

Manawatu Car Club Inc

MAGAZINE

JUNE 2018



Something for Everyone

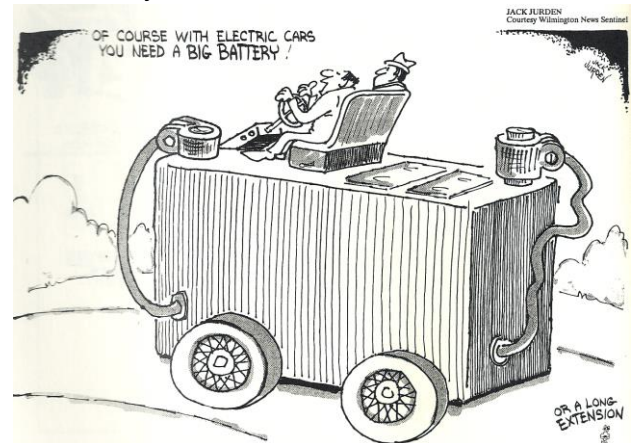
EDITORSPEAK...

The Feilding Auto Electrical Winter Race Series is upon us again, and shaping up to be bigger and better than ever. You would think that last years effort would be hard to top, however the organizers have been hard at work (well they did take a month's holiday break after the 2017 final round before starting work on this year's series) to improve and expand the experience for YOU, the competitors, based on your feedback. When you roll up to compete, remember to take the time to thank all those that make your day possible, especially those on our wonderful V Force who spend all day out in the elements. There is a considerable team behind what you see, all there to make sure you get the maximum enjoyment from your day (AND the best value for money experience in NZ). Remember too that none of it would be possible without our fabulous sponsors, so please support those that support us.

I have been reading an interesting (but slightly scary) article by Rod Brayshaw and Andrew Turner in the latest copy of Beaded Wheels regarding the threat of Low Emission Zones, Exclusion Zones and "pollution pays" road charging, to the future use of historic (and by extrapolation read that as all fossil fueled) vehicles. They rightly point out that most manufacturers have committed to phasing out petrol and diesel powered vehicles with most stating that by 2023 (that's just 5 years away) more than 50% of their production will be electric or hybrid vehicles. Likewise, around the world governments are jumping on the band wagon, with India, for example, setting the target of every new vehicle sold being electric by 2030. Unrealistic? Maybe, however many others have committed to similar targets (France and Britain by 2040 for example).

While the article focuses naturally on vintage and historic machinery, and refers to the overseas situation, don't think that this trend won't affect all of us and our ability to continue to drive our vehicles where and when we want to. Auckland Mayor Phil Goff has already publicly committed to zero emissions by eliminating fossil fueled vehicles from the city by 2030. I am still at a loss as to how this might be achieved given the sheer volume of traffic involved, however I'm sure there will be punitive monetary measures in there somewhere –

knowing local government probably less "carrot and stick" than just "stick"!!



As a further comment, and stemming from my mention of the current suitability of EV's to NZ's environment last month, I have just read a motoring journalist's account of his BMW i3S journey from Auckland to Wellington. While it took 9 hours driving time there was the small matter of 3 hours down time waiting for the car to recharge on quick chargers, and one charger that failed to work, which could potentially have been the end of the road (in, of all places, Mangaweka). The total cost for the 647kms trip was \$53.21 in recharging fees.

Consider this. Colleen runs a 10 year old manual turbo diesel Astra as her everyday commuter. On average she can go very close to 900kms between refills, at a rough cost today of \$60 - time taken to refill, maybe 5 minutes. Yes, it is a diesel, so I get that it's not got the green credentials of the baby Beemer, but it cost \$5500 vs \$85,000 and won't need a battery pack replacement after 10 years as the batteries progressively lose their ability to hold a charge. In fact, routine oil changes aside, the Astra engine has not been touched in 10 years and is still going strong.

My point? It's going to be bloody hard work shifting people from fossil fueled cars given the above. While people's attitudes to our environment, vehicle emissions and even vehicle use have changed considerably in the last 10 years, it still boils down to dollars and cents, and not everyone can afford to take the moral high ground yet.

I see that Land Transport, LTSA, or whatever they are calling themselves this year, are seriously considering the installation of section cameras on "at risk" traffic corridors and known black spots.

These use number plate recognition software to time a vehicle between two points, then calculate the average speed taken to cover that distance, comparing that to the speed limit in operation at the time. I have seen these in use in Britain and Europe, mostly on the motorways, and ALWAYS very well signposted. My bet is that if they are installed here, they will be clandestine (though in plain view) just like the current mobile speed camera vans (sorry speed safety vans) and fixed pole cameras, and have much the same effect of traffic speed – very little, as the first you know of your indiscretion is a brown envelope in the mail a couple of weeks later. Sorry, but I still see this type of policing as an ineffectual waste of money in actually altering traffic speeds, as opposed to a very effective revenue stream.

I have just finished reading John Bolster's great little 1949 book "Specials" in which he describes many of the interesting specials produced in the UK for, predominantly, the discipline of hillclimbing. One that caught my eye was the Halford. The car and engine were designed by Major Frank Halford, who, as a day job, was involved in the aircraft industry. The engine was 1500cc, 6 cylinder, over square, and running forged aluminium alloy rods and pistons, the first time they had ever been used. The 4 valve, twin cam, twin plug head was run without a head gasket, a metal to metal lapped joint being used. Very sophisticated and very interesting. Even more interesting was the use of an intercooled turbocharger, in layout very much like current practice. Although Alfred Buchi had patented a compressor driven by exhaust gases to force air into an internal combustion engine in 1905 while working with diesel engines at Sulzer, it took until

late in WW1 for the French to begin using turbos on Renault aircraft engines. These were successful, however were put aside in favor of superchargers. Halfords engine, built in 1925, and later converted to a supercharger for ease of use and maintenance, was probably 30 or 40 years ahead of it's time, but does go to show that there is very little new in the world of motoring.

Enjoy the winter racing season, I am jealous as I have no car..., at the moment..., so I will just disappear into the shed to plan my hybrid racing mobility scooter special!!



Remember to keep the rubber side down. TW

Email Trevor at littlebarton@actrix.gen.nz

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 12th June 2018.

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

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



Events Calendar

JUNE 2018

- Saturday 2nd Manawatu Car Club Free Test Day
- Sunday 3rd Feilding Auto Electrical Winter Race Series Round 1
- Saturday 9th Dannevirke Car Club Tararua Road Gravel Sprint Round 6 (final) The Engine Room Sprint Series
- Sunday 17th Transpec / GT Oil Track Day Series – 4.5km Sealed Autocross

JULY 2018

- Saturday 7th Feilding Auto Electrical Winter Series Test Day
- Sunday 8th Feilding Auto Electrical Winter Race Series Round 2
- Sunday 15th Transpec / GT Oil Back Track Autocross
- Saturday 20th North Island Endurance Race Series
- Sunday 21st North Island Endurance Race Series

AUGUST 2018

- Saturday 4th Feilding Auto Electrical Winter Series Test Day
- Sunday 5th Feilding Auto Electrical Winter Race Series Round 3
- Sunday 19th Transpec / GT Oil Back Track Autocross

SEPTEMBER 2018

- Saturday 1st Feilding Auto Electrical Winter Series Test Day
- Sunday 2nd Feilding Auto Electrical Winter Race Series Round 4 (final)
- Saturday 8th Feilding Auto Electrical Winter Race Series Prizegiving – MCC Clubrooms
- Sunday 16th Transpec / GT Oil Track Day Series Round 2

OCTOBER 2018

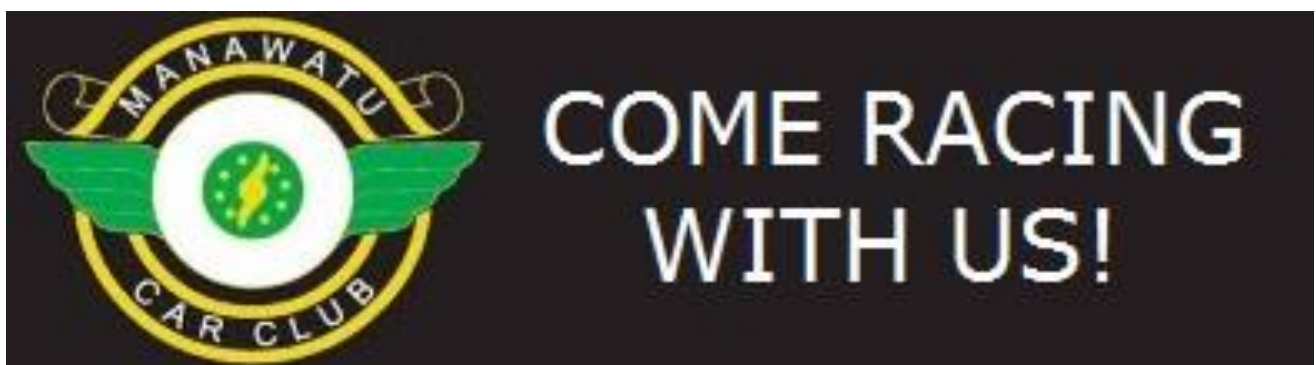
- Saturday 20th OctoberFast
- Sunday 21st OctoberFast

NOVEMBER 2018

Saturday 3rd Transpec / GT Oil Track Day Series Round 3 / Multi Event Weekend Circuit Sprint
Sunday 4th Transpec / GT Oil Multi Event Weekend – 4.5km Autocross & Motorkhana
Friday 9th MG Classic Race Meeting
Saturday 10th MG Classic Race Meeting
Sunday 11th MG Classic Race Meeting
Saturday 17th ShowVember Drift tutoring

DECEMBER 2018

Saturday 8th Transpec / GT Oil Track Day Series Round 4 (Final)
Sunday 9th Mitre 10 Mega Summer Race Series Round 1



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Your Committee:



Jill Hogg



Graeme Bretherton



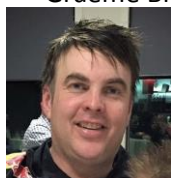
Jaron Olivecrona



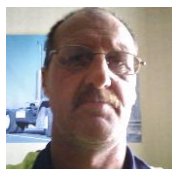
Greg Brown



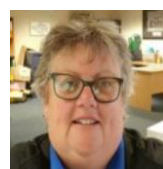
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Aaron Walker



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Kaye Flannagan



Gerald Watson

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Kerry Halligan



Noel Beale

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

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Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

Busy, busy, busy... That is how I would describe the Month of May...

Jeff Braid and I have been busy getting the Winter Series Regulations finished, finalising the Winter Series Program and getting it printed along with the Winter Series Poster, making sure the Sponsors Stickers are done in time for the first round, getting the schedule for the first round sorted, coordinating with our Volunteer Team Leaders to make sure we have enough volunteers for the first round, checking all of the online entries and payments links work, organising Radio advertising and so much more... throw in a couple of weekends away at the IRC AGM and the MSNZ Conference and all of the other day to day things that we do, so no wonder Jeff and I were asking each other where had the month of May gone as we left P.Nth on Friday 25th May at 6.30am headed for the MSNZ Conference in Wellington.

Both the IRC AGM and the MSNZ Conference were beneficial for us, lots of networking was done with Series Coordinators to make sure we can fill up a couple of upcoming meetings in both October (OctoberFast) and February (February Flat Foot) and I must say the classes that have confirmed their attendance already will make for some exciting racing indeed.

Both AGM's were quite uneventful, which is not a bad thing, as it usually means that everyone is reasonably happy with the way things are going and that things are getting done as previously promised. Sure there is always a couple of things that are debated on the day but in general things are looking a lot better this year than they were this time last year. The one great thing that came out of the MSNZ Conference was that there is going to be a huge emphasis put on looking after our volunteers this year from a National level, which is well over due. I was unable to stay on for the awards dinner as my daughter got married the same weekend so I headed back for that and the associated festivities, but there were a few familiar faces that received some much deserved awards so we will put together a full report on that for next month's edition.

So as I wrote this the first round of the Feilding Auto Electrical Winter Series is only a couple of days away! Each year around this time we always get a couple of phone calls / emails mentioning the breakout times and that maybe they should be moved, or that we should have a look at a certain person as they are always sandbagging etc... We adjusted the times a couple of years ago when the track was resurfaced but we won't be adjusting them again unless something happens with the track that will mean lap times get quicker. During nearly all of those conversations had around lap times ultimately they lead to that word "sandbagging" being mentioned. Simply put if you want to "sandbag" as it is widely known, then we cannot really stop you, what you have to think is; am I really giving it my all and is this racing, and am I endangering others by lifting off down the straight to make sure I come in under a certain time? It is a given that if you decide to move up a class you will go faster anyway, it just happens as you are around faster cars so you tend to try a little harder without really knowing it. So don't be afraid of coming last, or what your mates might say, step up and make it fair for those that are out there giving it there absolute all. Enough said...

Talking about the Winter Series, remember Saturday 2nd June is a **FREE TEST DAY**, yes that's right, just turn up on the day and sign the usual indemnity form in the race office and you can go testing for free, no catches, no gimmicks, absolutely **FREE!!!**

Also be in the race to win **\$500** - Enter all four rounds of the 2018 FAEWRS and go in the draw to win \$500 cold hard cash. This will be drawn during the lunch break at the final round on the 2nd September.

And lastly but by no means least, we have a very special **Ladies Cup** to present this year, it will be presented to the Female Racer that accumulates the most points over the course of the 2018 FAEWRS, regardless of what class she is racing in.

See you on Sunday, I'll bring my Beach Ball... sorry the wife along as well... Richie

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We have an awesome family of MCC Sponsors, many of them are MCC Members and will be racing alongside you during this year's Winter Series. So I ask that you please support these sponsors wherever and whenever you are able to, as without their generous support our race entry fees would be a lot higher.

Please also remember to display the correct sponsor's logos on your cars, this will be the overall series sponsor – Feilding Auto Electrical, and your specific Class Sponsor. The logo stickers will be readily available from the documentation office from Saturday afternoon for you to collect.

Photos are being taken throughout the four rounds of the Winter Series, we will be displaying these photos at the Prize Giving on the 8th September so we would truly appreciate that you have the correct sponsor's logos on your cars for this purpose.

If you have any doubt as to what logo sticker you require please just ask the office staff, they will be more than willing to advise you.

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Andrew Wasley

BORN: 15-5-1986

OCCUPATION: Professional Truck Driver

RACE CAR: Honda Integra

EVERYDAY DRIVE CAR: 2006 Holden Commodore SV6

DREAM CAR: Mazda RX2

YOUR BEST MOMENT IN MOTORSPORT?

Winning a race

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

I wanted to be a truck driver and ride with the big boys

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

Possum Bourne, Shane Van Gisbergen, Daniel Woolhouse

WHO WOULD YOU PLAY IN A MOVIE?

Jason Statham

THREE WORDS THAT BEST DESCRIBE YOU...

Special, crazy and hard working

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

Honda, cause they keep going

WHAT IS YOUR SECRET VICE?

Everything has to be clean

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I like mowing lawns

FAVOURITE QUOTE...

Hammer down



Who's paying the bills? The month of April ended with a Round of the D1NZ National Drifting Championship round at Manfeild that saw local hot shot Jaron Olivecrona on fire and making it through to the Final Four. The PartsTrader Nissan Sylvia did more runs than any other car and the Hartley V12 performed right up to expectations. Young Jaron and his car were the star performers as he not only burned up the track, he burned up 32 tyres and 220 litres of E38



Ethanol fuel. Towards the end of the day there was a need to get more tyres from the legendary 'Fanger Dan' who had been eliminated earlier! The Smokin' O is doing the club proud, and out loud...

