

Manawatu Car Club Inc

MAGAZINE

APRIL 2017



Something for Everyone

EDITORSPEAK...

I must say I'm personally pleased to see that the committee debate, and ideas floated in the magazine a couple of months ago regarding driver training, have been put into action. With such positive feedback from that process the committee have formalized a workshop and buddy system for those keen to make the most of the club's resources. And we have an incredible resource available, with so many competitive drivers (including National Champions) within the Club, in all facets of the sport. I hope it all works according to plan as concentrating on encouraging new members to join, and then ensuring we retain them will ultimately be of huge benefit to the club, as well as motorsport in the greater Manawatu region.

Tying in with the above, I read with interest the announcement of the first recipients of the Hayden Paddon Scholarships. This programme aims to help rally competitors at all levels move forward and progress within the sport. Haydon has worked extremely hard to get to where he is, and it is all credit to him that he is putting something back into the sport here. He has, obviously, had a huge amount of support (both privately and commercially) however he has made the most of opportunities presented to him, and as a role model and NZ sporting ambassador he is among the top echelon. He is quietly and determinedly creating a positive influence on the profile of NZ rallying, something that other sporting "heroes" that chase a leather ball around could do well to emulate.

We are still considered a minority sport (despite the fact that more people actually watch motorsport than rugby, and the WRC Rally of NZ was the biggest single sporting event held in NZ on a regular basis) and keeping a high profile within the Manawatu community is something your committee work very hard to achieve. Again, this is something that members can help with. It can be as simple as telling everyone you meet what you get up to at the weekends on the racetrack that is!! After all, word of mouth is the best advertising.

On a totally different topic, I mentioned last month about the wonderful array of cars at the Ellerslie Car Show, and in particular the fact that I didn't know until then that there were any Matra Djets in NZ. I had an email subsequently from Brian Jardine informing me of the owner, who services the

delectable Renault Alpine A110 that Don Webster campaigns in the Targa, and the fact that he had imported the car a number of years ago. A full nut and bolt restoration is fairly well advanced judging by the state of the car when I saw it. These little cars are interesting as they were the first mid engined production road car in the world.



Introduced in 1962 some 1700 were built over a six year period. With a fibreglass body bonded to a steel chassis, and with fully independent suspension and disc brakes on each corner, these 600kg lightweights made the most of the 1100 and 1300 Renault engines used to power them (and Gordini bits could be used to make them even faster).

Similarly it's interesting to see how the value of classic and other highly collectable cars has climbed so fast over the last few years. Those with far deeper pockets than I seem to be investing in actual "things" such as cars, art, jewelry, property etc, that can be appreciated and/or used rather than other forms of investment. The returns are at least on a par with more conventional investments and in some instances clearly above. Recent sales of a 1989 Mazda 767B at US\$1.75 million, a 1977 Porsche 934/5 at US\$1.375m and a 1935 Aston Martin Ulster at \$2.0 million UK pounds must be great news for vendors, however I fear the trend might be a double edged sword. The other side of the sword is the danger that many of these priceless cars, including the many race and rally cars, will disappear from public view as their owners grasp what an appreciating asset they really are at the moment. Let's hope that those with the money to buy them will actually use them in the manner that they were created for rather than stockpile them in a nice car cocooned garage. The NZ dollar being so high versus the Pound and the Euro has led to some great opportunities, and the resulting influx of interesting cars, including ex BTCC and ETCC race cars, into NZ is a real positive for the motoring aficionados here.

I have continued to raid my photo archives to provide a link to the Clubs past, though the content will be a little more eclectic than the "Confessions" series. Expect to see more club level competitors, though I will attempt to write some articles on the Wellington Street Races, Rally NZ and the World Superbike Series to accompany some of the many photos I have. I would welcome any photos from our older members that you think would be of interest, especially the period from 1947 to 1970, where I have almost nothing. It is always great to see how far we have come over the last 70 years....., and how much has stayed the same !!

I have just finished reading a fascinating article by Doug Nye on the birth of full carbon brakes in Formula One. I'm sure he won't mind me borrowing from it as it is really interesting stuff. Pioneered by Gordon Murray and first used on the Brabham-Alfa T45's in 1976, they were inspired by a feature on the Concorde and the claimed weight saving of its revolutionary braking system. Murray contacted Dunlop (manufacturers of the Concord brakes) and development started with a hybrid steel disc carrying 10 carbon "puck" inserts on each side. These locked into place one against the other like a Chinese puzzle and provided the benefits of carbon with the known stability of the steel disc. There were teething problems

Carlos Pace wrote a car off when the pedal went to the floor in Austria. It was found the disc diameter had grown so much that it touched the caliper, the heat generated from this boiling the brake fluid so that the pedal simply compressed vapour with no effect on retarding the car!!



In an aircraft, the brake application is, in reality, once on landing, whereas in an F1 car it is harder, frequent and repeated. Murray set up a co-development agreement with US specialist

company Hitco to develop a full carbon rotor, and again there were teething problems. Gordon found that temperature control was critical, "we could run 60 or 70 laps with negligible wear and adequate performance and then in just 2 qualifying laps the driver might exceed the critical temperature and the material would simply dissolve. The brake would end up like a piece of ragged, floppy cloth – total scrap".

Differential expansion of materials proved a headache to overcome, leading to silver plated aerospace nuts to withstand the huge temperature changes. By 1983 McLaren was also in on the game, with John Barnard working with SEP in France. During development he recalled "with the conventional iron disc at dusk you could see the car coming into the braking area and you would just see a dull glow slowly build up, then dim slowly after the brakes had come off as the heat was slowly dissipated. With the carbon brakes you would see this orange light bulb switched on inside the wheel. It literally looked like that, the heat would build up so rapidly. Then they would come off the pedal and literally just like that the light bulb was switched off".

Nye vividly recalls the Brabham BT45 arriving hurriedly into the Nurburgring pits, front hubs apparently bursting into flame as it stopped. Gordon Murray: "the carbon disc would heat up to a surface temperature of 1000 degrees C and at that level anything that could see it would suffer. Heat radiation alone would ignite bearing seals, melt the hub grease, boil fluid in the calipers, heat the wheels and cause tyre distress"

And Nye's parting comment was regarding a poor butterfly that was innocently blown too close to the just parked Brabham with its incandescent prototype brakes. In mid-air, mid flutter, it just burst into flames.... and was gone.

Now we take the use of full carbon brakes in both racing and high end road cars as a matter of course. Yet another case of racing improving the breed??

Keep the rubber side down.

Trevor

Email Trevor at littlebarton@actrix.gen.nz

MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668

Secretary: Jeff Braid - 027 477 3337



Vice President: Tim Wilde - 0274 729 664

Your Committee:



Jeff Braid



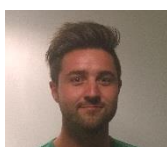
Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



Gareth Stanley



Aaron Walker



Kerry Halligan



Simon Barry

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, Russell Harris

Editor: Trevor Weir

“Easter Track & Yak”

Time: 7pm to 9pm

Date: Wednesday 12th April 2017

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

– Terrace End Carpark, Palmerston North

Special Easter get-together.

