

Manawatu Car Club Inc

MAGAZINE

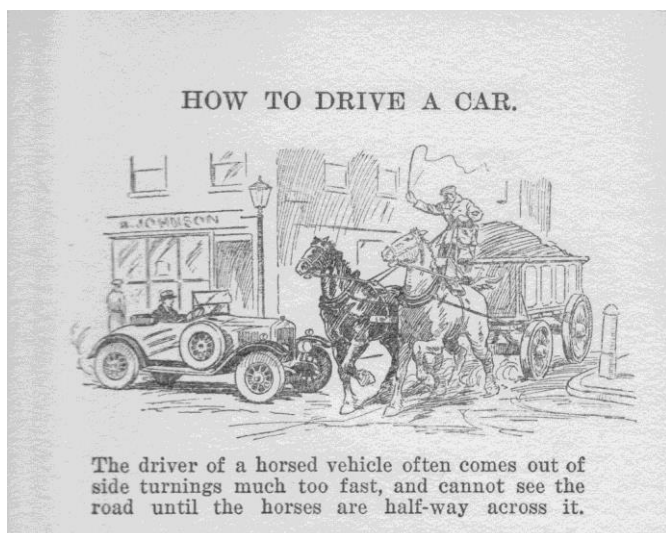
APRIL 2018



Something for Everyone

EDITORSPEAK...

I've lately been reading a "new to me" book titled "How to Drive a Car – the Nicities of Control" written by the team at The Motor magazine in the UK, sometime in the mid 1920's. It's pretty enlightening. For instance you got a licence by paying 5 shillings to the local or county council. You could then sally forth onto the roads - it was up to you to learn how to drive!! I guess that was the same here in the same period. The book deals in all aspects of driving, from the actual mechanics of controlling a (now vintage) car (hand throttle, advance/retard lever, central accelerator pedal, outside handbrake etc...) to dealing with other traffic, including trams, and policemen on points duty – does anyone else still remember them or am I showing my age?? What struck me most throughout the book was the constant call for vigilance and consideration of all other road users. This is something that could be taken onboard by many of today's steerers (I won't call them drivers simply because many are emphatically not). I know most Jaffa's complain of the traffic, but in many cases the problems are brought about by ignorant, self-entitled and discourteous knobs of both genders. As an example, merging from 2 lanes to one inevitably brings traffic to a standstill because invariably the traffic in the lane that's disappearing will wait until the last minute to merge, because they don't want to risk losing a few car lengths, resulting in cars having to stop (or almost stop) to let them in. Bloody annoying for those that anticipate the lane closure and actually merge earlier while traffic is still moving.



So my thought for this month is please don't be a dick. When you are on the road, be patient, we are usually all in a hurry however take the time to be courteous to others, smile at people (you'd be surprised how much that unsettles them!!), and generally just do the right thing. Especially if you are sporting a Manawatu Car Club sticker in the back window.

While on the subject let me tell you a little story. We live at the end of a nicely twisty 35 kms of tarmac that threads its way up from Waiuku to the tip of the peninsula. It's a real mix of a road, some bits are wide and nice and flowing, others less so as the road follows the course of the original gravel. Having said that, it is entirely possible on a decent day to travel most of the way at 100kph without unduly distressing passengers or endangering other road users (in fact it's probably easy enough to travel much quicker, though I couldn't possibly confirm that because we all know you can only do that on the circuit or a private road, don't we!!). There are some stunning views, both over the harbour and out to the ocean, and I enjoy it every time I use it. Sadly the road is also notorious for accidents, many serious, which happen with frightening regularity. I simply can't understand why so many people get it wrong. It's not a hard road to drive, and the worst corners are very well marked. The latest was a head on where a woman and her very young son were sent to hospital by helicopter – not nice, and the result of one vehicle crossing the centre line. Is it lack of basic car control, inattention, not driving to the conditions / your ability, lack of anticipation, driving under the influence of whatever, or ?? Or are we, with our increasing health and safety mollycoddling breeding stupid?? I wish I knew as, being selfish, I really don't like the idea of sharing the road with these people.

We all moan about the tourists, however I think we need to look a hell of a lot closer to home. Many of the accidents involve locals, which is a sad indictment. Do we need a different approach to the current licence system?? We certainly need more ProDrive / Holden Street Smart type programmes where hands on driver coaching is given to augment the theory, given the issues above.

Ultimately, in my opinion, it comes down to the individual taking responsibility for their actions and

sadly too few do, forgetting that their errors may just place other innocents at risk. Remember the steerers, they are out to get you.



Another plea. As club members, please remember that there is life outside of Manfeild. We have one of the best sprint series in the country on our doorstep in the form of The Engine Room Sprint Series, of which our Otara Rd is a round. While some rounds of the series are gravel there are tarmac ones too. Why not give it/them a go?? The Otara Rd venue is very friendly to track vehicles, so instead of being a roundy roundy expand your horizons and become a twisty turny!! Regs are on the website now. There are some amazing tarmac events run by our neighboring clubs and these are both cost effective and all within easy reach of

Palmy, so don't restrict yourselves. Remember seat time is just as much the key to faster laps as more horsepower is.

No doubt many of you have closely followed the Australian GP, both for Brendon's first race of the season and the Kiwi Supercars contingent. There were quite a number of MCC members waving the flag at the circuit. For Brendon it was a solid performance despite pitting early for new tyres after a brake lock-up, and later suffering a puncture and car damage, and I bet beating his team mate throughout the weekend will be morale boosting personally. On a circuit that's notorious for having very few passing opportunities, despite adding an extra DRS zone, he did well to hang on to more experienced drivers. Read more in Russell's review this month. Whilst talking about Brendon, for those of you that haven't yet read the following article, it's well worth a few minutes of your time. <https://www.theplayertribune.com/en-us/articles/brendon-hartley-formula-one-the-rookie> Bring on Bahrain in 2 weeks time.

And a note to Brian and Margaret Kouvelis. I'm sure your olive oil would be amazing on our vanilla bean vanilla ice cream. When are you competing up this way??

Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

BREAKING NEWS

The Trump administration have just announced a mandatory recall of all 4,125,801 Toyota XV10 and XV20 series Camry's sold in the United States between 1991 and 2001. While the authorities have confirmed they are aware many of these vehicles will have been lost due to natural attrition over the years, a significant number of owners are likely to be affected, many in the lower socio-economic groups of the population. Spokesperson for the US Department of Transportation, April Phoule advised that current owners on their database would be contacted within the month. Officially no reason has yet been given for the recall, however it is widely believed that the State Department have been pushing for some time to have owners declared unpatriotic citizens for their appalling taste in bland cars.



THE ENGINE ROOM

AUTOMOTIVE

OTARA ROAD SEALED SPRINT

Sunday 29th April 2018

A Round of The Engine Room Automotive Sprint Series



Bruce and Margaret Goodwin's, Otara Road, Ohingaiti
100% tarmac surface. Downhill start with a fast finish

Details at www.manawatucarclub.org.nz



Race Licences

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

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

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



NO-HANDS DRIVING is easy with wheel-less car
—roadway groove holds it on course. Electron-
ic controls would be needed only at junctions.

68 POPULAR SCIENCE AUGUST 1961

SPECIAL "Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 10th April 2018.

Place: Mike racing – 116 Napier Road, Terrace End, Palmerston North

Details: \$10 entry fee – Drinks and Nibbles supplied on the night

See further details about this exciting night later in this Magazine!!!



Events Calendar

APRIL 2018

Saturday 7 th	Transpec & GT Oils Track Day Series Round 1
Sunday 8 th	Mitre 10 Mega Summer Series Race Meeting Round 3
Saturday 14 th	Mitre 10 Mega Summer Series Prizegiving – MCC Clubrooms
Sunday 22 nd	Hawkes Bar Car Club Pattison Road Gravel Sprint Round 3 - The Engine Room Sprint Series
Sunday 29 th	Otara Road Sealed Sprint Round 4 - The Engine Room Sprint Series

MAY 2018

Saturday 19 th	Dannevirke Car Club Conoor Road Gravel Sprint Round 5 - The Engine Room Sprint Series
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JUNE 2018

Saturday 2 nd	Feilding Auto Electrical Winter Series – Test Day
Sunday 3 rd	Feilding Auto Electrical Winter Series Round 1
Saturday 9 th	Dannevirke Car Club Tararua Road Gravel Sprint Round 6 - The Engine Room Sprint Series
Sunday 17 th	Transpec & GT Oils Track Day Series Round 2

JULY 2018

Saturday 7 th	Feilding Auto Electrical Winter Series – Test Day
Sunday 8 th	Feilding Auto Electrical Winter Series Round 2
Sunday 15 th	Transpec & GT Oils Back Track Autocross

AUGUST 2018

Saturday 4 th	Feilding Auto Electrical Winter Series – Test Day
Sunday 5 th	Feilding Auto Electrical Winter Series Round 3
Sunday 19 th	Transpec & GT Oils Back Track Autocross

SEPTEMBER 2018

Saturday 4th Feilding Auto Electrical Winter Series – Test Day
Sunday 5th Feilding Auto Electrical Winter Series Round 4 (final)
Sunday 16th Transpec & GT Oils Track Day Series Round 3

OCTOBER 2018

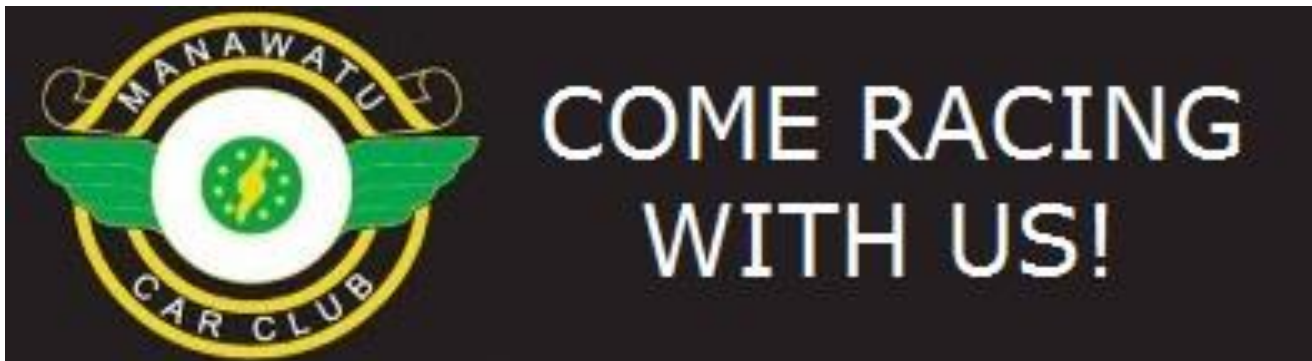
Saturday 20th OctoberFast
Sunday 21st OctoberFast

NOVEMBER 2018

Saturday 4th Transpec & GT Oils Track Day Series Round 4 /Multi Event Weekend
Sunday 5th Transpec & GT Oils Multi Event Weekend

DECEMBER 2018

Saturday 8th Transpec & GT Oils Track Day Series Round 5
Sunday 9th Mitre 10 Mega Summer Series race meeting



Manawatu's Blue Loos
Gecko
ENVIRONMENTAL 2014 LTD

0800 025 552 or 021 509 221

Mark & Rachel O'Connor

loos@geckoenvironmental.co.nz

Septic Tank Clearing & Portaloo Hire

Suppliers of Portaloo's to the Winter Series.

MCC COMMITTEE MEMBERS



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



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



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

Your Committee:



Jill Hogg



Graeme Bretherton



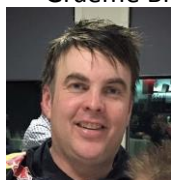
Jaron Olivecrona



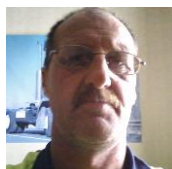
Greg Brown



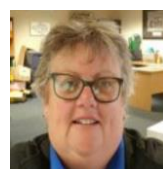
Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

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

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Happy Easter Everyone, I hope you are all enjoying the long weekend and you aren't indulging in too much chocolate..., if there is such a thing as too much chocolate. Speaking of chocolate, if you are coming to the last round of the Mitre 10 Mega Summer Race Series on the 9th April I believe the Easter Bunny may make an appearance with some treats for everyone there..., that's if she doesn't eat them all before we get there ☺

The day before the Mitre 10 Mega Summer Race Series is the start of a new Track Day Series for 2018, which we are pleased to announce will be proudly sponsored by Transpec Services Ltd and GT Oil.



This is a five round series with the final round taking place on the 8th December. Transpec Services Ltd and GT Oil are also sponsoring our Back Track Autocrosses in July and August and our Multi Event weekend in November. A huge thanks to Greg Browne from GT Oil and Warren Cleland from Transpec Services Ltd for their support. Remember these are both locally owned and run businesses so please show your support by supporting them.

Besides the above, a couple of other cool things happened in March as well. We had a special Track & Yack night on the 13th March. Jeff Braid was turning 60 later on that week so we sent the message out to as many people as we could to join us at the Rose & Crown to celebrate Jeff's pending birthday. Around 30 people

turned up and Jeff was blown away when he finally walked in the door! Yes he was a little late in getting there so we were starting to panic that he wasn't going to make it despite me talking to him earlier in the day and telling him that I needed to discuss a couple of matters and we should do that tonight at the Track & Yack which he assured me he would be at. Chrissie (Jeff's wife) was in on the game and thankfully text us to say that they were finally on their way... whew!!!

Jeff with the yummy chocolate cake that disappeared quite quickly, and with his lovely wife Chrissie and son Markku.



And look we made the front page!!!

Wow!!! Yes our much beloved and admired team of Volunteers were on the front page of Motorsport NZ's "Accelerate Magazine".

The photo was taken on the weekend of NZGP Meeting and what a cool photo it is. I believe the comment was made that we hadn't taken a photo of the team for some time, so mins later the photo you see here was organised and taken and it was such an awesome photo that ours friends at MSNZ thought that it should grace the front of their Magazine, and rightly so.

You Guys and Girls ROCK!!!

And we also made a page within the Magazine... MSNZ have launched a registration page for Volunteers, so if you are a volunteer for anything to do with Motorsport in NZ I urge you to jump on this page and register, you can do it by clicking on the below link, or copy and paste it into your address bar and hit enter.

<https://motorsport.us12.list-manage.com/subscribe?u=22f1d3a0640cd4857c5f298ed&id=15ed5513f3>

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Volunteers

in MotorSport

MSNZ VOLUNTEERS REGISTER

Volunteers – please register!

The Volunteers Advisory Commission has been tasked by MSNZ to develop a database of motorsport volunteers in New Zealand.

Commission chair Steve Collier says: "The idea is to collect detailed profiles of our motorsport volunteers who work at all levels of the sport – ClubSport, regional, national and international events.