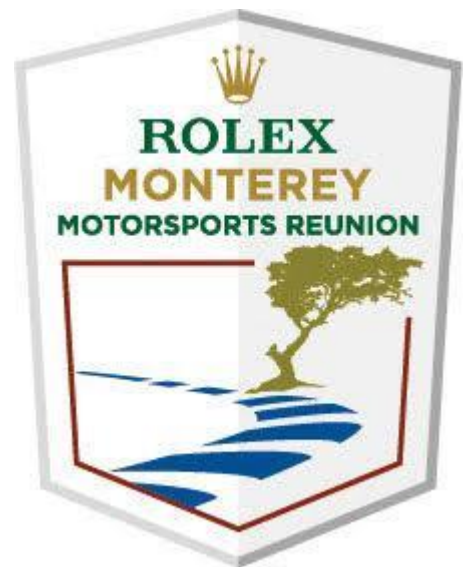
Another hyper-hypercar coming. This one has a pedigree to match the best this category has on offer and is the result of a collaboration between Aston Martin and the Red Bull Advanced Technologies Division, its codenamed AM-RB 001. Red Bull Racing's Chief Technical Officer and the world's most successful F1 designer of the modern era Adrian Newey has been heavily involved in the project to develop a lightweight mid-engined two-seater with a 1:1 power-to-weight ratio. The motor will be a new high-revving naturally aspirated V12. Underfloor aerodynamics are a key feature of the design, and remembering that



Aston Martin have an envied reputation when it comes to styling the AM-RB 001 should be a stunner. You'll have to get in quick, between 99 and 150 road cars will be built together with 25 track only versions. If previous sale's history is anything to go by the Kiwi queue probably starts behind Tony Quinn...

One of the better reads. If you're into Formula 1 a must magazine is suitably named 'F1'. This glossy monthly publication has an outstanding line-up of contributors that includes leading journalist Peter Windsor, top engineer Pat Symonds, commentator James Allen and a group of top writers doing in-depth interviews For those who like pictures the multi-page 'F1 Parade' section has stunning photographs from the best lens men in the business. As a bonus to Kiwi fans the April edition included a story on Brendon Hartley with a full page head and shoulders photograph of 'our man'. The Contents listing read 'BRENDON HARTLEY - He fell off the F1 log but achieved the near impossible, he got back on'. During the season there's coverage of all the GP races with lead-up previews. 'F1', a great way to keep up with the play...

America calling. Team Rush and the McLaren M22 are heading Stateside in August to take part in the Rolex Monterey Motorsports Reunion at the 'WeatherTech Raceway', Laguna Seca in California. This is one of the world's most prestigious motorsport events, each year more than 1,000 car owners lodge entry applications. Each car is meticulously scrutinised and checked on its authenticity, race provenance and period correctness, around one half are accepted and invited to attend. There are fifteen different categories, the 'oldest' being for 1927 to 1951 racing cars, the 'youngest' for 1981 to 1991 IMSA GTO/GTP Trans-Am cars. This year's featured marque is Nissan and the Japanese manufacturer's cars that go back to its Datsun heritage. Monterey is very much the place to be and be seen, and if you don't like watching a celebration of motorsport history there are other activities. Maybe the fine wine and cheese tastings appeals...



The Twist. The driver tells his car 'Come on baby, let's do the twist. Come on baby, let's do the twist'. This has got nothing to do with Chubby Checker's 1960 hit song, what it is about is one of the best corners in world motor racing. We continually hear about the daunting Eau Rouge at Spa-Francorchamps, the ultra-tight Grand Hotel Hairpin at Monaco, the high speed Curva Parabolica at Monza, the Abbey sweeper at Silverstone and the remarkable 130R at Suzuka. Completely overlooked are Turns 8 and 8A at the Laguna Seca circuit that combine to form the formidable and legendary 'Corkscrew'. It's widely regarded as one of the world's most challenging track sections with its blind crest and apex on an uphill approach that leads into a tight downhill right hander with an 18 metre drop in elevation. Definitely not for the faint hearted...



Super scribe. MCC member and MX5 racer Richard Bosselman is one of this country's most respected motoring journalists and his ability has been recognised by his recent appointment as a Stuff (formerly Fairfax Media) motoring correspondent. One of his first assignments takes him to Germany for a Mercedes Benz launch. Over the years 'The Bossel' has been to Oz a zillion times and many exotic places around the globe for launch functions and test drives, including Maranello. It's one of those dream occupations and when you've finished you just hand the keys back...

Still missing. Maybe the month of Marshall doesn't have Tuesdays? Despite being reminded Lord Verdun wasn't seen at the May Track & Yak but was seen three days later at the farewell BBQ of a long-time Higgins driver. Could that have been because the food and refreshments were free...

Minties Moment. Neil Moore drives his faithful 1951 Jowett Jupiter to and from race meetings, at the MG Clubman it was so close to requiring a salvage truck to get man and machine home. Neil took up the number 1 grid position for the Reverse Grid race and believed he was fractionally over the front line of his box. Being the honest man that he is he didn't want any advantage over his rivals so backed-up the few centimetres. The lights were switched to red, then switched off to signal the start. Shock and horror, Neil popped the clutch and the Jupiter went backwards, he forgot to

take his pride and joy out of reverse gear! Big avoidances meant there was no crunching of metal, Mr Moore calmly (?) selected first gear and was away in the right direction. Not the first to do it, definitely won't be the last...

Hot Humber 80. There was word circulating that Trevor Dixon had hotted up the familiar Humber 80 in a serious effort to win the regular 'Battle of Britain' dog fights against Neil Moore. It appears that there was some misunderstanding over the interpretation, yes, the engine was hotted-up but not the conventional manner. Apparently it was the result of an under bonnet fire that didn't exactly do the wiring loom any good and gave the dashboard area the heat treatment as well. It explains why Trevor wasn't at the MG Clubmans...



Batmobile rebuild. Word is that the stunning BMW CSL is back in the Hogg's home garage following the work carried out by Tim Lloyd at his 'Octane Automotive & Engineering' establishment. The transmission tunnel and boot floor were replaced before a great deal of time and expertise went into strengthening the roll cage to stiffen the body, reports confirm that Timo's workmanship is simply outstanding, but there's nothing new about that! The next phase is getting the Bimmer back into race condition with a possible first appearance in the final round FAE Winter Series. The update of the bodywork is on the back burner for the moment, but the Group 4 spec fibreglass panels have arrived, front and rear guards and the front splitter. When the project is 100% completed the Batmobile will look sensational, but right now it's a matter of priorities...

New Hogg racers. The pair of likely lads are not letting Jonathon have all the fun, both sons also have exciting projects on the go after discovering that there is life after a Mazda MX5. Gareth is rebuilding a 1993 BMW E36 coupe for the track with plans to have the car finished in the livery of touring car ace and BMW factory driver Dieter Quester. The Austrian won the 1973 Le Mans 24 Hour and the 1977 European Touring Car Championship in a career that included participating in more than fifty 24 Hour races, his last wins were in 2007 at Dubai and Silverstone when he was 67 years old! Meanwhile brother Bryce has opted for a 1983 Ford Falcon, the body kit has been fitted, still plenty to do and you can expect a well-known Bathurst livery on this one, there's no shortage of options! Classic racing just gets better and better...



Getting a taste. On the opening day of the Virgin Australia Supercar Championship round at the Winton circuit in north Victoria Earl Bamber had his first serious drive of the Triple Eight Racing ZB Holden Commodore that he'll be sharing with Shane Van Gisbergen in this year's PIRTEK Enduro Cup Series. It wasn't his first outing in a Supercar, he had previously tested for the Stone Brothers, but Winton was in front of all the major league players. All 26 cars took part in the 30 minute session and as the track dried the times came down, when the session finished Bamber was 8th quickest overall right amongst the big boys. There's another similar session next month at the Queensland Raceway. The Giz described Bamber's effort as 'stellar' and the formidable combination will surely be among the favourites when the time comes. The # 97 Red Bull car is the only entry

with two kiwis sharing the driving duties. Scott McLaughlin is partnered by Alexandre Premat and Fabian Coulthard with Tony D'Alberto. Chris Pither shares with Garth Tander, Andre Heimgartner is joined by Aaren Russell and Richie Stanaway links up with Steve Owen in the Mega Racing Falcon. Maybe we can also claim Steven Richards who backs up Craig Lowndes. First up is the Sandown 500 in September with a double header in October, the Supercheap Auto Bathurst 1000 and the Vodafone Gold Coast 600. Time to book the television remote...

History makers. Sunday 20th May 2018 was a milestone in the history of Australian touring car racing. At the end of Race 14 of the Virgin Australia Supercar Championship at the Winton Raceway New Zealand drivers stood on all three steps of the podium. MCC member Fabian Coulthard was flanked by Shane Van Gisbergen (2nd) and Scott McLaughlin (3rd). It made you feel very proud and hopefully it won't be the last kiwi trifecta we see this year...



Hillclimbers. Otara Road at Ohingaiti is where you find the property of Bruce and Margaret Goodwin, it was also the venue for Round 4 of 'The Engine Room Sprint Series' organised by the Dannevirke Car Club. There were only two MCC members in the 16 strong field that took on the all-tarmac course that had a downhill start and a fast finish, separated by ups and downs and lots of corners. It was tricky enough for two drivers to take out sections of farm fences! The irrepressible pair of Craig McIntosh in the Rose & Crown Mitsy Evo and Greg Browne in his potent Honda Integra carried the club's colours, though not to victory. At the Track & Yak a couple of weeks after the event Zippo reported proudly that he got the Mitsy Evo into fifth gear during one run, saw sheep grazing on the side of a deep and steep gulley, suddenly realised how fast he was going in the wet conditions and immediately downshifted to 4th gear. Apparently it felt a little more comfortable. Woosy...

The ultimate ride provides the ultimate sound. Liberty Media have retained the F1 Experience which means that at each Grand Prix race a selected personality has the opportunity to ride in the Minardi two-seater F1 car. They've upped their game this year by doubling the size of the two-seater fleet so the word personality becomes personalities. It should be pointed out that the two cars don't actually 'race' each other, they go out onto the circuit with a large gap separating them! For the passengers it's the ride of a



lifetime, for the spectators it's the glorious screaming sound of the 3-litre V10 Cosworth engines, a huge audio contrast when compared to the current V6 turbo motors. The only Kiwi lucky enough to be a rear seat driver was All Black first five Dan Carter when he was in Melbourne at the 2015 Aussie GP as a guest of Red Bull. What impressed him most was the level of fitness required to be a F1 driver...

Losing, then winning. In this wonderful country of ours there are two very important series for aspiring racing drivers, one is based on the Toyota 86 sports car, the other on the Formula First single-seater. One is two years

old, the other is 18 years old. The CarVets Scholarship is conducted at Hampton Downs with the winner having a full season of racing in the Toyota 86 Championship. The Speedsport 'Stars of Tomorrow' Scholarship is conducted at Manfeild with the winner having a full season of racing in the Formula First Championship. This year one driver was a finalist in both, Ronan Murphy. The sixteen year old missed out on the Toyota 86 deal but disappointment soon turned to delight when he was named winner of the Speedsport Scholarship. For some up and coming single seater drivers it's been the first major step on the ladder to the big time...

Impressive pack-ups. The post-race analysis by the F1 commentary team as they wander down pit lane makes interesting viewing for those who stay up watch. Teams start packing up almost as soon as the chequered flag falls and to see them at work in the background gives an indication of how quickly equipment is dismantled and containerised ready for transporting to their respective factories or the next venue. It also shows how clever the design of the equipment is so that it's lightweight, easy to assemble and dismantle, while taking up the minimum space. The inventive stuff isn't all in the cars...



National pride. One of the standout features of Azerbaijan's capital city Baku is the National Flag Square that covers an area of 150 acres. It was opened in 2010 with its standout feature a flag pole that stands 162 metres (531 feet) tall. A big pole deserves a big flag, like 70 x 35 metres (230 x 115 feet). Because of its size and the desire to have it flutter the flag is positioned where it catches the strongest winds, in turn it means that there is a high level of wear on the edges of the special fabric, so it has to be removed from time-to-time to allow repairs to be carried out by the German makers. A flag of those dimensions is serious national pride...

Really clever innovation. Introduced for the Azerbaijan Grand Prix was television's latest viewer information package and it's absolutely brilliant. It makes full use of the safety halo by superimposing information on the inside edge of the device, in effect a 'HUD' (Heads-Up-Display). In the centre is a graphic showing the engine revolutions, which gear the car is in and the speed, to the left the braking effort and to the right the throttle opening. Its amazing technology and very easy to read. Whoever came up with the idea deserves a medal...



Big headed. F1 owners Liberty Media continue to work very hard on wooing the fans and their latest 'innovation' is actually the return of something that was seen at some races during the 2004 Championship season, it's simple and the fans love it. High profile drivers are replicated with 'characterised' oversize heads and the people walk through the crowds posing for photographs either as a group or individually, it's very hot work. At Melbourne that year were Michael Schumacher, David Coulthard, Ralph Schumacher and Juan Pablo Montoya. At the 2018 Spanish Grand Prix



two 'characters' appeared, Lewis Hamilton and Petronas Mercedes team mate Valtteri Bottas. The fans went wild taking 'selfies' which would have brought big smiles to the faces of the Liberty people. Another big tick...

Only a matter of time. The confirmation that the Ford Mustang would return to the Virgin Australia Supercar Championship next year has really got motor racing followers excited on both sides of the Tasman. That raised the question about a response from Holden or General Motors and it wasn't a long time coming. It's been confirmed that Holden Special Vehicles (HSV) will do a feasibility study on having a Chevrolet Camaro on the grid and Holden will not stand in the way of HSV if it goes down that road. That means we could see the two big guns, Ford and General Motors, each having two different cars on the grid - Falcon/Mustang and ZB Commodore/Camaro. Remember that two-door cars are being introduced under the 'Gen2' rules with their coupé bodywork being modified to fit over the control chassis that was introduced in 2013. Those interested in buying a brand-new 2018 Right-Hand-Drive Chev Camaro will be pleased to know that production at HSV begins next month. Have you placed an order??...

Something that was missed in the tributes to the late Dan Gurney was his pivotal role in the Lotus "invasion" of Indy and the part he played in the downfall of the front engine Offy racers. Jack Brabham set the scene, having taken a 2.7 litre Cooper to Indy at 1961, to much derision from the establishment. The car ran well however and was a strong 9th at the finish. Although through the 1940's and 50's the Indy roadsters had developed in many ways ahead of European design, being early adopters of disc brakes, fuel injection, roll protection and seat belts, the design had stayed static for some years - a front mounted Offenhauser engine, beam axles and torsion bar suspension at both ends – the classic roadster. Enter Dan Gurney, by this time racing in the European arena. In 1962 he ran Indy in a Mickey Thompson built rear engine car and invited Colin Chapman along as his guest. Chapman later commented to journalist Doug Nye "it was like being at the Tripoli GP or some such in 1938 – all these old dinosaurs wallowing around". Made aware of the commercial opportunities by Gurney, the result was Lotus entering the 1963 event with Jim Clark and Gurney in Lotus 29's. Clark controversially finished second behind an ailing Parnelli Jones, who many said should have been shown the black flag for dropping oil on the circuit (which also resulted in several top running drivers crashing out, and a punch up in the pits later between Jones and Eddie Sachs!!). Although it would take a further 2 years before Lotus (and Clark) finally cracked it, the dinosaurs were dead in the water from that day



Bonhams Auctions has an intriguing auction this month, the no reserve dispersal of the Den Hartogh collection of Fords in Holland. Believed to be the largest single collection of Ford cars in the world, Piet den Hartogh attempted to find an example of every Ford model ever made, and collected 200 ranging from a 1903 Model A to B to C, delivery vans, pick-ups, taxis, 35 Model T's of various specifications, and on up to late model campervans and even a Canadian police issue snowmobile. The breadth of the pre WW2 cars on display is staggering, as is the Ford memorabilia and garage equipment. The collection was opened to the public 21 years ago, and latterly under the curation of Piet's daughter, but the family have decided to disperse the "Ford Hoard". While there will undoubtedly be few bargains, the fact that there is such a large number, and everything is being offered at no reserve begs the question, and maybe there will be a cheapie??.....



