

Manawatu Car Club Inc

MAGAZINE

NOVEMBER 2016



Something for Everyone

EDITORSPEAK...

Wow, another month gone already tempus certainly does fugit. This is the start of the busy period for the club (well, busier than the winter months it's a relative term, as I'm sure Jeff Braid will attest) and we are planning to add a couple of extra clubsport events in too, so you will be spoilt for choice.

It was good news indeed to learn at the Manfeild AGM that not only had the new Board of Trustees managed to turn around the financial situation, prepare a long term strategic plan, have a marketing plan close to completion and be implementing some of the ideas that came out of the "Have Your Say" evening, but that the BIG news was that the Palmerston North City Council and the Manawatu District Council have renegotiated the terms of their loans. These are now a contingent liability to the Trust, with no interest accruing and the principal being repayable only on the winding up of the Trust (the same terms as the MCC loan). This not only removes the sword hanging over the Trusts head, allowing for forward progression of the facility, but is a huge vote of confidence in the present Trustees and Manfeild team by the Councils. We can, as a club, be proud that motorsport continues to be the major income stream for the Trust and our contribution is well recognized.

We had an extensive and interesting discussion at the October committee meeting relating to how we look after our new members, what we need to do for people totally new to the sport (at whatever level they choose to enter at) and how to encourage people to make the move from our sprint events to the club racing scene while ensuring they were comfortable doing so. As a result I was asked to include some thoughts into the magazine, so, here goes

Many years ago we had a mentoring scheme, whereby new members were allocated to an experienced club member to assist and guide them through their first few events. To those totally new to our sport, the processes and procedures can be daunting, even at a basic clubsport level, when you have no idea of what is required, what your obligations as a competitor are, or who to ask for help. Having someone to show you what to do (and importantly, what not to do) and introduce you to

other members was seen as conducive to the long term enjoyment of, and retention by, the club. While the concept was great, it relied totally on the mentor's ability to relate to, and communicate with, the "newbie". Some were good at it, others not so, and so it gradually faded away. I have said before that I believe one of the current assets of the club is that we are all a pretty friendly bunch, and are approachable and free with advice and encouragement, however, is it worth considering a buddy system again??

The comment was made that many competitors were happy competing at the sprint series but couldn't be persuaded to make the move to the RS cup or similar race events. We debated why this might be and part of the problem was perceived as the step from being a single or dual car on the circuit to being part of a full grid. I certainly recall my first race meeting and the terror I felt at the first corner with cars all around me!! I was petrified - not of my own lack of ability (which was probably self-evident!!), but of making a mistake and causing a chain reaction. I am sure anyone racing has had this same feeling of lack of control just as I'm sure in many cases it isn't the ability to navigate the circuit that is an issue, it's the traffic.



There was a robust debate as to methods we could employ to mitigate this. One thought was for novice drivers to be taken on a few reconnoitre laps after drivers briefing but prior to the race meeting starting. This would work perfectly for those new to the circuit to point out lines and braking points, but doesn't address the issue of dealing with traffic. It also adds another time constraint and would require extra personnel to execute at an already busy time of the day.

An extrapolation from this concept was running driver training days as another potential answer. This would address many issues and I recall running

several of these many years ago that were well received. A blackboard session was followed by a circuit walk in small groups, each accompanied by an experienced competitor and split by vehicle type (i.e. FWD, RWD, AWD) so that different specific techniques could be explained. The tutors then sat in as passengers in the pupils own vehicles for several laps, assessing their performance and offering advice. This was followed by observed laps, where the tutors were able to hone in on specific issues and offer additional advice. Finally the pupils were given the opportunity to compete in several low key races. The emphasis was on a fun learning experience and experienced competitors were excluded so that no-one felt any pressure. And I think that is the key to anything we do in this sphere. Make it easy, and minimize any possible pressure so that people don't feel the need to prove anything, and can, instead, concentrate on learning.



I always found that the best way for me to actually learn the circuit was by following a better driver (not hard to find in my case) and seeing where they placed the car, where they braked and how they handled the other cars on the circuit.

Another possible method of making it easier for the novice drivers was to re-introduce the old 3 stripe sticker to the cars, but on a voluntary basis. Kind of like an L plate, this would provide clear identification of the newer drivers for their first 3 events thus allowing other competitors in the field to use a bit of discretion (call it common sense) and not go racing up the inside into corners, crowding them coming out or otherwise scaring the shit out of them. Allowances for slightly erratic lines and/or braking points could also be made by the more experienced drivers.

I am guessing that the answer might well be a combination of everything above, and that is an

area that the committee will fully explore. There is, I believe, room for a proper race/drift school at Manfeild once again any takers?? Could this in fact dovetail into the driver training scheme referred to last month??

The committee is very open to any other input and discussion on this. We sometimes feel that we are too close to the situation to see what others might view as a simple answer so, if you have any ideas feel free to discuss them with any committee member – remember it's YOUR committee.



Enjoy your November motorsport, there is plenty to choose from whether you are actively competing or spectating from the sidelines. Can we have a Kiwi Supercars win at Puke?? Who will take out the Multi Event Weekend?? All will be revealed next month.

Remember to keep the rubber side down

Trevor W

A BIG WELCOME TO THIS MONTHS NEW MEMBERS

Scott Pearson
Jayden Mason
Gil Spencer
Richard Bosselman
Logan Candy

Manakau
Porirua
Porirua
Palmerston North
Shannon

We look forward to meeting you and getting to know you all

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664

Secretary: Jeff Braid - 027 477 3337

Committee:



Jeff Braid



Geoff Boyden



Jill Hogg



Trevor Weir



Jaron Olivecrona



Greg Brown



Danny McKenna



Aaron Walker

Kerry Halligan.
(picture to come)

Noel Beale
(picture to come)

Patrons: Fordy Farland ~~Deceased~~, Fred Parker ~~Deceased~~, Robert Lester, Stan Turner, 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, Stan Turner, Raymond Bennett.

Archivists: Terry Rush, Geoff Boyden – 0274 447 348

Editor: Trevor Weir

ATTENTION! Track & Yak ATTENTION!

Time: 7pm to 9pm

Date: Tuesday 8th November 2016.

Place: **Rose and Crown Olde English Pub**

– Terrace End Carpark, Palmerston North

Bring your husband, wife, partner, or friend and enjoy a great social occasion, a chat, and a catch up on all the news.

Race Licences

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

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

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

FROM THE PRESIDENTS PEN...

A huge congratulations to the Manfeild team!!! I was unfortunately unable to attend the Manfeild AGM as I was in Auckland on business for a couple of days, but I was brought up to speed on my return and was suitably impressed with what I heard. To turn a business around in less than a year to where Manfeild currently sits today is no small accomplishment and I know how much time and effort Julie, her team, and the board have put into Manfeild, so I dip my hat to all of them. Great work team.

On that trip to Auckland I was lucky enough to be able to take the wife to see one of the world's best comedians – Michael McIntyre who was playing at Vector Arena. I can see why the place was completely packed out, he is truly one seriously funny guy. The year has gone so quick that it was nice to stop for a couple of hours and just have a good laugh, it is amazing how great you feel after having a good old laugh, we should definitely do more of it.

At my place of work we have a laugh most days, sure we have our serious moments but we always try and have a smile on our faces throughout most days, to have fun is part of our company culture. A culture that we cherish so much that a few of us that have been with the company for more than ten years are taking a day next week to sit down at our head office in Auckland and discuss our culture and how to preserve it. The reason for this is that we have had a 50% growth in staff numbers in the last 6 months through the purchase of another business that compliments ours, so we want to make sure our culture is preserved and passed on to those that have joined our company, this will be a thought provoking discussion I am sure.

The Manawatu Car Club has seen similar growth in the way of membership numbers over the past couple of years and I believe the culture within the club is also one we have to preserve. We all help each other out in the time of need and we make sure we all have a bit of fun in everything we do and have a smile on our faces at the end of each day... long may this continue!

The Manawatu Car Club AGM is not that far away, with a date in January being finalized soon. As always a club cannot continue to grow without new blood, so if you think you might like a turn on the MCC Committee please keep an eye out for the December Newsletter which will let you know when the AGM is being held and how you can join the MCC Committee.

We will again have a MCC stand at the Central Districts Big Boys Toys event at Arena Manawatu from the 18th – 20th November. If you are popping in for a look please come and say hi to those of us who will be manning the MCC stand on those days as we would love to see you and have a chat.