"This information will assist us to support our volunteers in many ways – firstly, to know more about our volunteers, your age, experience, regions and volunteer roles. We'll be able to communicate with everyone quickly and efficiently via the email system built into the database we're using.

"By being part of the register, you'll be able to contribute feedback on important issues facing volunteers in our sport. You can tell us about the training you have already

received and the training you think you would benefit from receiving in the future. We can share any volunteer opportunities that we think might be of interest to you.

"We ask every volunteer, whether you're a MSNZ registered official or not, to please complete the volunteer profile form. This will help us, as the Commission, to better support all motorsport volunteers who are critical to the ongoing success of our sport."

The MSNZ Volunteers Register is separate to the MotorSport Online system (at present). Everyone who creates a profile can be assured their personal details are kept confidential in a secure database which is accessed by a limited, approved group of people. If you have any questions or concerns, please email: volunteer@motorsport.org.nz.

Please complete your profile on the MSNZ Volunteers Register now, and help us better support you and your fellow motorsport volunteers in the future.

Volunteer welfare

The volunteer team at the NZ Grand Prix meeting at Manfield in February



The Volunteers Advisory Commission has also been busy drafting a volunteer welfare policy document which has now been put forward to the MSNZ Board for discussion.

The issues of long event programmes with limited opportunities for volunteers to have a break and

events being scheduled on consecutive weekends in the same region, putting excessive load on local volunteers, have been around for some time.

"The aim of the volunteer welfare policy," says Steve Collier, "is to assist event organisers and highlight the fact that volunteer welfare must be a key focus to ensure the success of the event

for all stakeholders involved."

The volunteer welfare document covers health and safety of volunteers which impacts competitors and officials, weather conditions, staffing levels, sufficient length of time for volunteers to have a break and use bathroom facilities. ☒

WELCOME

Accelerate Official publication of MotorSport New Zealand February/March 2018

out:blank

9/03/20

Another Special Track & Yack night coming up...

No sorry not another birthday so there won't be any cake there, but there will be drinks and nibbles available and we will get to see some very cool race cars. On Tuesday 10th April at 7pm we are going to Mike Racing which is situated at 116 Napier Road in Terrace End. If you have no idea who or what Mike Racing is jump on their website page and have a look: <http://www.mikeracing.co.nz/Home/>

You will see that there are some very exciting race cars in Mike's collection, all of which we will get to see up close and personal on the night. The MCC will be providing drinks and nibbles on the night, so if you are interested in attending this night please let me know by emailing richie@trgroup.co.nz or try our new email address president@manawatucarclub.org.nz and let me know how many are coming. There is a \$10 door charge (please bring cash) which is cheap for a great night looking at some very cool cars and as aforementioned there will be drinks and nibbles available on the night. Numbers are limited so get in quick if you would like to attend...



So an exciting month ahead and a very cool month just gone. Remember there is only just over two months to the start of the Feilding Auto Electrical Winter Race Series so if you haven't already, get into giving the race car the once over in readiness for the first round on the 3rd June, there will be the usual test days on the day before to check that everything is all good for the racing the following day.

As for me well I am itching to get back in the seat, my race car build has started again after a couple of hiccups with regards to paperwork, this was sorted thanks to the team at MSNZ so we hope to have this out later in the year, health pending...

I look forward to seeing a lot of you at the first round of the Transpec / GT Oil Track Day Series and the last round of the Mitre 10 Mega Summer Race Series next weekend. Please stay safe over Easter Weekend if you are travelling...

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Justin Allen

BORN: Palmerston North 1995

OCCUPATION: Sales Rep with Ashdown-Ingram

RACE CAR: Battery Town Mazda RX7 and VZ Holden Commodore V8 Touring car

EVERYDAY DRIVE CAR: Holden Commodore SV6 S/W

DREAM CAR: Bugatti Chiron

YOUR BEST MOMENT IN MOTORSPORT? Winning the Mazda Pro7 Plus NZ Championship in 2018; it was over 2 meetings, 1 at Ruapuna the other at the Manfeild Grand Prix meeting

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? A race car driver, follow in Dad's (Huw) footsteps.

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

Mark Scaife, Peter Brock and Craig Lowndes

WHO WOULD YOU PLAY IN A MOVIE? James Bond

THREE WORDS THAT BEST DESCRIBE YOU... Grey before my time – oops that's four words

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Crawford Porsche, because it's super-fast

WHAT IS YOUR SECRET VICE? It's a secret...

PEOPLE WOULD BE SURPRISED TO KNOW THAT... I was a Manawatu Hockey representative in multiple age groups

FAVOURITE QUOTE... I borrowed this one: "To finish first, first you must finish" - Get points!



MITRE 10
MEGA

MITRE 10 MEGA Summer Series

THREE-ROUND CLUB RACE SERIES

R1 Manfeild 10th Dec 2017

R2 Taupo 14th Jan 2018

R3 Manfeild 8th Apr 2018

FREE SPECTATOR ADMISSION!




Stew Wood Photography

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

Entry Fee: \$220

Transponder hire: \$20

 **Manawatu Car Club**

ORGANISER

Jeff Braid, Secretary
Manawatu Car Club Inc
027 477 3337
manawatucarclub@extra.co.nz

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

Parting Shot update. On page 50 of the March issue the 'Parting Shot' photograph was of Graeme Lawrence on the Manfeild grid, it's since been revealed that the photo has special significance. It was the final New Zealand Gold Star race that included both Formula 5000 and Formula Pacific cars together in the same field. The Lawrence Lola T332 was in its blue and white livery but without the familiar Singapore Airlines markings, their sponsorship had ended at the conclusion of the previous season. The second F5000 in the race was another Lola T332 driven by Kenny Smith. Two of our greats who have given so much to the Feilding circuit over the years...



Foggy's 'stang. Angus Fogg's latest toy is a very serious piece of kit. The Mustang Fastback is drop dead gorgeous and goes just as well as it looks, if you were at the final round of the IRC Series at Manfeild you would fully understand. The good news is that you can have your own 'Foggy 'stang' to play with, a replica of the black beauty. In the March/April issue of 'Classic Driver' contributor Allan Dick refers to the car in his column 'Burning a Grey Pipe'. To quote - 'Angus built the car himself after importing a NASCAR machine from the US for some of its running gear. The cost if he duplicated it for a customer? Around \$470,000!' No one said motor racing was cheap, but they didn't say it was that expensive either...

Getting closer to go. A couple of years ago local ENZED franchise holder Paul Dewar went shopping during a trip to the Land of Uncle Sam, but bypassed the likes of Walmart, Kmart, Target and Coles. It was serious shopping because it required a shipping container to get his goodies home! Taking up most of the space was a genuine Ford NASCAR racer that had been driven by Team Penske hotshot Joey Lagano and a package of parts. The car has made several local 'static' display appearances where it has drawn huge interest, the really good news is that it's being prepared for track time!



Among the 'packages' were the suspension components required to convert the car from oval racing to road racing specification to make it more suitable to run at circuits like Manfeild. When the time comes, if the NASCAR Ford doesn't draw the punters, nothing will...

Skope Classic was a classic classic. It's the meeting that sets the standard for those who have a passion for the racing of yesteryear. The shame is the long-time annual event is held at the Ruapuna Park circuit on the outskirts of Christchurch which makes it a costly weekend for people who happen to live in provincial centres in the North Island where cheap airfares are scarcer than hen's teeth. Seeing photographs in various magazines is like some form of cruelty. To see both of the iconic PDL Mustangs parked side-by-side, two cars that graced Manfeild in the early seventies and will never be



forgotten. The opening round of the Archibalds Historic Touring Car Series was included in the programme at last year's MG Classic meeting with only half the number of entries that fronted for the Ruapuna meeting. The 19 strong field included the pair of ex-Jim Richards BMWs in their glorious back and gold JPS liveries, the Group C 635 CSi and Group A M3 that are owned by Peter Sturgeon and driven by 'Gentleman Jim' himself, colourful Aussie Charlie O'Brien was driving a Group A Nissan Primera, while Trevor Crowe drove a Group A BMW 635i. There was a true international flavour with cars and drivers from overseas, some are regular visitors to our shores who have never raced at the Feilding circuit. So what has to be done to get some of those South Island cars to cross the Strait to Manfeild where they thrilled huge crowds all those years ago. And why not get the incomparable Jim Richards to return for the first time in more than 40 years, and bring Leo Leonard with him...



Birthday bash. The March Track & Yak was a 'surprise' early celebration of hard working club secretary Jeff Braid's 60th birthday. The actual was 48 hours later. In response to President Richie's secret call to arms a large number of members turned up at the Rose & Crown, some possibly thinking the birthday boy had a bar tab operating. Wrong. There was a free drink, there was a birthday cake, there was great chat, it was a great night. It was so appropriate to recognise the milestone of a man who gives so much to our club. Whose birthday's next...

Where's Vern. The good Lord Verdun has been conspicuous by his absence at recent Track and Yak nights. As a result the round-the-table discussions have lacked his significant input and almost become non-events. Maybe all of our motor racing problems have been overcome? If that is the case, it's time to create some more to lure the master solver back. Or maybe he's been sneaking off to the other side of the world to advise Scuderia Toro Rosso on how to get the most out of their new STR-13 for the benefit of a prominent club member...

The overseers. Three wise men attended Jaron Olivecrona's 'March Hard Park' at Manfeild to keep an eye on proceedings - President Richie, Secretary Jeff and Man-About-Town Kester. There were two hundred and ten cars, a lot more young people than cars and not a hint of bad or silly behaviour. The overseers were most impressed with what they saw, it proved to them that the younger generation can have fun in a controlled environment while obeying the rules. Life isn't all about being idiots out there on the streets...

Happy Anniversary. If you've followed classic car racing over recent years you would have noticed a number of cars with a model name that included two highly revered letters, 'GT'. The Ford Falcon immediately comes to mind, there's been the occasional Cortina GT, untold numbers of MGB GTs and one that's probably a little unexpected, the Vauxhall Viva GT. The latter is a far cry from the boxy 1.1 litre two-door 'HA' saloon that appeared in 1963, the replacement 'HB' was visually much more appealing for starters! Along came a limited edition Brabham Viva with



enhanced performance and then the penny dropped with the engineers at Luton who realised that a small car with a significantly bigger engine could be a winner in the performance stakes. A suitably tweaked 1.9 litre four cylinder motor from the larger Victor model was shoehorned under the bonnet (inclined at an angle to make it fit), a close ratio gearbox was added, and image enhancing changes were made to the bodywork, sporty wheels fitted, with discreet badges being the finishing touch. The Vauxhall Viva GT was created and first appeared in March 1968 as a genuine 100 mile an hour road car. It was probably the car that broke the conservative Vauxhall mould and led to more high performance small models like the Magnum, Firenza and the Chevette HS that went on to become one of the great rally cars of its era. Happy 50th Viva GT...

Intruder. BMW Manawatu's showroom in Grey Street is a place where you stop and drool at the latest models to emerge from the Bavarian Motor Works. On occasions one is covered to increase the level of curiosity. In mid-March there was a vehicle sitting in the middle of the showroom, uncovered, for all to see and admire, and it was well worth admiring. The two door definitely looked high performance but wasn't wearing the famous circular badge. Shock, horror, it was a 45 year old Australian! Nothing less than an immaculate 1973 Holden Torana GTR XU-1. Further enquiry revealed that the low mileage (40,000 miles) example has been restored, has new paintwork, and is for sale with an asking price of \$120,000. So why was it in the dealership? It was traded on a new BMW M4. Back in the seventies the Holden Torana GTR XU-1 was quite a car, both on road and track. It still is quite a car...

Taking it to the people. The Hilux New Zealand Rural Games drew thousands of 'city slickers' to Palmerston North's Square over the weekend of 10/11 March, the second time the event has come to the region. There were celebrities everywhere you looked and a wide range of activities to test the skills of rural people well away from home. It was serious stuff too with speed fencing, carrying stones, speed shearing, hay stacking, tossing the caber, sheep dog trials and speed tree climbing. It was all free and there were big screens to watch what was going on. The 'townies' could have a go as well by trying their hand at milking, cowpat tossing, olive stone spitting, tree climbing, gumboot throwing and digger driving. Full marks to Toyota who seized the opportunity to 'sell' their product to those not of a sporting nature by having every model in their extensive range available for 'test drives' of fifteen minutes duration. Yup, there was something for everyone when the country came to town...



Perk of the job? Being the Chairman of the Central Energy Trust and a Manfeild Park Trust Board member keeps Rod Titcombe a very busy man, but his life isn't all work and no play. On the same day that the five NZPGA golfers were enjoying a Manfeild experience in the passenger's seat of the MIKE Racing Aston Martin Vantage, Rod seized the opportunity to be strapped into the car, but for not the normal three laps, a man of his standing got five laps! He enjoyed every one of them, the laps were hot, 15 kilometres at warp speed, so didn't take too much time out of his day...

Wrong place. Following on from last month's Grid Torque mention that for some time MCC members have not been snapped and included in the two page 'Out and About with Sue Wilson' section in the weekly Guardian newspaper. There are suggestions from some quarters (not Bondy) that the lady behind the lens is going to the wrong events. Could be right...

Remember Thomas Randle? Need a reminder? He was the impressive young Melbourne driver who won the 2017 Toyota Racing Series, the only Australian to claim the title. Last year was a busy one for the 21 year old, following on from his New Zealand campaign he raced in Europe and contested several categories including EuroFormula, Formula Renault, LMP3 and Porsche GT4, while back home there was the Queensland round of the Kumho V8 Touring Car Championship. 2018 sees Thomas staying with 'tin tops' as the sole driver for Tickford Racing in the Dunlop Super2 Championship series. In his debut outing at the Clipsal 500 meeting he was sixth fastest in the combined practice session and quickest rookie, but his first race lasted just two laps. The power steering of the Falcon FG/X failed without warning entering the infamous Turn 8 sweeper and there was heavy contact with the concrete barriers that damaged the car's chassis. Randle's weekend was over and the car was returned to TR HQ for repairs. It can only get better in Round 2...



Lots of sevens. Chris Pither had a much better weekend in the South Australian capital. In his debut outing at the wheel of the First Security PAYCE VF Commodore our man picked up two positions in the first Dunlop Super2 race to finish in 6th place. In both races 2 and 3 Chris crossed the line in 7th position after running in a very evenly matched convoy that showed how critical qualifying is. Those results meant that he departed Adelaide 7th on the championship points table, knowing he was competitive and only has to find a couple of tenths of a second to be a front row starter. Round 2 is at the Tyrepower Tasmania SuperSprint on 06-08 April and will be eagerly awaited. Boss Garry Rogers should have been well pleased with the promising start...



Very new look. The 2018 Virgin Australia Supercar Championship began with five new full-time drivers, a new Holden Commodore, new liveries and new sponsors. Of the new sponsors the stand-out was 'Milwaukee' who have gone with Lucas Dumbrell Racing who are running Cameron Waters' 2017 Pro Drive FG/X Ford Falcon for Will Davidson. For many years the American power tool manufacturer's colours have been carried by West Australian-based Monte Motorsport in sprintcar racing with considerable success, they are also involved with off-road racing and support Surfing Australia. Milwaukee is vigorously waving its flag in front of different audiences...