The Easter Bunny will be there

So why not join us!



Race Licences

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

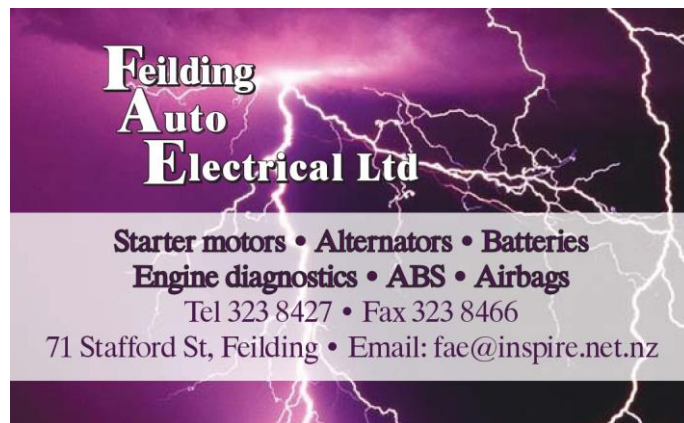
Richie Arber	027 290 0668
Danny McKenna	027 240 1291
Jeff Braid	027 477 3337
Dennis Martin	021 216 5815
Peter Edmond	06 326 9741

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 ...

There is lots of stuff happening at the Club as I sit and write this. We have the first round of the Envirowaste Clubsport Events Series happening this Saturday 1st April with the Track Day Sprints, then on Sunday we have the last round of the Mitre 10 Mega Summer Race Series. Next weekend on Saturday 8th April we have Prize Giving for the Summer Series and we will be presenting some very special awards to some of our volunteers. I urge you to come and join us on the night and celebrate our winners and show your appreciation to our volunteers. Our volunteers will dine for free thanks to a sponsor who will remain nameless. If you have won, or placed 2nd or 3rd in a class of the Mitre 10 Mega Summer Race Series you are expected to attend this Prize Giving Dinner to accept your award, I will be giving you a call to confirm your attendance. We have Andrew Stewart from Mitre 10 Mega attending the dinner to hand the awards out so please show your appreciation by being there to accept them.

Jeff Braid is hard into doing the regs for the forthcoming Winter Race Series and we are finalising the sponsors for this series as we speak. What I can say at this stage is that Huw and Kathy from Feilding Auto Electrical will once again be the naming sponsor for this great series. Thank you Huw and Kathy for your continued support.



The Committee that is organising the MCC's 70th Birthday celebrations is also hard at work finalising a myriad of things to do with this celebration, many a late night has been had in organising this but the hard work will most certainly be worth it I can tell you. The dinner will be a relaxed affair with many a story told I am sure.

We have had to change the date of the event to Saturday 1st July. This is for a couple of reasons, but none more so than if we had kept it on the original date this would have been only a week before the second round of the Feilding Auto Electrical Winter Race Series so the feedback that we had was that some people did not want to travel from other regions outside of the Manawatu two weekends in a row, with the change in date to the 1st July people from outside of the region that will be racing can come and test / practice on the Saturday, stay Saturday night, attend the dinner, and then race on Sunday... it just makes sense really...

We are planning to have an online booking system up and running through our MCC website soon, but in the meantime if you would like to reserve a seat or two please see the advert for the 70th Birthday Rev-Up, as it is being called, on the very next page. Please be aware seats are strictly limited to 150.

On the same day there will be an open day at the MCC Clubrooms from 11am – 4pm, we will have all of our memorabilia on display for you to look through and there will be pictures and videos running from the early days as well as from some of the latest race meetings / functions. There will be food served throughout the day, so if you have not been to the clubrooms in a while please make sure you pop over and have a look.

Richie



Where: Manfeild Stadium Upper Suites - 6pm

Dress: Smart Casual

Cost: \$65 per person - includes a Gift Bag, 2 Course Dinner, Wine on the table and plenty of laughs. A Cash Bar will be operating.

Reserve your Early-bird Ticket now by emailing:

richie@trgroup.co.nz

Or phone: 027-2900-668

MANAWATU CAR CLUB 70TH BIRTHDAY REV-UP 1st JULY 2017

www.manawatucarclub.org.nz

PROJECTS AND CLUBROOMS...

Well it has been a busy couple of week as the clubrooms. Thanks to our good friends Warren Dunn from "eHaus" and Jonathan Hogg from "Max Tarr Electrical" the Archives Room has been fully relined, rewired and repainted and new lights have been installed, to say the room has come alive is an understatement!

Last Saturday morning I cleaned out the trophy cabinets and moved them into the Archives Room. I cleaned the insides of all of the cabinets and then set about putting the trophies back into them in a bit better order than they were. Now you can see clearly every single trophy we have! On Wednesday night Jill Hogg and I moved all of the Archives that still need to be sorted into the room and we will set about going through these over the next few weeks. We will also be looking to source some more display cabinets to house all of our archives to make sure they are kept in good condition so that generations to come can enjoy looking at them.

We have sourced a couple of what we think are very important pictures that depict the start of the building of the Manfeild Racetrack and of the Clubrooms, we are looking to get these blown up to a size that will cover a good portion of the two walls that we will not be putting any shelving against. These two photos will hopefully give the room a true "wow" factor and will instantly remind you why it is so important to preserve the history of any club.



A huge thank you once again to Warren Dunn of “eHaus” and Jonathan Hogg from “Max Tarr Electrical”. The speed at which you guys got the work done and the professional level to which it was done to is truly appreciated. Make sure you support these two awesome privately owned (by MCC Club Members) businesses!

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eHaus  TM
design for sustainable living

Richie

Re-Gassing the Nissan Terrano...

Why would you want to Re-Gas anything, isn't the idea to get rid of the “Gas”? Well after a nice hot Indian Curry the answer would probably be yes but in this case our Nissan Terrano FIV was a little short of Air-Con gas and was leaving our First Intervention Crew a little hot under the collar. So the great team at Palmerston North Automotive gassed her up free of charge and now she is blowing cool air again.

Thanks Guys!!!



Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Jacquie Mannes

BORN: Yes I was.....Although sometimes I'd like to believe I was found in the cabbage patch.

OCCUPATION: Jack of all trades or Timing B*tch depending on the time of day

RACE CAR: I wish.....

EVERYDAY DRIVE CAR: Mitz Cedia

DREAM CAR:

1940 Willies Pickup (happy if it has to come with a male owner)

YOUR BEST MOMENT IN MOTORSPORT?

Going for a hot lap with Spence. It's amazing how much those belts move going into the corners, thought I had done them up real good

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

NZ Netball Player - Bernice Mene, because she was just the bestest defence for the Silver Ferns (yes she is younger than me)

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

Billy Connolly, Don Henley and Prince Harry

WHO WOULD YOU PLAY IN A MOVIE?

