety for having poor handling and being difficult to steer. Albert Divo was selected to drive the car in its debut at the Monaco Grand Prix because he was big and strong, but he didn't make it past practice because of exhaustion! These were traits that remained throughout the history of the racing 4WD cars and was unable to be fully solved by the world's best designers and engineers.

In 1939 a 4WD Miller Gulf Special appeared at the Indianapolis 500, a very futuristic design for the time that was powered by a rear mounted supercharged six cylinder Miller engine. George Bailey qualified 9th and it became the first rear-engine car to start the 500. It was also one of the world's first rear-engined racing cars, beaten by Auto Union who had debuted its V16 A-Type five years earlier.



Fourteen years later English inventor and racing driver Archibald James Butterworth designed and constructed a 4WD single-seater, the appropriately named A.J.B. Special. The car was powered by an engine secured from a war surplus sale, an air-cooled Steyr V8 that ran on a potent fuel mix of Methanol, Benzole and petrol in varying proportions. The car made its debut in 1948 and over the next 3½ years regularly competed in Hillclimbs and Speed Trials, recording a number of FTDs, it also raced in major events at the Silverstone circuit, two starts that brought two

retirements. Mr Butterworth got a lot of value for his money before he retired following an accident that resulted in serious injuries, the cost to build the A.J.B. Special was just 300 pounds.

Back to the post Ferguson P99 era, the potential of the car had sown the seeds of four-wheel-drive in grand prix racing and teams began showing more and more interest, especially when Ferguson Research Limited offered their technology to anyone who happened to be interested. In true British spirit BRM were the first to show their hand.

Dubbed the Type P67, the BRM was constructed by apprentice engineer Mike Pilbeam from the 'parts bins', using the chassis of a P261, the suspension of a P57, and a 1½ litre V8 P56 engine that was mounted back-to-front and mated to the Ferguson transmission system. BRM P67 appeared in qualifying for the 1964 British Grand Prix driven by the experienced Richard Attwood, it was 7 seconds off the pace and withdrawn after recording the slowest time.

The cars grand prix career was very short lived, the Owen Racing Organisation management made the decision to concentrate all their efforts on developing the complex H-16 for the 3.0 litre engine formula that was two years away. Yet the design team must have believed that 4WD had potential as the new engine had the necessary space to accommodate a second driveshaft passing through it.

Like the Ferguson P99, the BRM P67's competition life ended in hill climb events, initially with David Good driving before Peter Lawson took over the wheel and won the British Championship in 1967.

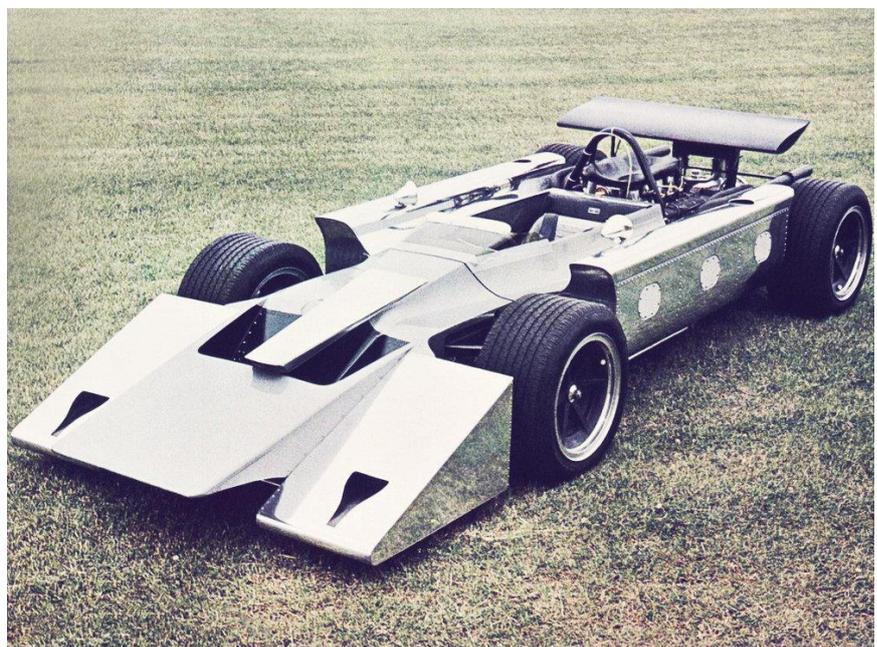


So was 4WD in grand prix racing over before it really began? The answer is a definite no.

The 1967 arrival of the 3 litre Ford Cosworth DFV engine sparked renewed interest because it produced more power than the car's grip levels, particularly in wet conditions. It led to three of the leading DFV powered teams going back to their drawing boards and Cosworth itself entered the ring.

Cosworth Engineering is one of the best known, most respected and most successful names in grand prix history. Mike Costin and Keith Duckworth were always innovative in their thinking and led the way into the new era of four-wheel-drive grand prix cars that appeared in the late 1960's.

Not surprisingly Cosworth produced one of the most radical looking cars in motor racing history, its design being penned by ex-McLaren man Robin Herd. The car had a very



angular shape and the fuel was carried in sponsons between the wheels in the same way as the Lancia D50 that appeared in 1954. Cosworth built their own transmission and gearbox and the car was extensively tested, during which time significant modifications were made.

Like other 4WD racing cars excessive understeer remained a problem, Jackie Stewart was invited to drive the 'Cossy' but was less than impressed - *'the car's so heavy on the front, you turn into a corner and the whole thing starts driving you'*. That comment merely confirmed earlier feedback, Ford withdrew its support, and the project was over before the car's scheduled debut in front of the home crowd at the 1969 British Grand Prix at Silverstone.

Only one complete car was built and it became another addition to the Donington Grand Prix Collection, a second engineless car was built up from parts and found a home at the York Motor Museum in West Australia, today it resides in a private collection in Melbourne.