Two big names going head-to-head down-under. At Adelaide the most VIP of the VIPs present were Roger Penske and Michael Andretti, the legendary American team owners being in opposing camps, one Ford, one Holden. 'The Captain' is no stranger to the Supercar scene and the Penske Corporation jet has done many trans-

Pacific flights since the partnership with Dick Johnson began, for Michael the Aussie V8s are a new ball game. His involvement under the Walkinshaw Andretti Union banner with partners Ryan Walkinshaw and Zac Brown has seen the high power trio take over the former Holden factory outfit that is now running as Mobil 1 Boost Mobile Racing, the co-naming rights sponsors. In American motorsport there are no bigger names than Penske and Andretti, 'down under' the pair's involvement has brought another dimension to the Supercar Championship. The mutual respect between the two is very obvious...

Long term relationship. The eagle-eyed may have spotted that in this year's V8 Supercar Championship James Courtney's car is not carrying his traditional # 22, his Mobil 1 Boost Mobile Racing ZX Commodore wears # 25. The reason? Recognition of the 25th anniversary of Holden's partnership with Mobil 1 that began in 1984 with Peter Brock and Holden Special Vehicles. As an aside, the # 25 also has a very close connection with the Andretti Motorsport stable who run the number in their IndyCar team, Andretti Motorsport also have strong sponsor links with Boost Mobile in the USA. The best possible celebration would be re-creating V8 history and winning the coveted *championship*...



Timing system put the test. Remember the days when time keeping was done by stop watch and no one queried the times posted? One person could be operating multiple watches and had to be fully focussed on the job, it was how it was done from club events to grand prix racing. Along came the electronic era that meant a large number of volunteer enthusiasts were no longer required, a single person could run the system. Over the years the sophistication of the system has resulted in more decimal points being added to split times, identical times became extremely rare and minimised the possibility of 'dispute', particularly in qualifying sessions. Does timing came much closer than the margin that separated Shane van Gisbergen and Jamie Whincup for pole position for Race 1 at Adelaide - 84/10,000ths of a second! It would be interesting to know what hand help watches would have come up with...

And now for the news. In race guise the new ZB Holden Commodore definitely looks the part with its oversize front bib spoiler and big rear wing. If the wing was any further back it would be suspended in mid-air! The debut outing at the Clipsal 500 in Adelaide couldn't have been more impressive, making it a great weekend for the red brigade. One question deserves an answer. Why is the car's model code linked to this country's leading radio station...



Like the good ol' days. One of the best things that happened at this year's NZGP meeting was reinstating seating on the banking overlooking Turn One. For the spectators who ventured down there it was well worth the effort as it offers a completely different perspective of the racing and there's usually no shortage of action and drama. Hopefully the seating will remain in place for the MCC meetings coming up and people will be encouraged to check out the view on offer. They won't be disappointed...

Upping his game. Peter Beauchamp has taken ownership of the Subaru WRX previously owned and raced by Tony Satherley. The racer was built-up from a road car and is very very quick. Now it's a matter of deciding which category for the coming FAE Winter Series, breakouts could become a major problem unless restraint is shown. It will be an exciting new challenge for man to master machine...

Spare a thought. Kenny Smith has raced for 60 years, he has driven a wide variety of cars ranging from the initial Ford 8 Special and Austin Sevens to Formula 5000 and Formula 1 single-seaters, CanAm sports cars and just about everything in between. Each car is different, driving styles have to be adjusted, something the popular veteran found out in his one-off drive in the NZGP, the final round of the 2018 Castrol TRS. Back in the TRS for the first time in 5 years, the Giles Motorsport Tatuus FT50 was the first car Kenny had driven with paddle-shift, he found the chassis to be very stiff and the track surface in the esses quite bumpy, 'never found that before'! Familiarisation was three sessions at Hampton Downs. Reverse the scenario. How would the young guns go in a Formula 5000 without power steer, with a manual gearbox, with more power, with more weight, with less-efficient brakes and tyre grip. Kenny would quite enjoy racing with them in his kind of car...

Revealed. Kenny Smith has had very close ties with the racing careers of brothers Nelson and Brendon Hartley. In an interview prior to the NZGP weekend the 76 years old told the journalist - 'The modern cars require quite a different approach from the Formula 5000 Lola. We can chuck those cars around a bit, but these new ones you have to drive smoothly.

Brendon Hartley gave me some lessons a few years ago. They drive like they are on rails'. A nice pay back that both would certainly have enjoyed...



Often overlooked. There are two very important trophies that are linked to Manfeild, the Dan Higgins Trophy and the Dorothy Smith Memorial Trophy. In the case of the former the name goes back to the construction of the circuit by D Higgins & Sons, later Higgins Contractors. The trophy is currently presented to the winner of the first TRS race of the NZGP weekend, but in its early years it was competed for by the Formula Ford category. Always happiest being in the background, Dan Higgins gifted the trophy to Manfeild but never presented it to the winner himself. The Dorothy Smith Memorial Trophy is presented to the overall winner of Round 5 of the TRS based on championship points. Kenny's mother was probably his greatest supporter, an extraordinary lady who rarely missed a meeting anywhere in the country, and died in 2009 after collapsing at Manfeild on the eve of the 63rd NZGP. Dorothy Smith was 92 years of age. Two special trophies that honour two very special people...

A challenging time ahead. Back in February there was an impressive double for Richard Verschoor at the final round of the 2018 Castrol Toyota Racing Series at Manfeild Circuit Chris Amon. On the Saturday the young Dutchman won the Dan Higgins Trophy race, 24 hours later he took the chequer to win the New Zealand Grand Prix, a race that had the most bizarre script and was little



more than 3 kilometres from finishing behind the Safety Car before the most dramatic final lap imaginable saved the day. It was a positive step in resurrecting the career of the 17 year old who only weeks before had tasted the lows of top level racing. Last year the teenager competed in the Eurocup Formula Renault 2.0 Championship but secured only a single podium finish and finished ninth in the standings, a disappointing

outcome that resulted in him being one of the two drivers dropped from the Red Bull Junior programme. If Richard is seeking inspiration as he works towards a possible future in Formula 1 he has to look no further than Brendon Hartley who shared the same fate with Red Bull in 2010 when he was a 21 year old. Since then Brendon has shown the world what self-belief can achieve in the face of adversity. Maybe they need to have a chat...

Revealed. In a new year interview former Red Bull driver Mark Webber said 'that his former employer had contacted him for advice on his Porsche LMP1 team mate Brendon Hartley before recalling the Kiwi to its roster and giving him a Toro Rosso F1 seat seven years after it dropped him from its junior programme'. He added 'You have to take your hat off to Helmut (Marko). He looked at it and gave him a second chance. It's a different environment. It's much calmer. There would be lots of Formula 1 drivers that would love a second bite of the cherry. Not many did, but he did'. Having an Australian cobbler can be useful...

Unique sponsorship. If you've driven down Pascal Street in the last few weeks you may have noticed the 'new look' of Arena 2. The frontage is very colourful thanks to the new sponsorship from Palmerston North Airport Limited that sells the message 'Fly Palmy'. For many years the combination of Palmerston North's central geographical location and the stadiums at the Central Energy Trust Arena have been key to the city securing a wide variety of national sporting events and tournaments,



in many instances they have become annual events which has a major economic impact for the accommodation and business sectors. The move comes as part of making Palmerston North a leading sports and event hub, the bold future plans for the development of the CET complex form part of that plan. Arena 4 has long been known as the 'B&M Centre' through that company's sponsorship, it will time to adjust to recognising Arena 2 as 'Fly Palmy Arena'. Turning back the clock, do you remember the days when it was the 'Rainbow Stadium'...

IndyCars go speedway. The 2018 IndyCar season got under way on 11 March with the St Petersburg Grand Prix in Florida, but it was one of those 'good news bad news' stories for 4-time champion Scott Dixon. The bad news came first when he ran into the back of another car immediately the race went green and copped a penalty. There was no 'pit drive through', instead a speedway rule was applied whereby the driver who causes an incident/accident goes to the back of the field. For Scott it meant that at the restart 20 cars were in front of him! The good news was that his car had great pace and he was able to make his way through the field to finish in sixth place. One of those 'what-might-have-been' days...



Tyre shredder. Elon Musk has done it again with his electric powered automobiles. This time it's the sensational Tesla Roadster that has three electric motors to make it go, two at the rear and a single unit driving the front wheels axle, collectively they produce a staggering 7376 ft lbs of torque. Their power source is a 200kWh battery pack which is double the capacity of current Tesla models and is claimed to have a range of more than 1,000 kilometres. Not due for actual production until 2020, the all-wheel-drive 2+2 Roadster has a top speed of 405 km/h (250 mph) while the acceleration is literally breath-taking, zero to 100 clicks in 1.9 seconds which

makes this Tesla the first car to break the magical 2 second barrier. Okay, the supercar exhaust noise will be missing but you can always record something to play on your iPod while you're driving. On the other hand you may prefer the natural sound track of wind passing over and around the car as the speed increases extremely quickly. Each to their own...

Unusual star of the show. The 2018 NZGP meeting had its share of highlights, some on the track, some above it. There was a stunning display by the pilot flying the WW2 North American Harvard trainer from the RNZAF's Historic Flight based at Ohakea, very slow motion when compared to a jet fighter but so graceful. The 'machine' that really grabbed people's attention was the smallest at the circuit, the drone that was filming the race action from all sorts of altitudes and attitudes. Every time it took the air the crowd were fascinated by what it could do and how fast it could go, it was damn quick. These miniscule machines have brought a whole new dimension to filming sport and must save thousands of dollars in production costs when compared to operating a helicopter, and there's no noise! Naturally you need a very skilled person at the controls to get the right 'pictures' for the director and editor to put together for the programme that goes out to home viewers. Take a bow Mr Drone Pilot...



Get it right. During the television coverage of the Toyota Racing Series round at Manfeild English commentator Jonathan Green kept referring to the esses as 'Splashe'. It's been told many times that the Palmy soft drink company disappeared something like 30 years ago! So where does the commentator's information come from? In the pre-amble there were a number of shots showing the region but no mention of Brendon Hartley Drive. Perhaps it would have been appropriate to recognise its significance because he did win the first ever TRS race at Timaru and has done rather well on the world stage since then. And he does have sponsorship from a popular brand of drink...

A friendly reminder was required to remember that Brendon Hartley was not the first motorsport personality to be recognised in the Manawatu Sportsperson of the Year awards. In fact that honour belongs to Crunch (alias Raymond Bennett) and Geof Argyle who took out the Manawatu Sports Team of the Year in 1998, the year they won the National Championship together. He's been a long time sitting in the left hand seat has Crunch.

Useless information. The engine of the F-16 Fighting Falcon multi-role fighter produces up to 32,500 lbs of thrust which is enough to propel the aircraft to more than 2,400 kilometres an hour in level flight. When the pilot engages full afterburner fuel is consumed at the rate of 11 litres a second. The F-16 is very fast, but very thirsty...



Is it true that one of our Club patrons is importing a new, limited edition, Ferrari from Australia ?? Apparently so, but don't expect to see it in the Rose and Crown carpark unless said patron shrinks himself to 1:18 scale !!

Your contributions to Grid Torque can be sent directly to Russell at rwh2727@gmail.com or to Trevor at littlebarton@actrix.gen.nz



The Secretary, MG Classic Race Committee, PO Box 164, Wellington

The Sound MG Charity Classic & Allcomers Manfeild, Feilding

Sunday 6 May 2018 Supplementary Regulations Part 1

Announcement - Jurisdiction: This Meeting will be known as The Sound MG Charity Classic & Allcomers and is promoted by MG Classic Motor Racing, a committee of the MG Car Club (Wellington Centre) Inc and the MG Classic Racing Register Inc.

The Meeting will be held under these Supplementary Regulations, the MotorSport NZ National Sporting Code and its Appendices and Schedules particularly Appendix Four, Schedule Z being the Standing Regulations for all Race Meetings and Appendix Two, Schedule A & AA – Driver and Vehicle Safety Requirements.

The MotorSport NZ Permit Number is: TBA

Dates: The Meeting will be held on Sunday 6 May 2018. Official practice will start at 9.45am on Sunday 6 May 2018.

Venue: The venue for the Meeting is the Manfeild Autocourse, Feilding. The venue is 3.033 km long and the races will be run in a clockwise direction.

Officials of Meeting:	Clerk of the Course	Malcolm Glen
	Assistant Clerks of Course	Jamie Glen, Ron Robertson, Ian Bowater & Jeff Braid
	Judges – Starting, Finishing, Noise, Pit Lane Speed and Time Penalties	Malcolm Glen, Jamie Glen, Ron Robertson, Ian Bowater & Jeff Braid
	Secretary of Meeting	Paul Chipp
	Chief Scrutineer	Barry Carrington
	Accident Investigator	Mike Burnside
	Competitor Relations Officer	Naomi Bray
	MotorSport New Zealand Stewards	To be advised

Organising Committee, MG Classic Racing: Paul Chipp, Malcolm Glen, Ron Robertson, Ross Armstrong, Naomi Bray and Jim Higgins.

Timetable:

Sunday 6 May 2018

7.30am to 9.30am	Documentation and Audit – Manfeild Circuit
8.30am	New Competitors Briefing – Control Tower
9.30am	Drivers Briefing
9.45am	Practice followed by Racing
12 noon approx.	Lunch Time Rides for Cancer
12.45pm approx.	Racing starts till late.

Vehicle Eligibility:

The Meeting Organisers have scheduled races for the following vehicle classes or types.

- 1: Classics - Schedule T&C,
- 2: Allcomers - Vehicles outside of Schedule T&C
3. Historic Single Seaters and Sports Cars. Schedule K

Documentation and Scrutineering Audit will be held: Sunday 6 May – 7.30am to 9.30am at Manfeild Circuit.

Licence Requirements: The driver must hold as a minimum a C Grade Competition Licence.

New Drivers: Any driver who has not previously competed at the circuit, or competed at 3 race meetings, must indicate the fact on the entry form and attend the New Competitors Briefing session.

Competitor Understanding: In submitting the entry competitors (Entrant and Drivers) are deemed to fully understand the MotorSport NZ National Sporting Code and its relevant Appendices and Schedules. In particular:

- The National Sporting Code Articles pertaining to protests and competitors obligations, and
- Schedule Z Articles detailing Flag signals and Code of Conduct.

Scrutineering: Will be to Schedule A or Schedule AA.

Scrutineering in Wellington can be arranged by calling Barry Carrington on 0274 418682.