What a great time of the year for Motorsport, a couple of weekends ago I was fortunate enough to be able to watch the V8 Supercars, Moto GP, F1 and Nascar on the TV and see a great variety of cars race at Manfeild that same weekend at the OctoberFast Meeting. Luckily I have a great wife who also enjoys motorsport aye... Roll on the Mitre 10 Mega Summer Race Series!!!

This weekend coming is a big weekend for Shane Van Gisbergen, fingers, toes and testis... (you get the idea) he has a great weekend and secures the championship with a round to go and becomes the first Kiwi to win the V8 Supercar Championship.

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Bayley Walker

BORN: 17th December 2001

OCCUPATION: PNBHS Student

RACE CAR: Honda Civic

EVERYDAY DRIVE CAR: Haven't got a licence, too young

DREAM CAR: V8 Supercar

YOUR BEST MOMENT IN MOTORSPORT?

Winning the WPKA Goldstar Championships in my Go-Kart

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

V8 Supercar Driver – I LOVE Racing!

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

Peter Brock, Scott McLaughlin, Scott Dixon. #4 would be my Mum

WHO WOULD YOU PLAY IN A MOVIE?

Will Farrell

THREE WORDS THAT BEST DESCRIBE YOU...

Shy, Fast, Skinny

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

Formula 1 Racecar – because I like the speed

WHAT IS YOUR SECRET VICE?

Working on cars, riding my dirt bike and practicing on my simulator

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm only 14 years old

FAVOURITE QUOTE...

If you ain't 1st your last



Photos tell the story. The inclusion in the newsletters of photographs from Trevor Weir's irreplaceable collection bring back wonderful memories of those in the older age group who were lucky enough to be there. For the younger generation they show what it was like back in the seventies. In the October issue Trevor made particular mention of the hairstyles, but apart from the coiffures of the day the real feature was in the background of some of the pics - the sign written corrugated iron fence along the back straight. The sound of the V8 powered Formula 5000s and Sports Sedans reverberating off the fence was unbelievable, and back then they didn't have to run with mufflers...

I can vouch for that!! Ed

Remote Control. Sunday October 9th was petrol head paradise, though the Supercheap Auto Bathurst 1000 and Japanese GP double header had a time overlap that may have caused a serious overdose for some motor racing fans. Optional viewing around the same time were the ITM Cup rugby match between Manawatu and Bay of Plenty, the Constellation Cup netball test between the Silver Ferns and Australia and the cricket test match between the Black Caps and India. On late Sunday afternoon having control of the remote was essential if you wanted to watch what you wanted to watch...

2016 Bathurst 1000 had special significance. This year's Great Race recognised ten years since the legendary "Brocky" was killed in a Targa Rally event in Western Australia and for the winners to hold the Peter Brock Trophy aloft on the victory balcony is a very special and emotional moment. The number "10" does have special significance at Mount Panorama, Peter Brock won the Bathurst 1000 nine times during his illustrious career, BUT, there was tenth win that is little remembered and overlooked. It was in the 2003 Bathurst 24 Hour race

when he drove one of the two Holden Monaro 427C cars that were specially built by Gary Rogers Motorsport and powered by 7 litre Chevrolet-based engines. The previous year the quartet of Garth Tander, Steven Richards, Cameron McConville and Nathan Pretty won the race by more than 20 laps in the 427C and the same team were retained for the 2003 event, joined by a second car shared by Peter Brock, Jason Bright, Todd Kelly and Greg Murphy that carried the famous "05" number. The lead changed numerous times between the mighty Monaros and for the final stint Tander and Murphy were driving with "Murph" holding the slenderest of leads, like bumper-to-bumper!!



Remarkably, with just seven minutes of the 24 hour race remaining Gary Rogers gave permission for the pair to race to the flag and it was game on as they threaded their way through the traffic as if tied together, with Tander making lunges under braking at every opportunity - the red "05" held off the yellow "427" by little more than a car's length to give "Brocky" his tenth Bathurst win. But it shouldn't be overlooked that the 2003 Bathurst 24 Hour was also Greg Murphy's fifth victory at Australia's best known mountain...



MCC at "The Mountain". Club members Chris Pither and Fabian Coulthard did us proud in the 40 minute qualifying session for the Supercheap Auto 1000. Chris was 12th fastest and got as high as fourth in the early stages of the session, while Fabian made the Top 10 Shootout and headed the times until he was pipped by Chaz Mostert, Scott McLaughlin and Jamie Whincup, the four

drivers separated by 0.147 of a second - one tiny error was all it took, they all made one, and that was the difference in who took pole position and the \$5,000 ArmorAll cheque...



Race time. Fabian Coulthard and Luke Youlden finished 6th in their DJR Team Penske Falcon, four seconds behind the winner, while Chris Pither and Richie Stanaway in # 111 Super Black Racing Falcon placed 12th, twelve seconds further back. Without detracting from the efforts of “our” boys, Safety Car interventions make a massive difference to the outcome of long races. Strategies go out the window and the time gaps shown in the final result are usually a distorted view of the actual racing. In recent years The Great Race has become a 10 lap sprint to the flag after a 151 lap warm-up...

Impressive comeback. The Harvey Norman Supergirls Simona de Silvestro and Renee Gracie were back for a second year at The Mountain with a switch to a Nissan Motorsport entered Altima. In qualifying de Silvestro clocked a best 2.09.6620 lap which put the # 360 car on the back row of the grid while at the other end of the field pole sitter Jamie Whincup clocked 2.05.0481, a differential 4.6201 seconds. In last year's race Gracie punted their Prodrive prepared Ford Falcon into the wall at Forest Elbow on lap 15 after hitting an oil slick. Following extensive repairs the car was back racing and finished 21st, 40 laps down. Twelve months later the pair had put that incident well and truly behind them, gained 12 places and finished a very respectable 14th, just two laps down...

Closest ever Bathurst 1000 finish. Following the incident with ten laps to run that ended the hopes of Scott McLaughlin and Garth Tander it effectively became a two-car race between Will Davidson and Shane van Gisbergen. The final laps were as dramatic as they came. Cars low of fuel, bumper to bumper, on the absolute limit, with Davidson holding off a brutal last lap attack to cross the line 0.143 of a second ahead with his engine spluttering!! The Bathurst 1000 is never short of drama...



Money isn't everything. It's been revealed that race winner Will Davidson walked out on a one million dollar a year contract with Erebus Motorsport to sign a cut price deal with Tekno Autosport. It was a fairy-tale result as team owner Jonathon Webb co-drove the # 19 Team Darrell Lea STIX Holden Commodore and shared the top step of the podium after they qualified in a lowly 17th place. Holding the Peter Brock Trophy aloft is every Supercar driver's dream...



Up for a challenge?? With Swiss Miss Simona de Silvestro and local lass Renee Gracie getting great exposure in The Great Race do we have the talent in the MCC to take on the Harvey Norman Supergirls? Do we have someone to provide a competitive car? Getting a team of blokes to do the preparation and pit work is unlikely to be a problem...

Interesting credentials. The name of Simona de Silvestro is not well known down-under but the 28 year old nicknamed the “Iron Maiden” has had considerable racing experience in a number of categories since her career



began in 2005 - Formula Renault 2.0 Italia, Formula BMW USA, Formula Atlantic Championship, Formula E, IndyCar and had a test programme with the Sauber Formula One team. In 2010 de Silvestro competed full-time in the IndyCar Series, qualifying in 22nd position for the Indianapolis 500, finished 14th and won the Brickyard's Rookie of the Year Award. Three years later she finished second in the Grand Prix of Houston to become the third woman to stand on an IndyCar podium, joining Danica Patrick and Sarah Fisher.

In her two Bathurst 1000 races de Silvestro has made a big impression and on 5th September it was announced that she had signed a three-year contract to drive full-time in the 2017 Virgin Australia Supercar Championship. Apparently Supercars had been pursuing a full-time female driver in a bid to broaden its fan

base with de Silvestro the primary target. Primary sponsorship has come from Harvey Norman and the South Australian Government, now the question is, which team...

Big moment for Big John. More than twenty kiwi drivers trekked across the ditch to compete in the Touring Car Masters that were one of the support classes at the Bathurst 1000, and one had a "moment" that could have ended in disaster. In the first race of the weekend Dr John Elliott half spun in the infamous dipper and his immaculate # 13 retro look HRT Holden Torana XU-1 stopped side-on with its front bumper millimetres from the



inside wall. The corner is completely blind but miraculously the following drivers all avoided the car, in most cases more by good luck than good management!! Big John was able to restart and was classified 45th, one lap down, 13 proved to be a very lucky number on this occasion...