One of the major problems for the designers was that technology can advance very quickly in the areas of aerodynamics and tyre development and the combination of the two virtually negated the advantage of 4WD transmission, unless the track was wet. Worse was the drivers dislike for the way the cars handled.

The 1969 British Grand Prix became a significant historical event in one respect, the Cosworth car was missing but 4WD cars from Lotus, Matra and McLaren faced the starter, albeit well down the grid.

Lotus were the team leading way, their '49' was the dominant force in F1 racing and they had run a pair of gas turbine powered 4WD cars at Indianapolis so they had the experience that led to the creation of the Lotus 63. It had a back-to-front Cosworth DFV coupled to a Hewland gearbox and a Ferguson transmission with the ability to adjust the front-rear torque ratio.

High mounted wings had been banned which seriously reduced grip levels of the 2WD cars, so the debut outings of the Lotus 63 were brought forward to the 1969 Dutch Grand Prix at Zandvoort. Graham Hill took the car out in the first qualifying session and was more than three seconds slower than his regular '49B', he also declared the '63' a 'death trap'! Test driver John Miles fronted for the French GP but retired after a solitary lap, at the British GP Hill tried it again in practice before refusing to race the car, the brave Miles soldiered on and finished in 10th place, a distant nine laps behind the winner. Mario Andretti and Jochen Rindt both reluctantly raced the '63', Rindt achieving its only podium finish in a small under-strength field of F1, F2 and F5000 cars that contested the non-

championship 40-lap International Gold Cup race at Oulton Park - 2nd place, 82 seconds behind winner Jacky Ickx in a Brabham Cosworth. At least the Lotus was on the same lap!

During its life the Lotus 63 crossed the finish line in only two races, not surprisingly Colin Chapman abandoned the 4WD project to focus on the team's new challenger, the innovative wedge-shaped Lotus 72, but two years later they would produce the most radical of all the 4WD F1 cars.



Meanwhile French constructor Matra based their 4WD car on the successful MS80 chassis. Its drive train was similar to that employed by Lotus but weight remained a problem with the car being 10 per cent heavier than the conventional MS80. Jackie Stewart debuted the MS84 in practice for the 1969 Dutch Grand Prix, but he didn't drive it again. Its first race was at Silverstone driven by Jean-Pierre Beltoise where it finished 9th, six laps behind Stewart's winning MS80, but three laps ahead of John Miles in the Lotus 63. By its next outing the team had disconnected the front differential and the overweight car ran as rear wheel drive only, by season's end the MS84 had finished the races in Canada and Mexico, but was never regarded as being competitive.



Stewart's decision to stay with the trusty MS80 proved to be the right one as he won the first of his three world championship titles.

Matra did have plans for a new 4WD contender, the MS124, but it never advanced further than the drawing board.

1969 brought a third team into the world of four-wheel-drive, McLaren with their M9A. A brand new chassis was produced with a layout similar to that used by Lotus and Matra, appropriately the team debuted their challenger at the British Grand Prix with Derek Bell behind the wheel in only his third grand prix start. The McLaren was only slightly heavier than the team's regular M7A but like the other 4WDs it proved very difficult to drive, the problem being partially resolved by fitting a very large and relatively flat rear wing. Bell was the fastest of his 'group' in qualifying ahead of the Lotus and Matra entries and was leading his 'class' until the rear suspension failed on the fifth lap. The M9A never raced again and joined its 'competitors' on display in the famous Donington Grand Prix Collection.



But the 4WD era in grand prix racing wasn't quite over, in 1971 Lotus returned to the fray with a car that caused massive interest, the '56B'. It was wedge shaped but the big talking points were its Pratt & Whitney gas turbine engine, the Ferguson transmission and the absence of a clutch or gearbox - one pedal to go, one pedal to slow!

The Lotus had been originally designed to contest the Indianapolis 500 and the Granatelli-STP cars were particularly well suited to the 2½ mile oval track. In the 1967 '500' Parnelli Jones was leading with three laps to run when a transmission bearing failed, incredibly, a year later Joe Leonard was leading with 9 laps to the finish when a fuel pump drive shaft snapped. In both instances victory was so near yet so far, the American authorities quickly realised they had a potential major problem on their hands and within two years both gas turbine engines and four-wheel-drive were banned!

The modified '56B' version was specifically built to meet the Formula One rules and made its debut in the 1971 Race of Champions at Brands Hatch with Emerson Fittipaldi the chosen driver. The Brazilian world champion qualified seventh in the 15 car field but retired after 33 laps with a suspension failure, and there were DNF's in the following two outings with the same problem - a reminder of the long standing Lotus reputation, fast but fragile!



At the Dutch Grand Prix the '56B' qualified in 22nd position, but there was better news on race day because the track was wet which better suited the car. Dave Walker had the Lotus up to 10th place after only five laps before crashing, leading a despondent Colin Chapman to remark *'that was the one race that should, and could, have been won by a four-wheel-drive'*. Reine Wisell was back behind the wheel for the British Grand Prix, after a series of problems the car was classified a finisher 11 laps in arrears, and its final F1 outing came at the Italian Grand Prix where Fittipaldi placed 8th, a lap down.

The last event for the '56B' was a Formula 5000 race at the Hockenheim Circuit in Germany where Fittipaldi finished second behind the Lola of Frank Gardner, ironically it was the car's best result. Team Lotus had failed to win a race in 1971 so they shifted their focus back to the Cosworth powered '72' that had won the world championship the previous year.

The '56B' turbine known as 'Whistling Rufus' never raced again, while the '72' went on to win its second world championship title.