Log Book: All vehicles must have a log book. If a vehicle is found at the Scrutineering Audit to be technically at variance with the specifications and modifications as recorded on the Official Application to Enter Form, the vehicle may be prevented from competing, Or moved to Allcomers.

Certificate of Description: All cars entered as Schedule T & C or Schedule K (scrutineered to Schedule AA) are required to have a MotorSport issued Certificate of Description and Log Book which is to be presented at Documentation. It is accepted that not all cars entered will be required to supply a Certificate of Description.

Race Details:

The grids for each race may be split into 2 groups who will start at an approx. 10 seconds delay. This will be delt with at Drivers Breafing.

Grids may be set from the Organiser's database information.

Cars that perform faster or slower than their time group may be moved groups for the next race.

Races will be run over 6 laps or at the Organiser's discretion.

Circuit Signals: The Circuit's Approved Signal Light System shall be used for this meeting. Handicap races will be started with flags. In the event of the lights failing, flags will be used.

Vehicle Noise Emission: A maximum decibel level of 95dB(A) will apply at all times at Manfeild Autocourse. Non-complying cars will be removed from the Circuit and drivers will be given the opportunity to quieten them before being allowed to return to the competition.

Vehicle Requirements: The Organiser's reserve the right to exclude any vehicles not presented in a clean and tidy condition.

Tyres: A tyre without the legal road tread is a Slick.

Classics must have road legal tyres.

Allcomers are permitted to run Slicks.

Note – just because a tyre is DOT rated, does not make it road legal.

Fuel Handling and Storage: Competitors are reminded to ensure that they are familiar with and abide by the MotorSport NZ Code of Practice – Fuel Handling. This can be found on the MotorSport NZ website – www.motorsport.org.nz.

Note: Competitors are reminded not to store in excess of 20 litres of fuel in each pit area.

Competitor Requirements: In signing the Application to Enter Forms, drivers are deemed to fully understand the relevant articles, schedules and regulations as contained in the Current NZ

MotorSport Manual. In particular the National Sporting Code articles pertaining to protests and competitors' obligations.

Results: Provisional results will be posted in the pits as soon as possible, after verification.

Application to Enter: All Applications to Enter must be made on the Official Entry Form, and not through the MotorSport Online system and must be received by the Organisers no later than 1 May 2018.

Applications to Enter will be considered by the Organisers, who will select Applications that best capture the spirit of the meeting. Their decision is final.

The total entry fee will be \$200 including GST and MotorSport NZ fees. Please feel at liberty to add in extra dollars as a donation for Cancer.

Late entries may be accepted at an additional fee of \$40 made out to the Cancer Society or KaraHands.

Entrants who wish to drive in two cars must complete a separate Application to Enter form for each car and pay the required fee.

Entries for drivers sharing vehicles. We will do our best to fit you in but you may have to miss a race or two to make it work.

Confirmation of entry will be emailed approximately 7 days before the meeting.

Entry to the circuit for all parties is via Rata Street, Feilding and whether they are drivers or the public, will be by large gold coin donation.

The acceptance or rejection of any entry shall be at the sole discretion of the Organisers.

Further Information: Enquiries may be made to:

Ron Robertson 04 564 8389 (home phone) or 0274 439 969 - ron@mgcarclub.org.nz

Paul Chipp 0272 483 430 - paul@netclinic.co.nz

Address for correspondence: Secretary, MG Charity Classic, PO Box 164, Wellington



The Secretary, MG Classic Race Committee, PO Box 164, Wellington





MG Car Club (Wellington Centre) Inc
MG Classic Racing Register.
The Sound MG Charity Classic & Allcomers
ENTRY FORM

Date 6 May 2018

Race Number Allocated
(Please leave blank)
Preferred Race Number
(maximum 3 digits only)

Class Entered: (please tick)

Classics	Sports Cars, Single Seaters – Formula Libre	Allcomers
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Driver / Entrant Details:

Driver's Name

First Time Driver (3 or fewer events) (please tick) ☐

First Time Competitor at Venue (please tick) ☐

Foreign Participant on Non-MSNZ Licence (please tick) ☐

Physical Address

Postal Address for Entry Details

Email Address

Telephone - Home

Telephone - Business

Telephone – Mobile

Civil Drivers Licence No:

Competition Licence No:

Licence Grade: (please tick)

☐ INT C Grade

☐ C1 Grade

☐ C2 Grade

Expiry Date / /

Expiry Date / /

Financial Member of the following MotorSport NZ Member Club:
 (Name of club)

Club Membership Exp Date:

..... / /

Required for statistical purposes

This field must be completed.

Age Group (please circle appropriate): Under 19 19-25 26-35 36-60 61 plus

Date of Birth if under 18:

..... / /

Emergency Name:

Relationship:

Contact: Contact Telephone Number:

This field must be completed.

Vehicle Details

Vehicle Make

Vehicle Model

Colour

Year

Capacity in cc

Log Book No
 (All vehicles)

Certificate of Description
 (Schedule K or T&C where applicable)

Fastest Lap Time achieved at Manfeild in this car:

FOR HISTORIC OR CLASSIC VEHICLES - PLEASE COMPLETE THE FOLLOWING

1. Tick appropriate box below to confirm which Appendix Six Schedule the vehicle complies with.

2. In the appropriate box below to confirm the applicable period classification or group from the Schedule.

Schedule K Historic Single Seaters & Sports Cars

Schedule K Period Classification

Schedule T & C

Schedule T & C Group

Schedule CR

Schedule CR period grouping

NOTE: Refer to the current Motorsport Manual Appendix Six Section Three Vehicle Classification Part Two for assistance in completing this section of the entry form

1. Indemnity:

I have received the Supplementary Regulations and all other regulations or Articles as determined in the Appendices and Schedules of the current New Zealand Motorsport Manual for the event I am entering and agree to be bound by them and by the National Sporting Code of MotorSport New Zealand Inc. In consideration of the acceptance of this entry and of my being permitted to take part in the Meeting or Events detailed, I agree not to pursue claims against and (severally) to hold harmless, indemnify and keep indemnified MotorSport New Zealand Inc, its members, associated or affiliated clubs and entities, race and/or event organisers and promoters, the inviting club and entity (or entities), race circuit owners, providers and operators, owners and tenants of private property (including land, buildings and/or fixtures, fittings and chattels) traversed, or proximate to events, officials, fellow competitors, and the directors, officers, servants, representatives and agents of those entities (all together "the Indemnified Parties") in relation to all losses, actions, expenses, costs, liabilities, claims and demands in respect of death, injury, loss or damage to persons or property of myself, and/or my team (including drivers, co-drivers, passengers, management and/or mechanics) whatsoever, caused or arising out of or in connection with this entry or taking part in the events to which this entry relates, notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of any of the Indemnified Parties and/or by any other person. This provision confers a benefit on, and is intended to be enforceable by, each of the Indemnified Parties (in accordance with the Contracts (Privity) Act 1982).

2. Ability to Control a Vehicle Declaration by Driver:

I declare that should I at the time of any event this entry form relates to be suffering from any disability of any kind whether permanent or temporary which is likely to detrimentally affect my control of my automobile or my fitness to drive, I will not participate.

3. Vehicle Conformance with Schedule A/AA Declaration by Driver:

I declare the vehicle detailed on this entry form complies with the vehicle safety items set out below (as applicable) and will be presented on request to an appointed Scrutineer or Technical Officer complying at all times with the safety and eligibility requirements detailed in the National Sporting Code and its Appendices and Schedules.

Critical Safety	Non-Critical Safety	Non Safety
<ul style="list-style-type: none"> • Helmet • Head & Neck Restraint • Protective Clothing • Safety Harness • Window Net(s) • Roll Bar / Safety Cage • Seat(s) and Mounts • Fire Extinguisher • Wheels and Tyres • Brake System • Steering & Suspension Systems • Fuel Tank(s) / Filters / Lines 	<ul style="list-style-type: none"> • Engine & Transmission Mounts • Flexible Fluid Lines & Hoses • Throttle Return (Failsafe) • Engine Starter Operation • Reverse Gear Operation • Exhaust System • Oil Catch Tank(s) • Electrical Wiring • Ignition / Circuit Breaker • Battery • Lighting Systems • Brake Lights 	<ul style="list-style-type: none"> • Rear Lights / Rain Lights • Bodysell / Chassis Condition • Exterior Appearance • Panels / Covers • Doors • Windows • Wipers & Demisting • Rear Vision Mirrors • Aerofoils & Spoilers • Cockpit Construction / Fittings • Bulkheads • Tow Eyes • Ballast (Security) • Competition Numbers • Registration & WOF Labels • LVV / MSNZ Authority Card • LVV Plate • Optional Equipment

I acknowledge that where any breach of the Safety Schedule is found during a Safety Audit I will be subject to penalties under the National Sporting Code and my signature below indicates my acceptance of this undertaking.

4. Consent:

I consent to the details contained on this form being held by MotorSport New Zealand Inc and/or the Inviting Clubs for the purpose of the promotion and benefit of the Race Meetings or Events concerned, and Motorsport in general. I acknowledge my right to access and correction of this information. This consent is given in accordance with the Privacy Act 1993.

I also authorise the medical providers of the event to disclose medical information relevant to illness or injury sustained during the above mentioned event to MotorSport NZ and its officials.

Signature of Driver: Date:

FOR ENTRY TO BE CORRECT, PLEASE ENSURE SIGNATURE IS COMPLETED PRIOR TO ENTERING

Entry Fee: \$200

Entry after 1 May is \$40 to Cancer donation \$

Optional donation to the Cancer Society or KaraHands*** \$

Total Enclosed (GST Incl) \$

Please make cheques payable to: "MG Car Club"
Post to MG Classic Racing, PO Box 164, Wellington

If you wish to make a donation you can include a separate cheque to the "Cancer Society" which we will forward on your behalf. You will receive a charitable tax-deductible receipt if over \$20

Payment may be made to 030525 0217704 00, with your name and car number for our bank statement. Please also note this on your entry form and send an email to ron@mgcarclub.org.nz advising date payment made, amount and car number so we can match to your Entry form.



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 14th 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.**

BRENDON AND BARCELONA TWO...

The second 4-day pre-season test session took place at the same Circuit de Barcelona Catalunya in the first week of March in much better weather conditions, from cold with snow in the first session to clear skies with warmer temperatures in the mid-teens.

For Brendon and Race Engineer Pierre Hamelin the good news was that they had two days of running after losing one earlier because of the snow drifts, while the new Honda engine was delivering serious power and is reliable. For Session Two team mate Pierre Gasly ran on Days 1 and 3, Brendon on Days 2 and 4.

On Day 2 car # 28 completed a total of 119 laps, posting a best lap of 1.19.823 to be fifth fastest of the 14 runners. Red Bull's Daniel Ricciardo topped the sheets at 1.18.047, with Brendon being the meat in a world champion sandwich with Sebastian Vettel fourth quickest and Fernando Alonso sixth!

'Today was a really good day, we had some little issues in the afternoon which cost us a bit of time, but we made up for it in the end with a couple of long runs on high fuel. I'm getting to know the STR13 more and more - I hadn't driven since day one of the first test, so it was really productive day for me and it was nice to see how much the car has progressed. Everything has been quite reliable so far, we had a couple of hiccups the last two days which have been resolved and all understood, so overall it's been very good. We tried some different set-ups this morning which made the car quite tricky to drive, but I'm quite happy to have a couple of spins in testing ... it's better to have them here than in a race! In the afternoon I was really comfortable with the car and the long runs, and satisfied to bang in a reasonable time in the end'.



Honda F1 Technical Director Toyoharu Tanabe was also upbeat - *'We continued the programme both on the chassis and PU (Power Unit) side, focussing on actual race work. There was one small issue during the session, but the team worked effectively to immediately identify the cause, deal with it and send Brendon back out on the track with the minimum of time lost. After six days of testing, some of it affected by bad weather, I'm happy*

that the collaboration with Red Bull Toro Rosso Honda is working well together as one team. We hope to maintain the momentum and make further steps forward’.

Day 4 brought the Barcelona tests to an end with Brendon running a total of 156 laps to complete his programme. At the end of the session Kimi Raikkonen (Ferrari) and Romain Grosjean (Haas F1) topped the time sheets with Brendon third quickest.

It’s interesting to note that both Lewis Hamilton and Daniel Ricciardo posted slower best times than Brendon with all three running the same Pirelli tyre compound. Over his three days of testing Brendon covered a total of 370 laps which equates to 1,722 kilometres, his best lap of 1.18.949 was 13th fastest overall of the 22 runners.

There was further good news for the STR garage with Pierre Gasly making the best of his 452 laps to record the overall 7th fastest time of 1.18.363 and be the quickest driver on the ‘Medium’ compound tyre. The two drivers had clocked up an impressive total of 822 laps, 3,826 kilometres, the third highest figure behind Mercedes (1,040 laps) and Ferrari (929 laps).

And the car showed it had very good aero with Gasley being fourth fastest through the speed trap at 333.3 km/h, topping that chart was the Haas F1 of Kevin Magnussen that registered 336.4 km/h.

Testing is just that, it brings a multitude of factors into the equation, but the final outcome did show enough to suggest that Scuderia Toro Rosso should head to Melbourne with considerable confidence to reach their first objective of a ‘Top 10’ placing.

‘I think we’re really in the mix and that we’re looking good for that midfield battle which is really fierce. We’re starting to get a better picture of where we are in the fight, it was a really positive test and I think we’ve shown a lot more than what people expected, which is good’.

So what did the Barcelona tests really prove? Every team left Spain with a mountain of data to analyse before preparing for the opening race in Melbourne.



Overall the two Ferraris had the fastest laps, but reading too much into the available information is dangerous. The unknown factor is what specification each individual car was running during each track outing on each day with regard to fuel load, aero and chassis set-ups and tyre choice.

The cars were faster than a year ago, some of that could be put down to Pirelli's new Hypersoft tyre, and that raises an unanswered question - Why didn't Mercedes run that tyre over the test period?

In the end, the answers will come from qualifying for the Australian Grand Prix...

RH

PS The top of Brendon's new Bell helmet features the feathers of the Tui and an outline map of New Zealand. He's explained to the world via television and social media that the reason for the Tui feathers is they remind him of home in the Manawatu where the birds are found. Nice touch.

IMPORTANT STOPOVER...

On the way to Australia from Scuderia Toro Rosso HQ in Italy there was a detour to Japan for Brendon Hartley, Pierre Gasly and Team Principal Franz Tost.

The occasion was the Red Bull Toro Rosso Honda Day at Roppongi Hills Arena in Tokyo. The 'new' car was 'unveiled' in a 1 hour 15 minute extravaganza that included BMX stunt riders and some of the top break dancers. There were on-stage interviews with all the team personnel and a Honda representative, the audience were captivated by it all. Motorsport is huge in Japan which meant the event was screened live across the entire country. Then it was Sayonara to the Land of the Rising Sun, back on the big bird, and G'day Melbourne...