It has to be said, because he's too modest to say it himself. Congratulations on a very special Big Zero birthday on May 30th to our very own RH. As I write this I am referencing nine (yes 9) A4 pages describing, in very abbreviated form, Russell's commitment to not only the local community and events, but to events on the national and even the International stage. From Canterbury rep rugby league, softball and hockey in his youth to involvement in motorsport, speedway, jet sprinting, dragon boat racing, broadcasting, journalism, the PN rescue helicopter, scale models, the Wings & Wheels events, Special Olympics, a published author the list just goes on and on. Commitment on this level is very rare, and has been suitably acclaimed with many awards, including the 2008 Manawatu Sports Personality of the Year. Some of Russell's lasting achievements (among so many) are the original displays at the Rugby Museum and Palmerston North Airport, the very well-remembered world's first car vs helicopter race at Manfeild in 1996 (Peter Brock vs Rick Lucas), and setting up the first time the national anthem was sung in English and Maori (at an NZ vs France rugby league test at the showgrounds). Still working for the Big Green team at Higgins, this remarkable octogenarian still turns out 10,000 words per month for the magazine, as well as contributing to others and editing still others. Russell, you are a taonga to us and I know the entire motorsport community, hell the entire Manawatu community, will join me in wishing you a very happy (slightly belated) birthday.



Happy Birthday!

What an engine. On the afternoon of 23 May Manfeild's 'back track' reverberated to the sound of a very special engine. Jaron Olivecrona was there with his Nissan Sylvia drift car but it wasn't the 'Big O' behind the wheel. The creator of the sensational Hartley V12 was offered the opportunity to feel the power for himself and was suitably impressed by his masterpiece. Nelson Hartley was astonished at how quickly the car lit up the rear tyres, even in third gear, he enjoyed the way it revved and enjoyed the sound it emitted even more. It was #%?#@< unbelievable! Nelson drove through a course of marked out by road cones and had a few problems finding all the 'controls' with various levers doing various tasks. After just one brief 'play' he had a new appreciation of the skills required to be a top drifter and also found out the cost of drifting at the top level, the set of rear tyres lasted 90 seconds. It was still #*%?#@< unbelievable...*

ANOTHER COMMON DENOMINATOR CIRCUIT...

Last month it was Manfeild Circuit Chris Amon and the Shanghai International Circuit, this month it's Manfeild and the Barbagallo Racway in Western Australia. It would be nice to think that one thing the two tracks have in common is hosting a round of the Australian Supercar Championship, but that is never going to happen. What they do have is an Air Force Base in close proximity and both are training units.

RNZAF Base Ohakea is the home of the Central Flying School, No. 14 Squadron that trains pilots on single-engine Beechcraft T-6 Texan II aircraft and No. 42 Squadron that operates Beechcraft Super King Air aircraft for twin-engine training and VIP transport. Across the Base is the No. 3 Squadron Rotary Wing Training Unit. RAAF Base Pearce is the home of No. 2 Flying Training School that operates Pilatus PC-9 aircraft and No. 79 Squadron that operates jet engined Hawk fighter trainers, no twins and no helicopters. Pearce is also the home of the Republic of Singapore Air Force's Flying Training Institute who operate turbo-prop Pilatus PC-21 aircraft. Ohakea may have something similar in the future but with McDonnell Douglas F-15 Flying Eagles capable of Mach 2.5 (3,000 km/h)?

In a remarkable coincidence, both Bases hosted their first motor race meeting in 1950. At Ohakea it was the first New Zealand Grand Prix won by John McMillan in the Jackson Special ahead of a Wolseley Special and Singer Buick that was driven by Club founder and Patron Fordy Farland. At Pearce it was a one-off event held as part of an RAAF Air Show. The 'Air Force Handicap' used all three runways on the base to form a triangular circuit with the Feature race won by Syd Negus in a Plymouth Special ahead of a Ballot V8 and MG TC.

No doubt there are many circuits around the world that have a common denominators with the race track created by the Manawatu Car Club and now in the stewardship of the Manfeild Park Trust...

RH





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Round 2 – Sunday 8th July
Round 3 – Sunday 5th August
Round 4 – Sunday 2nd September

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OTARA ROAD SEALED SPRINT REPORT...

Round 5 of The Engine Room Sprint Series saw us return to the tarmac in an area hidden away just off State Highway 2 at a place most have driven through but many don't know how to say. Manawatu Car Club hosted Otara Road which is in a little place called Ohingaiti just north of Hunterville, and the mayor of the region, Bruce Goodwin, was kind enough to let everyone park in and around his yard for another year.

Although short, this road requires accuracy and plenty of speed. Starting on a downhill you are sent straight into a hairpin, plunging down the hill and over the narrow bridge before a set of corners and another tight hairpin send you back up the other side and through some big commitment turns, a deceptive left hander then through to a fast finish.

The day drew in a good mix of entries from Series regulars through to Craig McIntosh in his 600hp circuit EVO, Bruce Goodwin in his Targa Corvette and Scott Harland in a Leyland Mini.

The day ran with a practise followed by 3 timed runs, then everyone was sorted into groups to compete in a runoff style format for overall positions. Straight away in practise the pace was set with Daniel Feck in the FTOR4 putting up a time of 1:39.9 followed closely by Craig in the EVO running a 1:40.5 and Peter Weir in the BMW E36 putting up

1:41.8

The first run saw Craig having a spin and losing time, Greg Browne in his Integra closing in on Peter and Series rookies William Menzies in his WRX and Ryan Westwood in his BMW E30 setting times with less than half a second between them. Scott Harland in his Mini and Jay Broughton in his Drift spec Laurel both set similar times with only a second separating them.



The second and third runs had Daniel consistently getting quicker, setting the pace with a quick time of 1:35.5, and Craig running a 1:36.8, this ensured they were in the top group for the runoffs. Peter and Greg were having a good battle with Peter running a 1:39.7 and Greg putting the pressure on with a time of 1:39.9. The rest of

the top 10 were all pushing hard with only 4 seconds separating them. Thomas Good in his Mk1 Escort and Robin Feck in his twin turbo V6 MR2 were tied, both running a time of 1:45.3. Paavo Torkkola in his Rover SD1 and Series rookie Cody Willemsen in his 1300 Starlet rounded out the field with 0.1 of a second separating them.



With the three qualifying runs complete and everyone sorted into groups from slowest to fastest, the first group up was Cody

Willemsen, Paavo Torkkola and Scott Harland with Scott winning and proceeding into the next group with Tony Willemsen and Bruce Goodwin. The next group up was Grant McGregor in his Escort, Robin Feck and Thomas



Good with Robin moving up joining Joshua Smith driving his Pulsar, Ryan Westwood and William Menzies. William set the fastest time in the group and moved up to join Greg Browne and Peter Weir for chance at a podium spot. Peter won the group and moved up against Daniel and Craig. The EVO of Craig's suffered gear shifting issues at the worst possible time letting Peter slip through to secure second behind Daniel who took the win and made it his third victory in a row in the Series.

Thanks to MCC for running the event and Bruce Goodwin for the hospitality.

The Engine Room Sprint Series team are proud to have the Manawatu Car Club hosting a round and look forward to returning for the 2019 season

Peter Weir TERSS Series Co-ordinator



Results from shootout

<u>Position</u>	<u>Driver</u>	<u>Class</u>	<u>Car</u>	<u>Time</u>
1	Daniel Feck	D	Mitsubishi FTOR4	1:35.4
2	Peter Weir	C	BMW E36	1:37.6
3	Craig McIntosh	E	Mitsubishi EVO 3	1:39.1
4	Greg Browne	C	Honda Integra	1:40.1
5	William Menzies	E	Subaru WRX	1:39.7
6	Ryan Westwood	C	BMW E30	1:42.6
7	Joshua Smith	B	Nissan Pulsar	1:43.0
8	Thomas Good	B	Ford Escort	1:45.1
9	Robin Feck	C	Toyota MR2	1:42.5
10	Grant McGregor	C	Ford Escort	1:45.6
11	Bruce Goodwin	C	Chevrolet Corvette	1:50.7

12	Tony Willemsen	B	Toyota Starlet	1:54.9
13	Scott Harland	A	Leyland Mini	1:54.1
14	Cody Willemsen	A	Toyota Starlet	1:58.3
15	Paavo Torkkola	C	Rover SD1	2:01.8

Photos by Jeff Wells. Check out the Series Facebook page Engine Room Automotive Sprint Series for more

2018 MOTORSPORT NEW ZEALAND AWARDS...

The glitzy function was held in Wellington's Shed 6 on the eve of the Monaco Grand Prix, an appropriate venue because the building is sited where the Group A pits were for the first Nissan Mobil 500 race in 1985.

For the Manawatu Car Club the highlight of the evening was Brendon Hartley being named the winner of the Jim Clark Trophy for the third time.

The trophy is awarded annually to the New Zealand driver competing at a national or higher level who shows a sportsmanlike attitude to the sport and fellow competitors and natural ability in putting up the most meritorious racing performance during the season. Brendon's previous wins were in 2015 and 2016, Shane Van Gisbergen was last year's recipient.

Porsche team mate Earl Bamber became the 28th inductee to the prestigious 'Wall of Fame' that was established at MotorSport House in Wellington in 1994. Bamber joins Chris Amon and Brendon Hartley as drivers from the central region whose achievements have been acknowledged.

New national Formula First Champion Callum Crawley received his trophy, and was a finalist for the Steel Memorial Trophy that recognises the country's best young driver (U21) who displays dedication, skill and a level of professionalism in their driving to progress to the upper echelons of the sport.

It was most appropriate that in the 50th year of Formula Vee/First Dennis Martin received a 'Special Award' for his service to the category and the success of the SpeedSport Scholarship that has benefitted so many promising young drivers since its inception in 2001.



The Steel Memorial Trophy was won by one of the Scholarship graduates for the second successive year, Liam Lawson. Lawson went on to become the world's youngest winner of a national Formula Ford Championship (15 years old) and is currently running second in the German Formula 4 Championship.

The work of Naomi Bray and Helen Cameron was recognised with Distinguished Service Awards, while former club member Kerry Grant received a Historic Heritage Award recognising services to Historic and Classic racing in New Zealand.

A good night for motorsport...

RH

THE HARTLEY FILE...

From Baku in Azerbaijan it was back to Milton Keynes in England, back to the mountain bike and back to the simulator with focus on the Spanish Grand Prix a fortnight away.

The first day of practice at Barcelona's Circuit de Catalunya brought problems for virtually everyone with a number of factors being part of the equation. The track had been resurfaced and was very smooth which brought problems with lower levels of tyre grip and tyre choice, it was a hot day with strong winds that were gusting and changing direction which seriously affected the aero downforce. It added up to making it difficult to define set-ups, most drivers had off-track excursions with three teams (Williams/Red Bull/Force India) having cars returned to the pits on the back of recovery vehicles. It could be described as a challenging day for everyone.

At the end of both sessions the two STR drivers were in the same positions on the time charts, Pierre Gasly 10th and Brendon 18th, both having trips through the Turn 4 gravel trap. In Gasly's case a new underfloor had to be fitted to his car, for Brendon there was minimal damage but valuable track time was lost in the pits while mechanics removed stones from the cockpit that could have got under the pedals! Earlier Brendon had complained about understeer.

At the end of the afternoon Gasly was 2.114 seconds away from the fastest time and Brendon 3.006 seconds with a best 1.21.373.

'It was a pretty clean day, even if I lost some time in the first session after I had a trip in the gravel. For the second session we made some big changes which didn't really work, but sometimes you just have to try different things to figure out the right direction. We weren't very quick in the afternoon but let's keep positive. I'm sure we can pick up the pace tomorrow'.

Did he pick up the pace on Day 2?

The day certainly started well enough. Weather wise it was cooler and calmer and Brendon was the first driver to clock a time, he was immediately faster than in P1 or P2 with 1.20.486 and was later down to 1.20.073, Gasly was 3/10ths quicker. In the last minutes of practice sessions the teams and drivers really go for it to get the maximum out of the car and improve times, for Brendon it didn't end well.

Entering the high speed Turn 9 the Toro Rosso driver put a wheel on the grass on the outside of the corner, the car spun and went backwards into the energy absorbing wall at only slightly reduced speed, it was a high g-force impact that caused massive damage to the rear of the car. Thankfully Brendon was OK and walked to the medical car with a doctor.

'This crash was definitely the biggest I've had in a long time. It happens in slow motion. I was going backwards towards the wall, so you don't really know when the impact is going to come. I'm looking in my mirror to know exactly when it was going to come. You brace yourself a bit, but it's never a lot of fun.'

I was only two or three centimetres wider than my normal line into Turn 9 but there was a dip in the surface on the other side of the kerb that pitched the car into a spin'.



Twitter / Facebook - *'That hurt a little. A big crash in FP3 meant I had to watch quali from the pit wall. Other than a little bruising I'm all OK and fit to race. The boys and girls have worked hard and the car is also fit for the race. Full focus on moving forward and sights set on the top 10'.*

During the rebuild of chassis STR-13 the mechanics had to replace the damaged gearbox which incurred a 5 grid penalty, that didn't matter because Brendon was starting from 20th position anyway.

Starting from the back of the grid can have its benefits. On Turn 3 of the opening lap one car spins, two other collide with it, Brendon weaves through the carnage and emerges in 16th place! There's a Safety Car Intervention while the cars and debris are removed, one was the # 10 STR of Pierre Gasly.

Taking opportunities is the name of the game, Brendon was brought in early and switched to the medium compound tyre which suggested a possible change to a one stop strategy. It proved to be the right call from the STR wall, as other runners pitted the # 28 car got as high as 12th place and close to the hoped for Top 10. When the pitting sequence ended Brendon was back in 14th position which became 13th with another retirement. On lap 35 he pitted for new tyres, dropping one spot which he comfortably maintained but as the laps counted down his pace improved and the final eight of the 66 laps was his best period of the eventful race.



With good tyre management he chased down the Sauber Alfa Romeo driven by Marcus Ericsson and with 3 laps remaining overtook the Finn with a superb pass to take 12th place and hold the position to the finish, though it wasn't without drama. His car slowed dramatically as it came out of the final corner, crawled across the line and immediately pulled off the circuit. The cause of the slowdown and quick stop was related to the engine lubrication system.

'I had a clean start and made up a few positions on the first lap. The mechanics did an amazing job to get the car ready for today - it was actually finished last night - we just had to do the car set-up this morning. We decided to pit under the first Safety Car and go straight onto the medium to effectively do a one-stop. It worked, but it meant we lost a couple of positions in the beginning. It was difficult to overtake today. I think some of the cars around us had a bit more top speed which made life difficult. I had a good overtake on Marcus at the end to get 12th and if I had made the over take a little earlier there would have been a chance of 11th as well, because the pace was definitely there at the end of the race'.

What a weekend, disaster to delight under huge pressure.

Twitter / Facebook - *'P12 in Barcelona. Big effort @tororossa to get the car back on track for the race. Wish I could have rewarded them with some points but that was all we had. Next up is one of my favs, Monaco'.*

The really good thing about the Monaco race is that Brendon can sleep in his own bed and walk to work!

His preparation for THE grand prix on the calendar wouldn't have been easy with both the regular media and social media suggesting Brendon will lose his Toro Rosso seat after the Canadian Grand Prix. It's part of the realisation that top level sport is a cut throat business, but to his great credit Brendon ignored all the speculation and his only comment was - *'I have a contract'*.