Jennifer SaundersAbsolutely Fabulous Darlings

THREE WORDS THAT BEST DESCRIBE YOU...

Perfectionist, loyal, and I'm sure I've heard Grumpy

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

A Mustang Fastback, and I'll let you make up your own minds as to why.....

WHAT IS YOUR SECRET VICE?

Not so secret but I love to bake and share that baking..... yes Richie I know you love Banana Cake

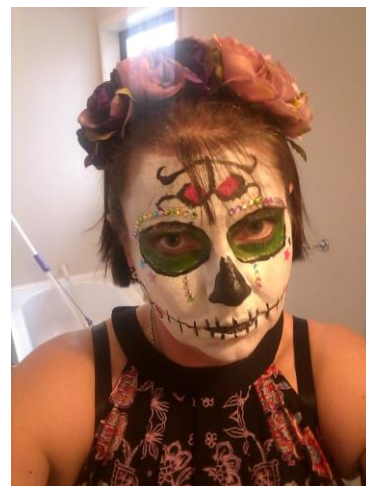
PEOPLE WOULD BE SURPRISED TO KNOW THAT...

That I play squash in my spare time, yes I do have spare time (sometimes) and I can sew

FAVOURITE QUOTE...

Discipline is just choosing between what you want now and what you want most

N.b. The picture of Jacquie above is not one of her on a bad make-up day, it is from a recent Halloween Party... just in case you were wondering!



Champion co-worker. Success breeds success and can have a great flow-on effect with other people. The name of Christian Hermansen is best known in speedway circles, a young driver whose career began on the Palmy oval driving Ministocks before graduating to Minisprints. Christian is enjoying a stellar season, winning the New Zealand Championship at Upper Hutt to switch from his regular # 48 to "1NZ". He backed that up with victory in the New Zealand Minisprint Grand Prix at the Huntly track. A good mate of Nelson Hartley, Christian works at Frog Parking and could offer advice to Lydia Arber who works a few desks away. But, it has to be remembered that there's a massive difference between racing on a clay oval speedway track and the black stuff...



Fabulous 'Fabs'. English-born Fabian Coulthard has been a MCC member for many years and is doing the club proud in Supercar racing. Last year 'Fabs' finished 12th in the Virgin Australia Supercar Championship, but must be confident of a higher position in the standings after a great start to his 2017 campaign at the Clipsal 500 on the streets of Adelaide. He qualified second behind Shane van Gisbergen in the Amor All Top 10 Shootouts for both of the 78 laps (250 km) races, finished second 15 seconds adrift of the 'Giz' in the Saturday race and placed fifth in the Sunday race with SVG and Scott McLaughlin finishing one-two. In the championship standings SVG scored a perfect 300 points with Coulthard ending the weekend with 249 points to be second on the table. It was a very good weekend for the kiwis, and our man is looking good. Round 2 of the championship is the Tyrepower Tasmanian Super Sprint at the Symmons Plains Raceway on 07/08 April...



Famous race number. Often race numbers are associated with specific drivers, probably the best known examples in this country are Kenny Smith # 11 and Graeme Lawrence # 14. Across the Tasman "05" will always be the most recognised thanks to the great Peter Brock, while "17" carries a very strong link to Ford hero Dick Johnson. In the 2017 Virgin Australia Supercar Championship it's carried by Scott McLaughlin on the Shell V-Power DJR Team Penske Ford Falcon. Its 28 years since a Ford carrying #17 won the Australian Touring Car Championship, so can the hugely talented Kiwi break the drought...

New very young gun. Perth teenager Alexander Rullo became the youngest driver in Supercar history when the 16 year old competed in the Clipsal 500 behind the wheel of a Lucas Dumbrell Motorsport Holden Commodore. Ironically, the previous record holder was Paul Dumbrell, the brother of Lucas. Last year LDM won the Sunday race with Nick Percat so they have a bit of history at Adelaide. Alex also holds the record for the youngest winner of a national CAMS circuit racing event (14 years old) but didn't qualify for the new CAMS Superlicense and has a special dispensation that's reviewed on a race-by-race basis. For the youngster it was a very steep learning curve in an incredibly unfriendly environment with absolutely no room for error. He may have been two and three laps down respectively at the end of the two races, but most importantly, he finished...



Four decimal points. 0.0001 is ten thousandths of a second, it's not very long. That was the margin between Shane van Gisbergen and Scott McLaughlin at the end of the qualifying session for the Saturday race at the Clipsal 500. A 3.2 kilometre lap with clipping/bouncing the many kerbs and chicanes. 1.19.7806 and 1.19.7807, so close to a dead heat...

New role. Craig Baird is the new man in the hottest seat in Australasian motor sport. The very experienced kiwi driver has taken over the role of Driving Standards Observer/Investigating Officer for the 2017 Virgin Australian Supercar Championship, replacing Jason Bargwanna who held the position for the past three years. It's a role that requires very big decisions to be made that can influence the outcome of a race or the championship. No pressure then...

Kiwi heavyweights. In this year's Oz Supercar Championship there are nine drivers who weigh 80 kilograms or more, and three of them are from our side of the Tasman. Garth Tander, Jamie Whincup, James Moffatt and Fabian Coulthard tip the scales at 80 kgs, the readout for Chaz Mostert and Craig Lowndes showed 83 kgs, one kg less than Scott McLaughlin. Jason Bright weighs in at 87 kgs but the undisputed heavyweight champion is Shane van Gisbergen at 95 kilograms. However, the Aussies top the heights with Tander standing tallest at 192 cms, 4 cms more than both SVG and Fabian Coulthard. You'll feel much better for knowing all of that...



Forget Bob the Builder, it's Warren the Wizard. President Richie made very positive comment in the March issue on the rebuilding of the archives area in the Clubrooms. It must be said that the transformation is remarkable and seeing is believing. Warren Dunn and his eHaus team are masters of their trade and the completion of the room with the club's memorabilia and historic trophies is now very much closer to reality. Warren is an award winning builder who demands the highest level of quality and finish, away from the hammer and nails he's one of the driving forces behind the Historic Touring Cars and races an immaculate 1987 BMW E30 M3 in TicTac livery. Warren the Wizz definitely is the man...



High performance man shed. Christchurch enthusiast Peter Sturgeon has several cars of great historical interest. He's the man who has the ex-JPS Team BMW 635 CSi Group C car that won the 1985 Australian Touring Car Championship driven by Jim Richards, alongside the black beauty is the CiBieEmme team E30 M3 Bimmer that was raced in 1987 by Johnny Cecotto and Gianfranco Brancatelli. The latest addition to the collection is the Bastos/Eggenberger Ford Sierra RS500 that won the 1989 Spa 24-Hour race driven by Brancatelli, Win Percy and Bernd Schneider. Jim Richards is scheduled to drive the Sierra at the Silverstone

Classic Historic meeting in July. Mr Sturgeon is obviously a man of impeccable taste...