Familiar face. Regular attendees at Manfeild should recognise the name John Elliott. For many years the big fella has been a regular competitor at the MG Classic Meetings and wherever the Central Muscle Cars are on the programme. He was a member of Manfeild's medical team when he practised in Palmerston North and continues in the role at meetings in which he competes. Since the Palmy days his surgery is at the Kumeu Village Medical Centre in West Auckland...

The ultimate challenge? The inaugural Muscle Car Trans-Tasman Challenge was a great concept and there are hopes it will become an annual event as part of the Bathurst 1000 meeting. There were the normal grid start and reverse grid races, but the final event of the weekend was the biggie because it was out-and-out Australia versus New Zealand race decided on accumulated points by each team with 46 cars facing the starter for the six lapper. Aussie won the toss (no surprise there) and had the inside row with its cars in line astern formation behind Glenn Seton, the Kiwis were on the outside with Dean Perkins leader of the pack. No Safety Car interventions, no red flags, just hard clean racing. Seton beat compatriot John Bowe to the line with Perkins best of the Kiwis in 4th place - the scoreboard read Australia 505, New Zealand 354...

Great mates. In the Supercheap 1000 Jonathon Webb raced against Shane van Gisbergen and won, earlier in the year the pair had raced together and won. The Bathurst 12 Hour dates back to 1991 as a race for Series Production cars - exotic mid-engined sports and GT cars weren't eligible - and the event was won by a Toyota Supra Turbo. Because of rising cost the 1995 race was moved to Sydney's Eastern Creek circuit before going into a hiatus the following year. There were 24 Hour races at Bathurst in 2002 and 2003 before another break, the 12 Hour was revived in 2007 and underwent several changes of regulations before this year's inaugural race of the newly



formed International GT Challenge which included the Sepang 12 Hours and Spa 24 Hours. Sharing the Darrell Lea STIX liveried, Tekno Autosports, McLaren 650S with Portuguese McLaren factory driver Alvaro Parente, van Gisbergen and Webb won the race in another grandstand finish, 1.276 seconds over a Nissan GT-R Nismo GT3 after 297 laps (1845.261 kilometres). Completing the podium

was a Bentley Continental GT3, so no shortage of variety there. Webb's Bathurst 1000 winning co-driver Will Davidson finished ninth in the sister Tekno McLaren. To complete a highly successful meeting the ever smiling "Giz" set the fastest race lap at 2.01.567 seconds (183.99 km/h) and also picked up the Allan Simonsen Pole Position Trophy with a scorching 2.01.2860...

Looking ahead. The 2017 Liqui-Moly Bathurst 12 Hour will be run on 05 February and promises to be ripper with one car certain to grab more than its share of interest. Backed by Castrol and Vodafone, the BMW M6 GT3 will

be co-driven by a trio who have collectively won the Bathurst 1000 ten times - Mark Scaife (6), Russell Ingall (2) and Tony Longhurst (2). It doesn't get much better than that if you start talking home advantage...

Different car, different mountain. Richie Stanaway had a full throttle week with Round 7 of the World Endurance Championship seven days after the Bathurst 1000. The Ice Break Ford Falcon was swapped for an Aston Martin Vantage GT3 while Mount Panorama was swapped for Mount Fuji in Japan. Stanaway and English co-driver Darren Turner qualified 6th in the LMGTE Pro category for the 6 Hours of Fuji, the pair covering 211 laps to finish 22nd overall and 6th in the class that was dominated by the pair of Ford GT's. A common denominator was that both the Ford and Aston Martin have V8 engines...

From snow to sand and surf. Richie Stanaway went from Fuji Raceway in Japan back to The Land of Oz and the streets of Surfers Paradise for the Castrol Gold Coast 600 with Chris Pither, collecting another big bag of Air Points along the way. The Kiwi pair and their Ice Break Ford Falcon qualified 17th for Saturday's Race 22 of the Championship and showed great pace to gain seven positions to cross the line in 10th place after 304 kilometres around the intimidating street circuit. Sunday's Race 23 didn't go so well, after qualifying in 16th position their race ended on lap 15 after high speed contact with the James Courtney/Jack Perkins Holden Commodore, the SBR Falcon hit the barriers head-on and was out while the Commodore continued to finish tenth. The Ice



Breakers will definitely be hoping for better luck in front of the home fans at the ITM Super Sprint at Pukekohe on 4/5/6 November...

The big time beckons. Word is that 2015 New Zealand Grand Prix and TRS winner Lance Stroll will become the second graduate of the Toyota Racing Series to race in Formula 1, following in the wheel marks of Danill Kyvat. The just turned 18 years old Canadian, who has been the development driver for the Williams Martini team this year and leads the European Formula 3 series, is expected to replace Felipe Massa who is retiring at the send of the season. Regarded as one of the wealthiest men in Canada, Stroll's father has major investments in the Tommy Hilfiger and Ralph Lauren fashion labels and F1 insiders suggest that the teenager will bring a budget of around \$40 million to the team, that's a big hit for the family piggy bank...

The mighty Quinn. Like him or loath him you have admire for what he has achieved in his life and what he has done for motorsport on both sides of the Tasman in the past decade. The self-made multi-millionaire has spent vast amounts of his personal money to create the Highland Motorsport Park at Cromwell and to complete the Hampton Down's circuit in the Waikato. He acquired the Aussie Racing Cars category that has gone from strength-to-strength and the jewel in his crown is creating the Australian GT Series that now has full international recognition. He's also a competitor who has enjoyed his share of success over the years in a wide variety of cars, some exotic, some not, and even the most ardent critic must acknowledge what he's done single handed to raise the profile of the sport. Even if you're not totally immersed in motor racing his book is a definite "must read" as you follow an extraordinary journey through life after starting out with nothing, it's a very easy read and everyone can learn something from his experiences and how he achieved what he has with the promise of more to come!! The book's title is "ZERO TO 60 - from a wooden caravan to a multi-million-dollar business empire". You won't be disappointed, but you may be a little envious...



Super Drifter for a Super Star. Triple Eight modified a V8 Supercar specifically for drifting in the hands of "The Giz". The main visual point of difference are the huge flared guards to accommodate the ultra-wide tyres, under the bodywork it's an extremely sophisticated piece of machinery that "The Giz" had a hand in designing and developing. Another Red Bull excitement machine and a pleasant change from the Jappers...

Rumour has it that Rumour Has It is sold and Aaron Walker will be concentrating on his catering business ... and motor racing.

Jeff Braid, as tasked by the committee, recently priced up defibrillators for use at Manfeild. Apparently the prices given to him gave him a heart attack!!

Jill Hogg attended the last Committee meeting in some pain from a crook back. Apparently this crippling condition was the result of a sewing session. Who knew a needle and thread could be so dangerous?

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

**Track & Yack - 8th November
@ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**

THERE'S ALWAYS A SOLUTION...

One of the most critical factors in all categories of motorsport is tyres, and it's been that way since the first races were staged back in the early 1900's - well over a hundred years later the same problem exists despite massive advances in technology and compounds!!

Top level rallying is generally conducted on either gravel or tarmac road surfaces, mainly the former because it's regarded as a greater challenge with the ever changing road conditions, but events in our country are unique because there are instances when special stages are used that are a combination of both gravel and tarmac. So teams have to make a decision of tyre choice - get it right, you're a hero, get it wrong you're a zero.

In last month's issue there was a story ("The Day the Big Boys Came to Town") based on the 1977 WRC Rally of New Zealand, but on reflection the story omitted a very interesting element to the success of the factory Fiat team in their quest for success. Fiat did a great deal of homework in preparation for the WRC events and in particular noted the number of stages with mixed road surfaces and where there were limited servicing opportunities. So how do you maximise the performance of your tyres to gain the maximum time advantage??



The clever engineers at Pirelli had a brilliant solution with a tyre that would be suitable for both surfaces - a tyre with the outer half of the tread area a 'slick' and the inner half a normal gravel pattern, problem solved. They may have looked unusual but worked very effectively because the Fiat Abarth 131 brought world championship titles for Markku Alén in 1978 and Walter Rohrl in 1980 against very strong opposition.