Wearing his new 'Monaco' helmet in recognition of the occasion, there's no doubt that Brendon was fired up for the Day 1 practice sessions that saw Pirelli's 'Hypersoft' tyre being used for the first time. At the end of P1 he was 12th quickest and two positions ahead of team mate Pierre Gasly, at the end of P2 he was 11th quickest and three positions ahead of Gasly, the pair posting times that were only two tenths of second apart in both sessions.

It was an emphatic response to the critics and showed that when the going gets tough the tough get going. It looked very promising going into P3 and qualifying.



In P3 the pace warmed up and when the session ended things looked even more promising, 7th fastest behind the big guns with Gasly 1/10th behind in 8th. It was the best session of the year for Scuderia Toro Rosso Honda, but that joy was short lived. In Qualifying many drivers tend to leave their best until last, and this proved to be Brendon's undoing.

With time running out Brendon's final laps in Q1 were spoiled by traffic and caution flags which cost critical time and he was 16th fastest to miss the cut by one position. Gasly progressed to Q2 and claimed 10th on the grid.

'I'm really disappointed getting knocked out of Q1, especially after ending practice this morning in P7 and I was really happy with the car. We've been looking strong all weekend, but when it came to qualifying I wasn't as happy with the car in terms of balance, so there's a bit to be looked at there. It's always a tough one around here, it can be a lottery with traffic and yellow flags, and in the last two attempts I had in Qualifying there was a lot of both, so it wasn't really ideal - especially since it's very difficult to pass around here. It will be tough tomorrow, but our car looks good so we'll see what we can do'.

For all its glamour and reputation as the most important and grandest grand prix of them all, one thing that Monaco doesn't have is overtaking opportunities, in the 2018 race the first six places were the driver's starting positions! The real action was back in midfield.

Brendon suffered a damaged front wing end on the opening lap which affected the car's downforce but he elected to stay out of the track. He pitted on lap 13 for fresh tyres but the damaged wing wasn't replaced, the stop was soon followed by the report that he was under investigation for speeding in pit lane, officials decided on a 5 second time penalty.

From that point it was head down and get on with it. It might have been boring at the front but in the midfield there was a right royal battle going on involving Brendon, Charles Leclerc, Marcus Ericsson and Sergio Perez.

Toro Rosso was running different strategies with Gasly not pitting until lap 37 which meant he would have much fresher tyres for the final stint whereas at that point Brendon's tyres had already done 24 laps and their 'best by date' was fast approaching!

The midfield quartet were only tenths of seconds apart but Brendon was controlling the situation with a possible top 10 finish in sight, all that changed on lap 70 with eight to run to the finish. Out of Portier, maximum speed through the tunnel towards Turn 10, the Nouvelle Chicane, hard braking for the tight left/right and he starts to turn into the corner. In a millisecond his race is over when Leclerc's Sauber Alfa Romeo suffers brake failure and slams into the back of the STR # 28, the rear wing is ripped off and Brendon limps back to the pits. Both drivers join Fernando Alonso on the DNF list. The Virtual Safety Car system is deployed while the debris is cleared and the procession continues to the checker.

The fastest race lap times show that Gasly was only 1/10th of a second quicker in an undamaged car and with fresher tyres, he would finish in sixth place - another what could have been for Brendon on his home ground.

'It was a tough race starting from 15th. I had a pretty good start but I damaged my front wing on the first lap at Turn 5 which was annoying. It was an uphill battle from there, the tyres quickly faded with lack of front downforce, but we held on and made a big effort to make the Ultrasofts last until the end. We pitted really early to make an undercut which was a good strategy, and towards the end of the race I was catching Carlos (Sainz) for P10, but then I got hit from behind by a Sauber. Charles and I spoke afterwards and he said he lost the brakes, it's pretty frustrating, but that's Monaco. We were strong all weekend apart from Q1, where we didn't get it all together. I was happy with how I was driving today but ultimately it wasn't meant to be.'



Round 7 is the Canadian Grand Prix on 10 June at the Circuit Gilles Villeneuve near Montreal, another track that's unforgiving - *you can kiss the wall, but don't hug it!*

A consolation for Brendon was that one of the groomsman at his wedding won the race. Daniel Ricciardo was in supreme form and was never headed over the weekend, fastest in each practice and qualifying sessions and resisting the challenges from Sebastian Vettel in the race itself despite the drive system of his car losing nearly a quarter of its power. Dan was definitely the Man at Monaco in scoring his first win in the tiny Principality. The post-race celebrations will be remembered for many things, Vettel even included Royals Prince Albert and Princess Charlene in the champagne spraying!

For some the highlight of the weekend was winding the clock back for a wonderful blast from the past when father and son Keke and Nico Rosberg did 'demonstration' laps together in their respective World Championship winning cars, titles that were won 34 years apart.

Keke won the title in 1982 and drove the Williams FW08 Cosworth, Nico was back behind the wheel of his 2016 Mercedes AMG Petronas W07 Hybrid.

The Rosbergs were the second father and son to win the world title, the feat had been achieved earlier by Graham and Damon Hill - hopefully similar demonstration laps with iconic F1 cars of yesteryear will be repeated at future grand prix meetings.

Oh yes, the grid girls were back...

RH

BIG BLOKE, BIG CAR...

The passing of legendary Australian sports commentator Darrel Eastlake on 18 April brought a reminder of his brief motor racing career that included a world first.

The man known as 'Big Dazza' had a long association with Channel Nine's Wide World of Sport and his colourful over-the-top commentaries included State of Origin rugby league, 500cc Motorcycle World Championship and Formula One where he was joined by two wheel giant Barry Sheene, the pair formed one of broadcasting's greatest combinations.

Eastlake came to New Zealand in 1996 to lead the television commentary team covering the Mobil 500 Series races at Pukekohe and Wellington. His race calling was high excitement, high speed and high decibel, with it came his catch-cry - *'It's huge'*.

The 1996 Wellington sprint races were quite outstanding in both quality and entertainment, it was an amazing era and well worth a Google when you have a spare hour (1996 V8 Supercars/Auckland Sprints/Round 2/Wellington). Race 2 is a ripper, following a couple of audacious overtakes at the hairpin Greg Murphy scored an important career win and Eastlake described him as a 'superstar in making', Peter Brock added 'Murph has arrived'. How right they both were.

On the race track Eastlake enjoyed a short career that began with sports cars, but back in 1973 when Dick Johnson was racing a Holden Torana he was the man behind the wheel of a most unlikely race car. In its short track career it was on the grid for the Australian Touring Car Championship round at the Surfers Paradise International Raceway - a Leyland P76 built to Group C Touring Car specs.

'I raced the only one that hit the track. I soon worked out that I wasn't good enough'.

The following year, and on the international competition stage, the Leyland P76 achieved fame in the World Cup Rally that took competitors to London to Munich via North Africa and Turkey, a journey of 17,300 kilometres (10,800 miles).



Driven by well-known journalist and author Evan Green with the highly experienced John Bryson in the navigator's seat, the P76 ran under the banner of Rally Leyland Australia.

There were several name drivers in the field including Andrew Cowan (Ford Escort), Shekhar Mehta (Lancia Fulvia) and Stirling Moss (Mercedes Benz 280E), and interesting vehicles ranging from a Hillman Minx Series 3 to a Jeep Cherokee, together with works entries from Peugeot, Citroen and Porsche. Among the more interesting was a prototype Morris Marina fitted with an MG/Rover V8 engine, gearbox and rear axle, it never made production!

Some of the sections in the Sahara were over 1,000 kilometres long, it was where timing went from minutes and seconds to days and hours! Only five of the starters completed the full distance but it wasn't entirely the fault of the crews. The route was plotted a year ahead of the event and a critical road in the Sahara Desert had been

extended in the interim period which caused a great deal of confusion, meaning several competitors got completely lost and search parties had to be organised. The victims included the Moss Mercedes. *As an aside I have been fortunate enough to talk with an English competitor in this event, who, in his Peugeot, finished 9th. Seeing the route book was a real eye opener for a Kiwi rally boy, with instructions like circle the shrine at Tamanrasset (Algeria) 3 times then drive 300 miles on compass bearing "xyz". It was certainly not an undertaking to be taken lightly and this team were, in Michaels words, "bloody lucky we made it at all. It was literally life or death in the desert". Ed*



The Green/Bryson Leyland P76 finished 13th overall after losing time with a damaged suspension strut, with the highlight of their rally winning the 72 kilometre long Targa Florio stage on the same Sicilian roads used for the famous sports car race.

A second Australian crew in a privately entered Citroen DS, built and prepared by the legendary Jim Reddix, won the event by nearly two days in terms of penalty points, the only problem along the journey being a blown rear light bulb. Reddix still owns the car that is regarded as the last true private entry to win a major International rally. Of

interest here in the Manawatu was that one of his two co-drivers competed in the 1951 Ohakea Trophy race, Ken Tubman drove a MG K3 Magnette with a supercharged 1086cc six cylinder engine but was one of the numerous retirements.

The London to Munich was an event with extraordinary tales and Green later wrote one of motorsport's greatest books that covered the rally - 'A Boot Full of Right Arms'.

At the conclusion of the event, and without a support vehicle, Green and his team drove the car back to Australia trouble-free along the route of the 1968 London to Sydney Marathon.

The stage victory in Sicily led to a special Limited Edition (300 units) P76 Targa Florio to boost sales, V8 engine with T-Bar automatic transmission, limited slip diff, alloy wheels and special paintwork that included fashionable side stripes - very sporty, but it didn't disguise the fact that the P76 was a BIG car!

In much more recent times the Leyland P76 enjoyed further success in endurance rallies. In 2013 Gerry Crown and Matt Bryson won the Classic category of the Peking to Paris Rally, their time was 237 hours 30 minutes 10 seconds. Two years later the same pair in the same car placed second in the Road to Mandalay Classic Rally, and claimed the Mandalay Cup that recognised the fastest car.

Here in New Zealand, during the 1970's the Benson & Hedges Production Car endurance race at Pukekohe was to this country what the Bathurst race was to Australia and enjoyed a big following. It was an



event completely dominated by Chrysler, the Valiant Regal 770 won in '70 and '71 before the 265 Hemi Charger scored a remarkable seven successive victories.

Darrell Eastlake was the first to race a Leyland P76 but he wasn't the last. Four P76's were entered in the 1975 B&H 1000 with the car shared by David Oxtan and Garry Pedersen finishing an impressive 5th overall despite losing seven laps in the pits to repair a broken exhaust.

Later in the year the same car took part in the Mobil Economy Run from Auckland to Wellington and recorded 9.9 litres/100 kilometres (28.4 mpg), beating a Falcon 500, Holden Statesman and Chrysler Valiant for class honours.

One of the four cars survives in the hands of Andrew Larsen, the P76 that was raced by Ross Calgher who is well known at Manfeild where he's competed in both single seaters and classics, his best known car being a Triumph TR7, ironically powered by a Leyland P76 V8 engine.

A Leyland P76 competed in the Manawatu Daybreaker Rally during the short time when there was a 'Formula Fun' category where the cars were cheap and in street trim, even down to normal road tyres. Several prominent speedway drivers took up the challenge and proved to be embarrassingly competitive in very unfamiliar territory.

Current Palmerston North Speedway promoter Bruce Robertson and all-rounder Ian Easton drove the 'mothership' that proved to be extremely reliable and offered the crew a relatively high level of comfort whenever the weather took a turn for the worst.

Designed by Giovanni Michelotti and manufactured by Leyland Australia, more than 18,000 P76 vehicles were produced between 1973 and 1975, two other versions were designed but only built in very small numbers, the 'Force 7' coupé and a Station Wagon.

About sixty Force 7's were built, the majority were crushed at the factory to enhance the price of the remaining 8 that were auctioned off to the public in 1975, and all eight exist today with one



example in a New Zealand collection. Three prototype Station Wagons were made, the sole surviving example being sold at the same auction as part of a pair with the last car to leave the assembly line.

Production ended when the Leyland plant at Zetland in New South Wales closed in October 1974, but in this country assembly from CKD (completely-knocked-down) packs continued at the NZ Motor Corporation plant in Petone until stocks were exhausted.

The Leyland P76 was intended to be a serious rival to the Ford Falcon, Holden Kingswood and Chrysler Valiant, it became a credible challenger when it was named 1973 'Wheels Car of the Year', Australia's most prestigious motoring award. Initially demand far exceeded supply but sales fell significantly the following year for a variety of reasons - rushed assembly resulted in poor build quality, there were strikes at factories producing the car's components and there was the global fuel crisis.

The car that was nicknamed 'the wedge' because of its distinctive shape had a short but interesting history. Possibly it was the right car, but at the wrong time. It certainly deserves to be remembered for more than having a large boot that could easily carry a 44 gallon drum...

RH



THE BEST OF BRITISH, FROM OZ...

The Leyland P76 wasn't the only unique car produced by Leyland Australia that was originally known as the British Motor Corporation (Australia).

Certainly there was great deal of badge engineering that was common practice at the time, an area where BMC led the way with a proliferation of models based on the same car. Cars were modified for Australian conditions and generally were the better for it, in a number of cases years ahead of the Great Britain models, the Brits were slow to accept changes to their designs!

Production from the Zetland plant in New South Wales began in the 1950's with the Austin Lancer and Morris Major that were based on the Wolseley 1500, later followed by the Morris Marshall spawned by the Austin A95 Westminster.

The 60's brought Australian manufacturing of the iconic Mini that proved to be enormously popular and prompted a much improved local version. The first Mini to use Hydrolastic suspension, they had wind-up windows, an ignition key starter to replace the button on the floor, and much improved levels of trim. Mini Cooper and Cooper S versions were produced with a number being used as high speed pursuit vehicles by the Australian Police, there was the utilitarian Mini Moke before the last 'local' Mini model was released in 1966, the Mini 'K' that came complete with kangaroo decals.



Also entering the market during the early 1960's were the Austin Freeway and Wolseley 24/80, Australian variants of the Austin A60 Cambridge and Wolseley 15/60 but powered by a six-cylinder engine, basically a BMC B-Series motor with an additional two cylinders. A version of the Morris 1100 was added to the line-up, followed by the '1300', and later a '1500'. There was also a factory hatchback based on the 1100/1300/1500 called the 'Nomad', like the Morris '1500' it was powered by the 1.5 litre BMC E-Series engine from the Austin Maxi that was never sold in Australia.



The arrival of the '1100' saw a change in marketing strategy and people's perceptions. All the smaller front-wheel-drive BMC models (Mini & 1100) carried Morris badging while the larger cars were marketed under the Austin umbrella, the reason is so British. At that time, back in Britain Vice-Regal cars were Austin Princess limousines while Morris cars were for the masses - English snobbery at its best!

In the mid-sixties the Austin 1800 arrived down-under, nicknamed the 'Land Crab' it was the car that led to the later production of the Austin X6 range that hit dealer's showrooms during 1970. The 'X6' cars had a longer wheelbase than the '1800' and were offered in two versions, the basic Austin Tasman model and the more up-market Austin Kimberley. Both were front-wheel-drive and powered by a transversely mounted 2.2



litre Overhead Camshaft inline six cylinder engine, in the Tasman it produced 102 bhp which was upped to 115 bhp in the Kimberley thanks to a twin carburettor induction system.

Unfortunately the country of origin was not kind to the cars. A combination of front-wheel drive, advanced engineering and Australia's tough outback conditions with its extreme heat led to reliability becoming an issue that wasn't overcome. Production ceased in 1972 with more than 12,000 units sold, while BL Executives in England considered the X6 cars for their home market to compete against the top-of-the-range Ford Cortina and Vauxhall models, but the idea didn't get further than the Board Room.