RH

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PRYCES LINE AUTOCROSS...

When my dad and I arrived at Pryces Line I was very excited to learn to drive but when the layout of the course was described to us by Greg I was nervous to say the least because I had no idea where the track went, and I was almost certain that I would get lost, but everyone else seemed to know, or at least they pretended to know. And then I found out that I was going first.

Everyone lined up at the start to do two sighting laps to get a rough idea of where to go and to establish some sort of tyre track to help the poor kid (me) who was to be sent out first. For the sighting laps we ended up behind a Commodore wagon fitted with semi-slicks, which, on a wet paddock, was a good source of laughs. At no point during the lap did I see the rear-end of the wagon pointing straight, and I couldn't help but think how it was going to handle the hill at the end of the course. And, surprise surprise, it got about halfway up the hill before it stopped and by that point all the semi-slick wheel spin in the world couldn't save it and it began to roll down with the rear wheels still not wanting to give up. With this image fresh in my mind I was pessimistic as to whether the Sunny would make it up the wet hill, but it was unfazed as my dad stoked the 1500cc 4-cylinder engine as it shot to the top of the hill. This boosted my confidence levels as I now knew that the Sunny could actually do every part of the course. However, whether I could get it to do all the course remained to be seen.

I lined up at the start to do my first run and I was quite nervous because I had only ever driven a car once before that day. But my dad gave me a small pep talk and before I knew it I had released the clutch and was on my way. Everything was going well until my dad decided to pull the handbrake. I had absolutely no idea how to handle this sudden and surprise change in direction, so I did the only thing that seemed sensible at the time; I took my foot off the accelerator. Apparently, this was not the correct thing to do but I didn't spin or stall, so I guess my dad thought that he could keep pulling the handbrake at every turn. However, I was not so lucky at another turn of the course where I nearly hit one of Greg's pegs (an offense that would have been accompanied by a hefty fine), spun and stalled – twice. The result of this mayhem was a time of 5:37, about two minutes slower than everyone else. Despite the jerky start I was having a heap of fun and on my second run I managed to shave nearly a minute and a half of my first time, with strict instructions to my father to lay off the handbrake. In my third run I managed to take off another 20 seconds with a time of 3:52. For my last run my dad suggested that I go out on my own, I voiced my concern that I would get lost, but I was reassured by several people that I couldn't possibly get lost – I got lost. I got about a third of a way through the course before I made myself a shortcut and skipped three turns. No matter, I had successfully conquered about 85% of the course on my own and I was pretty happy about it.

The whole day was a lot of fun and we were all very grateful to the farmer who let the Manawatu Car Club use the paddock for a day. The day provided a lot of laughs and was a really good way for me to practice/learn to drive. At the start of the day I was nervous because I didn't want to hold up people who were driving considerably faster than me but the whole day was run very well because only one car was on each of the two sectors of the track at once which meant that anyone twelve and over could learn how to drive at their own pace. Jeff, Greg and everyone else running the event were very helpful and approachable and made the day very easy and stress free for me and I will look forward to any more days like this.

Jack Cleland



COMMENT - 2017 Manawatu Sportsperson of the Year Awards...

Timing. The period for the purpose of judging the awards is the full calendar year. 01 January to 31 December...

Simply perfect. The Sport Manawatu team do a brilliant job of setting-up the B&M Centre (Arena 4) for the function with floor to ceiling curtains blanking the floor area off into three sections. The first hosts the pre-function drinks, then at the appropriate time guests are invited to move through to the next section where the award presentations are made, and take their place on the grandstand-like portable temporary seating that gives an uninterrupted overview of the stage. No distractions, no idle chatter. Following the awards everyone moves to their designated table in the third section for dinner that concludes with the naming of the 'Legend of Sport' inductees and presentation of the Supreme Award. The set-up makes for a great atmosphere and works brilliantly. No need for change...

Ten years ago. At the 2008 Manawatu SPOTY Awards held in the Silks Lounge at the Awapuni Events Centre the guest speaker was champion single scull rower Mahe Drysdale. The Manawatu Car Club was well represented on the stage during the course of evening. Brendon Hartley was named Junior SPOTY, MCC President Graham Buchanan was named Administrator OTY and Russell Harris was named Sports Personality OTY. Like a decade later Brendon was overseas racing and Bryan accepted the trophy on his behalf. In fact, Brendon has been unable to personally receive most of his awards in his homeland...

The danger of pre-recording. For the Sportsman OTY award Brendon Hartley had done an acceptance speech from his home in Monaco and during the video message thanked Nelson for accepting the trophy on his behalf. Unfortunately, at the last minute Nelson and his partner Annie were unable to attend! Proud father Bryan stepped into the breach...

Putting people straight. Twice during the night Bryan spoke very eloquently 'off the cuff' when accepting awards. He reminded the audience how hard Brendon's training regime is and issued the challenge that there would not be person in the room as fit as Brendon! That's a big call, the words raised a few eyebrows but it was a timely and perfect response to the many who for so long haven't regarded racing drivers as 'athletes' and motor racing as an 'elite' sport. Several years ago the judging criteria was reviewed to clarify the situation, as a result 'elite' sports are eligible. Well done Hartles, perfect timing to clear the air and put people straight...

Another Brendon link. One of the highlights of the night was naming two new Inductees into the Manawatu Legends of Sport, one being prominent sports psychologist Gary Hermansson who has worked with individuals and teams at varying levels for more than 30 years to improve mental performance. His CV reveals five Olympic Games and five Commonwealth Games in this key role with New Zealand teams. Gary was a double Manawatu rugby/cricket representative in the early 1960's and played for Wellington when they beat the touring South African (1965) and British Lions (1966) rugby sides, which gave him high level practical experience in understanding the important psychological side of sport. During his acceptance speech Gary mentioned that he worked with Brendon for a short time prior to the then 16 year olds departure for Europe. He also spoke of James Amon being Brendon's personal trainer for a period and the support that top athletes require at the highest level of competition. Success in sport is about both physical and mental fitness, neither can be ignored...



Oh for an 'o'. Lynda Hartley has a very keen eye for detail and was horrified to spot Brendon's name wrongly spelt on both the SPOTY Trophies. It's BrendOn, not Brendan! A quick zip and a zap around the corner to Trophy Specialists to see if the error could be corrected, possibly on the SPOTY Trophy, definitely not on the Supreme Award Trophy. Trophy Specialists were mortified, then produced the documentation that showed it wasn't their error. There should be a red face somewhere in the offices of Sport Manawatu...

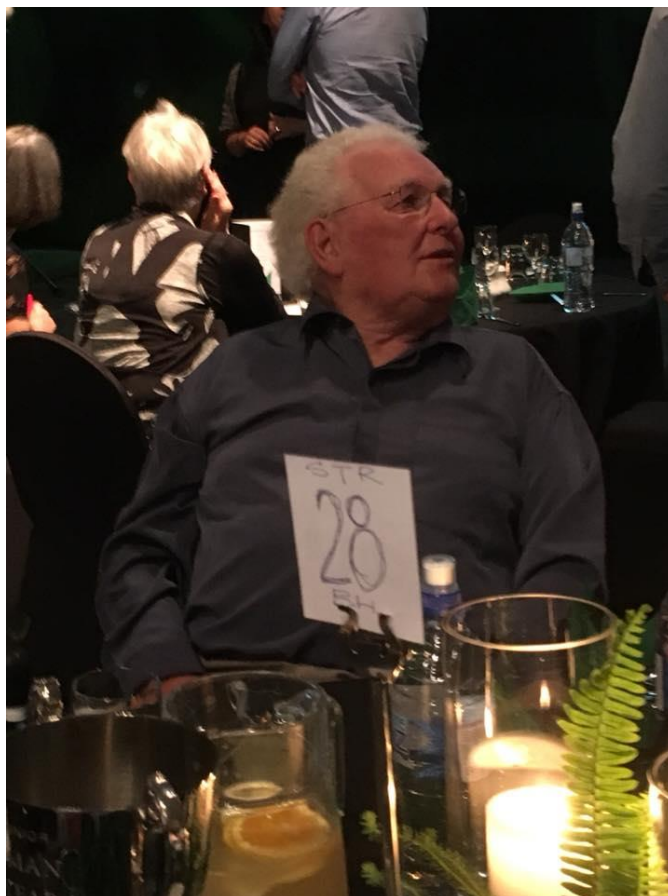
ANZ/MCC table. The Manawatu Car Clubbers were in very good company at Table # 10 (later # 28). The celebrity was Mike McRedmond who happens to work at Palmy's ANZ HQ, just a couple of desks along from Graeme Bretherton. Very well-known and highly respected on both the local and national sporting scenes, Mike has impressive credentials. He was a silver medallist sprint cyclist at the 1982 Commonwealth Games held in Brisbane and is best known today as a national cycling coach who has enjoyed great success with his riders, particularly at Junior level. At the 2017 Awards night his 'pupils' claimed the Men's Junior SPOTY (Campbell Stewart) and Women's Junior SPOTY (Michaela Drummond), both for the third successive year. Mike was also the coach of Olympic medallists Jesse Sergent and Simon van Velthooven, and has been the recipient of New Zealand and Manawatu Coaching Awards. He is also a rev head, so wasn't too upset when Brendon Hartley was named Sportsman OTY ahead of Simon who was sitting at the adjacent table! At Table 28 he offered handshakes all round, sportsmanship at its best...

Silverware everywhere. Bryan Hartley was seated at the same table as John and Joanne Stewart, proud parents of Campbell. It was something of a reunion as Bryan and John both raced karts in their younger days and hadn't seen each other for more than 20 years. When the function ended three of the four major trophies were on their table, so where was the other one? Thankfully coach Mike McRedmond had accepted Michaela Drummond's Junior Sportsman OTY award as she was racing overseas, so Table '28' had one trophy to go along with a couple of empty wines bottles, a small floral arrangement and a still glowing candle. A very happy table...

Another coincidence. Paul Humphries, Humphries Construction Supremo, sponsored Nelson Hartley during the years he contested the Toyota Racing Series. Humphries Construction are generous supporters of events in the region and sponsor the Manawatu Sportsman of the Year category at the awards. Paul had the honour, and pleasure, of announcing Brendon Hartley as the 2017 recipient. The tone of his voice clearly showed his approval...

Those numbers. '2' and '8' were linked again, this time at the awards. Brendon won the Junior Sportsman OTY trophy in 2008, then years later he collected the double with the Sportsman OTY and Supreme Award in 2018. It's to be hoped that it's a good omen for the 2018 Formula 1 season in car number 28. The connection of the two numbers with the Hartley family continues. It's almost scary...

RH



GRIPPING STUFF...

Russell's amazing article on the "attraction of traction" last month and the ultimate abandonment of the concept by the Formula One teams who built 4WD cars, bought to mind a recent article on why it was doomed to failure, in F1 at least, from the start. The in depth article was in the English MotorSport magazine and used current computer analysis and simulations to question the commonly held line of thought that tyre development and aerodynamics put paid to the advantages of a 4WD F1 car. The results conclusively proved that the 4WD cars were fundamentally slower than 2WD even allowing for low grip tyres and no aero assistance at all.

How was it that, with the benefit of hindsight, 3 very clever designer/engineers were led up a blind alley when the advantages appeared on paper to be so great?? Remembering that all the calculations were done on a slide rule and using log tables, with perhaps very limited use of the odd mainframe computer, and taking into account the tyres of the time, then the decision to pursue 4WD becomes a little more understandable. The 1950s saw a period of relatively static tyre development, with typical tyres of the period having a coefficient of friction in the order of 1g (i.e. being able to



generate 1g of lateral acceleration). By 1968, when the Matra MS84, Lotus 63 and McLaren M9A were conceived the CoF was in the order of 1.15, and calculations at the time would have shown that while a RWD car was traction limited up to 145 mph, a 4WD was only traction limited to 100mph. This applies to straight line acceleration where the available engine torque will overwhelm the available tyre grip at full throttle, producing wheel spin. So, a definite, provable, benefit in straight line traction to 4WD. It was thought that this advantage would overcome any issues with lack of cornering grip, and offset the weight disadvantages, however, that assumption was proved to be incorrect in practice.



The problem?? It's a basic fact that if grip is used for forward acceleration, then cornering grip is reduced. A RWD car can be balanced on the throttle to control any understeer /oversteer tendencies and keep the car in a neutral cornering state, maintaining maximum lateral grip and maximum forward acceleration. In a 4WD car, and certainly with the Ferguson system and locking front and rear diffs of the time, the application of power in the corner lead to understeer and a restricted exit speed, due to lack of front end grip. In other words they were point

and squirt cars. The cars started with a torque split of close to 50:50 front to rear and this was progressively backed off until it was closer to 20:80, but the cars were still disliked by the drivers, regarded as virtually

undriveable, and much slower than expected. In fact Bruce McLaren was quoted as saying “placing the car was like writing your signature with someone jogging your elbow”. Far from ideal then. It was this fundamental inability to be able to place and then control the car with any degree of precision that was the undoing of the concept.

It's true that the tyre war was heating up at around this time (forgive the pun) with Goodyear, Firestone and Dunlop all producing progressively wider tyres with correspondingly softer compounds, thereby increasing the CoF substantially, and at the same time reducing the tractive advantages of a 4WD system. Remember also the weight penalty associated with an extra propshaft, diff and driveshafts. And of course 1968 saw the start of the aerodynamic age in F1 with the adoption of small front wings each side of the nose, and rear spoilers, so the aero advantage cancelled out any remaining tractive advantage. With a plate type limited slip diff in each end and a decent active centre diff, the result may well have been very different, however that technology was some way in the future, and so 4WD F1 cars quietly disappeared before being ultimately banned.

As an aside it is widely believed that the “proper” rear spoilers on struts that became prevalent in the 1968 season (rather than the turned up engine cover spoilers first seen on the Lotus 49 but pioneered by McLaren) were inspired by Jim Hall's use of such devices on the Chaparral Can Am and sports cars as early as 1966. What is little known is that at the 1968 Teretonga round of the Tasman Series, Jim Clark had his mechanics build him a rear wing from a section of helicopter rotor. Apparently it was tested but not used. By the time of the Belgian Grand Prix at Spa however, Chris Amon's Ferrari sported exactly such a device, enabling him to qualify over 5 seconds faster than team mate Ickx in a wingless car. Co-incidence?? I think not. And by the next round in France EVERYBODY had wings!!

TW



2018 F1 - MELBOURNE WAS SHOWTIME...

F1 owners Liberty Media have gone into their second year with some significant changes. The most obvious is the 'racy' new logo, gone is the F1 symbol from the Ecclestone era. There are new graphics for television coverage, there is real interaction between the drivers, teams and the public. A key move is embracing 'social media' which Mr E was totally opposed to, simply to protect his personal commercial interests. America knows what it's all about when you talk of an event being an 'experience', Liberty Media are American and F1 is certainly moving in the right direction, and are doing it one step at a time. Do it once, do it right...