2016 TARGA TALES...

The 2016 Targa New Zealand has been run and won, it came to our region and it also brought wet weather with it. Four Manawatu Car Club crews took part in the event, but their fortunes were definitely mixed.

The stop-over in Palmerston North's Square gave locals the opportunity to see an impressive line-up of exotic cars that were competing in the associated Targa Tour - the Lamborghini Huracan, Aston Martin Vantage, Porsche 991 GT3 RS, McLaren 650S Spider, Aston Martin DB9 and Bentley Continental GT together with cars that date back nearly 50 years, the oldest being a 1968 Volvo 122S Amazon.

Of the "locals", the best result was the 8th overall and fourth in the Allcomers 4WD Class for Brian Green and Fleur Pederson in their Mitsubishi Lancer Evo X RS. With an elapsed time of 5 hours 18 minutes 24 seconds, they finished just six minutes behind the outright winners Glenn Inkster and Spencer Win in a Mitsy Evo 8.

The Targa was over soon after it began for Jason Easton and Ross Thurston, the 1966 Ford Mustang suffered engine problems in the 16.55 kilometre first stage in the King Country and it was trailer time for them. After a giant killing performance the 1986 Toyota Corolla AE86 of Rob Ryan and Paul Burborough also succumbed thanks to a crankshaft failure on the run from Palmerston North to Hawkes Bay.

Bruce and Margaret Goodwin and their familiar red 1989 Chev Camaro joined the 2-Day Regional Rally that took entrants from Palmerston North to the finish in Havelock North. The popular Ohingaiti couple had a trouble-free event, were the top finisher in their class and received a coveted "Finisher's Medal" for their effort, but the Targa did bring a less-than-memorable incident that didn't directly involve them.

For good reason Margaret is very proud of the gardens that she has developed for more than twenty years and on the Saturday of the Targa their Otara Road property acquired a temporary garden ornament in the form of Nissan Skyline 350GT - the driver arrived at the corner too hot, took out the fence, ripped up the immaculate lawn and re-organised the landscape with shrubs and flowers scattered far and wide, in Margaret's words *"I was not best pleased"*.

Apparently there were reports that the same car had earlier "clipped the battens" at the infamous "Cop's Corner" near Marton, so it may have been an accident waiting to happen!!

The rules of event mean that if a car doesn't complete a stage it's given the same time as the slowest finisher, so Messrs Easton and Thurston were classified 75th with a time of 7.45.16, the Goodwins were listed as 71st at 7.16.29 while the Ryan/Burborough combination were placed 61st with 6.37.28 - at a glance it seems a rather odd way of calculating the results...

RH





Not exactly the most useful or aesthetically pleasing garden sculpture, however not everyone can boast a Skyline at the bottom of their garden oh wait, half of South Auckland can, but probably not a 350 GT !! Hopefully Margaret didn't have too much of a clean-up from the entry and exit of the car. Often getting them out is harder than getting them in there!!

DANNY'S

AUTO SERVICES

FULL MECHANICAL REPAIRS



YOUR NEW LOCAL STOCKIST OF JAMEX RACE PRODUCTS

Seats and harness in stock now. For a super friendly deal talk to Danny NOW

Phone (06) 358 6884 or visit them at 25 David St Palmerston North



With our business plan now established and clarity on our financial position now resolved, Manfeild can begin to give even more consideration to facility usage and future event potentials. This issue was touched upon at our annual general meeting held on October 19, when we shared something of our Blueprint for Change ideals.

With the recent decision by Manawatu District and Palmerston North City Councils to amend the terms of the Trust's loan, greater financial surety is now known.

We ultimately envisage some very large changes for Manfeild that will deliver even greater excitement. We are not yet ready to go into this in detail, but can share that we have a number of substantial projects that we are keen to work on.

The next stage of the process is to understand the costing of realising our aspiration for the facility. We hope to have the basics of this in place for the board's next meeting in November and hopefully we can then begin to prioritise the funding.

On that subject, we are having a conversation with the Manawatu District Council about the next phase of land development within our zone and the potentials this might deliver for realising more funding streams.

The Blueprint is more than just a Manfeild view; it also reflects public sentiment about Manfeild and our standing in the community, some is as result of the feedback we received from last month's 'Have Your Say' evening, but also from survey results and historical plans.

Manfeild hosted 455 events, of great diversity, during the past financial year. This is a major success, not least because for most of the year we operated the business with a significantly reduced team. We look forward to the roll out in the coming months of new initiatives that will see the park diversify even further.

The year also presented significant change yet we ended in a very encouraging position; the Trust has increased income and reduced expenditure and while we have not made a profit we are delighted with the improvements, which represent a significantly improved position on the previous year. This is an ongoing process. The Trust and Management have prioritised financial management processes and reporting standards and have also identified efficiencies and cost savings across a number of areas.

This year has been about reconnecting through communication, building relationships with key parties and listening to the views of others. We know there is much more to be done in this area. However, we do hope that you recognise our commitment – your views and opinions matter to us.

With a massive dressage event and our three drive-in movie nights, this weekend is huge for Manfeild. The FEI World Dressage Challenge is a fresh ingredient of the Central Dressage Festival that has drawn record entry and will raise the appeal of an event already of high status through being an FEI World Cup Dressage Qualifier.

A challenge overseen by respected international judges determines individual, national and team world rankings and has a unique element in that these standings are accrued through holding a domestic event in each competing country.

It's a breakthrough format that allows riders who cannot easily travel an opportunity to compete 'internationally' without having to leave their own country and is working well. Forty riders are chasing New

Zealand selection at Manfeild and they are travelling from as far afield as Awanui in the Far North to Nelson in the south. The internationally-credentialed judges hail from New Zealand, Australia and the United States.

Following an opening component on the outdoor arena, the event moves to Manfeild's 7750 square metre stadiums indoor surface on the Friday evening with a Young Rider Competition.

The four under 21 riders in this category are Young Rider of the Year Lucarne Dolley, on Devil's Chocolate, and Irina Smith (Glamour Star), both from the Waikato, plus Canterbury's Sophie Griffith (Frangelico F) and Marlborough's Tessa Van Bruggen (Furst Jupp).

The big one for the weekend, the FEI World Cup Dressage Qualifier gets under way at 6pm on the Friday in the indoor stadium.

Anyone interested in equestrian sports should at least attend the Freestyle element, taking place from 4.30pm to 8pm on Saturday. A reputation for always being a crowd-pleaser is set to be enhanced this year, with no less than 11 top Grand Prix combinations involved.

This qualifier is the gateway to the Pacific League World Cup Final (PAL), between New Zealand and Australian riders, to be held at Manfeild next February. The winner of that final earns the right to compete in the World Final in the US.

The Dressage Central Districts' Championships will run concurrent with the international events, from lunch time Friday to Sunday afternoon, with all arenas involved.

Dressage New Zealand's association with the venue began in 2008, when in conjunction with Massey University and the FEI, the world equestrian body, it chose the venue for an international dressage forum. Since then the stadium has hosted annual dressage activity.

Our intent to show classic movies in classic style, on a big open-air screen from the comfort of your vehicle, has been well-received. Ticket sales for all three films – Goodbye Pork Pie on Friday night, Dirty Dancing on Saturday and Rocky Horror Picture Show on Monday – have all gone well.

Every night is going to be about fun, for the whole family, and the showings will doubtless run to theme. For Goodbye Pork Pie, there will be preferential parking up front for yellow Minis.

The idea of drive-in films came from consideration of more uses for Manfeild Park's main grassed arena, between Manfeild Stadium and South St, however ground conditions (due to the rain) are such we have decided to move the theatre to the sealed Stadium carpark. The screen will hang on the side of the building.

We are working with an outdoor film screening specialist, Firefly Cinemas, for this event. Sound being channelled via speakers – for those up close – and also by FM radio frequency.

Films screen from 8.30pm, about 30 minutes after dusk falls, and tickets are still available from the Firefly Cinemas website, www.firefly.nz. The cost is \$30 per vehicle.

We are looking forward to hosting a number of events in November that include the Manawatu A&P which will run simultaneously with the Manawatu Car Club Trackday Series and Multi Event Weekend and of course the ever popular MG Classic Meeting on the weekend of 12 and 13 November.

Julie Keane
CEO

PROJECTS AND CLUBROOMS...

Sometimes, time goes by and you think that you haven't achieved that much, but when you sit down and write it up, and look at what we have done, as a club it's great to see the difference. So here is a quick recap of the improvements undertaken.