Kiwi domination. There were 10 rounds in the 1985 Australian Touring Car Championship and New Zealand drivers won nine of them!! Jim Richards took the chequer in 7 races with lesser placings of a 2nd, 3rd and 5th, a testimony to both his driving ability and the reliability of the BMW. In that year compatriot Robbie Francevic was pedalling the Mark Petch Volvo 240T and won twice, with the solitary 'local' victory scored by Peter Brock in his Mobil HTD VK Commodore. The Aussie fans weren't happy in 1985...



Bathurst dominators. The re-union between 1977 Bathurst 1000 winners Jacky Ickx and Allan Moffatt at Manfeild's NZGP meeting had many blue oval badgers talking about Ford one-two finishes in The Great Race.

Some recollected the 1970 race result when Moffatt and Bruce McFee dominated in their factory XW GTHO Falcons, Moffatt winning by 39 seconds with the pair a lap ahead of the field, but it wasn't the first Ford 1-2 at Mount Panorama. That took place six years earlier when the Cortina GT arrived on the scene and scooped the pool in the Armstrong 500, not only were the GTs first and second, they were third and fourth as well. In subsequent years both Ford and Holden have enjoyed triffecta results to monopolise the podium, but Ford's best ever result was in that 1964 race. However, in the domination stakes Holden easily comes out on top. In the 1976 Hardie-Ferodo 1000 the Torana L34 claimed the top seven placings, three years later the Torana A9X went one better with the first eight across the line, but that top eight achieved by the superb A9X isn't the most comprehensive result in terms of domination. In the 1966 Gallaher 500 the result sheet showed the first nine places filled by Mini Cooper S 1275s, the winning car being driven by Finnish rally star Rauno Aaltonen and Bob Holden. Best of the rest was a VC model Chrysler Valiant V8, a lap behind the 9th placed 'brick' and six laps behind the winners. The diminutive Mini's record is unlikely to be broken...



Time for change. After 12 years together the kiwi rally star pairing of Hayden Paddon and John Kennard are parting company, though John will remain an integral part of the Hyundai team. Apparently a new co-driver has been in the wind for the past two years and their final event together will be Rally Finland in late July. The new co-driver is 27 year old Englishman Sebastian Marshall who has known Hayden for six years and has considerable experience in the exacting role. He was in the car with current Australian Rally Champion Molly Taylor during her European campaign and has enjoyed a close association with Hyundai for the past two years. The first WRC event for the new partnership will be the Rallye Deutschland in mid-August. The name Sebastian is associated with great success in the WRC, for the Paddon/Hyundai team it could be a good omen...



Spied at Base Ohakea. Rob Visser is a man who enjoys his motor racing, he's also a man with more than one hat. At last month's Air Tattoo that celebrated 80 years since the formation of the RNZAF he was seen wearing the hat of Dr Rob Visser, and working with the medical and St John personnel to look after people affected by the heat from the high temperatures on both days. The medics impressed by moving through the public area giving out bottles of water, it would have been very much appreciated...

Car to watch. For the 2017 MCC Winter Series Andrew Stewart (Mitre 10 Mega) has acquired the Datsun 1200 previously raced by Simon Barry. But it won't sound quite the same, out with the rice burner rotary, in with a big Esslinger four luger. What is an Esslinger? It's a 2.7 litre four cylinder engine, designed and manufactured by Esslinger Engineering in Southern California for speedway midget racing, but is also used in other forms of American motorsport including powerboating. The Esslinger was created at a time when teams had the option of two variations based on half of a Chevrolet V8 motor, one an in-line four, the other a vee-four. The Datslinger is an interesting combo and word is that Andrew will probably run in the IB Cup category, for starters anyway...



Problems in the engine room? Peter Edmond is a man with a big motor and has found that the human power plant and transmission also needs servicing from time to time. Pete had a spell in hospital and was seen coupled to a machine that definitely wasn't a dyno. The Volvo 850 steerer was in good hands to ensure he would soon be back up and running on all five cylinders. And what did he do by way of recuperation - he went back to work...

28 is back on track. It's the race number used by drivers around the world in numerous categories of motorsport, its significance to the Manawatu Car Club is that it was the number used by the Hartley brothers, Nelson and Brendon during their circuit racing careers in New Zealand. While Brendon competes on the international stage, his older brother has been busy in the workshop extracting more power from race engines, but the call of a bitumen surfaced track has seen Nelson return to kart racing in the premier KZ 2 class. He last competed in karts 11 years ago and his weapon of choice is powered by a very serious piece of kit, an Italian TM 125cc water cooled motor that develops 50 bhp and peaks out at an impressive 14,500 rpm. Drive is through a six-speed sequential gearbox so the driver is kept very busy changing gears to keep the engine on the boil!! Nelson says that with super sticky tyres the grip is amazing with big g forces in the corners, and adds that it's very hard on the body. There is a saying "no pain, no gain"...

Happy birthday Ferrari. 11 March 2017 marked the 70th anniversary of the day that first car carrying the famous cavallino rampante badge was driven out of the gates of the equally famous Maranello factory by Enzo Ferrari himself. On that date last month the Ferrari Owners Club of New Zealand became the first FOC in the world to celebrate the occasion. Appropriately, seventy cars made the pilgrimage to Wairakei for a weekend that included the unveiling of the new limited edition LaFerrari Aperta by Herbert Appleroth, the CEO of Ferrari Australasia. It's a car with a level of performance that would satisfy most drivers with 0-100 in under 3 seconds, to 200 in under 7 and 300 in 15. "70 years of Emotion" doesn't come cheaply with a multi-million dollar price tag and all two hundred and nine cars are pre-sold. If you missed out check Trade Me from time to time, you might get lucky...



Happy birthday Jeff Braid. Jeff wears a number of hats for the club, all with a great level of enthusiasm and expertise. His birthday was celebrated in less glamorous style than Ferrari's 70th because it coincided with the MCC Committee meeting on 15th March at the clubrooms. The unveiling was a rather delicious chocolate cake, what better way to celebrate the occasion...

Thought - Don't go through life as a bystander...

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 – Wednesday 12th April @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North

LATE NEWS...

Third time lucky? Teams contesting the 2017 FIA World Endurance Championship have had a late date change for the traditional official pre-series prologue. The event was originally scheduled to be held at the Paul Ricard circuit in France before being transferred to the Monza track in Italy on the weekend of 24/25 March. But that didn't happen in the country that is the most passionate in the world about its motor racing. The reason - the testing clashed with the visit of Pope Francis to the Italian city. So the two-day tests were moved back another week to 01/02 April, just two weeks before the opening round at Silverstone in England. Pope power ruled...

Porsche's new challenger was officially unveiled on 31 March and is the third generation 919 Hybrid. Spy pictures show revised frontal aerodynamics to meet this season's new regulations. Remember that it's Porsche versus Toyota in the premier LMP1 category following Audis withdrawal at the end of last season. Brendon Hartley, Earl Bamber and Timo Bernhard will be driving the 919 carrying # 2, hopefully at the end of the season that will become # 1 for 2018...