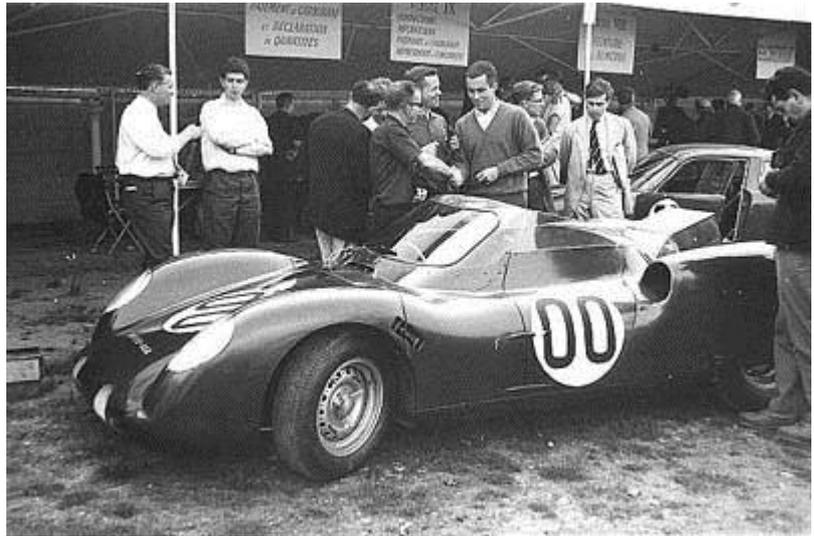
But the colourful Granatelli and Lotus weren't the first to race a gas turbine powered car, you have to go back to the 1963 Le Mans 24 Hour when the field included the pioneering Rover-BRM.

Jet fighter aircraft flew in combat in the latter stages of World War II, Rover engineers saw potential in this form of propulsion and work began to develop a small turbine power plant and ultimately creating a gas turbine road car. The first was revealed in 1950 and appropriately named 'Jet 1', three evolution versions appeared with the advanced 'T3' the most technically interesting because it had four-wheel-drive to assess the handling qualities for a road car, inboard disc brakes and a variable track De Dion rear suspension that was later used on the Rover 2000 saloon. Designed with production in mind the following 'T4' was a four-seat saloon that combined a front mounted engine with front-wheel-drive and the revolutionary car did a number of demonstration laps around the Sarthe circuit prior to the 1962 Le Mans race. The Rover management saw a great promotional opportunity for the brand and plans were made to enter the famous race the following year.

The car was more created than designed. BRM supplied a 1962 grand prix chassis that had been damaged in a race crash, the turbine power plant was mid-mounted ahead of a single-speed transaxle and the aluminium bodywork had no roof, a true sports car!

Testing showed that the car was very fast with a top speed of around 230 kilometres an hour (140+mph) but acceleration was another matter because of the throttle lag. An added incentive to participating was the organiser's prize for the first gas turbine car to complete 3,600 kilometres in the 24 hour period, an average speed of 93 miles an hour, a big challenge for drivers Graham Hill, Richie Ginther and the Rover technical team.

Because it was entered as an 'experimental' car it carried the race number '00'. The two drivers were familiar with the BRM chassis because both had driven it a year earlier, but they had to adjust to the time it took for the engine to 'spool up' and the complete lack of engine braking. Reaching speeds in excess of 140 mph on the Mulsanne Straight the car easily reached the 3,600 kilometre target mark, averaging 107 mph and burning the kerosene fuel at the rate of a gallon every 6.97 miles. People were impressed with the 'whooshing' newcomer.



For the following year the engineers worked on developing the efficiency of the engine and the car featured closed coupe bodywork with great attention being directed towards improving the intake airflow. Unfortunately testing time was limited and when the car suffered damage during transit the decision was made to withdraw the entry from the event.

The Rover BRM returned to the south of France in 1965 with its modified engine and was no longer classified as 'experimental', carrying race number '31' it competed in the 2-litre class. Sharing the wheel were two of the best drivers in the business, Graham Hill and Jackie Stewart.

Despite the engine overheating and having damaged turbine blades the car was the first British finisher in 10th place overall, its average speed was nearly 9 mph slower than two years earlier but the fuel consumption improved dramatically to 13.51 miles per gallon!

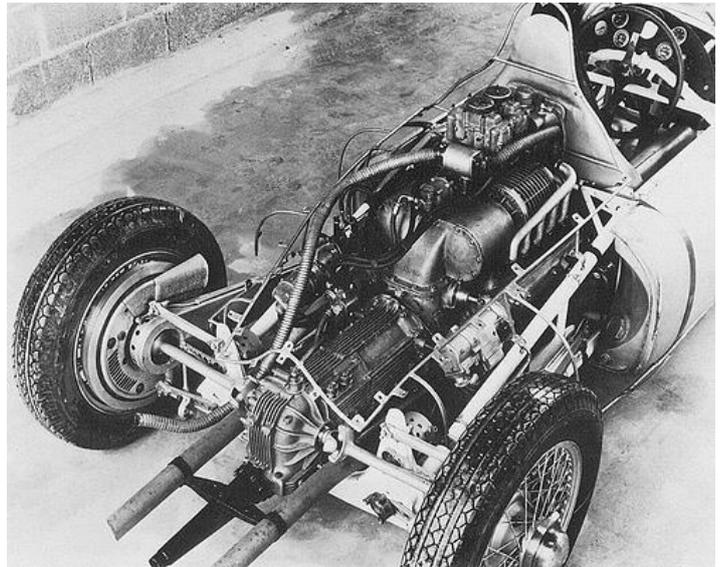
The people at Rover had proven their point, the car was retired and in the early 1980's the one-off Rover BRM found a new home at the Heritage Motor Centre in Warwickshire that two years ago became the British Motor Museum following a NZ \$3 million refurbishment programme.



When people talk about 4WD in grand prix racing one car is often completely overlooked, yet it remains one of the greatest designs in the sport's history, the Cisitalia-Porsche 360.

The work of the Porsche Design Studio, the sleek Type 360 was extremely advanced in many areas. Originally designed in the mid-1940's, the car was based around a chrome-moly multi-tubular spaceframe chassis with the engine mounted behind the driver ahead of the rear wheels, a 1½ litre 1440cc horizontally-opposed twelve cylinder with a supercharger for each bank. The most unique feature was the Porsche synchromesh gearbox with sequential shift that was linked to a drive system that allowed the driver to select two or four wheel drive on demand. The intention was to give the driver better control in the corners with rear wheel drive only before engaging four-wheel-drive for maximum acceleration.