At Manfeild Park some time ago, we first built the store-room in the scrutineering shed, clad the exterior wall that was only netting, installed downpipes and painted the exterior. We erected speed restriction signs around the pit area.

More recently, we erected a rope fence to the side of the dummy grid and the coffee area, and put in a stone buffer board the full length of the fence, to stop stones going onto the dummy grid. We built 5 leaner-tables for the coffee area and a leaner for the Grid Marshalls to work at. We covered 2 old wire netting fence areas with 2nd hand long-run iron, which still needs to be painted.



The Refueller bar has been up-graded inside and the front exterior re-clad, plus a large verandah added. All this has been stained and a new sign identifying it as the Refueller has been hung on the exterior.

Manfeild added another toilet block, beside the Cafe, so we now have a ladies and gent's toilet, rather than one uni-sex toilet block. A new fence has been built around the toilets, to separate them, and this has been painted, along with painting the exterior front walls of the toilet blocks. The back wall of the Cafe Outdoor seating area has been painted Manfeild Green, and we are presently repainting the

exterior of the Cafe. The Cafe tables have been fastened to the ground, so they can be left out to be used at all times.

We have built a new "Hide" for the flag marshalls at the exit of pit lane. The exit lane off the track taking drivers to the pit area now has a retainer to stop stones rolling onto the roadway, plus a fence has also been built. We have also built a fence around the sewage area, next to the exit roadway.

Presently we are repainting the Cafe, and awaiting big "motoring scenes" posters to arrive, that will be fixed to the walls of the Cafe and the Cafe out-door area. We would like to complete this area by laying compacted lime or similar, and include some potted trees/shrubs to give a relaxed cafe area feel.

All in all, over the last 3 to 4 months we have been busy at Manfeild every Tuesday and you can see quite a little difference in these areas.

It's now back to the Car Club to paint the front fence, and to erect new signage that is being made at present.

GEOFF BOYDEN

Project Convenor.



The café, toilet and bar areas are now much more user friendly and functional thanks to team Boyden.

Manawatu's Blue Loos
Gecko
 ENVIRONMENTAL 2014 LTD
0800 025 552
 Septic Tank Cleaning & Portaloo Hire
 loos@geckoenvironmental.co.nz
 Suppliers of Port-a-Loos to the Winter Series.

'RUMOUR HAS IT' CAFE
 MCC Members favorite Café
 305 Rangitikei Street, Palmerston North
 P: 06 358 7144 / F: 06 358 7145
 Coffee to go / Food to go / Pies / Cakes / Light Meals
 Catering for all occasions – your venue or ours

HEALTH & SAFETY PLEASE LOOK AWAY



Not a clear photo I admit, however who remembers this from the Wellington Street Races?? My memory is a little hazy, however I seem to recall it as a World Record attempt by one of the Kiwi Olympic skiers to become the fastest skier in the world. Perched atop Kent Baigents (?) Skyline race car the Customhouse Quay straight provided the ideal opportunity to reach the cars maximum speed. I cannot for the life of me recall if it was successful, even unofficially. It certainly succeeded in terms of a publicity stunt however and shows the imagination of the Manfeild team responsible for running those wonderful races in the 1980's.

TW

OctoberFAST... OctoberBLAST!

Jeff Braid

Labour Weekend is usually reserved for a race meeting at Taupo's Bruce McLaren Motorsport Park, but in a break with IRC tradition the Manawatu Car Club got to kick off the 2016-2017 season at Manfeild Park Raceway with OctoberFAST!

Four IRC Classes, in conjunction with the three BMW Race Driver Series classes, K-Sport Sedans and the popular 2K Cup Series heralded the arrival of summer racing to the Manawatu.

Manfeild Park held a public test day on Friday 20th and were over-run with keen drivers testing their new cars, or rookies having their first drive on the challenging 3km circuit. So heavy was the demand that the Manfeild team kept sessions running through their lunch break and extended the day by an extra half-hour. This was by far their most successful test day in years and the crew was relieved to have a long weekend ahead to recover.

Not only that but the scrutineers were deluged with newly built cars, as well as others that had sat out winter and now needed an audit. With 48 2K Cup cars, 68 BMWs and 70 other cars descending on the Feilding circuit it was always going to be busy in the scrutineering shed.

The programme for Saturday was very tight with effectively 10 classes to cater for. 2K Cup had scheduled four 33 minute races and the permit ended at 6pm. If everything ran smoothly we had just 15 minutes up our sleeve to allow for stoppages. Deep breath...

The first threat to the deadline was documentation. There was only 90 minutes to process 180 drivers and at the scheduled time for drivers briefing the line still snaked across the pits. Kate, Rachel and Melanie did their best to shunt people through, but that 15 minutes got chewed up and then some.

We started late but the weather was great, track conditions were excellent and so was the racing.

2K Cup has captured the imagination of wannabe drivers wanting to 'race the car not the bank'. The purchase price of the car must be no more than \$2000, it must be 2000cc or less and they race for 2000 seconds, hence the 2K. Safety enhancements are encouraged but no modifications are allowed; if it's not factory it's not on. OctoberFAST! was a 1 ½ times points round so a good number turned up to race on Saturday and try and get an edge in the series.

By the end of qualifying, there were 47 2K Cup cars left, one more than the track limit of 46. The Class Coordinator Mark Mallard promised that if one more dropped out they would amalgamate the last two 33 minute races with the remaining 46 cars and go home early. It sounds mean but with the time lost at the start of the day this was just the news I wanted to hear. When a Honda broke there was a collective fist pump and we were back on track. And the sight of that full grid was impressive to say the least.

A clutch of rookies has revitalised Formula First, with Kaleb Ngatoa from Marton, Reece Hendyl-Cox, and Speedsport Scholarship winner Dylan Smith joining the ranks. With the no1 spot now vacated with the



retirement of Michael Shepherd there is added incentive to perform. Locals Bramwell King and Chris Symon had a mixed start, but it is a long season and the championship is not won in the first round.

Several new RX8s rolled out with the Pro7 grid, along with a couple of Series 1 RX7s and only 3 MX5s. Let's hope more join in throughout the season. There was nothing in it between Justin Allen and Tim Forster at the pointy end and the RX8s are looking more competitive all the time.

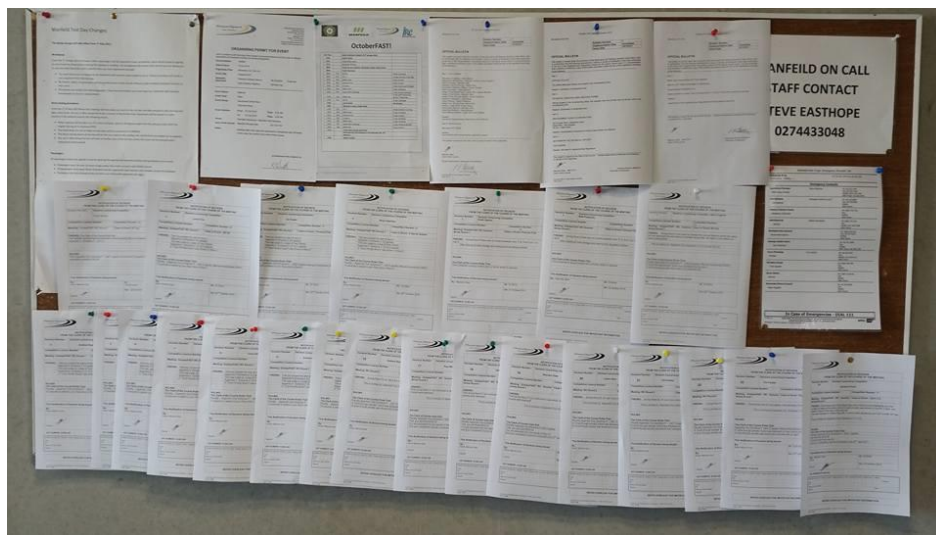
The BMW Race Drivers Series encompasses three classes, BMW Open, BMW 2 Litre with some modifications and BMW E30 with strict controls and a requirement for a WOF. There is a certain amount of cross-entering with some cars having two drivers in two different classes. The speed of the Open BMW M3 V8s impressed with Andrew Nugent and Andre Mortimer stopping the clocks at 1 min 09 secs in qualifying. The fastest 2Litre was Peter Ball at 1.19 and the E30s ranged from 1.27 to 1.31.