In downtown Melbourne huge crowds were drawn to Red Bull drivers Daniel Ricciardo and Max Verstappen doing 'graffiti' art that included their race number on their loan drive cars. They were not cheap city runabouts but a pair of high performance Aston Martin DB11 coupes with a \$345,000 price tag in this country. A good car groomer would have them looking like new in a few hours and back in the showroom, demo miles only of course...

The Formula 1 teams love the Supercars. Liberty Media pulled off a masterstroke by making it a championship points round for the first time in more than 20 years. The V8 are exciting to watch with the close racing and daring overtakes, but could the real reason be the exhaust noise...

Did Albert Park set a new record for the world's longest pits? There were 20 x F1 and 26 x Supercar garages side-by-side. At the entry point the exit would have looked to be on the horizon!!!

The new 'halo' on the F1 cars caused an unforeseen problem. The starting lights had to be lowered to allow all the drivers to see them at the critical moment without their vision being impaired. Individual team lights used during pit stops had the same problem and there were some intriguing solutions from a design



point of view. Get used to the look of the 'halo' because it will also be seen on Formula 2 and Formula E cars this year...

The BBC Commentators revealed it was only the third time that Brendon had been to Australia and it was his first visit to Melbourne. Checking revealed that his first crossing of the Tasman was as a 12 or 13 year old to watch big brother Nelson racing his Formula Holden single-seater at the Eastern Creek Circuit in NSW. Brendon returned in 2013 to contest the LiquiMoly 12 Hour GT race at Mount Panorama co-driving an Audi R8 LMS for United Motorsports, the car recording a DNF after covering 254 laps. It's the same United Motorsports who have bought into the Walkinshaw/Andretti/United Holden deal and had their first success when Scott Pye won a dramatic Race 5 of the Supercar Championship at Albert Park. United head honcho and McLaren CEO Zac Brown was trackside to witness the historic occasion and see his orange single-seaters finished 5th and 6th in the main event of the weekend...

Word is that Zac Brown left Melbourne with a lightened wallet. Stories circulating suggest that the W/A/U partner went shopping and purchased an ex-James Courtney Bathurst 1000 Commodore. Not to sit in his

garage either, look out for the 'Zac Attack' at some events on European circuits later in the year with mates helping him. Sound a little like the Lord Hesketh F1 days of the mid-seventies...

Brendon was one of four Albert Park Rookies. Toro Rosso team mate Pierre Gasly was another, along with Charles Leclerc (Alfa Romeo Sauber) and Sergey Sirotkin (Williams Martini Racing). For the quartet there was a very steep circuit learning curve...

Learning a new circuit is so much more than a PlayStation game or being on a simulator, the hard work starts on arrival at the track. To get an 'over view' of Albert Park Brendon hitched a back-seat ride in one of the RAAF's new Pilatus trainers from the 'Roulettes' aerobatic team! It was much lower and slower at ground level with the options of cycling or walking to study every metre of the track, and there were 5,305 of them...



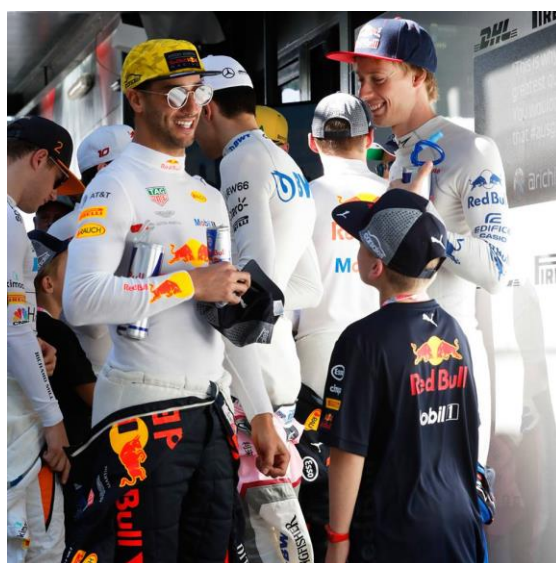
Day1, Practice 1. Learning is now at high speed. Temperatures were in the mid-20's which was double that at the second Barcelona pre-season testing. The track surface was 37 degrees so choosing the right tyres started all over again. Brendon completed only 16 laps in the 90 minute session with much of the time being spent in the garage making adjustments to the car. He clocks a best lap of 1.27.745 which is 3.719 seconds slower than Lewis Hamilton who knows his way around the place much better! 18th position on the time sheets. Team mate Pierre Gasly clocked up 25 laps and recorded a best lap 1.3 seconds quicker than Brendon to be 11th fastest...

Day 1, Practice 2. As expected lap times dropped right across the board. Brendon posted the quickest lap time of the four rookie drivers, 1.25.925, to be 16th overall for the session, 2/100ths of a second ahead of Gasly. His best lap average speed was 222.179 km/h which compares very favourably with the 217.571 km/h in the first session. Hamilton was again quickest, his 1.23.931 equated to 227.458 km/h, but progress is progress!!!

AM 24/03. Brendon on Twitter - *'Constructive first day doing blockies of Albert Park. Love the track! We ended up P16 on the lower fuel and our race prep high fuel looked good. We are in the midfield mix, it's tight! Bring umbrellas today'.*

Day 2. Brendon's prediction was right on the button. At 10.05am the heavens opened up so umbrellas and plastic ponchos became very fashionable. Driving became much more hazardous, not only the rain, but standing water and the painted road markings added to the problems. With the limited visibility the end result was that the early races started under the control of the AMG Mercedes Benz Safety Car...

Day 2, Practice 3. Initially full 'wet' tyres and lots of front wheel negative camber were order of the day for the final 60 minute session which didn't make life any easier for the four rookies. The rain eased, umbrellas were put away, ponchos removed, but the track surface remained wet, as it dried there were switches to 'intermediate' tyres and eventually 'softs' when the sun reappeared! The timing sheets made good reading at the 30 minute mark with most cars on 'intermediate' tyres, Bottas was at the top with Gasly 5th quickest (+ 0.816) and Brendon 8th, with 15 minutes to the chequer Brendon jumped to sixth (+ 1.264). In the



final minute it all happened with cars switching to 'soft' rubber for a hot lap to end the session. The two Scuderia Toro Rosso drivers remained in their garages and tumbled down the leader board to 11th and 12th positions respectively as Vettel went to the top, 2.4 seconds clear of Raikkonen with Marcus Ericsson bringing the Alfa Romeo Sauber into the frame with third fastest time. The season opener was getting more interesting and the scene was set for the session that mattered most - **Qualifying...**

It was so near and yet so far when the first Qualifying session ended. All four rookies were in the 'elimination zone' as the clock ran down the minutes, car # 28 was P17 early, dropped to P18, then P19 and finally to P20 and last. With two minutes of the session remaining a determined Brendon went back out on the track and was more than a full second quicker, the time elevated him to P16 and one place away from making it through to Q2 by 3/100ths of a second! Joining him on the side line were Ericsson who had been so impressive in the previous practice round, Leclerc, Sirotkin and Gasly who pushed so hard he ran off the track in his final lap which dropped him to the back of the grid. Being best of the rookies was little consolation for Brendon and his engineers, for Scuderia Toro Rosso there would have been disappointment on the eve of race day.

PM 24/03. Brendon on Twitter - *'P16 in qualifying. I was left a little frustrated to just miss out on a crack at Q2. I think the car had the pace to battle a couple of spots up the road. Still lots of positives from today and am still aiming for points tomorrow. It's been cool to meet so many kiwis here!! Thanks for the support, I will get my elbows out tomorrow'*.

Lewis Hamilton picked up the first of the new Pirelli Pole Position Awards, a half scale miniature wheel and slick tyre, very cool. There were no prizes for team mate Bottas who went too quick too soon in the final Q session and seriously damaged his AMG Petronas Mercedes with a high angle, high g-force force impact with the Turn 2 concrete barriers on his first lap! A long night for the mechanics and technicians with the possibility of grid penalties the end result. There was, five grid positions...

There was controversy too when local hero Daniel Ricciardo was handed a three grid place penalty for a red flag infringement during practice. It was a decision that certainly didn't endear the FIA officials to the Aussie fans!!!

Sitting in the Fangio Grandstand at the Albert Park circuit you have an uninterrupted view of the high speed front straight and the pit action. One man sitting in the top rows had the view that spectators had of him on the starting grid in 1996 when he drove in the Formula Holden support races at the first GP held at the circuit. Twenty-two years later he watched as the field formed up on the starting grid for the 2018 Rolex Australian Grand Prix. The man was Bryan Hartley. Down on the track was the first New Zealand driver to compete in a F1 Australian Grand Prix. Brendon Hartley...



Day 3, Race Day. No umbrellas, no ponchos, 23 degrees. A perfect day for a motor race. Brendon was in good company on Row 8 of the grid after Bottas copped a five position grid penalty when his car required a new gearbox following his qualifying shunt. There was a very early set-back when his race was compromised in the first-corner stampede, extremely hard braking was required to avoid contact with the pack which flat spotted a front tyre and necessitated a pit stop for a full set of new 'soft' rubber. A quarter into the race there was a return to the pits with a deflated tyre that also resulted in undercar damage, unfortunately it was missed by the television cameras so viewers weren't aware of the aero problem that meant his STR13 simply didn't have

the 'race pace' to catch the pack and a possible points finish. *'I was driving around by myself all day'*. So a disappointed Brendon crossed the line in 15th and last place, 1 lap down on the leaders.

AM 26/3. Brendon on Twitter - *'Massive flat spot in Turn 1 didn't help our day, but a puncture on Lap 20 and damage to the rear floor was game over. Huge amount learned for all of us and lots of positives to take forward into the next races. The support I received here was incredible, thanks! See you in Bahrain'*.

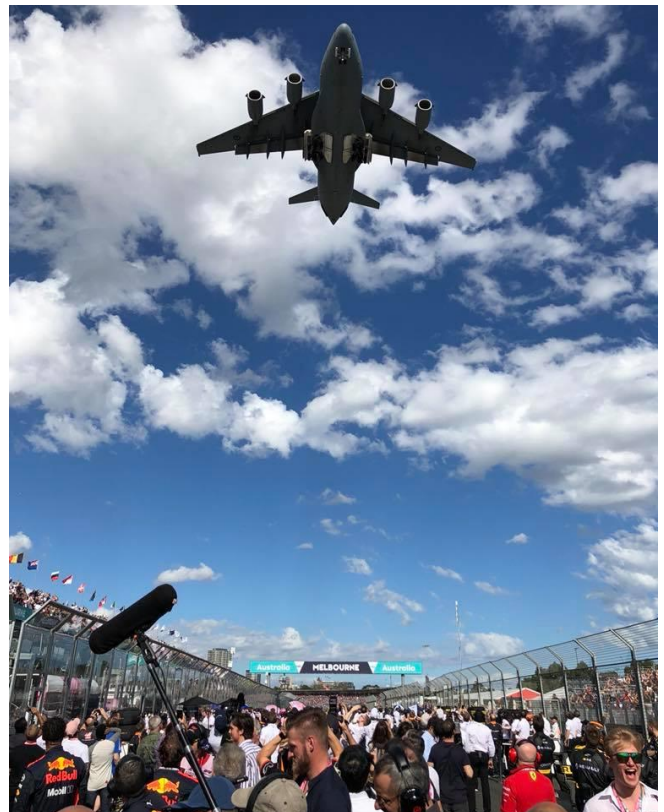
Team mate Pierre Gasly was out of the race on Lap 15, the young Frenchman rode one kerb too many, there was a puff of smoke, and he slowly made his way back to the garage. The DNF noted 'engine problems'...

The combination of Liberty Media and the Australian Grand Prix Organising Committee put on a show that will never be forgotten by the record crowd and the tens of millions of television viewers around the world, they have given a huge challenge to the other circuits - the word 'GRAND' in Grand Prix got a new meaning.

The vehicles for the traditional and hugely popular driver parade were classic sports cars, Brendon riding on a late 1950's 'Frog-Eye' Austin Healey Sprite. The moving lone piper tribute to Ron Walker, the former Lord Mayor of Melbourne who played a key role in bringing the grand prix to the city and passed away on 30 January. A male and female vocal duet sang the National Anthem backed by a small string orchestra in the centre of the track. The traditional aircraft flyover moments after the anthem ends, this year a RAAF C-17 Globemaster III giant transport that flew so low and slow it appeared to be defying all the laws of physics, earlier a RAAF FA-18 Hornet fighter had 'woken-up' the city, not that it really needed it!

The crowd standing and applauding the leader as he completed the final race lap, the reaction of the flaggies and the mass track invasion with tens of thousands of fans wanting to see the trophy presentations at close quarters, a superb touch was the group of trumpet players playing 'Waltzing Matilda' as the place getters made their way up the stairways to the rostrum, it just got better and better. For the locals there was big disappointment that their hero Daniel Ricciardo didn't make the podium, but some compensation was Mark Webber doing the interviews. The atmosphere was simply amazing...

Crack the good stuff Dennis! That was the final line of The Co-operative Bank's television advert that appeared four years ago, and now it's the same story in grand prix racing. Over the years the most recognised champagne associated with F1 racing was Moët Chandon, then along came G.H.Mumm. When the latter's contract ended there was a dilemma at the time of the 2016 Australian Grand Prix, no bubbly! The opportunity for global exposure was quickly taken up by the Ockers and Chandon Sparkling Wine was sprayed for two years, definitely not champagne, but who cared because it was mainly about the visuals, not the taste! But at last year's races at Monaco, Canada and Baku it was not sparkling wine spraying everyone in sight, they were being sprayed with the real deal.



So what is the good stuff? In one of the first new multi-year commercial deals signed off under Liberty Media's ownership, premium French champagne producer Carbon has become the official supplier to Formula One. Related to a company that has been making wine since the 1800s, Champagne Carbon was formed five years ago, the product itself is 5-star but it's actually the bottles that hold the most intrigue and explain the high price. Each bottle is individually wrapped in woven carbon fibre, it takes six days and thirty individual steps to complete the wrapping and construction process. So what is the high price? Each magnum of Carbon champagne costs NZ\$3,200 and there's three at each race - Liberty Media are definitely 'cracking the good stuff'...

Question. Did you notice the absence of the grid girls?

Kiwi competing in the CAMS Australian GT Championship. Craig Baird continued to show why he's one of the most versatile drivers this country has produced. Driving an AMG Mercedes the 3-time NZGP winner dominated the weekend in a 31 car field that included factory drivers Giancarlo Fisichella (Ferrari) and Michel Fessler (Audi)...