They gave 'em a taste of kiwi. The Virgin Australia Supercar Championship teams ran in a non-championship round as part of the support programme for the 2017 Australian Grand Prix. There were four sprint race after which the scoreboard read - Fabian Coulthard two wins, Scott McLaughlin one win, Chaz Mostert one win, Ford four wins. Shane van Gisbergen's best result was second in Race 4 behind Mostert. To complete the kiwi domination Coulthard was the fastest qualifier for three of the races. When the results were added up for the weekend DJR Team Penske team mates Fabian Coulthard and Scott McLaughlin topped the overall points. Shell V-Power ruled at Albert Park...



Fame has its perks. Three years ago Dan Carter was the guest of Red Bull at the AGP and got to ride in the Minardi 2-seat F1 car as part of his weekend. Richie McCaw is now an ambassador for Mercedes Benz and attended this year's race as the guest of the German company, unfortunately a red Italian car won the race and spoiled the post-race party!! Obviously life isn't all bad news after you retire as a high profile All Black...

Lucky charm. During the Rolex AGP weekend glamour met glamour when Australian Academy Award winning actress Nicole Kidman spent considerable time in the Scuderia Ferrari garage. Was it her presence that inspired Sebastian Vettel, the strategists, the engineers and the pit crew to achieve a stunning victory and break the Petronas Mercedes domination? That question could be answered if Kidman appears at the next round, the Heineken Chinese Grand Prix on 09 April. Oldies with good memories may recall Nicole Kidman co-starring with Tom Cruise in the 1990 NASCAR stock car racing movie "Days of Thunder", very average story but great action footage...



RH



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BOUQUET...

It's a pleasant surprise to receive credit where credit is due, it's something that New Zealanders are not very good at, sadly the words "thank you" aren't in most kiwi's vocabulary.

A number of people with a long association with the club were invited to the Mitre 10 Mega Summer Series prize giving dinner on 08 April, the following is the response from Raymond Bennett.

Hi Richie,

Thanks for the invite. It is much appreciated and thoughtful, especially as my involvement in this particular race series is miniscule on the day. However it is a very important series which caters fantastically for the club members who are enjoying the true essence of our sport. It's the type of series that I started in with my road car(s) way back in the 80's (wish I still had them now!) that were uncaged and after the race weekend, got me to work during the week.

Unfortunately I cannot make this dinner as it is the same weekend as the first round of the NZ Rally Championship which is where my motorsport competition passions currently lay. In fact, this is my 21st Rally Otago and my 23rd year competing in the NZ Rally Championship.

I wish you luck for the event, although I'm sure it will go off exceedingly well. I am also humbled to think that the event is being held in the Clubrooms, a building I helped put the finishing touches to after my then-boss Doug Hopcroft and the late Alan Curtis had built it from the ground up.

Have a good one and cherish the moments of success people.

Crunch

The logo for Mitre 10 Mega. 'MITRE 10' is in white, bold, sans-serif capital letters. 'MEGA' is in a larger, orange, bold, sans-serif font. A thick white horizontal line is positioned below 'MEGA'.

PALMERSTON NORTH

“SAM SAYS” - MOTORSPORT 101 ...

So what's racing really like?

Last month I mused on how racing is a personal challenge and that you learn something every time you go out there. So far I've shared my thoughts as an individual, but what about being part of the wider racing group? It's high time I shared what it's like to be part of the posse, the cool kids, the petrol heads!

The only group I've ever really been part of was Girl Guides when I was a kid. We were in it together, we camped, we made fires, we sold cookies and we had a great time. We were all pursuing the goal of getting badges, escaping from home for the weekend whenever possible, and generally having fun. I remember keeping it a secret from the other kids at school and speaking in code to my friend who also attended. I have no idea why I was ashamed of being a Guide – it taught me life skills that I've never forgotten. I learned that you can indeed bathe in a bucket and I can light a fire and keep it going for months solely due to what I learned at Guides.

Now I'm part of a motor racing club, and I'm certainly not ashamed to talk about it and share my experiences with anyone who is interested in hearing more. There are a hundred or so members who turn up regularly to race days, as well as many more that come along to track days, autocrosses and other, non-race, events. We're all in it together and we all most certainly have a great time.

You get to know people and their cars and everyone is interested in what other people are doing. You learn from others, you get the opportunity to share your experiences and everyone is there to have a good time. Motor racing is quite an investment of time and effort and it can be expensive (if you want to go really fast) so it is a big part of the lives of those who are involved. There are families with multiple generations who race and several husbands and wives who race too, although generally not against each other. Everyone is passionate about racing, and that transfers to the track.

I've been chatting to my co-racers about why they do this. They love the adrenalin, the challenge, the speed and the sound! You get to push yourself and challenge your skill level every time you go out there. It's exhilarating! It's the noise!! It's all just great fun and so out of the ordinary, especially for the wonderful group of women I race with. We all love the fact that we are pushing gender stereotypes and we succeed in races as much as the boys do.

I was wandering around Manfeild in my race suit one day when a young girl looked at me with mouth agape. 'Do you race too?' she asked. 'Of course', I said, 'Just because you're a girl doesn't mean you can't race.' She was stunned! I was so proud at that moment to have had the opportunity to show her that girls don't have to be what the world thinks they should be – they can be anything they want to be, including a race car driver.

When we are out on the track we get just as sweaty and competitive as the boys do. We're in it to do the best we can, to feel that racing high and of course it's great if one of us wins. We do, however, race sensibly. The RS Cup is not a class that supports a win-at-all-costs attitude. We dice with each other, we hold our line, we overtake, we push ourselves and others to do their best but we don't deliberately get in each other's way or try to 'trade paint' to get one place closer to the front. This is the perfect class for beginners and those who want to enjoy racing without the fear of serious damage and injury.

I've mentioned many times that as you race, you learn. If you've been reading my column, you're well aware that the first time I raced I was so chicken and under-skilled that I stayed at the back. Then as my confidence grew I moved up the pack. Now I'm at the stage where I'm getting into dicing with my fellow racers.

The first time I was terrible! My fellow competitor's car was faster than mine on the straights, but my car was faster in the corners. I had started in front of him but he caught up to me. I saw him approach in my mirrors and I knew that he could overtake me on the straight but I could out-brake him in the corners. I told myself to hold my lines, to be aware of where he was and let him pass if he could. He passed me on the straight but I caught up to him again in the corner. I passed him. He passed me, I passed him, then he passed me and off he went. I had pushed myself to my limit in that race and I was afraid I was going to make a mistake because I was starting to concentrate more on passing that on keeping my car on the track. I was taking strange lines and behaving erratically. We were so close that if I kept it up, there could have been an accident. That's why I let him go. I went up to him afterwards and asked how I had done. He very politely conveyed that the odd lines I was taking made me unpredictable. He admitted that he was worried I was going to make a mistake and send us both off the track. I thanked him very much for being honest with me, and I agreed with his assessment. Most importantly, I took on board everything I'd learned that day and applied it next time.