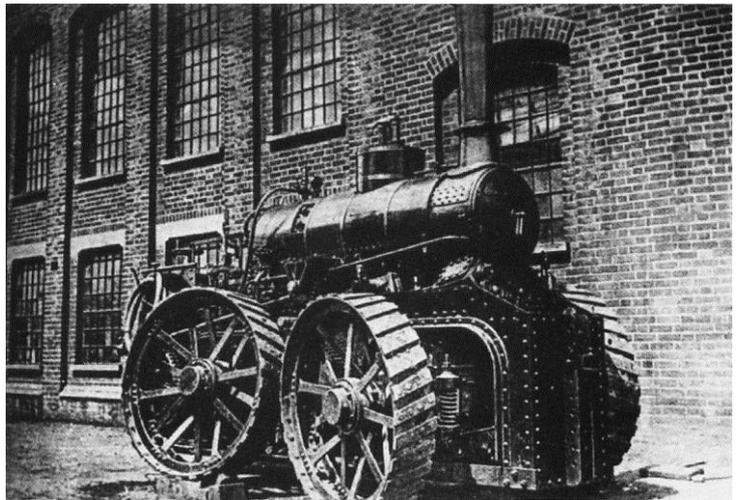
Superchargers were banned for the 1952 Formula One season and the ambitious project never raced, though it did take part in practice for the 1953 Buenos Aires Grand Prix, a Formula Libre event. The car remained in Argentina until it was retrieved and restored for display in Porsche's Stuttgart museum, the Cisitalia-Porsche Type 360 was an engineering masterpiece but will possibly be best remembered as the sport's greatest 'might have been'.



Over the past three decades traction systems have dramatically improved and today's highly sophisticated electronic wizardry is simply mind-boggling. Has it reached the point where it's taken the challenge and pleasure out of driving a high performance car.

But when did the four-wheel-drive story really begin?

The answer is 125 years ago. In 1893 a British engineer by the name of Bramah Joseph Diplock was involved in the development of steam powered traction engines and patented a four-wheel-drive system, together with four-wheel-steering and three differentials. He built the machine to demonstrate an ability to travel on what were termed 'challenging road surfaces'.



It took 10 years before the 4WD Spyker appeared, but the automobile industry was much slower in recognising the benefits of four-wheel-steering. Remarkably it took 94 years before the first production car appeared with 4WS in 1987, the Honda Prelude. It seems that even in the fast lane things can move slowly!

On reflection, four-wheel-drive never really made it in grand prix racing, people marvelled at the technology but their on-track performance didn't get close to meeting expectations. It definitely made it in rallying and the Group B cars that were eventually banned were manned missiles with extraordinary levels of performance on all surfaces. 4WD also made it in Touring Car racing thanks to the mighty Nissan Skyline GT-R that first appeared in New Zealand for the two-round 1991 Nissan Mobil 500 Series driven by Mark Scaife and Jim Richards, the following year the pair won the crash-shortened Tooheys 1000 at Bathurst. 'Godzilla' ruled in those days.

There are always variations on a theme in pursuit of higher levels of speed and performance. During the 1970's several major Formula 1 teams built cars to see if six wheels were better than four, but that's another story...

RH

12 MINUS 10 EQUALS...

Ferrari is the most recognised brand in the world, and with good reason. Not only do they continue to create wonderful, exclusive, cars and remain the only manufacturer to compete in F1 since its inception, but there is a real romance to the whole Ferrari story. It's like an Italian opera with an industrial heart.

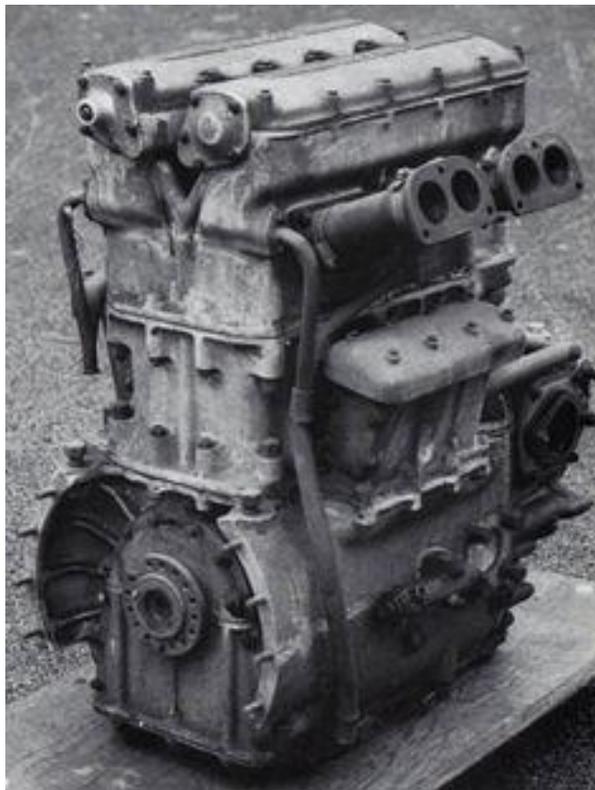
Like most manufacturers involved in motorsport there have been ups and downs. Ferrari had, until comparatively recent times, been all about the engines. A direct lineage from the very first V12, through the early 1950's 4 cylinder engines, a short deviation via the Lancia V8, on to the successful 1960s V6 and back to the V12 and subsequent flat 12's again (until, of course, the regulations took away the ability of competitors to come up with whatever configuration they thought would work best). The superb V12 engines, run unsilenced, literally make the hair on the back of your neck stand up.