However, the engine was later used in Britain to power the Austin 2200, Morris 2200 and Wolseley Six models, while in the Land of Oz it was enlarged to 2.6 litres and used in the Morris Marina and Leyland P76.

Two Austin Tasman utility vehicles were built, one being crash tested and the other used as a Leyland Australia 'work hack', and there was a one-off Kimberley built in this country, a pink coloured stretched limousine.

There is a Manawatu link to the Austin Tasman. Well known engine builder and racer Bryan Hartley owned an example that had the nickname 'Able'. This wasn't as a mark of respect to the famous Dutch explorer Abel

Tasman who was the first European to sight New Zealand in 1642 and named it *Staten Land*, it was because the car was 'Able' to do whatever was demanded of it and there was no shortage of demands during Bryan's period of ownership. He still happily talks about 'Able Tasman', recalling that it had serious grunt and was indestructible!



Prior to their demise neither the Tasman and Kimberley models threatened the Ford Falcon, Holden Kingswood or Chrysler Valiant in the market place, the following year the unique pair were replaced by the Leyland P76 that enjoyed great initial success in terms of sales but like its predecessors production lasted just two years, proving just how fickle the market can be.

Around the same time as the P76 Leyland Australia introduced the Morris Marina in a bid to compete against the six cylinder Holden Torana and Ford Cortina variants, but the Brit was less powerful with its four cylinder motor that was available in three forms, 1500cc, 1750cc and 1750cc with twin carburettors. The power difference was solved a year later when the indigenous Marina became available with a 2.6 litre 121 bhp E-Series six cylinder engine.



The Australian Marinas were built from CKD kits produced in England, but the cars had a very high level of local content and a higher level of fit and finish when compared to the British assembled vehicles. Production ended when the plant was closed in 1975, and history shows that the Marina was a big sales success for Leyland Australia with more than 30,000 cars leaving the Zetland assembly line.

Many of the Australian produced models were seen on New Zealand roads, a number being assembled here from CKD Packs at one of the three New Zealand Motor Corporation plants at Newmarket and Panmure in Auckland or Petone in Wellington.

Those days have long gone but remain a hugely important part of our motoring heritage...

RH

DANCING WITH THE CARS...

When the D1NZ circus rolled into Manfeild last month one local competitor was determined to finally make his mark in the penultimate round of NZ Drifting Championship. Mechanical issues and harsh judging throughout the season meant that Jaron Olivecrona, driving his Hartley V12-powered Nissan Silvia, had a point to prove at his home track.

And what a way to do it! Sounding like a '70s formula one car and totally upstaging the LS/RB/2JZ brigade, the Parts Trader Silvia set the scene in the practice runs, with sideways style, dancing from lock to lock and creating smoke galore. 13th in qualifying on Friday led to a top 16 spot on Saturday, after the deadlocked judges sent Jaron and Jerry Zhu back out for 'One More Time'. He was to hear this call again against Ben Wilkinson, taking the win and stepping into the top 8.

By defeating Tom Marshall, Jaron achieved a place in the top 4 runoff. Despite yet another OMT, 4th was final placing. This was the best result in his career and served notice to the drifting community there is a new force to be reckoned with at the top tier of D1NZ

As mentioned in Grid Torque, during the weekend the team burned through 32 tyres and 220 litres of E85! The car performed flawlessly, which is a tribute to crew chief Kester Olivecrona, engine designer Nelson Hartley and the dedicated Parts Trader pit crew.

**Drifting is a judged sport that takes into consideration:*

- *Line: The racing line set by marked clipping points*
- *Angle: The slip angle of the car on opposite lock*
- *Style: The driver's technique, driving ability and showmanship*
- *Proximity: In a battle the following car aims to get as close as possible to the lead car, using it as a mobile clipping point*





Photos by Aaron Mai Photography

KIWI CONNECTIONS...

Brooklands, the birthplace of British motorsport and aviation. The world's first purpose built banked motor racing circuit, one of the first airfields in the UK, scene of numerous world records and world firsts, home of "the right crowd and no crowding".

Initially built for motorsport and aviation activity and to provide a test facility for both the fledgling industries (from which some much needed income was derived), the concrete race track was 30 metres wide and formed a 4.4 km banked oval with a bisecting finishing straight giving a total track length of 5.2 kms. Opened in June 1907 the first event 11 days later was a highly successful attempt on the World 24 hour record. Selwyn Edge, driving the entire time solo in his Napier, smashed the existing 1096 mile figure, recording 1581 miles at an average speed of 65 mph. A week later the first motor race meeting was held.

Inside the circuit grew a small village of commercial workshops, aircraft manufacturers, vehicle tuners and builders as well as retail and service facilities such as Dunlop and various fuel suppliers, all keen to take advantage of the camaraderie and excellent facilities. This hotbed of engineering talent was the cradle from which many innovative pre WW1 racers emerged, and later some of the most famous record breakers including Malcolm Campbell's Bluebirds.



So, how do two Kiwi brothers fit into this cauldron of pioneer motor racing?

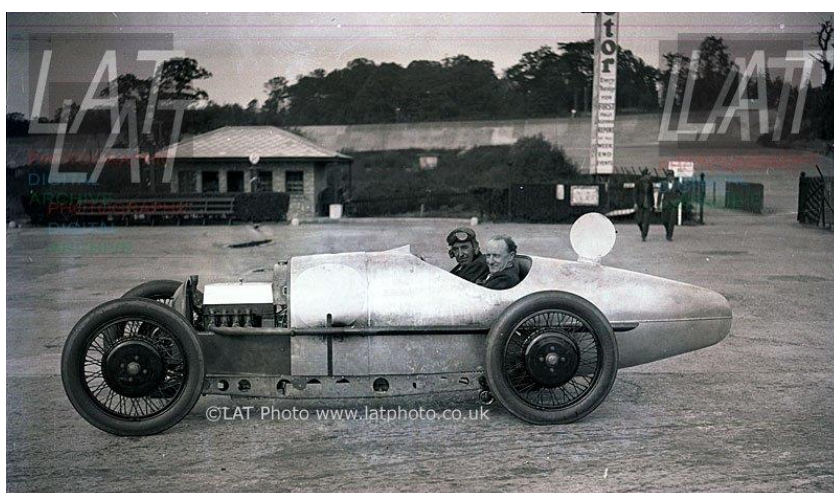
Amongst those famous artisan workshops was an enterprise started in 1920 by JG Parry-Thomas and Major Ken Thomson, funded largely by Hedley Thomson and known initially as Thomas Inventions Development Co Ltd. The Thomson brothers were good old Kiwi's hailing from Rotorua.

Parry-Thomas and Ken Thomson had met pre WW1 when they were both students at the City & Guilds Institute and continued their association during the development of the Thomas Transmission, an infinite ratio electric mechanical drive system that was years ahead of it's time. Hedley partly financed this independent enterprise, with Parry-Thomas' mother, that resulted in several patents being granted and the system being fitted to a Pipe car, various omnibuses and trams in association with Leyland (whose workshop Parry-Thomas used as he



outgrew his own) and even a 200 hp railcar here in NZ. WW1 interfered, with Parry Thomas busy in development work at Leyland (he was to become their Chief Engineer) and Ken Thomson commissioned into the Royal Engineers where he was involved in building a railway to supply Allied troops in Salonika on the Greek Macedonian Front. Hedley Thomson meanwhile had moved from his pre-war position at Arrol-Johnson, the car manufacturers in Glasgow, to Peter Hooker Ltd in Wathamstow where Gnome and La Rhone rotary aircraft engines were built for the war effort. As GM he was intimately involved in the development of the Stromboli aircraft engine, designed for airships. This in-line six was 170 litres and had a unique valve mechanism, a single cam opened all 48 valves via 12 pushrods!!

After the war Parry Thomas designed the Leyland Eight, a luxury car with many innovative features that was designed to take on Rolls Royce. Reluctantly the directors allowed him to race one of the cars (at Brooklands of course) and the net result was some considerable success and an infatuation with the sport, resulting in his resignation from Leyland to become a professional racing driver, and Thomas Inventions Development Co Ltd being established. There was a considerable overlap with TID Ltd and Hookers, as evidenced by the Hooker-Thomas 4 cylinder engines used in the Marlborough Thomas race cars and later Thomas Specials. These were technically interesting, with a single overhead cam operating inclined valves in hemi heads that were operated by girder rockers and closed by way of leaf springs mounted transversely on rocking pivots so that the opened inlet valve helped pull the exhaust shut more tightly. For those interested, the sole surviving Marlborough Thomas lives only a couple of kms away from me and will be the subject of a later article (and if anyone wants an interesting project, it is for sale)



The fledgling business began to grow as Parry Thomas' exploits, backed by Thomson's skill in the workshop, gained them publicity. Sadly this was not to last, as Parry-Thomas was killed in 1927 as he sought to raise the World Land Speed record he already held in "Babs", the Liberty aircraft engine car based on Chitty Bang Bang 4, which he had developed. The car was famously buried at Pendine Sands where it crashed, to be dug up and rebuilt some 40 years later.

Ken Taylor bought into the established business and the name was changed to Thomson & Taylor (better known simply as T&T). Reid Railton was installed as Technical Director and Chief Designer. Such wonderful cars as the Napier Railton and the Railton Special resulted, designed by Reid and built by the T&T engineers. The Napier Railton was commissioned by record breaker John Cobb and holds the outright lap record at Brooklands at some 143 mph (230 kph) average, while the Special was Cobbs Land Speed Record car. At the same time the Brooklands Riley was developed from The Riley Nine, and "hot up" kits were offered to private owners. Work began on updating Malcolm Campbell's successful Bluebird LSR car, with a 1/10 scale model being used in the adjacent Vickers Aircraft wind tunnel to test aerodynamics, and the very heavily modified car retook the Land Speed Record in 1932 at 253 mph. As it expanded T&T's took over the Campbell shed which still remains in the historic precinct at Brooklands. In 1934 they

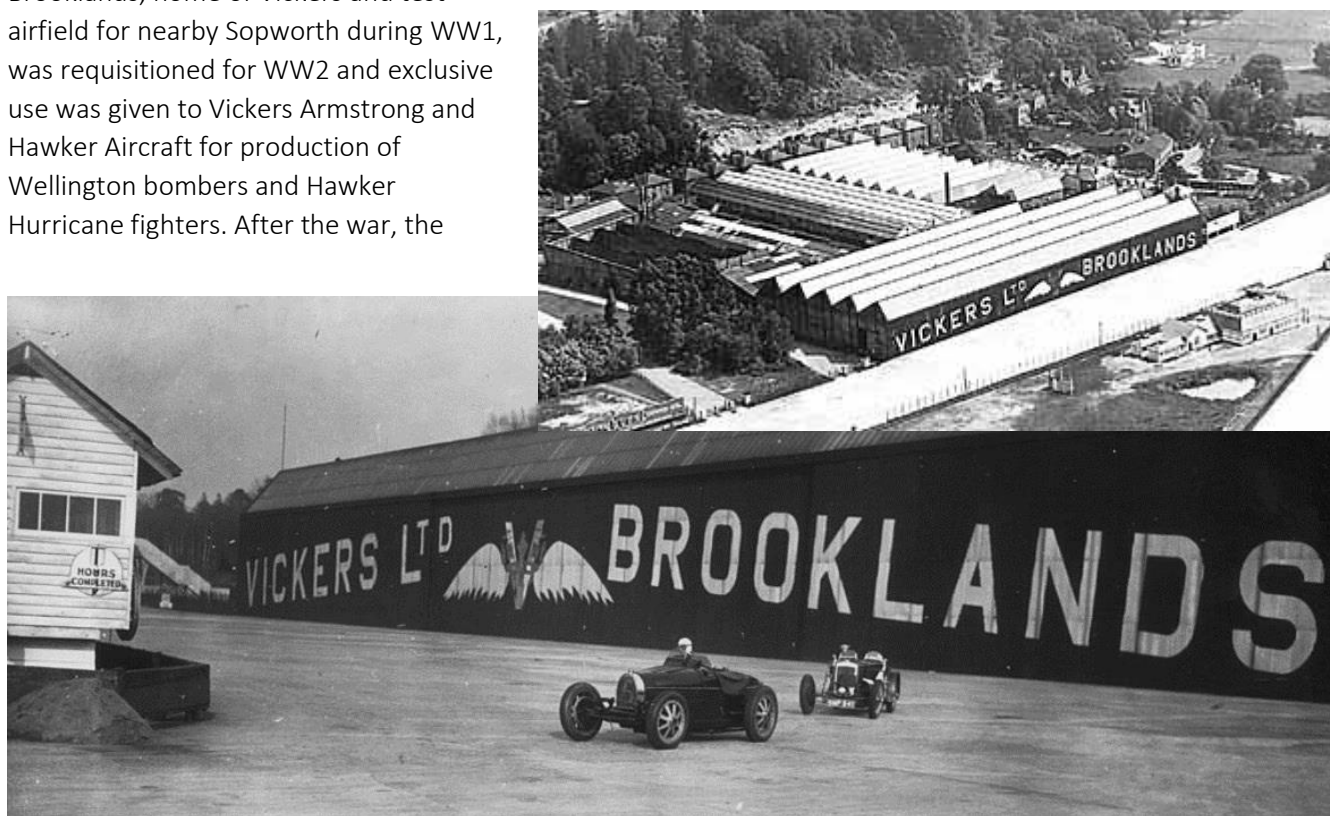


were responsible for the chassis of the first Grand Prix ERA built to take a Riley engine developed by Raymond Mays and Peter Berthon. Further work was undertaken on Bluebird and on the Bluebird boat, the engine installation designed and engineered at T&T's, and good enough to take the record at 141 mph.

Interesting projects on the go in the pre-war 1930's included a positively operated internal cam gear for valve operation, a twin clutch swinging layshaft 4 speed gearbox and an investigation into the Wankel rotary engine – sadly not pursued as the tooling required to produce the housings and potential difficulties of rotor sealing were deemed beyond the firm's small resources.

As still happens in motor racing, at the height of the season things got hectic in the workshop and many all-night sessions were worked, though the bonus was that when there were race days with no customer cars to attend to, the mechanics would be sent to help out on the course, getting a close up view of all the action.

Brooklands, home of Vickers and test airfield for nearby Sopworth during WW1, was requisitioned for WW2 and exclusive use was given to Vickers Armstrong and Hawker Aircraft for production of Wellington bombers and Hawker Hurricane fighters. After the war, the



somewhat battered remains were purchased by Vickers and motor racing ceased, the track having been damaged by bombing, temporary structures, defence and camouflage systems. Vickers however continued aircraft manufacture on the site, including the Viscount, Vanguard and VC10, while the preliminary design work and much of the Concorde was built in the factory. In 1986 the factory was abandoned and later demolished as Vickers was absorbed into the BAC conglomerate.

Which is where a third Kiwi enters the picture.

The track, partially incomplete where the Vickers factory had been built over the top of it, and pierced by several access roads for the housing and industrial estate created on part of the 350 acre site, was left to languish. In 1967 the Brooklands Society had been formed with the intention of preserving as much of the remaining track and buildings as possible, and, though underfunded and relying on donations, it did much to keep the magic of Brooklands alive. In 1987 a charitable trust, the Friends of Brooklands took on the task of successfully purchasing 30 acres of the site including the original 1907 Clubhouse, what remained of the village, the Members Banking and the Test Hill. Among the Trustees was Allan Winn, a Kiwi from Nelson who had graduated with an

engineering degree (with an aeronautical major) from Canterbury University and, having turned down a job at Ford after realizing big corporations were not his thing, went back to University to complete a Diploma in Journalism. This led to a travel scholarship to England, technical journalism work on a commercial motor weekly magazine, and eventually he became editor of the weekly Flight International magazine. Heavily involved in vintage motorsport and on the National Committee of the Vintage Sports Car Club, the Brooklands position was a natural fit. After ending up as Chairman of the Friends of Brooklands, he was appointed Director and CEO of the Brooklands Museum in 2003, and oversaw the renaissance of the historic site until his retirement last month. Mercedes Benz bought a substantial chunk of the site to set up their retail and test facility, Mercedes World, also ensuring further development was in keeping with the historical context.