In the Virgin Australia Supercar Championship there were very mixed fortunes for the kiwi contingent over the weekend. The drivers and teams had to cope with high pressure back-to-back 10 minute qualifying sessions which resulted in some very unusual grids. There were 4 races over the weekend (two sprint and two mini-enduros that included a pit stop) that produced four different winners from four different teams - Scott McLaughlin, Jamie



Whincup, Scott Pye and Dave Reynolds, while the Manufacturer's scoreboard made good reading for the red brigade - Holden 3 Ford 1. Race 3 on Saturday afternoon was one of the best and most dramatic in the Championship's history with the weather changes, tyre gambles and fast approaching darkness, in cricket it would have been termed a day/nighter!

You have to give credit where credit is due. The British F1 commentary team are very good and the additional input of 2016 world champion Nico Rosberg was most refreshing with his enthusiasm and passion, Damon Hill should learn what the two words mean as he seems to lack any form of emotion, but maybe that's what they prefer on the other side of the world! Led by talented sportscaster Jessica Yates, the Fox Sport team did a superb job of presenting the other events of the weekend to a massive global audience. The Aussie commentary team complement each other so well, they are extremely knowledgeable, there are no egos and the addition of the exuberant 'Larko' (former Supercar racer Mark Larkham) brings another dimension. At the other end of the scale, where on earth did they find the terrible Englishman who was MC for the Supercar podium presentations? Was he an early drop-out' from the television programme 'Britain's Got Talent'? On all four occasions he couldn't pronounce driver's names and his attempts to replicate the iconic 'Let's get ready to Rummmmmble' made famous by Michael Buffer were pathetic - 'Let's spray the chammmmmmmpagne' needed the American sports announcer to make it work. It seems extraordinary they couldn't find an Australian to do the job, after all there all millions of them...

So that was the long awaited F1 season opener in Melbourne, not the outcome EnZedders had hoped for but it's very early days in a long season, and the signs are definitely promising for our man.

April is a busy month for the F1 circus. It starts with Bahrain (08/04) followed by China (15/04) and Azerbaijan (29/04). And remember that Brendon knows the first two circuits very well from his Porsche WEC days...

RH

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SIX BETTER THAN FOUR??...

The evolution of the grand prix car is a fascinating one. From the opening chapter it's a story of people thinking outside the square in the search for improved performance and gaining an edge over rivals. Many ideas worked, many didn't, success was never guaranteed and in many instances success was followed by failure. The real proving ground was on the race track directly in the gaze of rival teams and the public.

The history of motor racing reveals that the best designers and engineers were extraordinary people who came up with amazing concepts and equally amazing solutions to problems, working within the strict parameters of rule books where people can have varying definitions of the intent. For 112 years racing cars have been created that were true excitement machines in their time, it continues today with followers of the sport eagerly awaiting the unveiling of the latest cars. For most people it's difficult to comprehend the advances in technology, particularly in recent years when electronics have come into the equation.

In the February issue there was a look at four-wheel-drive in grand prix racing. Following the banning of the concept, designers and engineers still had the challenge of getting maximum power to the track surface to improve traction. Beginning in the mid-seventies, and over a relatively short period of time, three British teams went down the same road seeking a solution. Tyrrell, March and Williams believed that the possible answer was six wheels.

Like four-wheel-drive, the concept of six wheel racing cars wasn't new.

Hill Climbing is one of the oldest forms of motorsport with the first known event being held at La Turbie in southern France in January 1897. It became hugely popular with spectators throughout Europe and Great Britain and in 1930 an official European Hill Climb Championship was established for racing and sports cars. Meanwhile, in grand prix racing the 30's was the period of the famous German 'Silver Arrow' Mercedes Benz and Auto Unions that were enormously powerful and ran on rear tyres that were only seven inches wide, wheel spin could be easily induced at 160 kilometres an hour in any gear!

In the later years of the decade Auto Union also participated in the Hill Climb Championship, its rear engine cars being driven by Hans Stuck and Tazio Nuvolari. Both drivers had trouble controlling wheel spin on the tight courses that had a myriad of corners, until the engineers found a simple solution to getting 500 horsepower transmitted more effectively through the narrow 7-inch wide rear tyres - dual wheels were the answer.



Ten years later, across the big pond in America the entry list for the 1947 and 1948 Indianapolis 500 races included a car that looked very different from the other 32 runners, the Pat Clancy Special. Like many of the other cars this one had a Kurtis Kraft chassis and a 270 cubic inch Offenhauser engine, what made it stand out from the rest were the four rear driving wheels.

Pat Clancy was a very successful trucking fleet operator in Memphis and the car was built by his head mechanic. The layout of the Indy racer was brilliant in its simplicity, being based on the set-up of Clancy's big tandem axle trucks!

Driven by veteran Billy De Vore in its first appearance at the 'Brickyard', the car qualified to start from grid position 21 and finished in 12th place, 10 laps behind the winner. Twelve months later rookie driver Jackie Holmes qualified the Pat Clancy Special in 17th position at 128.087 miles an hour, but in the race itself was forced to retire after 65 laps with a failed driveshaft. The unique car was very quick in a straight line but suffered from severe understeer which affected the handling in the Speedway's four corners, the car's configuration added more than 90 kilograms (200 lbs) of weight and there were significant mechanical losses in the 4WD system, too much for the 275 horsepower Offy to overcome.



Somewhat ironically, the same car was entered in the following two 500's in normal four wheel trim but failed to qualify on both occasions.

Fast forward twenty-six years to September 1975, the Heathrow Hotel in London, and the unveiling of Tyrrell's 'Project 34'. Chief designer Derek Gardner had created a car that at first sight made people shake their heads in disbelief. The expectation was that a 6-wheel design would have four driving wheels at the back, but the Tyrrell had four tiny 10 inch wheels at the front and 'normal' driving wheels at the back!

Speed relates to the car's aerodynamics which includes reducing both the frontal area and drag, Gardner also reasoned that with the greater contact of rubber on the road there would be better traction for turning and braking while the smaller wheels benefitted the car's aero.

The 'P34' lined up on the grid for the first time at the 1976 Spanish Grand Prix and caused a big surprise when Patrick Depailler qualified third fastest and held that position until Lap 25 when he crashed after the car suffered brake problems. Jody Scheckter qualified 14th and was forced to retire with oil pump failure after 53 laps. It was a promising start and the pair went on to record 10 podium finishes with the debut season highlight being a one-two result in the Swedish Grand Prix.

But there were reliability issues with eight



DNFs. Over the same distance the 10-inch front wheels rotated 1.6 times more than the 'normal' rear wheels, that sped up the wear factor and the brakes tended to overheat because they had to work harder. There were also suspension and engine problems in a mixed season for the Elf Tyrrell team. Scheckter became disgruntled and departed, describing the car as '*a piece of junk*'.

For the following season the car was redesigned with the object of improving the aerodynamics but it came at the expense of increased weight. Depailler returned with Ronnie Peterson as his team mate, but the reliability problems got worse, the tyre and brake issues couldn't be resolved, and the results chart didn't make good reading with 4 podium finishes and 19 retirements. It didn't help that tyre supplier Goodyear was losing interest as they concentrated their development on the bigger tyres that were in common use.

Motor racing is all about innovation and clever thinking. 'Project 34' met that criteria but never achieved its full potential and it's racing career ended after two seasons, a reminder of the saying 'to finish first, first you must finish'. On the plus side, the car attracted enormous attention so was a great PR vehicle for the Elf Tyrrell team and its sponsors. Despite the shortcomings Derek Gardner's ambitious and unique design achieved much more than the two British six wheelers that followed.

March Engineering produced the next 6-wheeler to appear, and to use 'train spotter' language it was a 2-4-0 configuration, two wheels at the front and four at the rear.

Its designer Robin Herd had closely studied the Tyrrell project but believed the P34's improved front aerodynamics were negated by the 'normal' large rear wheels and any additional grip would be more beneficial for the driven wheels.

Plans were drawn and a prototype car was built in 1976 using a modified '761' chassis, all four wheels being the same size as 'normal' fronts. The car was narrower than the conventional F1 cars, the airflow over the rear wing was much cleaner, while the four driven wheels offered improved traction.

A major factor in the design was making a gearbox that was strong enough to counteract the higher stresses that the four-wheel-drive system produced and minimised frictional power loss. It was soon realised that the complex gearbox casing would be too difficult and too costly to produce which necessitated a design change.



The uncompleted car was shown to the media at March's Bicester factory in November 1976, and it received a great deal of coverage with an expectation the radical car would attract potential sponsors. Before the end of the year the March was taken to the Silverstone circuit for testing with New Zealander Howden Ganley behind the wheel, but on the first lap flexing in the casing resulted in the gears un-meshing!

March indicated that it didn't have the time and resources to continue with the project and it would be a low priority, but only several weeks later the car reappeared at Silverstone with a stronger gearbox! The six-wheeler made a number of runs on a wet Hangar Straight with Ian Scheckter driving and he commented that the traction was '*incredible*' - it was encouraging news, but that day also brought development of the car to an end.

For March the project was dead, but the 2-4-0 did become a winner and bring the company significant additional revenue. The production rights were sold to the Scalextric people, they manufactured and marketed a 1:32 scale slot car version that became a best-seller!

Meanwhile, in Italy, or more specifically Maranello, Ferrari were investigating the potential of a six-wheeler carry the famous Prancing Horse badge. Their genius engineer Mauro Forghieri created a car with the code name '312 T6' that was based on the flat-12 engined 312 T2 that Niki Lauda drove in 1976 when he survived the horrific life threatening crash at the Nurburgring and finished runner-up to James Hunt for the world title. It was the story that inspired the movie 'Rush'.

The six-wheel 'T6' reminded of the Auto Union hill climb cars with its dual rear wheels. The tyres were specially developed by Goodyear and the same size as the normal front tyres which meant a major reduction in aero drag and countering deformation under cornering, both a problem with the huge rear tyres being used at that time.

Lauda and Carlos Reutemann tested the car at Ferrari's Fiorano track in 1977 but it was never entered in a Grand Prix. Strangely, though the overall rear width of the car was well beyond the allowed dimensions, the 312 T6 was never deemed to be illegal.

In reality, perhaps the car was no more than Mr Ferrari being 'mischievous' to wind-up FIA officials as he had done in the past, but on this occasion they didn't take the bait!

Renault was leading the way with smaller capacity turbocharged engines, and the 1980's became the turbo era

in Formula One with 1.5 litre motors producing outrageous numbers, qualifying one lap 'hand grenades' were delivering well in excess of 1,000 horsepower!

For teams the switch to turbo power was a very expensive exercise and had to be fully evaluated as the existing 3-litre naturally aspirated Cosworth V8 powered cars were winning. The turbocharged units produced prodigious horsepower but there were reliability issues and something called 'turbo lag'.

Williams' designer Patrick Head was widely regarded as one of the best in the business and his FW07 was one of the great 'ground effect' cars.

Drawing on this experience Head and fellow engineer Frank Dernie made the decision to design a six-wheeler for the 1982 season with the main objective being to reduce aerodynamic drag enough to allow the car to match the speed of the turbo cars in a straight line.



His thinking was quite different to that of Messrs Gardner and Herd who were both mainly focussed on traction. Head's concept was creating the greatest gain from ground effect aerodynamics which would bring higher levels of grip, particularly in the corners.

Like the March the 'FW07D' had four driving wheels at the rear with tyres the same size as 'normal' fronts. 'Ground effect' cars had 'skirts' that reached the track surface to create an under-car vacuum that improved grip, their length being determined by the wheelbase.

Head was a great lateral thinker and interpreted the rule as being the measurement from the front axle to the rear axle but in the case of the FW07D the rear axle would be the back one! This meant the downforce generating 'skirts' could be much longer to create a higher level of grip, but the biggest aero benefit came from being able to position the rear wing further back for maximum efficiency. Obviously the FIA's rules weren't written to cover the advent of twin rear axle cars and Head knew a good thing when he was onto it!

1980 World Champion Alan Jones, Keke Rosberg and Jacques Laffite were involved in the test programme, the results were most encouraging and one of the more interesting outcomes was quite unexpected. Dernie oversaw one session on a wet track when they were able to use 'slick' tyres on the rearmost wheels because the 'front' tyres swept away sufficient surface water which allowed them to get good grip.

The car's development continued during 1982, and at the Paul Ricard circuit it lapped faster than the turbo Renault driven by Alain Prost. They found that the bigger under car tunnels produced so much additional downforce the front wings could be completely removed without affecting the car's handling. For the Didcot based outfit things were looking very promising for the 1983 season.

In an interview, Patrick Head said - *'The car's traction out of slow corners was phenomenal, it never fell to understeer, and drivers couldn't tell there was an extra set of wheels at the back. However, there was one major problem, it was 'bloody heavy'.*



The encouraged Williams team built a second six-wheeler, the 'FW08D' that was tested at the Donington Park circuit and set lap times that were described as 'stunning'. It's been suggested that it was these tests that led to the FIA including a clause in the 1983 regulations that outlawed four-wheel-drive and six wheelers.

For Frank Williams' team 1982 was an amazing year. They had created a

radical car that was a potential world beater while Keke Rosberg claimed the World Championship in the 'conventional' Williams FW08 Cosworth after winning only one grand prix race during the season.

For Tyrrell, March, Ferrari and Williams, at the end of the day it was simply a case of two wheels too many. In grand prix racing it was turbo time...

RH

DOIN' GOOD IN THE HOOD...

It's very important for clubs of all kinds to support their region, this can happen in many ways and involve every sector of a community, and it can bring extreme personal reward. It's not about money, it's about the feel good factor.

Service clubs like Rotary and Lions are generally older people and they do amazing voluntary work at local, national and international level. Generally younger people are linked to sporting organisations and have their part to play, but usually at a different level. Think about the people that you know, who are the 'givers' and who are the 'takers'. Giving is easy, all it takes is a little time at little cost to do 'good for your hood'.

So full marks to MCC Committee member Jaron Olivecrona, the driving force behind the successful fundraiser for Manchester House on Saturday 03 March at Manfeild Circuit Chris Amon.

Under the watchful eye of three 'seniors', young people and their cars rolled up in big numbers, 180 were driven by members of the public, another 30 were drift cars, all wanting to be part of the MCC's 'March Hard Park' as their way of offering support to a very worthy cause.



The wide variety of vehicles were parked up ready for judging 'Best Presented' in the hope of picking up one of the three sponsored prizes - for the winner there was a \$350 Tint Voucher and an Automotive Photo Shoot valued at up to \$1,000 courtesy of Auto Interiors and Neptune Photography. The runner-up received a \$200 Parts Voucher while Bunnings donated a \$100 Voucher for the third placegetter.

For the top spot the judges opted for a fully customised black V8 powered Ford Econovan.

Without doubt the highlight for participants was having the opportunity for a lunchtime 'cruise' session around the Manfeild circuit, all 210 cars being appropriately led by Jaron's Hartley V12 powered PartsTrader Nissan Sylvia drift car with the driver showing very commendable restraint!

Each driver was required to donate a minimum \$5 which went directly to Feilding-based Manchester House, the youngsters gave generously with a total of \$2,571.50 being raised, but what was the real reason behind the idea?