With the introduction of the 2 ½ litre unsupercharged formula to F1 in 1954, and the re-entry of Mercedes, Ferrari were on a bit of a downhill slide after winning the Championship in 1952 and 1953. In both these years the Championship had run to Formula 2 regulations with Ferraris 2 litre, 4 cylinder, Type 500 car proving to be the cream of the crop. Ferrari re-engineered the cars to take a bigger engine but they were very much outclassed by the straight 8 W196 Mercedes.

In 1955 Enzo had Aurelio Lampredi build two different 2.5 litre engines, taking an extreme approach to the "horses for courses" theory. A straight six was proposed and developed with the emphasis on high end power for fast tracks like Reims while a high torque engine was developed for tighter tracks like the "round the houses" Monaco circuit. Lampredi's novel answer to the torque question was to create a two cylinder engine!! Yes, the Type 116F, with a bore and stroke of 118 x 114 mm had cylinders of 1250cc each, the opposite extreme to the jewel like 1500cc and 2 litre Colombo V12s that began the Ferrari story. Conceived in the usual Ferrari manner with an alloy head, water jacket and crankcase, the two wet liners were screwed into the head. A 3 bearing crank had double counter balancing weights on each rod journal and both a side by side (360 degree) journal position and offset (180 degree) were tried. A bevel gear at the nose of the crank drove a vertical shaft with a short gear train to drive the twin overhead cams and a take-off part way up the shaft drove water, oil and fuel pumps and the ignition. Twin plugs per cylinder were used as well as (separate) twin inlet and exhaust ports. Breathing was by specially made Weber carbs. Although the engine made some 175 bhp at 4800 rpm on the dyno, it also had a massive, inherent, vibration problem as you could imagine with those two huge pistons rushing up and down. It was calculated that it should have been as fast as the current Maserati 250F at Monaco in a suitable chassis. The idea behind the concept was to build a very small car around the engine rather than use an existing chassis.

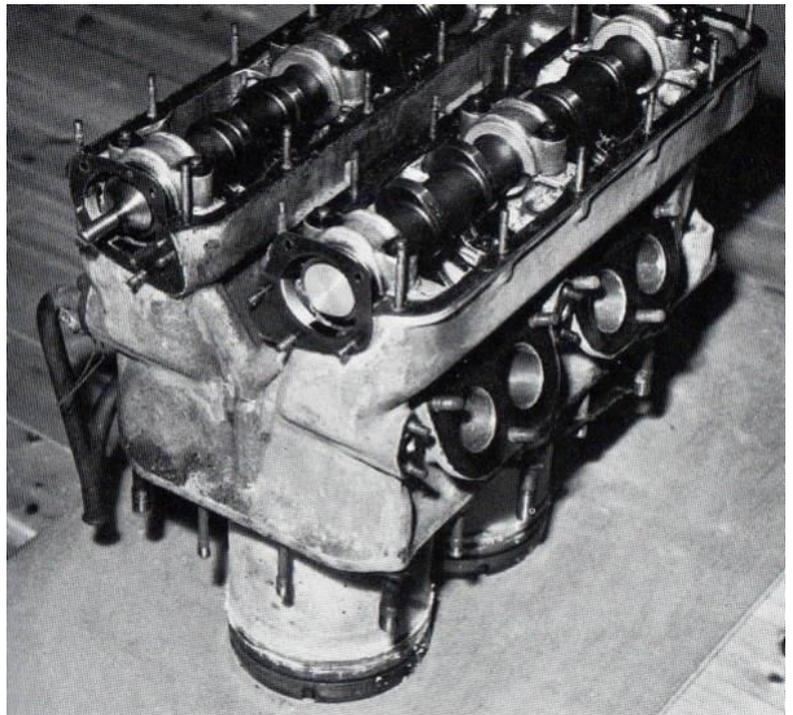
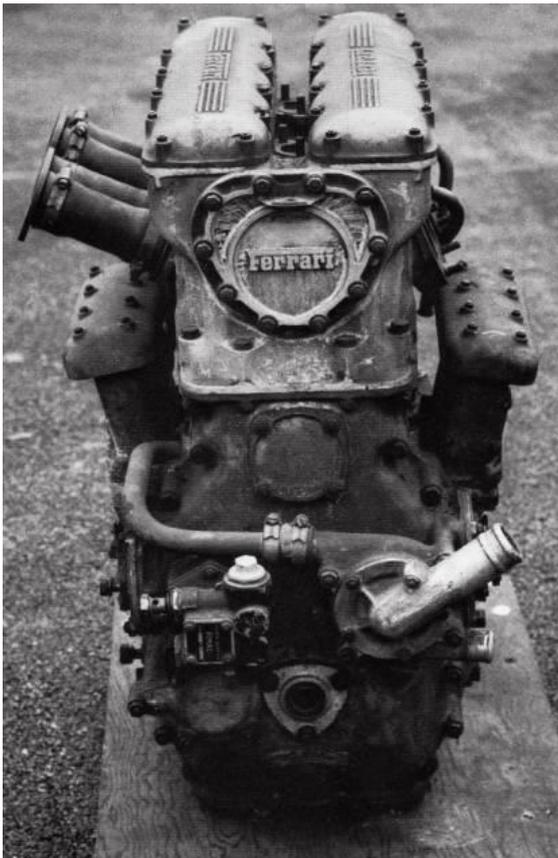
The straight six turned out to have insurmountable over heating issues and with the vibration issues unable to be easily resolved in the twin, eventually both engines were discarded, the Ferrari teams prestige being rescued by the death of Alberto Ascari and the subsequent donation of the entire Lancia team to them, including the D80 V8 cars.

The Ferrari twin was forgotten and thought long lost until it



turned up in a truck load of engines and bits and pieces purchased from the factory by well-known English collector and historic racer Anthony Bamford. His mechanic was slowly working his way through the pile and thought one of the engines was a bit odd, maybe a baby 4 cylinder. It wasn't until the head was off that they realised it was the forgotten twin.