I remember passing Brooklands in 1976 and being amazed at the sheer scale of the track and banking, however access to the village and Clubhouse was not possible as an industrial complex was in the way. It wasn't until 2011 that I got the opportunity to explore the area, and what a huge amount of work the Trust had done. The banking is so much steeper than you could imagine – they were very brave men and women indeed to thunder around the rough concrete at up to 140mph!! The site has some fascinating exhibits, most of the buildings have been restored to their former glory, the finishing straight is once again clear, and it's well worth a day out if you find yourself in London.

TW



PICKING WINNERS...

There's no doubt that Dennis Martin can pick 'em and can claim to be the man with the Midas touch. The former New Zealand Formula Vee Champion and founder of Sabre Motorsport has enjoyed remarkable success in the 18 years since he established the Speedsport Scholarship.

You only have to look at the achievements of the graduates to understand the importance of this award in establishing the racing careers of young drivers. Of course there are standouts like Shane Van Gisbergen (2004), Richie Stanaway (2007) and Nick Cassidy (2008), now more recent winners are achieving on the international stage.

In 2015 it was Liam Lawson who drove the Sabre Motorsport Formula First car and showed great promise in the MCC's FAE Winter Series. The Pukekohe teenager went on to win the National Formula 1600 (Ford) Championship. The next step was the highly competitive CAMS Jayco Australia Formula 4 Championship when he finished runner-up. That success led to securing a drive in the European ADAC



Formula 4 Championship, a series with three races at each of the seven rounds. Lawson is driving for the Netherlands based Van Amersfoort Racing team that was founded in 1975 and has played a big role in the F1 careers of Jos and Max Verstappen and Charles Leclerc, that suggests the Kiwi is with the right outfit. At the latest round held at the EuroSpeedway Lausitzring in Austria Lawson was right on his game, after being second quickest in qualifying he won Race 1, then finished 2nd in Race 2 after starting from Grid 4. That result meant starting from Grid 7 in Race 3 because there was a Reverse Grid order for the top eight finishers in the previous race. Lawson upped his game to score his second win of the weekend. It's looking very promising and it's happening in front of the major team bosses.

Taupo youngster Conrad Clark was last year's recipient of the renamed Speedsport 'Star of Tomorrow' Scholarship and he also gained his initial race experience in the FAE Winter Series. He was named Rookie of the Year in the Hi-Q Components Formula First National Series that was won by MCC member Callum Crawley. In April the 15 year old headed to America to contest the USA Formula 4 Championship with Kiwi Motorsport.

Kiwi Motorsport is the American arm of Nelson-based Victory Racing, both being owned by Garry Orton and Teena Larsen. VR knows what winning is all about, their success over the years in the Toyota Racing Series is testimony to what success means, for Dennis Martin to get Kiwi Motorsport onboard as a partner in 2018 is a real coup.

As a result the package for the winner of the Speedsport 'Star of Tomorrow' Scholarship is better than ever. It's a year-long programme that includes 'free' drives with Sabre Motorsport in 12 events across all the North Island circuits, beginning with the MCC's Winter Series and followed by the Hi-Q Components NZ Formula First Championship. A key addition this year is a 'test' with Kiwi Motorsport in a race prepared Crawford F4-16 Formula 4 single-seater. For the driver there's also custom race overalls, boots and gloves from Chicane Racewear together with an Arai helmet. Out of the car there's networking opportunities, promotional support and a social media management package.

The 2018 Scholarship entrants were at Manfeild on 18/19 May for the evaluation process with five finalists being selected to compete for the big prize the following day. The 1.5 kilometre 'back track' is used because its technical layout offers the ideal combination of fast flowing corners, double apex's and hairpins, that means all aspects of a driver's ability can be fully appraised. There was an added element with the variable weather fully testing the drivers as they had to run on dry, wet or greasy surfaces dependant on the time of day!

When the judge's independent evaluations were completed and analysed the winner was announced - 16 year old Hawkes Bay karter Ronan Murphy.



Dennis Martin - *'We are really looking forward to working with Ronan. He showed he can drive fast and consistent in tricky conditions and I have great confidence he will have a great season'.*

The first race indicator will be his performance in the opening round of the Feilding Auto Electrical Winter Series on 03 June, there are three further rounds before Murphy lines up for the 2018/2019 summer campaign.

Ronan Murphy - *'I can't wait for the season to start! I'm really looking forward to working with the team and taking the next step for my racing'.*

Like all previous Scholarship winners his progress will be carefully watched and monitored, but in this case there is likely to be unprecedented interest in how the teenager performs in this country's most challenging racing category.

In 1990 Richard Lester was responsible for creating a Formula Ford Scholarship in association with the Shell Oil Company. The format used was later successfully adopted by Dennis Martin and drivers came from far and wide in the hope of securing the season long drive in the Formula Ford category under the banner of Shell and Richard Lester Motorsport. All the 'testing' was on the 3.03 kilometre main circuit and one of the judges was David Oxtan, the country's top open wheel racer at the time.

The winner was also from Hawkes Bay, an 18 year old in his final year of schooling. He went on to win the New Zealand Grand Prix, have a podium finish in the Le Mans 24 Hour, and win the Bathurst 1000 four times - Greg Murphy, Ronan's father.

No family pressure then...

RH



SIGN OF THE TIMES...

Was the 2018 MG Charity Classic meeting a sign of the times? At the entry closing date there was only a handful of competitors, and in an endeavour to boost the numbers the event was downgraded to clubman level in preference to cancellation. Eventually seventy drivers made the commitment and the meeting went ahead thanks to the perseverance of Ron Robertson and Naomi.

Unfortunately as the day progressed it became a game of diminishing numbers, there were only 32 cars that made the grids for the final round of handicap races! That was disappointing, but on a happier note the people from the Cancer Society and Kara Hands were more than happy thanks to the generosity of everyone donating a minimum gold coin as they entered through the Rata Street gate. Sadly the era of the circuit lunch time rides has ended and the MG Car Club Wellington can be proud of the fact that over the years their meetings have raised well in excess of \$100,000 to assist the two organisations with their voluntary work in the community.

Classic racing with the right format generally produces good racing in most classes and the MG Clubmans was no exception.

Looking at the result sheets shows that Ian Easton won 4 from 4 in the Classic 1 category but was kept honest by Tony Barr in his 6.8 litre Ford Mustang, in qualifying the pair were split by 4/100ths of a second, though the winning margins were much bigger.

In Classic 2 Keith Miller was the dominator in his 1970 Porsche 911 Carrera with a perfect four on his score sheet. It was close but no cigar for Datsun 1200 Coupe driver Murray Poot in Classic 3, but three out of four isn't too bad a day at the office.

The biggest variety of cars was in the 28 strong Allcomers/Sports Cars/Racing Cars category. Two single-seaters (Formula Ford and Formula F2000) four sports cars with the Allcomers ranging from a very quick Morris Mini to the mighty 1969 Holden Monaros of Steve Hildred and Gary McKelvie that were split by Aaron Walker's rapid 2-litre Honda Civic in qualifying. Tim Sillay won two of the four races in his Mallock sports car with Brock Cooley heading the Allcomers home on three occasions after having to settle for 4th in the opening Scratch race that was probably the day's best. When the chequered flag fell Hildred was just 3/10ths ahead of McKelvie with Walker claiming a close third, sadly it was Hildred's only start.



The most disappointing feature of the day was the number of cars that were on trailers before the final round of Handicap races began, some classes were effectively halved. Classic 1, 15 to 8, Classic 2, 15 to 6, Classic 3, 13 to 10 and Allcomers/Sports/Racing 28 to 8, so it was little surprise that the traditional Flying Farewell was canned.

We never stop learning and one of the most talked about matters following the MG Clubman meeting was the mix of classes, in particular grouping the Allcomer Saloons with the sports and racing cars in the same events. Sports and racing cars are relatively small, and more importantly their overall height is low, which means they are not easily seen at close quarters and can fall into blind spots. They are also very nimble and they can brake later. Imagine the view that Chevy drivers Brock Cooley (Nova) and Cam Neill (1939 Coupe) had behind the wheel of their big cars – Oops, what was that BUMP? Oh, I just ran over a little racing car! Thankfully there were no collisions but it was probably more by good luck than good management and hopefully a lesson was learned for all future meetings.

RH

LOOKING THE PART...

Richard Bosselman was one of the seventy competitors at the MG Clubman meeting on 06 May and enjoyed a very good day results-wise in his Mazda MX5. Visually he looked like he should have been at the Barbagallo Raceway round of the Virgin Australian Supercar Championship instead of Manfeild Circuit Chris Amon. The reason - he was kitted out in a custom made two-layer Red Bull Holden race suit! The story of how he 'acquired' it is interesting.

In 2014 Richard was one of a handful of journalists invited to drive a very special VF Holden Commodore on the world's most famous mountain circuit at Bathurst. It was the Craig Lowndes Limited Edition based on the top-of-the-line SS V Red Line. The car was a very serious piece of kit created to recognise Lowndes' 20 years in top-tier Australian motorsport, a 6-litre 270 kW V8 under the bonnet, upgraded suspension and brakes, 20 inch alloy wheels shod with Bridgestone Potenza tyres, two colours ('Red Hot' & 'Heron White'), black grille, bold black bonnet stripes (3), black roof, black rear spoiler and the necessary Lowndes badging. Production of the 'Lowndesy' SS V was capped at 233 cars and all were sold immediately the model was announced, none of cars were destined for this side of the Tasman.

Holden had their full V8 range at the Mountain that day for the scribes to play with, Craig Lowndes himself was in attendance to keep an eye on proceedings and get feed-back about 'his' car. Eventually Richard got to the front of the queue for his time at the wheel himself and is proud of the fact that he achieved 200 kilometres an hour on Conrod Straight. At the end of the afternoon each of the journos were presented with their race suit as a reminder of a very special day at Holden's expense. Nice touch, and certainly worn with pride at Manfeild.



Reminder 1. Hearing about Mr Bosselman's privileged outing at Mount Panorama in the Lowndes Commodore revives memories of the Murph Special Edition VZ Commodore that was produced in mid- 2005 and exclusive to the New Zealand market. All 22 units were painted Phantom Black with subtle orange striping and graphics, they carried a premium price of \$96,900. The car was developed by HSV engineers working with the 4-time Bathurst winner and the owners got a lot of performance for their money thanks to the 6 litre engine pumping 297 kW, or 400 brake horsepower in common language. You wonder where they all are now, 13 years later..

Reminder 2. There was a second Murph Special Edition released in 2008, appropriately with a limited run of 51 units - forty-one were Commodores, the other ten Maloo Utes. They were developed from the E-Series Clubsport R8 and Maloo R8 and had even more grunt than the previous 'Murph' with the new 6.2 litre LS3 V8 motor producing 317 kW of power. Phantom Black with orange styling accents was again the sole colour choice. You wonder where they are all now, 10 years later...

RH

A COMPARISON – MATE AGAINST MATE...

There is a very strong link between Craig Lowndes and Greg Murphy that's much more than having Holden produce special 'Limited Edition' models in recognition of their racing achievements.

Their racing relationship began in 1996 when the pair won the coveted enduro double, the Sandown 500 and AMP 1000, they immediately became known as the *'Kick Arse Kids'*. It was also the year that Murph's career took off as he had earlier won the final Mobil Sprint Series held at Pukekohe and the Wellington street circuit.

It wasn't the only occasion they shared a car at Bathurst. For obvious reason they were paired for the 1997 race but there was no repeat result when Lowndes ran off the track and got stuck in a gravel trap on Lap 38. It was the last time the young guns shared a car in 'The Great Race', from that point they became rivals and the rivalry was intense with both returning to the top step of Australia's most important sporting podium.

In the 1999 FAI 1000 Murph and Steven Richards won with Lowndes and Cameron McConville second. Fast forward to 2003 when Murph and Rick Kelly won the Bob Jane T-Marts 1000, again beating Lowndes who shared a Ford Falcon with Glen Seton. The following year there was a repeat result with back-to-back wins for the # 51 Commodore, but the 2006/07/08 Supercheap Auto 1000 classics were dominated by the combination of Lowndes and Jamie Whincup who were the first to hold the Peter Brock Trophy aloft when they were victorious in the 2006 race. During those 3 years the best result for Murph was third place in 2008 when he shared the driving duties of the Tasman Motorsport Commodore with Jason Richards.

Lowndes won at Bathurst two more times, in 2010 with Mark Scaife and 2015 with Steven Richards, but for Murph the golden days had ended and his final podium was in 2011 when he teamed with Danish driver Allan Simonsen in the Kelly Racing PepsiMax Commodore to finish third. His final season was in 2013 when he was co-driver for James Courtney in the outfit that gave him the big opportunity seventeen years earlier, the Holden Racing Team. His Supercar career had gone full circle.

So in the final Bathurst 1000 analysis the mate's victory scoreboard reads in favour of the Aussie, Lowndes 6 - Murphy 4.

But both could claim more wins if they were taken as being achieved at the Mount Panorama circuit.

Murph had a very significant win in the 2003 Bathurst 24 Hours race. Teamed with Peter Brock, Jason Bright and Todd Kelly the quartet drove their Garry Rogers Motorsport built 7-litre 600 horsepower Holden Monaro 427C to victory over the sister car shared by Garth Tander, Cameron McConville, Nathan Pretty and Steven Richards. The final laps were epic when Rogers let Murph and Tander off the leash for a sprint to the finish, bumper-to-bumper and on the absolute limit as they weaved their way through the back markers, after 527 laps the '05' car crossed the line first with a winning margin of 0.3505 of a second! Well worth finding and watching on YouTube.



Many Brock fans believe this victory should be regarded as Brocky's 10th Bathurst win, giving their hero a 'Perfect Ten', however if that was the case Greg Murphy could claim five wins.

Craig Lowndes has twice won the Bathurst 12 Hour race for Melbourne based Maranello Motorsport. In 2014 he had Mika Salo, Peter Edwards and John Bowe as co-drivers in a Ferrari 458 GT3, last year he was partnered by Toni Vilander and Jamie Whincup in Maranello's new Ferrari 488 GT3. If they were included Lowndes would have nine Bathurst wins to his credit.



So. When you look at how the mates stack up against each other in terms of wins at Mount Panorama, Lowndes comes out on top. BUT, when you look at a single piece of magic on the Mountain it has to be Murph's Top 10 Shootout run during qualifying for the 2003 Bob Jane T-Mart 1000, his sensational 2.06.8594 'Lap of the Gods' that drew a standing ovation when he returned to the pits in the # 51 Kmart Commodore. It remains one of the most memorable moments in motorsport and will forever be part of Bathurst folklore.

That time wasn't beaten for seven years, and only by 5/100ths of a second. It happened in the second practice session for the 2010 race when the clock stopped at 2.06.8012, ironically the driver who broke Murph's mark was Craig Lowndes.

Fast forward another seven years and you find that another quick Kiwi holds the fastest lap record. Last year Scott McLaughlin recorded a sensational 2.03.8312, but remember that the cars are very different now. Fifteen years ago they were essentially road cars with specifically allowed modifications, the introduction of the 'Car of the Future' in 2013 changed that. Today they all have the same Gen 2 platform, better suspension, better brakes, better tyres, better aero and a sequential gearbox in place of the old H-pattern. It's only when you look at these changes that you can put Murph's achievement into its true perspective...