NZ Six had more HQs than Super Sixes, with three 'new' old cars in smart matching livery lining up with their three new HQ drivers starting their race careers at Manfeild, Dawson Chung, Lorraine Chung and Dean Foster. Sean Elder, Paul Whitcombe and Peter Rine are showing early form but a coming together in the last race had all three disqualified from the result.

Super Mini Challenge suffered a freak collapse of entries, leaving only two-car podiums for Star Car, Open and Mini Seven. Bill Robson scored maximum Miglia points because he was the only one.

K-Sport Sedans drew 14 club cars from the Manawatu Car Club and the Taupo Car Club for some racing within races. Tony Satherley won the first two but could not beat the handicapper in the third, won by Peter Edmond in the repaired Volvo 850.

Also busy was the Clerk of the Course Malcolm Glen, who warned all drivers that if they exceeded the track limits at turn 7 Pepsi Max they would earn a drive-through penalty. Many must have had their ears painted on judging by the wall of paper on the official notice board as car after car leapt over the ripple strip into naughty-boy land.



Despite the overall entries into OctoberFAST! it is clear that some classes are struggling with numbers. All I can say is thank heavens for 2K Cup and the BMWs who saved this meeting.

Only 7 Super Mini Challenge cars, 11 Super Six and HQs, 13 Formula Firsts and 17 Pro7s make sober reading when you think of the huge grids these classes used to enjoy. Unless these numbers improve it will

be increasingly difficult for clubs like ours to meet the costs of running these meetings. A better solution needs to be found to pay the way, whether it is minimum grid numbers, the cost of a grid, or a collective approach with a minimum number for the whole meeting. Whatever way you look at it we the race organising clubs are not in the business of subsidising drivers to go motor racing.

WEC PORSCHE FILE...

The 2016 World Endurance Championship series continued with the 6 Hours of Fuji race in Japan on 16th October.

The glamour LMP1 category is ultra-competitive with the Porsche, Audi and Toyota cars so evenly matched, but after successive wins at the Nurburgring, Mexico and the Circuit of the Americas in Texas, the # 1 Porsche team went to the Land of the Rising Sun with considerable confidence.

In Free Practice 1 the defending world champions were 6th fastest behind the Audis, Toyotas and their sister 919 Hybrid, but Mark Webber topped the time sheets in Free Practice 2 ahead of the two Audis. The pendulum



swung again in Free Practice 3 and it was back to sixth quickest, not the ideal build-up for the all-important qualifying session.

In LMP1 qualifying is based on the average times of the two nominated drivers, Porsche opted for Webber and Timo Bernhard who achieved a front-row grid position alongside the # 8 Audi that was quicker by two hundredths of a second.

The defending world champions had to settle for a podium finish in a race that was

controlled by the pole-winning Audi until the last round of pit stops when the Toyota driven by Kumui Kobayashi, Mike Conway and Stephane Sarrazin turned a 7 second deficit into a 13 second advantage and held on to win by one and half seconds over the # 8 Audi.

One of the few highlights of the race came when Brendon Hartley took over the wheel for his second stint on lap 183 and became involved in a great duel with Kobayashi, the pair changed positions many times before the Japanese driver pitted and refuelled for the last time without changing tyres. On lap 220 Hartley came in to change tyres and hand over to Mark Webber, but in the closing stages the Australian struggled with balance problems and had to settle for third place, 18 seconds behind the winning Toyota after six hours and 244 laps of the 4.469 kilometre circuit.

Brendon Hartley - *"I was the third driver in the car and had a pretty smooth stint. When I got back into the car I had a nice fight with the Toyota. In the end he was in front and didn't change tyres at the last pit stop. We did change tyres and were obviously hoping to benefit from the competition's tyre degradation, but that didn't happen and we remained third. After three race wins in a row we would have preferred another one, but regardless it was a very strong race today".*

After the heartbreak of the Le Mans 24 Hour it was fitting that Toyota won on home soil on the track in the foothills of Mount Fuji.

With their # 2 Porsche finishing fifth, championship leaders Romain Dumas, Neel Jani and Marc Lieb have had their lead reduced to 23 points, while in the manufacturer's standings Porsche has increased its lead over Audi to 59 points with two races to complete the season in Shanghai (6 November) and Bahrain (19 November).



The big story in the WEC was the announcement that Mark Webber would be retiring from professional motorsport at the end of the series.



Mark Webber's stellar career began with motorcycle racing, karting, Formula Ford and Formula Holden in his homeland before moving to England where he continued to race Formula Ford before moving into Formula 3 in 1997. However his team struggled financially and the saviour came in the form of Australian rugby legend David Campese who helped him complete the year. Irrespective of the category in which he raced Webber met with significant success which led him to being approached by Mercedes-AMG to compete in sports car racing.

He signed as an official Mercedes works driver for the 1998 FIA GT Championship partnering Bernd Schneider, the pair finishing runners-up in the series behind their team mates. Webber returned the following year but left after his car flipped twice at very high speed on the Mulsanne Straight prior to the Le Mans 24 Hour race - once during practice and again in the pre-race warm-up. The team's other car flipped in the same place five hours into the race and the MB engineers finally acknowledged that the CLR's had an aerodynamic fault - not surprisingly Mercedes shelved their programme while Webber reconsidered a return to open wheel racing as it could be safer!!

The next move was to European Formula 3000 which led to a taste of Formula 1 with a two-day test for the Arrows team, and later in the year a three day evaluation test with Benetton which earned him a test driver role for 2001. During that season Webber finished runner-up in the Formula 3000 Championship, was replaced as test driver by Fernando Alonso, but secured the contract with Minardi that took him into the premier single seat category.



The popular Australian made his Formula One debut in 2002 with the fledgling Minardi team that was owned by compatriot Paul Stoddard, finishing fifth in his home Grand Prix. He went on to drive for Jaguar and Williams before joining Red Bull in 2007 as team mate to Sebastian Vettel. During his F1 career Webber started in 215 races, won nine grand prix with 42 podium finishes, there were 13 pole positions and 19 fastest laps before he left at the end of the 2013 season. The following year Webber joined Porsche's new LMP1 sports car programme and has won seven WEC rounds and a second place in the Le Mans 24 Hour with Timo Bernhard and Brendon Hartley.

"It was a big change from Formula One to LMP1 and an entirely new experience. But it came at the right time for me. I found I liked sharing a car and the chemistry between Timo, Brendon and me is special and something I'll always remember. It will be strange getting into a race car for the very last time in Bahrain, but for now I will thoroughly enjoy every moment of the remaining races".

40 year old Mark Webber will remain with Porsche as a "special representative" at global events and work as a consultant on motorsport programmes for the famous company.'

"Porsche is the brand I always loved most and the one that suits me best. I will miss the sheer speed, downforce and competition, but I want to leave on a high and I'm very much looking forward to my new tasks".

So who will replace him in the Weissach based team?? Two names have been mentioned in some quarters - Englishman Nick Tandy and kiwi Earl Bamber, time will tell...

RH

MCC's WORLD BEATERS continued...

In the October issue of the magazine Bryan Hartley spoke about Project 64's Bonneville record breaking experience. As a follow-up the following is the transcript of an interview with Nelson Hartley, the driver of the World's Fastest Mini.

HOW STRICT IS THE VEHICLE SCRUTINEERING?

Like everything in America its bureaucracy driven, you have to fill out five different bits of paper. A prime example is we had a full FIA spec Kevlar race seat for the car and they weren't happy with that, what they were happy with was the cheapest aluminium seat you could buy from the parts shop around the corner. They were very strict about us using a much inferior product - they are strict in a sense that things are the way they want it, but they don't have a very good reason for it. I think that's American motorsport in general. I'm not knocking the way they do things but it's very different to the way the rest of the world does things. Every time we changed categories I had to fill out a new medical form, they already had my doctor's information but we had to do that four times and it takes hours, but that's how America works.

WAS THERE A SPECIFIC REASON FOR RUNNING IN THE TWO CLASSES?

We actually wanted to run in four to get as many records as possible, like there's potentially 500 classes that you can run at Bonneville, we could make our car conform to the rules for four classes, so why win once when you can win four times? We tried running in as many classes as we could but ended up running in three because we didn't have time to run the fourth, it just got too difficult with the logistics. We actually broke records in two classes but the third we had some paper work issues which meant we had to do it again and we ran out of time.

THE TARGET FOR THE PROJECT 64 TEAM WAS 175 MILES AN HOUR, HOW REALISTIC DO YOU THINK THAT WAS?