I did a lot better the second time. I was dicing with a very nimble little car so this time I had the speed on the straight and he had the speed in the corners. We had a great time because I applied what I had learned the previous time, sticking to my lines and behaving predictably. We passed each other a couple of times – me on the straights, him in the corners – but in the end it was straight line speed down the long back straight at Taupo that let me get away on him.

I'm very much looking forward the next time I get the chance to challenge myself against another racer and the opportunity to feel that exhilaration once more. It's not far away now....

SAM

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PRIZE GIVING DINNER WE WANT YOU TO ATTEND!

The Mitre 10 Mega Summer Race Series Prize Giving is to be held at the MCC Clubrooms - 120 Kawa Kawa Road Feilding.

Join us to celebrate our Summer Series winners and the presentation of some very special Volunteers Awards.

- Date: Saturday 8th April
- 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.**

No Cooking required!

NO JOY FOR OUR BOY...

The Sebring 12 Hour is one of the premier endurance motor races in the United States and this year's race was the 65th running of the famous event.

It was Brendon Hartley's second race for the Tequila Patron ESM team and the weekend in Florida began well with Brendon recording the fifth fastest time in qualifying driving the # 22 Ligier Nissan Dpi.

Ironically, pole position went to one of Brendon's former Porsche team mates, 2016 WEC champion Neel Jani. Driving the Rebellion Racing ORECA Gibson, Jani's qualifying time was 3 seconds under the lap record, unfortunately electrical problems resulted in the car being retired after 609 laps.

Brendon went into the race with a good degree of confidence - *"I'm really looking forward to my first 12 Hours of Sebring, it's a race I've always wanted to do. The team has worked hard since Daytona and I remain very optimistic for a shot at spraying the champagne"*.

Last year the Tequila Patron ESM won the coveted double with victory in both the Sebring 12 Hour and Daytona 24 Hour races, the first time the feat had been achieved in 18 years. Sadly, there was no champagne on this occasion as both team cars were non-finishers.

The # 22 was withdrawn with mechanical issues after completing 158 laps. Earlier it had been rammed as it



limped into the pits during the third hour, by the Cadillac that would eventually finish third!! For the Tequila Patron EMS team it was from hero to zero in twelve months as their second car retired after only 47 laps.

Like Daytona there was a Cadillac Dpi-V.R 1-2-3 finish with 13.6 seconds separating the first two cars after completing 348 laps, the winning Caddy being a family affair with the driving combination including two sons of team owner Wayne Taylor. They had good cause

to celebrate their hard fought win as they had scored the Daytona/Sebring double.

Scott Dixon had the best result of the kiwi drivers, finishing 10th overall and fourth in the GTLM class sharing a Chip Ganassi Racing Ford GT. It was an impressive performance because the car had to start from the rear of the field following mechanical issues on the grid. For Shane van Gisbergen it was a frustrating day as he had the Riley Motorsports AMG Mercedes GT3 as high as third place, but in Hour 5 the car was retired to the garage with broken steering.

The Sebring 12 Hour has been ticked off Brendon's bucket list and it was back across the Atlantic to Europe and final testing for the 2017 World Endurance Championship in the revamped Porsche 919 Hybrid.

The first of the nine FIA WEC rounds, the 6 Hours of Silverstone, takes place at the famous England circuit on 16th April.

RH

V FOR VICTORY...

When 20 year old Thomas Randle won the 2017 Castrol Toyota Racing Series it was the first title success for the Victory Motor Racing team who ran four cars in the TRS with drivers from four countries - Australia (Randle), New Zealand (Brendon Leitch), USA (Shelby Blackstock) and Russia (Nikita Lastochkin).

In winning the coveted title Randle won only two of the fifteen races (Ruapuna & Hampton Downs) but was on the podium seven times and enjoyed a 100% race finishing record to pick up points in every start, a credit to both his driving ability and the car's preparation. But, who are VMR?

Victory Motor Racing is based in Nelson and has been involved with the Toyota Racing Series from its inception in 2004, it's the team that led Russia's Danill Kyvatt and Brendon Hartley towards Formula One.

Heading the organisation are owners Garry Orton and Guy Griffith, two men with a passion for both classic cars and the TRS, and like all men they have had a bucket list - a list that included a very strong Manawatu connection in the form of Hartley Engines and the combined genius of Bryan and Nelson Hartley.

Garry and Guy were the men behind Project 64 that had the objective of building the world's fastest Mini. The extraordinary story has been well chronicled since Nelson Hartley received a speeding ticket after being clocked at 166 miles an hour (267 km/h) on the famous Bonneville Salt Flats in a 52 year old 970 cc Mini Cooper. The ticket was issued on 17.08.16 and the Project 64 team returned home with two world land speed records, mission accomplished.

No doubt Victory Motor Racing will be seen on the 2018 TRS grid, this time as defending champions. There's also no doubt that the fertile minds of Garry Orton and Guy Griffith have another special project in mind...

RH



BONNEVILLE NATIONALS INC.	
2016 SPEEDWEEK	
SHORT COURSE	DOWN RUN
Vehicle #	Class
6488	
Date	Time
08-17-16	17:53
Location	Speed
Mile 2	160.164mph
2-1/4	166.063mph
Mile 3	166.046mph
Wind: 9mph from the NNE	
TEMP: 92.2F	HUMID: 11%
SP: 25.63in	DA: 7319ft

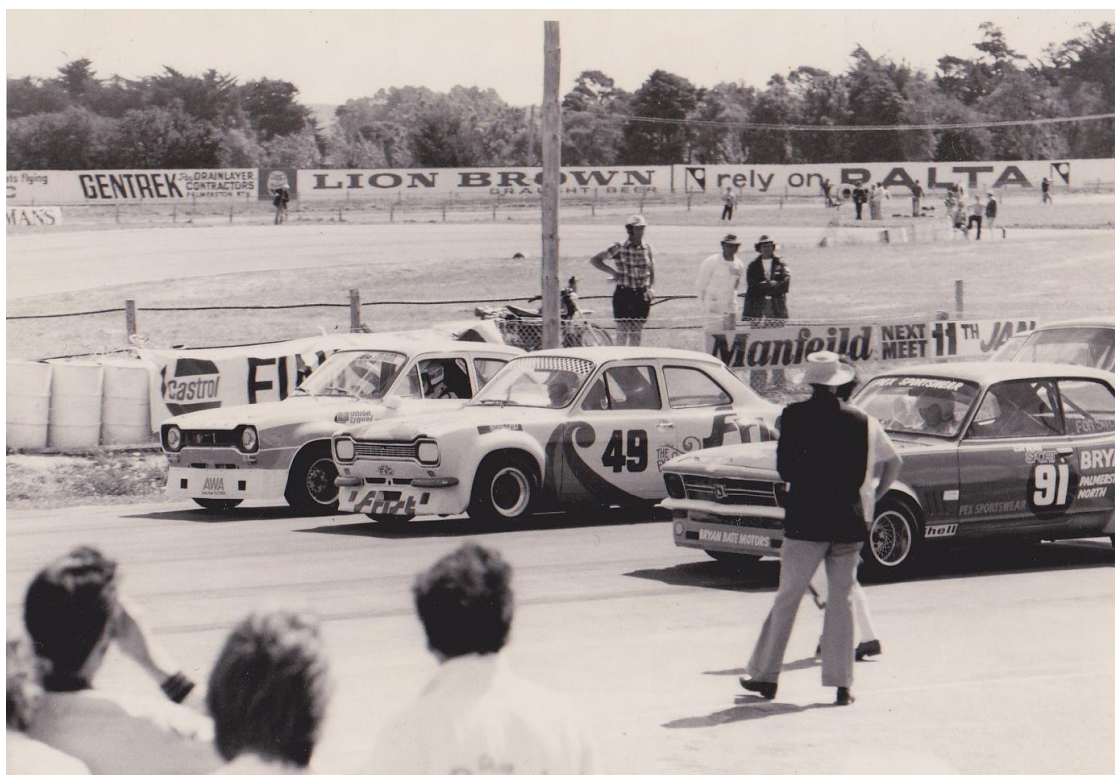
LOOKING BACK...