RH

Numbers game again. Craig Lowndes currently drives car # 888 for Triple Eight Race Engineering. When he scored his 100th V8 Supercar/Australian Touring Car Championship win it was his 888th race in the two categories. Another extraordinary coincidence...



THERE WAS A “MEANER MARINA”...

The Morris Marina was a typically conservative British design for a four door family saloon but it did have another side, though it wasn't exactly a wolf in sheep's clothing.

The highly successful BMC Competitions Department closed in 1970 at a time when stage rallies were becoming popular, but as luck would have it the British Leyland Special Tuning Department employed a highly rated rally driver. Brian Culcheth had no team, no mechanics, no funding and no sponsorship, what he did have was a small group of talented and enthusiastic engineers who developed a 1.3 litre Marina Coupé into a rally car. They got good horsepower from the Mini engine but during testing decided to try the heavier 1.8 litre motor in the car. The change was a bit of an eye opener in terms of performance so their focus shifted and the 1.8 litre Marina was entered in the 1971 RAC Rally, winning its class ahead of the well proven Ford Escorts!



Over the next four years the 1.8 Marina TC Coupé competed in 17 national and international rallies, twelve times achieving class honours. One of those events was the 1972 New Zealand International Heatway Rally that was arguably the most ambitious undertaking in our motorsport history.

The route took competitors from Wellington to Auckland and back to Wellington with special stages reaching from the west coast to the east coast of the North Island - five Divisions, six days of day and night competition.

The New Zealand Motor Corporation entered a four car team with major sponsorship from General Finance Limited (3 cars) and Excess Insurance (1 car). Two of the cars were 1275cc BMC Mini Clubman GTs backed by a pair of 1.8 litre Morris Marina TC Coupes, the support vehicles were a quartet of Austin 1800 utes, an Austin Maxi and an Austin Kimberley.

All the Austin/Morris Dealers along the route were asked to have their premises available at the appropriate time for the use of the MZMC Team, irrespective of the time of day! Armaghdown Motors near the Grey Street end of Princess Street was involved as the route passed through Palmerston North on Division 1 that took the competitors from Wellington to Wanganui via Taihape.

The driver line-up was seriously impressive at the time. Top Scottish driver Andrew Cowan had won the 1969 London to Sydney Marathon Rally in a Hillman Hunter and participated in the previous year's Heatway International Rally driving a 1275 cc Mini Cooper S that was plagued by mechanical problems. He was finally forced to retire on the final leg to Wellington, winning the most special stages was little consolation. When



Cowan returned to this country for the 1972 rally the NZMC wanted him to drive one of the Marinas because of the interest it would generate and the associated media coverage that would be beneficial in raising the car's profile to the buying public.

The response was a very definite 'NO', what Cowan did say was *'Give me the Mini and I will win the rally for you'*. With legendary local co-driver Jim Scott alongside that's exactly what he did, beating a factory supported Toyota and a Ford Escort in the race for the top step of the podium.



The second BMC Clubman GT crewed by Angus Hyslop and Mike Langley finished in 5th place in what wasn't exactly a trouble-free run. The Marina TCs were driven by Jim Richards and prominent Formula Ford racer Dauntsey Teagle, both were classified finishers albeit well down the order, Teagle in 52nd position and Richards 61st. Richards extracted everything he could from his mount, winning an early stage and holding second place behind Cowan until it suffered problems with the front suspension and gearbox which dropped him down the field.

There is an American saying 'there is no substitute for cubic inches', and in 1974 two English army officers competed in the London-Sahara-Munich World Cup Rally with a Rover V8 engined Marina. The car suffered a rear axle failure in the Sahara Desert which may have been a blessing for the crew. Major John Hemsley had his left arm in a cast after breaking his wrist prior to the start. That left Major John Skinner with more than navigation to look after, he also had to change gears during the special stages!

Going from rally to road, it can be claimed that the Morris Marina played its part in the success of a now major car manufacturer. Founded in 1967 the company was interested in developing and producing its own car, and with the assistance of a former BL boss, a group of ex-BL engineers and a pair of Marinas (saloon and coupe) came the car that would launch the brand onto the world market. The small rear wheel drive saloon used a Mitsubishi engine and transmission, was the first mass produced car in South Korea and had its first public showing at the 1974 Turin Motor Show - the Hyundai Pony that was manufactured from 1975 until 1990.

Today the Hyundai Motor Group is the world's third largest vehicle maker and operates the world's largest integrated automobile manufacturing facility. It employs 75,000 people world-wide, its total production capacity is 1.6 million units annually, and its vehicles are sold in 193 countries through 5,000 dealerships.

It's hard to believe that it all started with the Morris Marina...

RH



PITHER REPORT...

MCC member Chris Pither is the only Kiwi driver competing in the 2018 Dunlop Super2 Championship that's the premier support category to the Virgin Australia Supercar Championship.

Round 3 was held during the Perth SuperSprint at Barbagallo Raceway over the weekend of 05/06 May and the Garry Rogers Motorsport driver arrived in Western Australia full of confidence after Round 2 in Tasmania where he claimed 3 pole positions, a race win and took out the round.

Back on the mainland there was not the same level of success in a history making weekend that saw Alex Rullo and Thomas Randle recording their maiden Armor All pole positions and Rullo claiming the round win in his Nissan Altima. The three races produced three different winners with Rullo, Paul Dumbrell and Dean Fiori standing on the top step of the podium, behind them the racing was extremely close with our man right in the thick of it in the First Security Commodore. The weekend's results read 7 – 4 – 7, but it was enough to hold second position on the Championship Points Table, 112 points behind Dumbrell with four rounds remaining.

Chris has scored the most pole positions with three against his name and has one race win, Dumbrell has secured pole only one but has won 5 of the 9 races in his Ecclestone Motorsport VF Commodore. The Nissan Altima had its first victories in WA with Rullo and Fiori, and there have been three rounds that have produced three different round winners.

That's motor racing as it should be.

R4 07/08 July Townsville

R5 15/16 Sept Sandown

R6 05/06 Oct Bathurst

R7 24/25 Nov Newcastle

New Zealand fans of the Toyota Racing Series will recall the name of Thomas Randall, the 22 year old Melbourne driver won the 2017 TRS after placing third in the NZGP at Manfeild Circuit Chris Amon, the first event to be held at the track following it's renaming in honour the outstanding racer from Bulls.



In qualifying for Race 2 at Barbagallo he secured his first Armor All pole position by 2/100ths of a second over the category's most experienced driver Paul Dumbrell and led the early laps before the veteran overtook and went on to claim his 5th win.

Randle is driving the only Tickford Racing entry, the ex-Cam Water's Falcon FG X carrying the colours of his long time sponsor Skye Sands.

RH

MIKE RACING DOING PALMY PROUD...

The opening round of the ENEOS North Island Endurance Series at the Hampton Downs Motorsport Park on 18/19 May provided plenty of drama both on and off the track.

Wild weather played its part with the main race ending under the red flag and teams leaving the circuit not knowing who had won and who was second!

Palmerston North-based MIKE Racing entered two of their AMG Mercedes Benz SLS GT3s in the GT-A Division for FIA GT3 cars.

The lead driver combination was Brendon Leitch and Christina Orr-West, backed by 2017/18 Toyota 86 Champion Jack Milligan and Reid Harker who contested this year's Toyota Racing Series. Milligan and Harker were selected for the drive following Mike Racing's 'Young Driver Audition' at Manfeild in early April.

For this winter series the Leitch/Orr-West ITM backed car has a striking new livery, gone is the familiar orange and black, replaced by the signature ITM yellow. Also gone is the Mike Racing # 96, replaced by the single digit # 6.



Building material suppliers ITM have been long-time supporters of Brendon Leitch during his racing career, their colours being best known from the Toyota Racing Series and were worn overseas last year during Brendon's United States Formula 4 Championship campaign.

At the north Waikato circuit the ITM AMG Merc SLS was quickest in qualifying which boded well for the race, but from that point things began to unravel. Because of the weather a late decision was made to change the tyres before the race but the crew couldn't get the car out onto the grid before the start signal. That meant starting from pit lane and at the back of the pack, but the problems didn't end there, the team was slapped with a drive-through penalty for working on the car in the pit 'fast' lane.

Leitch drove the opening stint, the 22 year old Southlander having to drive hard in a bid to regain lost ground and get up with the leaders. His fightback was impressive - *'It was good. I just made sure that I kept a cool head*

and put as many laps together as I could without doing anything too stupid. It was a really good stint and I think it was the best I could salvage out of the day'.

But the last 90 minutes brought another problem when the windscreen wiper failed to function which compounded itself when there was a downpour late in the race. A number of cars left the track while the MIKE Racing team made the right call by bringing the AMG Merc in to avoid the chaos. Following the stop Orr-West went back out but soon after the race finished under red flag conditions, the Leitch/Orr-West pairing were shown as being placed fourth overall and class winners.

The second MIKE Racing AMG Merc SLS 'gull wing' had a disappointing first outing, big things were expected of Milligan and Harker but their efforts were thwarted by ongoing electrical problems that resulted in their car spending a total of 56 laps in the pits.

Christina Orr-West - *'Considering at the start we were two laps down and in 18th and finished fourth overall with the class win, I can't complain'.*

A timing mistake was believed to be the reason for the post-race confusion that surrounded the first two cars.

The provisional results showed the VF Holden Commodore driven by Simon Evans and Chris Hanley finishing 5.9 seconds ahead of the Porsche 911 GT3 Cup shared by John McIntyre and Simon Gilbertson, the latter believe they were in the lead when the red flag was shown! The decision was made to have MotorSport New Zealand resolve the matter.

There was more good news for the Manawatu Car Club with Cameron Jones co-driving with Nick Chester in another Holden Commodore to claim third place, one lap down, making it two NZ Super Tourers in the top 3 positions!

Round 2 is at Pukekohe Park over the weekend of 15/16 June and Damien Leitch is confident - *'If we can put ourselves up the front to start the race again then there's no reason fully synthetic why we can't win'.*

After a very long break how good is to see a Palmerston North based team and a Feilding driver competing in this country's endurance races and being right at the pointy end of the field.



Organised by the Historic Racing Car Club, the series has two races at each round. The 1-Hour race entry features BMW M3 and Porsche GT3 cars while the 3-Hour line-up has the top three German marques Mercedes Benz, Audi and Porsche matched against the New Zealand Super Tourers.

The 3rd and final round is at Manfeild Circuit Chris Amon over the weekend of 20/21 July - mark your diary for a meeting that brings the current exotica to our track for the first time.

Both Mike Racing AMG Mercedes Benz SLS cars will also contest the 2018 Carter's Tyres South Island Endurance Series with rounds at Teretonga (15 September), Ruapuna (29 September) and Timaru (13 October).

The entire MIKE Racing team has a busy few months ahead of them.

Regarding the North Island Series sponsor, ENEOS is a brand of fully synthetic High Performance motor oil manufactured and sold by the JX Nippon Oil & Energy Corporation that is Japan's largest petroleum company. ENEOS sponsors race teams in NASCAR, Global Rallycross, MOTO GP and the Japan Super GT Series.

RH

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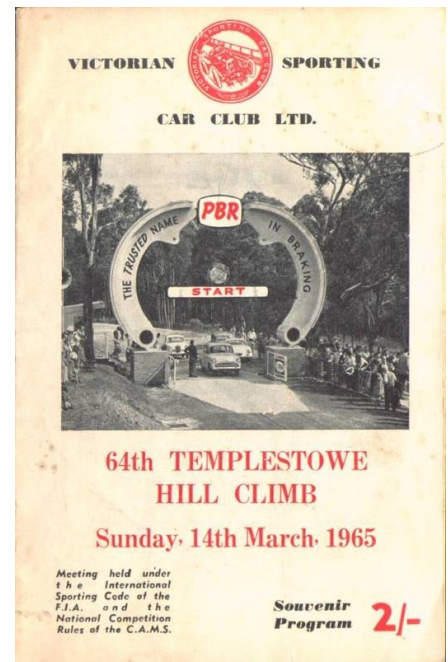


PART 2 - HILL CLIMBING IN THE THREE 'A's - AUSTRALIA, AMERICA & AOTEAROA ...

Down-under, the hill climbing story in Australia goes back to the early 1900's and the state of Victoria. There were three venues on the outskirts of Melbourne, with two still existing. Templestowe wasn't for the faint hearted and was never used for regular traffic for an obvious reason. There is a section known as 'The Wall' that has an incline ratio of 1 to 2.5, that's seriously steep in anyone's language!

The other is Rob Roy that still hosts round of the Victorian Championship and was the venue for the first Australian Championship held in 1938. The title was won by English amateur driver Peter Whitehead who competed in New Zealand with great success in the international series during the mid-1950's, though victory in the NZGP eluded him.

There have been other championship venues in Victoria, New South Wales, Queensland, Western Australia, South Australia and Tasmania. There's a permanent venue at Collingrove in South Australia that's operated for more than sixty years, while the longest course is the newest, the 10.6 kilometre road climbs Mount Blackwood in Northern Tasmania with an elevation gain of 580 metres. The first event was held four years ago with the public road being closed for the occasion.



And yes, Mount Panorama has hosted the championship. On three occasions (2000, 2008, 2012) cars have raced up the Mountain in pursuit of the coveted title.

Like in Europe and Great Britain, many of the winner's names are unfamiliar but some are easily recognised. Jack Brabham was crowned champion in 1951 driving his 'Twin Special Speedcar' that's sometimes referred to as the 'Brabham Special', the most significant feature of the car was the 1350cc V-twin engine that was of Jack's own design. The great Lex Davison won three straight in the mid 1950's in three different States, Aussie Porsche Distributor Alan Hamilton won four times over a period of 23 years, while former Ferrari factory driver and present Australian Supercar Race Director Tim Schenken had his name engraved in 1965.

Australia beat America in introducing the sport, but it was the USA that developed the greatest climb of all at Colorado Springs in Nevada. Run annually, the Pikes Peak International Hill Climb is self-sanctioned with a proud history dating back 1916.

Starting at the 7 mile mark up the Pikes Peak Highway, the course measures 19.99 kilometres and has 156 turns before finishing at the summit where the altitude is 4,300 metres (14,110 feet), that's 576 metres (1892 feet) higher than Mount Cook!

The event does have an interesting history. Spencer Penrose was a man with great vision and the man responsible for converting the narrow carriage way into the wider highway, he promoted the first Pikes Peak Hill Climb and donated the winner's trophy that was presented to Rea Lentz who recorded a time of 20 minutes 55.60 seconds in his 'Romano Demon Special' that was powered by a Curtis V8 aircraft engine. Such was the event's standing that in the period between 1946 and 1970 it was included as part of the AAA and USAC Indycar Championships.

For most of its life the road had a gravel surface, paving some sections began in 2002 to overcome



erosion problems and 10 years later the full sealing programme was completed. The average gradient remained at 7.2%, the massive drop-offs were still there, speeds increased, and records tumbled.

The entry list has always had a variety of vehicles competing in a number of classes, as the years passed the diversity expanded to the stage where cars, motorcycles, quads, trucks, off-roaders and specialist hill climb open wheel single-seaters faced the starter. In 1984 it attracted the first European drivers and later the world's leading rally teams built special 'Pikes Peak' cars specifically for 'The Race to The Clouds'. As a result the outright winner's trophy has names that are familiar in our country - Rohrl, Blomquist, Eklund, Mouton, Loeb, Tajima, Millen.

As speeds increased 'time barriers' became new challenges, the first 'magic' mark being set at 10 minutes. The first driver to go sub-10 was Monster Tajima who clocked 9.51.278 in 2011, the following year Kiwi Rhys Millen powered his Hyundai Genesis up the hill in 9.46.164, now the target became an improbable 9 minutes.