Extremely actually. If we had completed the last run we probably would have gone over that, it just didn't happen. We started out running in the big gas class but the gasoline we bought over there was nowhere near similar to the gas here in New Zealand, maybe it was our own ignorance or naivety. What we tuned it on turned out to be completely different avgas, it required another 100 degrees Fahrenheit to atomise the fuel and we just couldn't get it to burn. We wasted two days on that before we gave up and went straight to methanol. The beauty of methanol is that is pure alcohol with no mixtures or anything. What we ran in New Zealand was the same as we had in America, so we went straight to the Fuel class which is alcohol. We actually broke a



record running on gas with the engine limited to two thousand revs lower than it should have been and not even burning all the fuel, so I mean if we had actually got it to run properly we would have smashed that record, not just broken it. When we went to methanol we were slowly tuning the engine up because the altitude thing is so different that we actually estimate how close our tuning is going to be. So our first run was me backing off the throttle and the boost because we couldn't afford to go down the strip for 40 or 50 seconds and torch a motor because the tune was out, so we had to do it in stages. We broke the record and went to do a back-up run and I think something like a turbo line blew off because we didn't have time to test it. Another thing was that all the fuel lines blocked up and had perished over the time the car sat in Arizona, they fell to bits and that cost us

another day replacing them. So every time we got a back-up run wrong we had to do that record twice again. We were trying to get the engine tuned up but also not overdoing it on our qualifying runs so that we were in a good position for our back-up runs the next day, but the way our planning worked out meant we never got to full power. The last run we did was 166 miles an hour that was almost at full power. We then took the limiters off the rev range and upped the boost by five pounds, but at the end of that 166 run with a head wind of about nine miles an hour we had no oil pressure coming in off the track and we didn't have time to change an engine. It still had a touch of oil pressure, we went through all the filters, there were no issues, I would say that the BMC oil pump had s..t the bed at that point.

The next morning, by the one mile mark I was probably going about ten miles an hour faster than we were the day before and it was our last chance to get to 175 but at a mile and a half there was no oil pressure and you can't run another two miles in that situation, so we didn't quite make it.

THERE IS SAYING THAT ENGINES RUN AT THEIR PEAK JUST BEFORE THEY BLOW?

I don't really think that was the case. We knew what the engine was capable of and when we did 166 miles an hour we were still 20 or 30 horsepower away from where we wanted it to be. When we finally got a chance to up it, because of the way everything planned out, it was too little too late. If we go back again, which we seriously want to do, it won't be with that Mini but with another car - you can only flog a horse for so long and an old horse at that. I think we want to start a new project now and we'll take a dyno with us. Because we don't live anywhere near there it's too hard for us to tune an engine. When we are at the salt you have to queue for four or five hours just to have a run and you're not allowed to drive the car anywhere else, so we waste half a week just getting the engine running right because we can only tune it here in New Zealand. So if we take our own dyno we can cut that four days we wasted. We never intended for that engine to do more than eight runs, we ended up doing ten or eleven on it, so it was a hand grenade with the pin out the whole time. It was exactly what we expected, there was no intention of coming back with an engine intact or not worn out.

So to answer your first question, 175 was extremely realistic and early in the week we thought we might get to



180, so the 175 was realistic but a 1960's engine is just not capable of that, so what we achieved with the 375 horsepower we made out of that thing was absolutely incredible and it was more reliable than we could have ever asked for. We just had to do too many runs with it. It's a really, really old motor and I would love to go back starting with a modern engine.

I don't see anything in building a streamliner, they are too bespoke and there's not much of a marketing story for us. There's the novelty of doing it with a car like the Mini - it's huge, it's an iconic car and there's no way it should be driven that fast. There's opportunities for us to emulate that sort of thing, maybe with a modern car, I want to go back with something with a thousand horsepower that can do over two hundred miles an hour.

HOW MANY REVS WAS THE ENGINE PULLING?

I was revving it to ten, we were safe to ten, not for long but we were safe to ten. You have to remember that it was a Mini gearbox, it wasn't a special dog box or one-off made for the challenge, it was Mini gearbox and it can only handle so much load, so I had to be careful with it. We set the record at ten, if we thought we needed to we

would have gone to eleven but at 10,000 rpm it would have been doing 185 miles an hour so we didn't need any more revs than that.

THE ORIGINAL MINI RAN ON 10 INCH WHEELS, THIS CAR RAN ON 12 INCH, TYRES MUST BE A CRITICAL FACTOR?

No one makes tyres that are rated for that sort of speed so that was another challenge. One of the hardest things was other people competing in the same categories who chop the roof, extend the length of the bonnet and put proper race wheels on because it's allowed. We chose to have our car looking like a mini because that's part of the adventure, taking a car that shouldn't go that fast. We could get a tyre that was rated to 150 miles an hour. Last time we went we did use a 150 mph tyre but it was starting to bulge like eggs or golf balls out the side of the tyre, so they were starting to fail. So what we did was have the tyres shaved down to take some weight out of them and it gives you about another twenty five miles an hour so we were good for 175 on the tyres and we would have been happy to go a little over that.

THE SALT FLATS ARE A VAST FEATURELESS EXPANSE, AS THE DRIVER DO YOU GET THE TRUE IMPRESSION OF SPEED DURING A RUN?

Not really. You know how fast you are going because the car starting to walk around, you're turning the steering wheel something like 20 degrees off centre just to keep it straight so you know you're faster than you should be. It's not like running up hard against a concrete wall or tyre barrier or something, you don't really get that sense of speed but in saying that the Mini accelerated pretty quick so bystanders really got to see how fast it was. It really is a big wide open space with few reference points other than the cones and markers. We're not doing the 400 miles an hour like the big streamliners are doing but we're still doing impressive speed for the car we are in, those cars are designed to do those speeds, ours isn't. I think that's what makes the story so incredible.

WHAT WOULD MINI DESIGNER ALEC ISSIGONIS HAVE THOUGHT ABOUT THIS?

Who knows? Most people who are into minis think we are crazy because they know that the cars aren't stable at that speed. It was cool though and part of the achievement.

BRYAN AND YOURSELF MUST BE VERY PROUD THAT THE MINI'S ENGINE WAS DEVELOPED AND BUILT AT HARTLEY MOTORSPORT?

I guess, but that's what we do for a living and I like to think that we are good at it. We don't get many opportunities to go all out on a project because most engines are built to a set of rules. This was as well but the rules we set were that it was a mini engine and it had to be under one litre to fit into the category. Otherwise we could go about it whichever way we wanted. I still think we could have spent more time developing it but where do you draw the line for one project? That's why I'm keen to go back knowing what we know and start with a fresh look on a modern engine with a lot of power. I think that's where our skills definitely lie, we are pretty good at what we do and we want the opportunity to make something go quite fast again.

FOR NESLON HARTLEY WHAT'S THE NEXT CHALLENGE?

To get some work done and go racing at the speedway this year. I really want to go back to Bonneville, the whole team do, so we are looking for opportunities for another project. Our first port of call would be to talk to Mini as a company and see if they want to be involved in something. Failing that we'll see what other opportunities there are to do a modern car and take it to Bonneville. But right now we are busy at work...

RH



REMINDER - SUBS ARE NOW OVERDUE...

IT'S THAT TIME OF YEAR AGAIN, YOUR MCC CLUB MEMBERSHIP RAN
OUT ON THE 30th SEPTEMBER '16.

TO KEEP ON COMPETING AND TO REAP THE BENEFITS OF YOUR
MEMBERSHIP OF NZ'S PREMIERE CAR CLUB YOU WILL NEED TO
RENEW IT NOW!!!