A mix of saloon cars from Manfeild during 1974 / 75.

Clockwise from top left;

- Red Dawsons Camaro Z28
- Pete Geoghgans Porsche 911
- Reg Cooks Datsun 1200
- the PDL Mustang
- Alan Woolfs (ex-Halliday) Escort BDA



Top – NZ Shellsport saloons about to start at Manfeild December 1975. The Torana is our very own Bryan Bate, together with the Frist sponsored Escort of Bryan Blackberry and the Dick Sellens AWA Escort on pole. The Sellens car started life as a Boreham built Group 2 race car, with the Gomm prepared shell utilizing an 1800cc BDE or 1300cc BDH engine. It ran the now famous torsion bar rear suspension with dummy plastic leaf springs, a clever interpretation of the rules. It then became Roger Clarks mount for the 1975 Circuit of Ireland before being returned to race trim. Sellens imported the car from Ford UK in late 1975.

Right – Formula Vee racing at Manfeild 1975

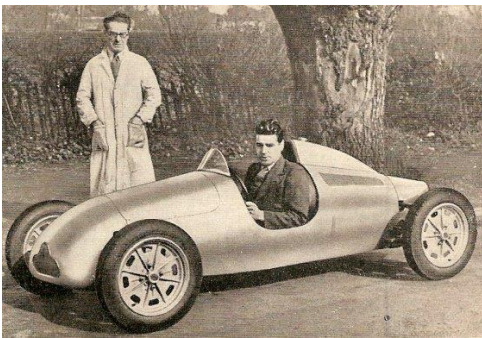
Above – the PDL Mustang again, maybe at Levin rather than Manfeild?

AHEAD OF THE WORLD...

The world of grand prix racing was introduced to a rear engine car in the mid-1930's with the appearance of the extraordinary supercharged V16 Auto Unions driven by the likes of Rosemeyer, Stuck and Varzi. The battles between the mighty German Auto Union and Mercedes Benz teams for supremacy raged at a level never seen before, and rarely since.



Post World War 2, the rear engine configuration was revived in 1946 and the cars were at the other end of the scale, competing in England's 500cc category. The best known and most successful name was Cooper, other makes included Kieft, JBS and Staride. All four makes raced in New Zealand in the 1950's powered by JAP or Norton motorcycle engines of 500, 1000 or 1100cc capacity. The formula was extremely successful as it introduced many famous drivers to motorsport, the most notable being Stirling Moss.



In 1950 Cooper decided to enter the world of grand prix racing with a modified "500", a Mk 9 with an extended longer chassis and the JAP single replaced by a 1000 cc JAP vee-twin. The car was driven by Harry Schell in the Monaco Grand Prix, the American qualified on the back row and was involved in a massive 9 car pile-up on the opening

lap, the car's racing career was over before it really began!!

Following on from their highly successful 500's, the next variation of the rear engine Cooper appeared in 1955, a sports car that featured a central driving position and was another evolved version of the 500 chassis, this time powered by the proven 1100cc Coventry Climax motor. The cars were known as "Bobtails" because of the truncated rear bodywork, several came to this country and were raced with success.



The following year Cooper fitted a 2 litre Bristol engine into a "Bobtail" and Jack Brabham raced it in the British Grand Prix at



Aintree, it failed to finish but became significant because it led to the Cooper Car Company designing and building its first true rear-engine grand prix car that made its debut in the 1957 Monaco Grand Prix. The Cooper T43 would earn a significant place in motor racing history by becoming the first rear engine car to win a World Championship Grand Prix when Stirling Moss won the 1958 Argentine race. The mould was set, Lotus followed the same path in 1960, Ferrari switched their engine position a year later, the first car carrying the Brabham badge appeared in 1962, other makers soon followed.

While these names, and others, were evolving their respective designs, half a world away in the Antipodes two New Zealanders were well ahead of them in both time and thinking, John McMillan and Hec Green who finished first and second in the first New Zealand Grand Prix at Ohakea in 1950.

When people talk about the specials that were unique to our country, Hec Green was widely regarded as the "Grand Master". His red Wolseley Special (RA1) wearing # 13 was one of the best known and successful cars of its time, similarly front engined RA2 and RA3 specials followed, but the RA4 was in an entirely different league because it was so technically advanced.

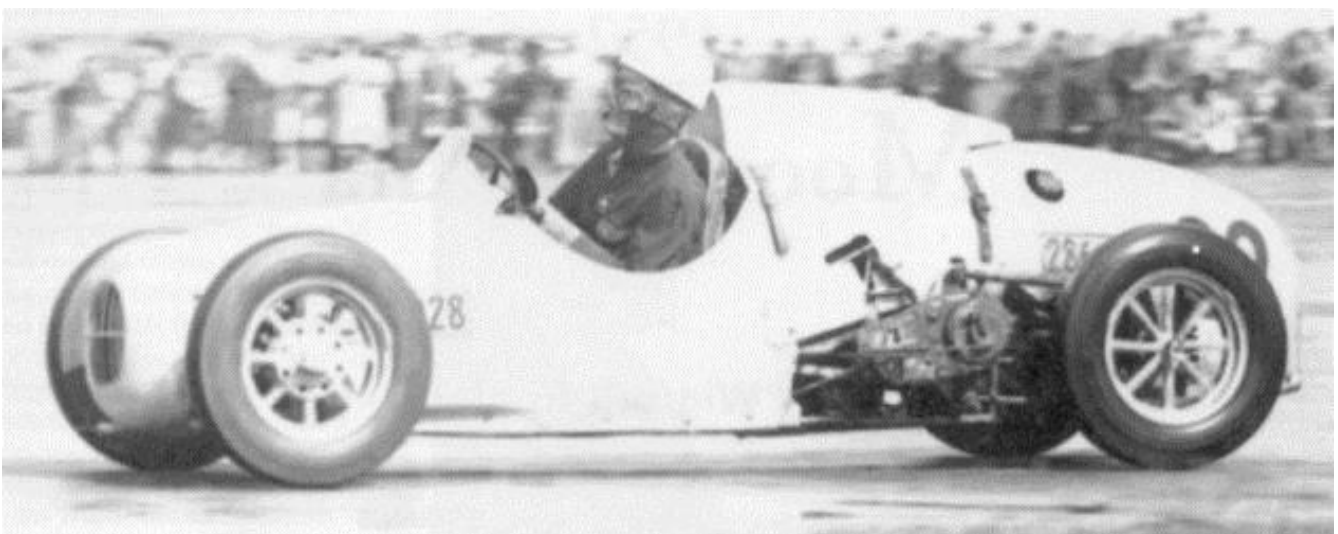
Best known as the RA Vanguard, the RA4 was a radical rear engine racing car designed and built by Green and his business partner Jack Brewer in 1951. It was powered by a highly modified supercharged 2088cc Standard Vanguard engine that drove through a Citroen ERSA gearbox and final drive, the same transmission that Cooper would use several years later. Green found it unsatisfactory so fabricated a unit of his own design. The car's front suspension was by means of "rubber bands", the rear was independent with damping through oleo struts from the undercarriage of a WW2 Kittyhawk fighter, among the many unique features was that the rear suspension featured a low pivot swing axle