It wasn't the last engine Ferrari produced with less than 4 cylinders however. In 1994 a single cylinder prototype was designed and used as a test bed in the development of the F1 V12 engine. Even more interesting was the mid-1990s Tipo F134 engine, a supercharged 3 cylinder 2 stroke designed to investigate high specific power outputs. At 1347cc, with twin port injection and a SOHC operating 4 exhaust valves per cylinder, it produced 130hp at just 5000 rpm. It appears from the castings that direct injection was an option for further development, just imagine that little screamer in a lightweight Fiat. TW



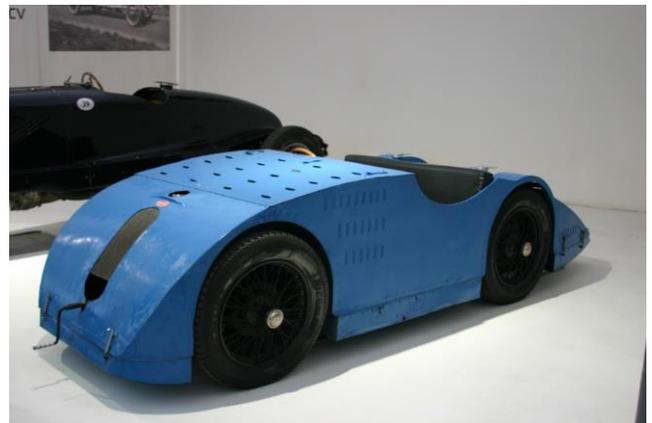
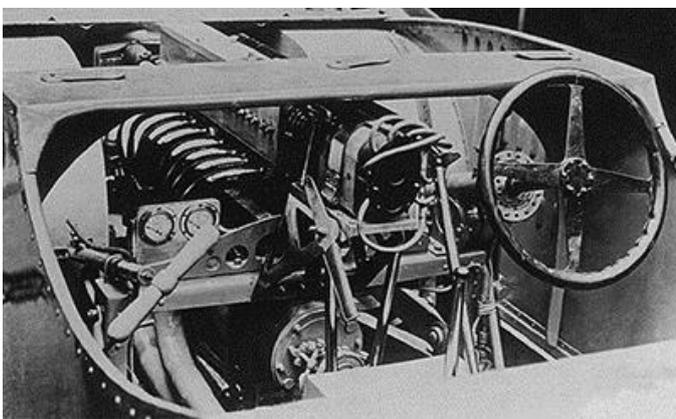
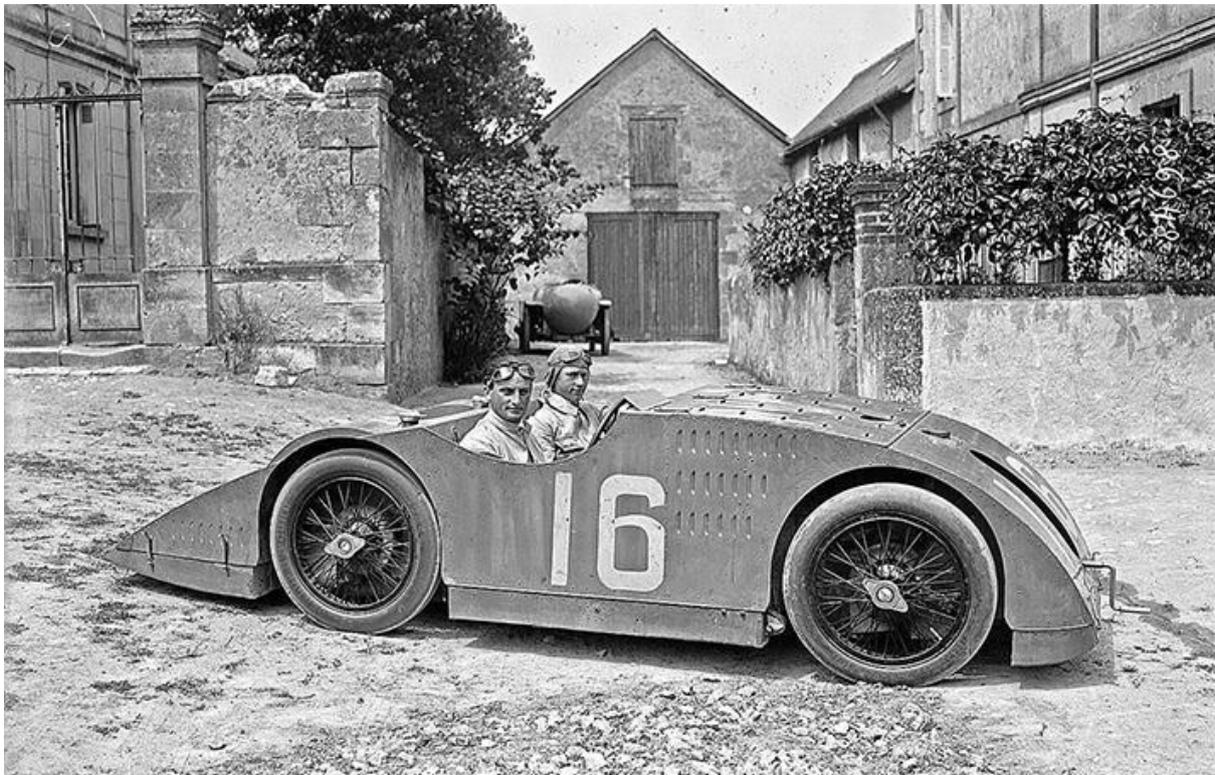
WACKY RACERS – PART 1...