Manchester House Social Services has served the community for 43 years with only partial government funding, providing a wide variety of services to people of all ages and walks of life. So donations from the community are vital to ensure the continuation of their work

The Manfeild day was specifically in support of the Manchester House Suicide Support programme. Suicide is a word that's often talked about in hushed tones, it's something that can't be hidden away, and it takes lives in a way that rarely can be explained.

The Manawatu Car Club again illustrated its commitment to supporting the region, and people like Jaron who come up with these initiatives don't come along every day. We should value and support them.

The day was a great success, you and your friends will have the opportunity to participate in the next 'charity drive' on the 17th of November, mark your diary or calendar now. Young Mr Olivecrona promises it will be bigger and better...

RH



MORE WACKY RACERS...

Continuing a look at the weird and wonderful of our diverse sport ...

Smokey Yunicks 1964 Indianapolis car, The Hurst Floor Shift Special, better known today as the Capsule Car, was a far more extreme extension of Taruffi's twin boom concept mentioned last month, and aimed squarely at the Indy 500 venue. Underwritten by George Hurst to the tune of \$40,000 and inspired, apparently, by the WW2 Blohm & Voss BV141 bomber, the car had the 4 cylinder Offenhauser engine, gearbox, radiator and fuel cell in



the main body of the car and the driver sitting in a separate cockpit nacelle. The theory was that the main masses involved (driver, fuel and engine) were balanced front to rear, and biased to the left, and this remained constant through the race. The combined clutch / shift lever and squared off steering wheel were as unique as the rest of the car. There were the inevitable teething problems, with the car slow to get up to speed and a qualifying attempt was delayed until the final day of qualifying. Driver Bobby Johns, an Indy rookie, but NASCAR veteran, entered Turn 1 too fast on his first timed lap and touched the brakes (which, together with much of the front suspension componentry, were from a 1963 Pontiac Tempest road car) which grabbed, inducing a 720 degree spin and a trip into the wall. Though not badly damaged the team had run out of time. Rule changes for 1965 effectively rendered the car obsolete. Although the concept had merit you would have to

question the vulnerability of the driver to any sort of side impact



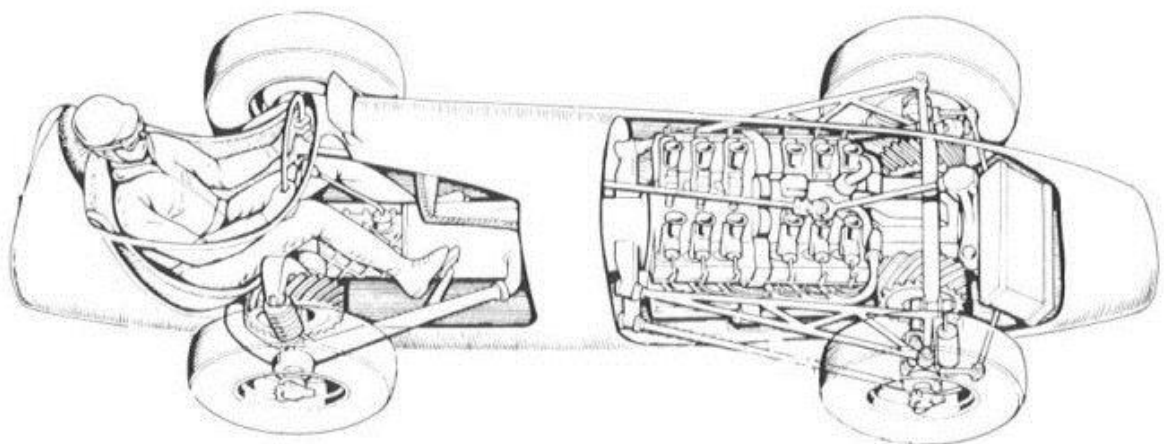
The Howmet Turbine car wasn't the first turbine powered car to race however it was the first such propelled to win. Conceived by Ray Heppenstal with backing from racer Tom Fleming, the Vice President of Howmet (a company specializing in casting metal components for the aircraft industry) the car built on the experience of Rover's earlier turbine sports cars. With a spaceframe chassis built by Bob McKee, a lightweight body styled around a Porsche 906 windscreen, and a Continental helicopter turbine engine (part of a cancelled order for the US military) the car was a lightweight at 680kg. The 400hp engine, with a 2960cc equivalence, an enormous 880Nm of torque, revving to 57,000 rpm, drove through a single speed reduction drive to a quick change diff so ratios were easily altered to suit the circuit. The car debuted at the Daytona 24hrs in 1968 where it DNF'd while running 3rd after the wastegate stuck shut. Incidentally the wastegate was added to reduce the throttle lag, without it, it was about 3 seconds!! The car was taken to Europe to run at Brands Hatch and Oulton Park, with retirements at both. However on return to the States it was entered in 2 SCCA events and won both, setting fastest laps in each. Two cars were then prepared for Le Mans, where both had problems early in the race and retired. While Heppenstal prepared for a winter testing programme and 1969 campaign, Howmet decided to discontinue their support and the campaign came to a halt. An open top MkII was built and the cars were used to set a number of Land Speed Records, then as publicity for Howmet before fading away.



Chaparral, founded by Hap Sharp and Jim Hall, were renowned for the innovative design of their sports and Can Am cars. The 2 series cars were the result of Halls experimentation with aerodynamics and high downforce wings and culminated in the 2J “sucker” car. Built for the 1970 Can Am series the car was basically a conventional car except for the radical use of articulated Lexan skirts, integrated with the suspension that ran from behind the front wheels, along each side and across the rear. These sat about an inch above the track surface and “sealed” the car. With a small 2 stroke snowmobile engine running at a constant speed and driving 2 large fans, a partial vacuum was thus created beneath the car generating something in the order of 1.5g downforce. The bonus was that this was a constant force. The car qualified in all the races it entered at least 2 seconds faster than anything else but was dogged by mechanical failures and unable to capitalise on that dominance. Under pressure from the other entrants (including McLaren) the SCCA banned the car at the end of the season.



After dominating the first two years of the F1 World Championship in 1950 and 1951 with the sublime Tipo 159 (a design that went back to 1937) Alfa Romeo conceived a radical new car for the 1952 season, before the FIA declared that 1952 and 1953 would be run to F2 regs. The new car's development continued despite this in anticipation of the return to F1 regs. The car was to have a single tubular beam "chassis" connecting the engine and transaxle, with a new 12 cylinder, 2500cc, 300hp boxer engine mounted behind the front axle line. Suspension was similar to the 159 however it featured huge inboard drum brakes all round, and four wheel drive. The design philosophy was to centre the masses within the wheelbase thereby reducing the polar movement of inertia. The single feature that set it apart externally was the driving position, the pilote being behind the rear axle. A prototype was built using the new engine in a modified 159 chassis, and despite the normal teething problems showed promise. However Alfa was in one of its periodic financial crisis, and with the government not willing to assist, it was forced to abandon the new car and indeed F1 for some 25 years.



TW

VOLTAGE DROPS...

The recent history of the electric car is well recorded and well known, springing as it did on the back of the fuel crisis of the mid 1970's and the subsequent research into alternative fuels as well as the anti-smog regulations imposed in California. But, did you realise that electric vehicles go back to the dawn of motoring?

The story begins with Scot Robert Davidson, Brit Robert Anderson and Dutchman Sibrandus Stratingh who all independently built carriages powered by non-rechargeable primary cell batteries in the early 1830's. The limitations were obvious, however when Frenchman Gaston Plante invented the rechargeable lead acid battery in 1859 (and which was further refined in 1881 by Camille Faure into the lead acid battery we know today), progress charged ahead (pun intended).

Englishman Thomas Parker built the first production electric car in London in 1884 using high capacity batteries to his own design. An early "Greenie" he was concerned about fuel efficiency, and the effects of smoke and air pollution, and was the man responsible for the electrification of the London Underground. Production was through the Elwell-Parker Company which was established in 1882 to build and sell electric trams. German Andreas Flocken was building cars by 1888, and by 1891 William Morrison had built the first successful American electric car, a 6 seater capable of 14 miles per hour.



America lagged behind the Continentals and it wasn't until the mid-1890's that the public really became aware of electric vehicles, however both New York and London boasted electric taxis by 1897, and by 1899 the Baker Electric company was in full production. Just one year later, of the 4192 cars produced in the US, almost 1/3 were electric, by 1910 that figure was 38%.

While the range of these early vehicles was limited they found favour as city cars, because there was no smell, no noise and no bothersome cranking to start them. For 10 years or so at the turn of the century they were more common than the Internal Combustion Engine powered vehicles and their demise came about as a result of investment into the gasoline engine which had the advantages of long range, low cost and higher speeds. Sadly Henry Ford's Model T did more to end their role than any other vehicle, even though the Ford family owned several electric cars, and the Model T did away with a battery!! Electricity remained a viable power source for heavier vehicles and for small dog carts for some time before disappearing completely.

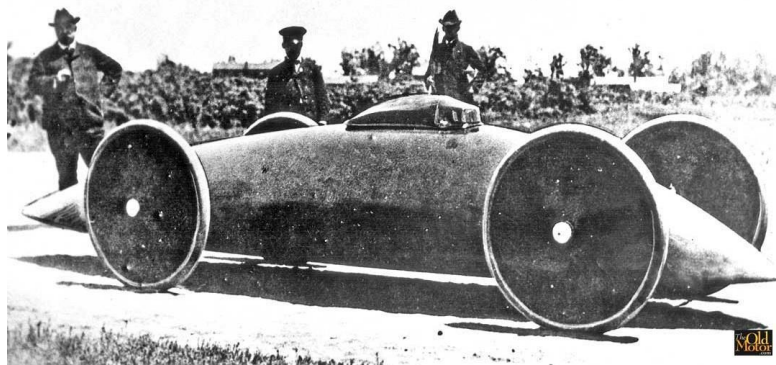
But what about the motorsport side of the kW wars? Through 1898 and 1899 a constant battle was fought between Frenchman Gaston de Chasseloup-Laubat in a Jeantaud Duc and Belgian Camille Jenatzy in his torpedo shaped Le Jamais Contente for the Land Speed Record. De Chasseloup-Laubat became the first man to set a record at 63kph, while Jenatzy had the final say. Using 2 direct drive 25kW motors he ultimately raised the mark to 105.882 kph.



Meanwhile in America the first race held on a track had taken place in Rhode Island in 1896, and although most of the entries were gasoline engined Duryeas, an electric Riker won.



In 1902 Walter Baker was well established building electric passenger cars and decided to build a car for the publicity attached to a Land Speed Record attempt. At only 48 inches high and with an excellent attempt at streamlining (unlike La Jamais Contente) the car used 11 batteries and a 14hp motor to achieve an unofficial 167 kph – this at a time when the official record was held by compatriot William Vanderbilt in a 9 litre Mors at 122 kph. The car was notable for the use of a steering wheel (when most others at the time used tiller steering) and the fact that the occupants were held in place with 4 inch shoulder harnesses, the first recorded use of seatbelts.



And just to add perspective, the Detroit Electric, favoured by Clara Ford, was capable of 241 miles on a single charge, a figure many current electric cars struggle to achieve 100 years later. Remember also that road conditions were VERY different from today, dirt not seal. And regenerative braking? Well that was pioneered by Frenchman Louis Krieger in 1894.

TW



LOOKING BACK...



More Manfeild memories – a random selection this month highlighting some of the memorable moments.

Top – Mr Manfeild himself, Rob Lester, in the Complan Orama GE1 Formula Vee in 1976. Rob went on to win 3 NZ titles in 1978/79, 1984/85 and 1994/95. Local drivers were very much to the fore in this class, with Norm Lankshear winning the inaugural title in 1974/75 and Ross Symon taking the National title 4 times on the trot in the 1980's, amongst others. Dennis Martin (who took the title in 1995/96) has of course done so much to encourage new talent with the Scholarship which has seen numerous (now) well known drivers dip their toes in the single seater waters and begin their careers.



Middle – Terry Jensen in his well known, and rapid, Datsun 1200 seen here on Higgins corner competing in a clubmans meeting in 1979. These events have been, and I hope always will be, the mainstay of the Club, open to all types of vehicles. Often it was "Mums" car that was used at the weekend for a bit of fun and then returned to the weekday school run.



Bottom – a feature of several race meetings in the 80's were the Rally car races, in this shot shown coming out of the Esses in the reverse direction. These events were always a crowd favourite, with the cars in full rally trim, and many (most ??) on rally tyres, so sideways action was assured, especially when a certain Mr Bond was let loose!! Full fields drawn from the lower North Island ensured competitive scraps right down through the field. I'm not sure of the identities here though as my photo is not annotated. Perhaps the Street or Jennings Mk2 in front with Vern Lill following and the Mini may be Hamish McIntosh?? Perhaps readers might be able to help



Top – A typical Summer Series scene from the late 1980s or early 1990s with a full grid of Formula Pacific / Mondial cars lining up for the start. With the overseas drivers mixing it up with the locals, just as the present TRS series do, there was a real carnival atmosphere. Note the buildings (now gone of course) – the hospitality suites in the foreground and the old control tower in the background. The closer end of the grandstand behind the control tower used to have preferential seating for those that purchased a season pass and easy access to the pits, which was part of the deal. Take note of the size of the crowd, and recall that the embankment overlooking turn 1 would have been just about as full as it offered excellent close up viewing.



Middle – A very wet Manfeild with some of the Group A cars that raced at the Wellington Street race gaining some extra practice before their onward journey to Pukekohe. The local NZ series saw some excellent cars racing, including the Ford XR4i Merkur and the flying brick Volvo as well as the BMWs, Fords and Holdens. There is some great coverage of the Wellington Street Races on Youtube, from the first Nissan Sport 500 race in 1985 to the final races for the V8 Supercars in 1996. Sadly the access to the wharves is now so fragmented that it would be nigh on impossible to replicate any circuit approaching those that were used, even if consent could be obtained.



Bottom – The HQ Holden series was another that for many years was ruled by the Manawatu Mafia, though apart from Murray Starnes in 1993/4 and Chris Pither in 2002/3 and 2003/4 none won the championship. Seen here in a Stew Wood photo is Murray Starnes with the multi coloured car he used to such effect. He always said, with a straight face, that the paint scheme was the result of giving a few Highbury hoods some rattle cans but I think it was too professional for that!! Big cars, big fields, close racing with no quarter given, definitely a crowd favourite even if they weren't particularly fast. And continued on in spirit in the current Taxi Cup.

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PARTING SHOT...



We have been fortunate to have some outstanding personalities within the Club and none more so than this character. A wonderful period shot of Crunch (Raymond Bennett) circa 1994 by Stew Wood. The Manfeild Board of Control blazer and tie, that awful shirt that was probably the height of fashion, and some of Frank Gerbes chips, what better way to spend a day at the circuit?