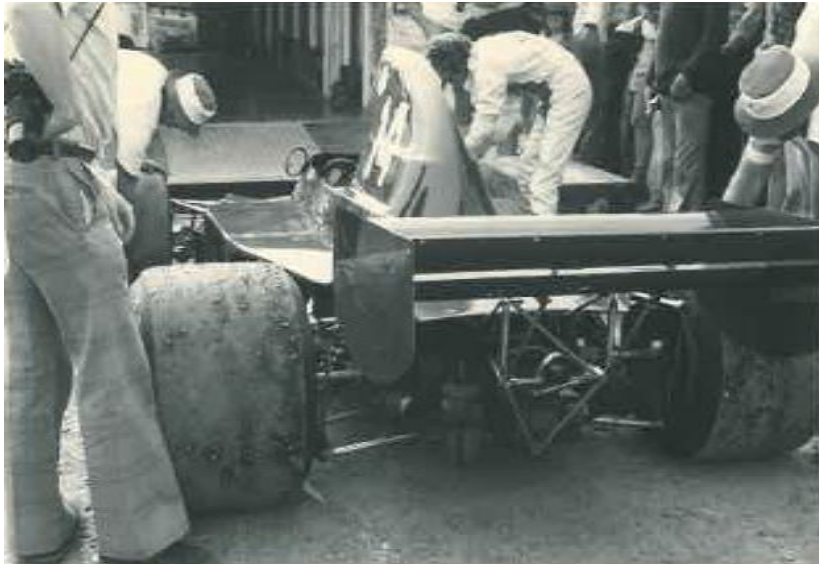
RENEW ONLINE

www.manawatucarclub.org.nz

CONFESSIONS...



By the mid 1970's the Formula 5000 cars were in their prime in NZ, however the class was being dominated by the various Lola chassis (predominantly the T332) and after the introduction of Formula Atlantic in the US as a parallel to the Formula 3 cars in Europe, it's time as the premiere formula was limited. The cars were considered dinosaurs that didn't allow young NZ drivers a natural progression to the Formulae in Europe that led directly as feeder classes to Formula One.



Fred Opert ran a Chevron B29 with a 2 litre BMW engine for Brian Redman in the 1976 NZ Grand Prix as a precursor to the introduction of Formula Pacific as the top single seater class in NZ and Australia. While this was, with hindsight, probably the best move available in terms of aligning NZ with the international scene, it was widely derided by the fans who loved the big cars (myself included).

By 1977 the big bangers were gone.



As an aside the 1976 NZGP that featured the little Chevron was one that I attended. On a track that is considered a power circuit, Redman was shut down in practice and relegated reasonably well back on the grid. The circuit that year featured a loathed chicane on the back straight which did slow the F5000 cars down, however their superior grunt soon overcame that obstacle. At the start of the first race everyone got away cleanly, and the Chevron was predictably struggling to hold its own. Imagine then the surprise of the crowd, accompanied by a collective gasp, when it shot into the lead on the back straight.



What the crowd did not see (and remember this is before big screens and in car cameras) was that Redman had simply aimed for the safety runoff gap in the chicane and driven straight through!! The effect was dramatic however!!

Needless to say the others soon caught up, though he gallantly held on for 4th place in the Grand Prix.

The 1975 and 76 seasons in particular saw a back and forth battle, the Graeme and Kenny show, between Ken Smith and Graeme Lawrence, both mounted in very similar Lola T332s. The photos to the left on both pages are from the October 1976 Manfeild meeting.



Again the interest lies not only in the cars but the background of the photos. By modern standards the facilities for our premiere class were somewhat primitive!! Compare this with the current TRS rolling roadshow and you can see how far the sport has come in terms of professionalism.

The Dunlop Transit certainly dates the pictures!! Cutting edge at the time. So too the fashions.



Next month I will begin to explore the Formula Pacific cars. While the general public did not take to them as readily as the F5000's they did provide an excellent yardstick whereby local drivers could gauge their performance against the best European and American drivers, many of whom went on to great success in the highest echelons of the sport. In this regard they took NZ motor racing back towards the wonderful years in the 1960's when the F1 drivers of the time took an off season holiday in the Antipodes.

TW

70th ANNIVERSARY OF THE MANAWATU CAR CLUB

SATURDAY 24TH JUNE 2017

KEEP THIS DATE FREE FOR A CELEBRATION BIRTHDAY PARTY AT THE CLUBROOMS.

JOIN US FOR LUNCH, SPEND AN AFTERNOON REMINISCING, CATCHING UP AND TELLING
STORIES, THEN FINISH WITH A CELEBRATORY DINNER ... AND CAKE OF COURSE

UPDATES ON FACEBOOK AND THE MCC WEB PAGE



**HAVE SUMMER SORTED
WITH OUR NEW RANGE OF
OUTDOOR FURNITURE**

- Trailers Available

- Delivery Services

- & Everyday Low Prices

**MITRE 10
MEGA**

PALMERSTON NORTH

250-270 Featherston Street
P 06 354 4087 F 06 354 4097
E trade@megapn.co.nz
Monday-Friday 7am-7pm
Saturday & Sunday 8am-6pm

Remember if you are a Manawatu Car Club Member you get special discounts at MITRE 10 MEGA. Simply present your MCC Membership Card at the checkout counter and quote our account code "MANCAR" to receive these discounts.

Please support all of our Sponsors as our entry fees would be a lot higher without their support.

WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



MULTI EVENT WEEKEND

SATURDAY AND SUNDAY NOVEMBER 5TH / 6TH

MANAWATU TOOLSHED TRACK DAY SERIES

SATURDAY DECEMBER 3RD

Entry details on www.manawatucarclub.org.nz or follow us on Facebook



KSports Sedans has been created by competitors asking us to create a class to fill a grid left by GTRNZ from the IRC race meetings this coming season as they venture forth to compete in the Premier Series.

This class has not been created to compete with existing IRC classes it is simply to offer competitors the opportunity to join a class where there vehicle may not fit in with the others in the IRC.

There are 2 rules:

1. Be production based and must have factory steel A Pillar.
2. You must have some fun

Rounds 2016 - 2017

R1	22 – 23 October (Labour Weekend)	Manfeild - IRC
R2	19 – 20 November	Taupo IRC
R3	21 – 22 January	Taupo
R4	18 – 19 February	Manfeild – IRC
R5	15 – 16 April (Easter)	Taupo - IRC

Optional Round with SS2000
(Non-points round)
\$358.75 Entry Fee (incl H & S Levy)

3 – 4 December – Hampton Downs

Class Groups

G1	Under – 1600cc
G2	1601 – 2200cc
G3	2201 – 3500cc
G4	3501 – over

There will not be a minimum grid requirement.

Entry fee will be \$330.00 per round, no class membership required.

A trophy and prizes for each class group will be presented at the end of the season.

Contact - Chris Coleman for information. 07 8479784 – Mel 0274336517 / Chris 0274989880

Face Book <https://www.facebook.com/ksportssedans/> **Web site** www.ksportssedans.com/

WINNERS – 2015-2016



Anton Bryant 1st Overall



Peter Edmonds 2nd Overall



Robert Wallace 3rd Overall



Events Calendar

NOVEMBER 2016

Friday 4 th	Manfeild Park Public Test Day, competition cars and bikes
Saturday 5 th	Multi Event Weekend plus Manawatu Toolshed Track Day Series Round 4. Circuit Sprint and Night Trial
Sunday 6 th	Multi Event Weekend. Motorkhana and Sealed Autocross followed by prize giving
Thursday 10 th	Ultimate Trackdays
Friday 11 th	MG Sound Classic Race Meeting Practice day – entrants only
Saturday 12 th	MG Sound Classic Race Meeting
Sunday 13 th	MG Sound Classic Race Meeting
Friday 18 th	Manfeild Park Public Test Day, competition cars and bikes
Saturday 19 th	Playday on the Track
Sunday 20 th	Victoria Motorcycle Club Track Day
Sunday 27 th	Surgery Sprints Round 5

DECEMBER 2016

Saturday 3 rd	Manawatu Toolshed Track Day Series Round 5 Final and Prize Giving – Manawatu Car Club
Friday 9 th	Manfeild Park Public Test Day, competition cars and bikes
Saturday 10 th	Suzuki Series Test Day – Entrants only
Sunday 11 th	Suzuki Series
Sunday 11 th	NZ Drift School (Back Track)
Friday 16 th	Manfeild Park Public Test Day, competition cars and bikes
Saturday 17 th	Manfeild Circuit Tarmac Club Rally – Manawatu Car Club
Saturday 17 th	Manawatu Car Club Rally Prize Giving (Xmas Party at the Clubrooms TBC) – Manawatu Car Club
Sunday 18 th	Manawatu Car Club Summer Race Series - Round 1

JANUARY 2017

Sunday 22 nd	Manawatu Car Club Summer Race Series - Round 2 Taupo (Wellington Anniversary Weekend)
-------------------------	---

FEBRUARY 2017

Friday 10 th	NZGP Test Day
Saturday 11 th	NZGP
Sunday 12 th	NZGP
Friday 17 th	IRC Test Day
Saturday 18 th	IRC
Sunday 19 th	IRC

Come Racing With Us