Motorsport has, over the years, thrown up some weird and wonderful machines. Some are the result of clever, innovative, thinking, others from pushing interpretations of the rules to the maximum (and often beyond). Some were successful, others less so, however they are all fascinating. While rummaging through some photos I took at Goodwood I found a few “oddballs” and thought I would share their stories. TW

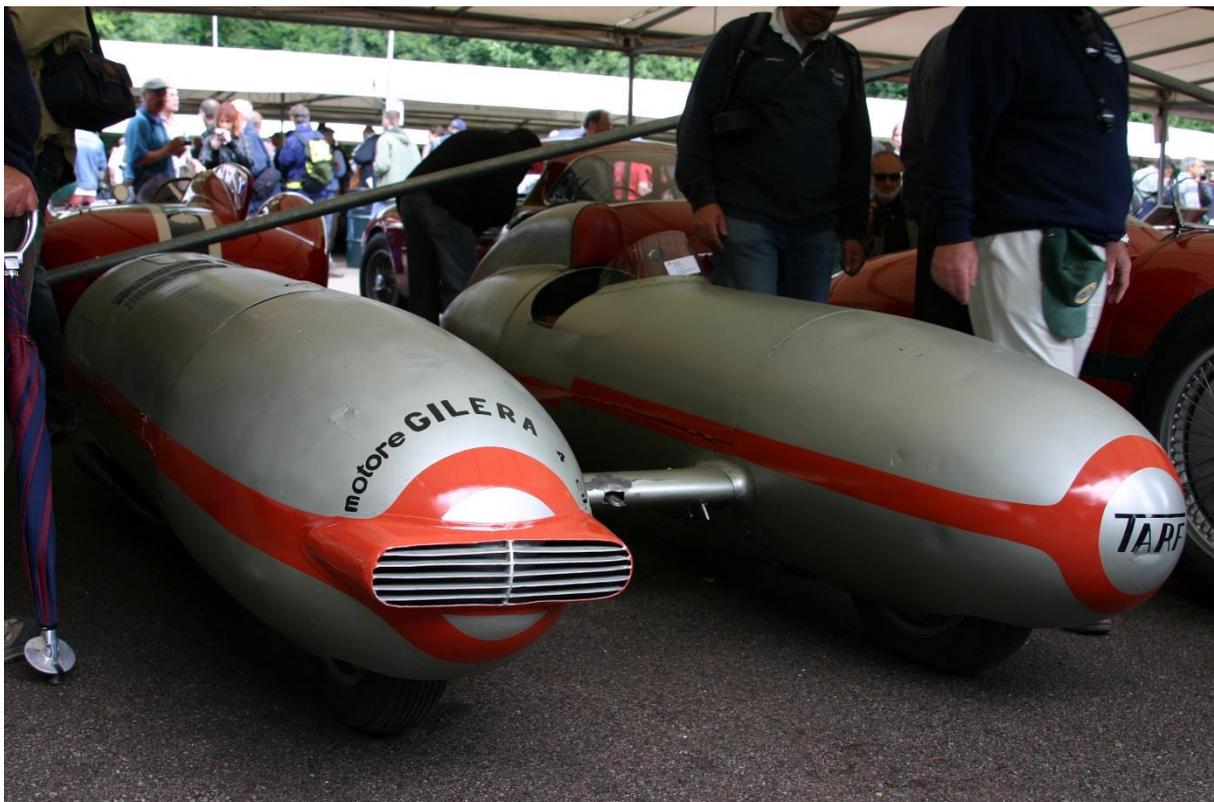
Possibly the oddest is the 1935 Monaco Trossi. Creator Augusto Monaco had previously built two single seater racers and wanted to build a Grand Prix car to the then current 750kg formula. Enlisting Guilio Avmini as engineer he gained the backing of Giovanni Agnelli (he of FIAT fame) and it was in FIATs workshop that the two stroke, 16 cylinder, air cooled, twin supercharged, radial engine was built. Testing was not promising and Agnelli withdrew his support. Enter Count Felice Trossi, a well-known and successful Alfa Romeo team driver, who lent his financial support as well as supplying his workshop for the build of the radical car. The simple spaceframe chassis placed the motor ahead of the front axle line and drive was via a 4 speed gearbox to the front wheels. The engine of 3982cc had two rows of 8 cylinders with each front and rear cylinder paired, sharing a common combustion chamber and single spark plug. These were positioned around the crankcase, inlet ports to the rear and exhaust to the front. Behind the engine sat the twin Zoller superchargers and Zenith carbs that helped produce 250hp at 6000rpm. The car featured double wishbone independent suspension all round and large hydraulic drum brakes on each wheel and weighed about 710kg. It made its debut at Monza in practice for the 1935 Italian Grand Prix, with both Avmini and Trossi driving. Despite reaching 150mph it suffered from severe overheating and consequent spark plug failure. The biggest issue however was the extreme understeer caused by the 75% / 25% weight distribution and for this reason the car was withdrawn and never raced.



Bugatti was a well-established manufacturer of fine cars by the time the Type 32 "Tank" appeared in 1923. Four were built and entered for the 1923 French Grand Prix, where only one lasted the distance, finishing in 3rd place. An early attempt at aerodynamics and representative of the intuitive design philosophy of Ettore they featured the usual 2.0 straight eight engine from the Type 29 and 30 (though with roller bearings for the first time) in a very short wheelbase (just 2020mm) chassis that necessitated the gearbox being a transaxle unit. The body design was in the shape of an aircraft wing, Ettore's reason being *"the more closely a vehicle approaches the ground, the less will be its resistance to forward motion."* This is true, however sadly he overlooked the fact that a wing is designed to provide lift, something the flat bottomed racer did at speed. Add to that the lack of power compared to other racers at the time, a cramped cockpit, restricted vision, the fact that there was no bulkhead to protect the occupants from engine heat and the unusual arrangement for hydraulic assistance to the front brakes operated by a lever and it's no wonder the drivers were less than impressed. It has to be said that Bugatti redeemed himself with the following years sublime Type 35.