system that would later be used by Mercedes Benz.

John McMillan built and drove the Jackson Special that won the inaugural grand prix race, a conventional car like many other "specials" of the time and powered by a 3.9 litre Ford V8 engine.

The Wellington engineer was a very clever man and soon came his self-designed McMillan Special that was more radical than the RA 4 in one major respect. The 2.3 litre Ford Jeep engine was behind the driver but mounted transversely in the chassis, with chain drive to a motorcycle gearbox.

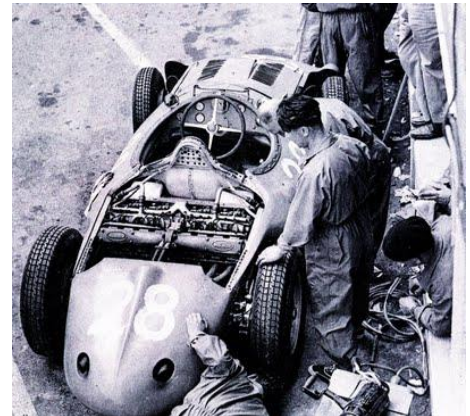


McMillan raced the car in the Ohakea Trophy Race in 1951 where it retired with overheating problems, he later placed 4th in the inaugural Lady Wigram Trophy race and 8th in the New Zealand Road Race Championship at Mairahau on the outskirts of Christchurch. The car was underpowered and for the following year the four-

cylinder engine was replaced by a 3.8 litre Ford V8, but it met with little success because of ongoing overheating problems. McMillan displayed more innovative thinking as he attempted to resolve the problem by fitting external side-mounted radiators, possibly another world first.

In Europe, Bugatti returned to grand prix racing in 1956 with a car that many claimed to be of radical design, radical because the 2½ litre straight-eight engine was affixed to the chassis in a transverse position - five years after McMillan.

The Bugatti Type 251 only raced once, in its home French Grand Prix, where it was an early retirement. Fast forward another eight years later and Honda's first grand prix car appeared with a rear transversely mounted 1.5 litre V12 engine, the complex Japanese challenger shocked the established teams by winning the 1957 Mexican Grand Prix in the hands of American driver Richie Ginther.



To the man-in-the-street, the car that brought general acceptance of the transverse engine concept was the massively successful Mini Minor that was launched 1959 and become regarded as one of the greatest car designs of all time. Over the years many manufacturers have adopted the "east-west" engine layout, including marques like Ferrari and Lamborghini - never recognised is the fact that the idea was first seen here in New Zealand, and at a race meeting at Ohakea organised by the Manawatu Car Club.

In motorsport, New Zealand has had so many creative people to salute, people ahead of their time in their thinking and creativity, people who found their own solutions and so much of what they did was achieved through the kiwi # 8 wire mentality. People like Hec Green, John McMillan, John Britten and their like have done us proud...

RH



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SUNDAY APRIL 23RD

OTARA ROAD SEALED SPRINT
SATURDAY APRIL 29TH

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



Events Calendar

APRIL 2017

Saturday 8 th	MCC Mitre 10 Mega Summer Race Series Prize Giving Dinner
Saturday 8 th	Fordell Gravel Sprint (Wanganui Car Club / Engine Room Series)
Sunday 23 rd	Envirowaste Back Track Motorkhana and Autocross
Saturday 29 th	Otara Road Hillclimb (Engine Room Series)

MAY 2017

Sunday 14 th	Pukenaia Road Gravel Sprint (Taihape Car Club / Engine Room Series)
Sat/Sun 20 th /21 st	Dual Weekend Sealed Hillclimbs Okoia Hill & Pukerimu Rd (Wanganui Car Club)

JUNE 2017

Saturday 3 rd	Test Day / Drift practice
Sunday 4 th	MCC Winter Race Series Round 1
Saturday 10 th	Tararua Rd Gravel Sprint (Dannevirke Car Club / Engine Room Series)
Sunday 18 th	Envirowaste Manfeild 4.5 km Sealed Autocross

JULY 2017

Saturday 1 st	Test Day + Drift practice
Saturday 1 st	Manawatu Car Club's 70 th Birthday Rev-Up – Manfeild Stadium Upper Suites
Sunday 2 nd	MCC Winter Race Series Round 2
Sunday 16 th	Envirowaste Back Track Autocross

AUGUST 2017

Saturday 5 th	Test Day + Drift practice
Sunday 6 th	MCC Winter Race Series Round 3
Sunday 20 th	Envirowaste Back Track Autocross

SEPTEMBER 2017

Saturday 2nd Test Day + Drift practice
Sunday 3rd MCC Winter Race Series Round 4
Saturday 9th Winter Series Prizegiving
Sunday 17th Envirowaste Track Day Series Round 2

OCTOBER 2017

Sat/Sun 21st 22nd OctoberFAST

NOVEMBER 2017

Saturday 4th Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend
Sunday 5th Envirowaste Multi Event Weekend Motorkhana & Autocross

DECEMBER 2017

Sunday 10th Envirowaste Track Day Series Round 4 (Final)



PARTING SHOT...



Chris Cowans simple but highly effective special that was virtually unbeatable as an autocross weapon right through the 1980's and 1990's. Of a simple spaceframe construction, the special used a modified VW front axle, home built rear suspension and a Nissan 1800 engine running twin carbs, with a rear radiator out in the airflow. The car was light and fast, so too was the driver !! It also proved quite maneuverable despite the longish wheelbase (though to be fair it was mostly steered on the throttle !!). Chris was also highly competitive in sprint events (tarmac or gravel) where the power to weight ratio and ability to get the power to the road often embarrassed much more sophisticated machinery.

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