In 1948 Piero Taruffi, a well-respected motorcycle racer and up and coming motor racing driver (who went on to drive for Alfa Romeo, Ferrari and Lancia amongst others), designed and built the first of his TARF Bisiluro record breakers. Deciding to take a different approach to the usual streamlining, and possibly influenced by the German Blohm & Voss BV141 reconnaissance aircraft, he designed a lightweight twin boom vehicle with the engine and drivetrain in one boom and the driver in the other. The logic was simple, two bullet shaped tubes containing 2 wheels each would keep the frontal area much lower than conventional streamlining and reduce weight. Joined by two aerofoil section beams, which enclosed the steering (in the front one, achieved by levers as there was no room for a conventional steering wheel) and driveshaft (rear) and clothed in lightweight alloy the result was outstanding. Powered by a 500cc V twin Moto Guzzi engine producing some 50hp he set a non-ratified flying kilometre record of 128.8mph in November 1948. He later set 6 new class records including a 5 km one at 129.69 mph and in 1953 added further Class I records with a Gilera engine (he was Technical Director at Gilera at the time). Taruffi went on to build Tarf II which was powered by a supercharged 4 cylinder Maserati engine and which also took many records.



William (Bill) Milliken was an aircraft engineer, who not only built his own aircraft in his teens (and crashed it), but went on to work for Boeing for many years then at Cornell Aeronautical Laboratory where his pioneering work in measuring aircraft dynamics in flight led to the first frequency response measurements. He also pioneered stability augmentation and the use of electrohydraulic flight control systems. A founder member of Watkins Glen Road Races (from which came the circuit of the same name) he raced across North America for some 15 years post war in the likes of Bugatti T35 and 54 and a 4 wheel drive Miller. This eventually led to his interest in the application of aircraft technology to vehicle stability and control and with backing from General Motors he developed and substantiated the automobile dynamic equations of motion. The MX-1 camber car was built in the 1960s to test negative camber angles and their effects on handling after Bill observed that upright wheels seemed inherently unstable (he had already tipped his T35 over at Watkins Glen).



"When motorcycles and bicycles go around a corner, they lean inward, but the conventional passenger car, when it goes round to the right, leans to the left. So, it seemed to me that a heavily cambered feature would make sense, so that the loaded outside wheels would lean inwards like a motorcycle. I started to think of a car as being two motorcycles - one when you go to the right and one when you go to the left." Although the suspension was conventional with torsion bar springing and A arms, the powerplant was less

so, being a 2 stroke flat 6 Mercury outboard engine driving through a VW gearbox. What set the car apart were dozens of mounting points that made camber changes from 0 to 50 degrees possible. Bill finally ascertained that the optimum setting of 22 degrees increased lateral acceleration from 0.8 to 1.0g, a very useful advance in cornering ability. Having satisfied his curiosity the car was mothballed and the findings were never published. The industry stuck with upright wheels and improved stability with wider, low profile tyres. I can thoroughly recommend his autobiography Equations of Motion. Race Car Vehicle Dynamics, written by him and his son Douglas, is the bible for budding vehicle engineers.



LOOKING BACK...



Manfeild at one time ran a series of long distance saloon car races, which, though they never quite rivalled the prestige of the long established, Pukekohe based Benson and Hedges 500, did provide some excellent racing and a challenge quite unlike the high speed Auckland circuit.

The Albert Autos 500 of September 1977 provided the source material for the photos. (Albert Autos of course being owned and operated in Main Street by long time club member Brian Green)

Manfeild circuit was quite a leveller amongst the entrants, with its relatively short straights and lots of braking never letting the big cars get too far away from the smaller, more agile, ones. The cars themselves were to a "showroom" standard with very little modification allowed.

Top photo is the first half of the field making its way through the Esses on the first lap. 6 Valiant Chargers, a Fairmont, a P76, Mazda RX2s, Datsun 180Bs and Mark 3 Cortinas all in the mix.



Middle photo is Peter Hogg in the V8 Leyland P76 after contact with the Datsun 1200 of Alan Scott. The P76 was fast but suffered from brakes that were not quite up to the job. Take a note of the trophy and bottles of bubbly on the table to the left of the Castrol winners dias. Note also the flag marshalls in the background with the old remote flag setup, and the protection of the 44 gallon drums.



Bottom photo. Rod Coppins leads Geoff Sutherland, both Charger mounted. No roll cages and standard seats and seat belts in those days, these were truly production saloons.



Top to bottom

The Frank Radisich / Bill Shiells Mazda RX2 with its Track'n'Street sponsorship. On paper the rotaries appeared to have it all, light weight, great power, reasonable brakes, and the ability to take it to the big boys. In practice they were never quite the challenge they seemed. Perhaps it was their thirst?? Bill Shiells was THE man at the time for rotaries, building Rod Millens rally cars amongst others.



The Datsun 180B is not the first car that would spring to mind as a race car, but they were very effective in their class at this type of event. The Wayne Jones / George Wilson entry was well known and supported by Nissan.

Ralph Emson and John Woolf shared a first generation Isuzu Gemini (though I have to say it looks remarkably like Alan Woolf driving). Several of these surprising little cars were to make their mark on the NZ motorsport scene, both on tarmac and gravel.



Peter Hogg in the P76 again.

The P76 story is a classic case of what might have been. Designed by Australians, for Australians, it featured a lightweight alloy V8 (we will forget the sixes for the moment), good interior space, good equipment levels for the time, a shape designed by Michelotti, and, of course, the boot that you could famously fit a 44 gallon drum into. Though funding was an issue it was released to general acclaim by the press and public. A rush to meet demand and issues out of Australian control (the parent company British Leyland UK was in its dying throes and beset by strikes and union issues) resulted in some less than perfect cars being released onto the market. Despite winning Wheels Car of the Year in 1973, that tainted reputation and the first oil crisis were enough to ensure the end of the cars production in 1975 (though it was still being assembled here at the BL plant in Petone from the remaining CKD stock up to 1976) A sad end to a good car.





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PARTING SHOT ...



Graeme Lawrence in the fabulous Lola T330 on a very wet Manfeild in 1976. Note the 44 gallon drum pit wall and the huge crowd in their best weather beating attire.

Photo by Action Photography

“Track & Yack”
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Terrace End Carpark
Palmerston North