Twelve months later World Rally Champion Sebastian Loeb arrived in Colorado Springs with a Peugeot that was specially built for the task and appropriately designated 206 T16 Pikes Peak. The 'Pug' tipped the scales at 875 kilograms, its mid-mounted 3.2 litre V6 twin-turbocharged engine produced 875 horsepower, there was four-wheel-drive and it had the world's best driver behind the wheel. On the fully paved road the



combination produced an extraordinary run of 8 minutes 13.878 seconds. Second was Rhys Millen at 9.02.192, a time that beat his own year old record by 44 seconds! So is a 7 minute climb possible?

Kiwi father and son Rod and Rhys Millen enjoyed considerable success at the Pikes Peak climb. Rod first triumphed in 1994 driving a Toyota Celica 4WD Turbo, Tajima took the honours in 1995, Rod then won four in a row, twice in the Celica and twice in a Toyota Tacoma. Rhys was on the top step of the podium in 2013 and 2015, the latter win having great significance because he was driving an electric car. After the event he said that power had been lost to the car's rear motor pack before the halfway point, and he had expected his run to be 30 seconds faster. 9.07.22 was still good enough!

Here is New Zealand hill climbing was a relatively late starter and has enjoyed varying degrees of popularity, in its infancy it was very much part of the club scene along with rallies, sprints and navigation trials.

What helped in establishing hill climbing was that roads were often freely available and local authorities were co-operative most of the time. Events were held at some very obscure venues around the country, they were extremely well supported and drew a healthy following of supporters. It wasn't always easy for organisers to find suitable roads, for example Christchurch is a flat city and the Canterbury plains are flat, but the natural features of Banks Peninsula offered many options for events that became regular features on the local calendar.

Eventually it was too good to last, the cost of staging events became more and more expensive with councils demanding that gavel roads be reinstated to the condition prior to the event, road closures became difficult with land owner opposition, noise and dust became problems, it was on-going and many volunteer organisers walked away.

A saviour to hill climb followers came at Easter in 1998 with the 'Race to the Sky' in the Cadrona Valley near Queenstown. An uphill gravel 15 kilometre run with 137 corners, it was Pikes Peak Kiwi style! It was the event that made Possum Bourne a legend and it brought top international racers to Central Otago with a diverse range

of vehicles, from quads to race trucks, and it was great television viewing. Sadly, in 2003 Bourne was killed in non-competitive circumstances on the very road that made him and Subaru household names both at home and abroad. His successor was the remarkable Nobuhiro 'Monster' Tajima, the larger-than-life Japanese master who won the event outright on 8 occasions. Unfortunately the "Race to the Sky" wasn't too last, in 2007 it was goodbye Cadrona.

In 2015 the event unexpectedly returned when Highlands Motorsport Park resurrected it, but after just a single year back on the calendar it was permanently over following a disagreement between promoter Tony Quinn and the Cadrona landowners, a rare defeat for the entrepreneurial Scot!

Despite its demise 'The Race to the Sky' can claim the record for the world's longest gravel hill climb following the full sealing of the Pikes Peak Highway.



The demise of Cadrona wasn't good news for climbing enthusiasts and there was a gap of 4 long years before a new event was created, but it was well worth the wait.

To celebrate Rod Millen's 60th birthday in March 2011 there was a party like no other when Rod and his American wife Shelly created an event along the lines of the Goodwood Festival of Speed, a hill climb using the driveway of their 150 acre 'Leadfoot Ranch' property at Hahei on the Coromandel Coast.

In this case it wasn't an average kiwi driveway. This one was purpose built to be the ultimate hill climb, a tree lined 1.6 kilometre long sealed road winding its way through the property - the 'Millen Mile'.

From that party the Millens knew they were onto a winner and the Leadfoot Festival was created, and 'festival' is the key word as part of the celebration of all things motorsport. Famous drivers and vehicles from around the world have participated against this country's best, but it's invitation only. There are multiple spectator areas where admission is only by ticket, there are VIP packages and people have free access to the pit area. It's the modern way with an event that's an experience for everyone involved. There are no Armco or tyre barriers, hay bales are much more in-line with the theme.



Of course it's far removed from the 'good ol' days' when hill climbing was grass roots motorsport for many people around our country, in the earliest days where there was a hill there was a potential venue, even on grassy slopes.

It was often a case of 'run what ya brung' and as the sport became more competitive, weird and wonderful lightweight hill climb specials were created, recognition finally came in 1956 when the governing body for motorsport introduced a New Zealand championship. The early title years were dominated by rear-engine Coopers with JAP, Norton or BSA motorcycle engines, though in the mid-sixties a Porsche powered Cooper was twice successful. But the diminutive Coopers were beatable, the Stanton Special won in 1958/59, the following

season it was Pat Hoare's Ferrari, the famous Lycoming Special was a triple winner, drivers of Formula Ford, Formula Pacific and Formula 5000 cars claimed the trophy. But it all changed in the early 1990's with the arrival of four-wheel-drive Japanese saloons and another new era began.

The record books show that a Manawatu Car Club member was a double winner, in 1974/75 and 1976/77 Feilding's Kevin Ingram was crowned New Zealand Hillclimb Gold Star Champion. His car was a Mini-based self-built 'Terrapin' that had been imported in kit form from England. Powered by a rear transversely mounted 1293cc Cooper S engine it was the right car at the right time in Ingram's talented hands and the combination was rarely defeated.

So where were the better known hill climb events staged in the Manawatu and its surrounding regions?



The Saddle Road is the most obvious, first run by the Manawatu Car Club in 1948, there was a venue out the back of Marton, just down SH1 there was the Paekakariki Hill, also in the Wellington area were Houghtons Bay, Moonshine Road and Alexandra Road on Mount Victoria. Wairarapa had Admiral Hill, Dannevirke had the gravel surfaced Otaria Road and there was Te Onepu Road in Hawkes Bay.

The gravel Wharite Road that leads to the prominent landmark Peak that overlooks the region from all points of the compass has been used for many years, its 8 or so kms boasting a significant change in elevation and a huge number of corners to challenge drivers.

Like the original 'climb' at La Turbie, there have been occasions when hill climbs were incorporated in rallies. Locally the popular Saddle Road was regularly used, an integral part of the legendary MCC Daybeakers and was included in the 1977 World Championship event, while there were roads that were 'one-offs'.

The Pahiatua Track was a special stage in this county's first major rally in April 1969. Organised by the Wellington Car Club, the Shell Silver Fern Rally was also the country's first true high speed event with special stages closed to the public. The start was in Taupo and the 32 competitors wound their way to Auckland before heading south to the finish in Wellington. Paul Adams and Jim Richards were in the field but when the 22 finishers arrived in the Harbour Capital it was Grady Thompson and Rick Rimmer who claimed victory in a Holden Monaro V8. At the time the road linking the Wairarapa with Manawatu was regarded as one of the highlights of the marathon event, very understandable by people who have driven it on a 'normal' day!

The road above the Mangahao Power Station (incidentally the oldest operating hydroelectric station in NZ) has been a perennial favourite with local drivers, and scene of the crash that claimed the ex-works Toyota Levin GG41 of Chris Cowen. It too has been used as a rally stage, but with a sneaky twist. The competing cars toured to the top, and on the starter's orders began the extremely tricky and exciting downhill run! Back in the early 1980's Keith "Yeti" Stewart and Editor Trevor Weir participated in their first rally and both have fond (?) memories of the high speed descent in an Anglia with no clutch!!

The Hill Climbing story is a fascinating and colourful one for many reasons. There have been no set distances for an event, Sweden hosted a climb that was just 190 metres from start to finish, while at the other end of the scale the Cuneo-Colle della Maddalena in Italy stretched for 66.5 kilometres.

At all levels of competition the venues, the vehicles, the drivers and the public interest contributed to its acceptance as a true motor sport discipline, and it was Hill Climbing that began the racing careers of many top drivers. Here in New Zealand, two who come to mind are Kenny Smith who won his first event driving an Austin



Seven Special when he was 17 years old, and Denny Hulme who drove a new MG TF that he bought with his savings.

By contrast, much later generations graduated directly from karting to circuit racing, it's also very likely that most have never driven on a gravel road!

The glory days of hill climbing may have long gone, but they must never be forgotten...

RH

TARARUA DISTRICT ROADS AMONG THE BEST IN THE COUNTRY

The small area of Ballance just west of Pahiatua will be a hive of activity on the 9th of June when the Dannevirke Car Club host the final round of the 2018 Engine Room Sprint Series.

Tararua Road which is an old rally stage, has been used in later years as a sprint road and will be drawing in over 40 competitors and their crews to battle it out in their final opportunity to score valuable points for the Series. Competitors from as far away as Wellington and Auckland will be travelling to the Tararua Region as the roads are held in high praise amongst the motorsport community.

The Series brings in a wide range of vehicles including Grant McGregor's gorgeous escort, Greg Browne's screaming Honda Integra and Robin Feck's V6 twin turbo MR2, which makes for great spectating.

There is also plenty of local talent competing including Daniel Feck in his modified Mitsubishi FTO, very fast and well capable of winning the day and the series overall. William Menzies driving his Subaru WRX, in his first full year of competition is getting faster with each event. Peter Weir driving his BMW 328, sounds great, is always sideways and is quick if not putting on a show for the camera.

The Engine Room Sprint Series is in its third year since being started by the Dannevirke Car Club. It has now expanded to include other lower North Island clubs and is recognised as the most popular series south of Hamilton. Each event draws in a healthy number of competitors that get to see some not often seen parts of NZ and get the opportunity to support the local businesses.

Dannevirke Car Club have been working with local residents and the Tararua District Council to ensure minimal inconvenience is caused for road users of the Pahiatua track and surrounding Ballance district roads. The local Ballance Country School is also getting involved for the second year in a row providing catering during the day and at the prizegiving function held at the Ballance hall afterwards. This provides them with a healthy boost in fundraising for their annual school trip away.

Spectating for this event is very welcome and entry is only via the Ballance Road end also if you would like to experience the thrill of going in a rally car please don't hesitate to contact us.

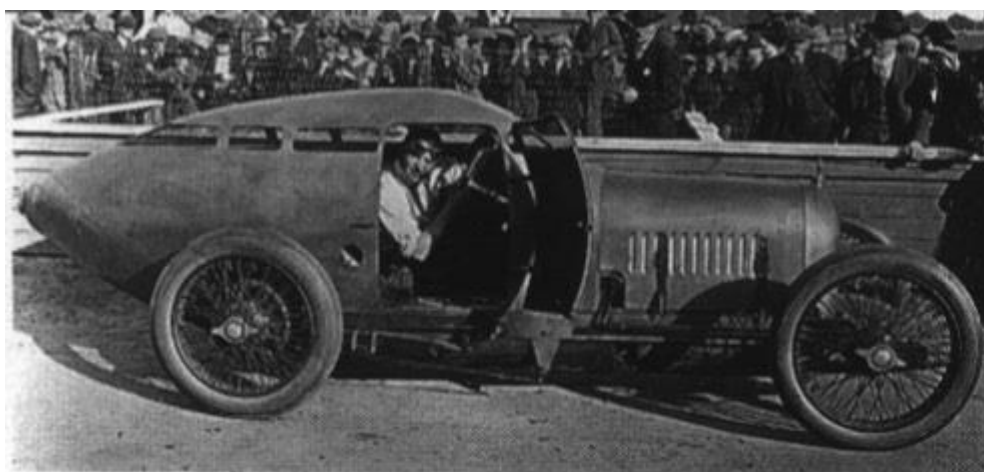
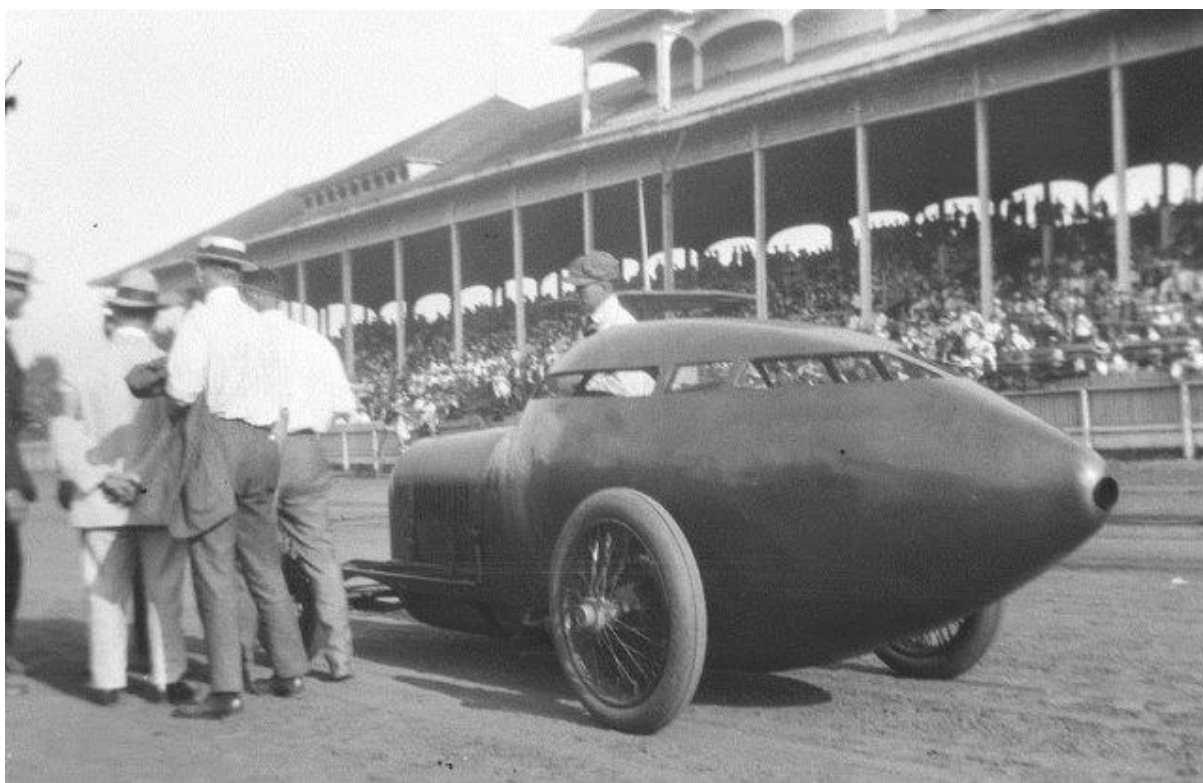
Engine Room Series Co-Ordinator Peter Weir 021 176 6306

WACKY RACERS CONTINUED ...

The 1971 March 711 was notable for its interesting front wing, and was duly nicknamed the Spitfire or Tea Tray March. The cars aerodynamics were by Frank Costin, who came to March from an aeronautical background with de Havilland aircraft, via Lotus (the IX and Eleven) and Vanwall. Costin (older brother of Mike, the Cos in Cosworth) wanted to create a low drag car, so tightly wrapped the body panels around the chassis and driver, and moved the radiators to the sides to give a small frontal area from which to flow the rest of the car. Wanting to add more front downforce than the usual “stuck on the side” stubby wings, he designed a full width elliptical front wing (resembling a Spitfire wing, hence the nickname) which was added on a protuberance that made it look like a waiter holding a tea tray (hence the second nickname). The car was successful in the hands of Ronnie Peterson and gave Niki Lauda his F1 debut.



Mix together three of the most famous names in early American motorsport and what is the result? The 1917 Golden Submarine. Designed and built by Harry Miller and his foreman Fred Offenhauser for driver Barney Oldfield, the car was significant in many ways. The Miller engine, his first, was a 4 cylinder alloy SOHC of 4.7 litres with dual plugs, 4 valves per cylinder and desmodromic valve gear giving some 136hp and was the forerunner to the famous Offy engines that dominated in later years. The car had an advanced, streamlined, enclosed cockpit that had been wind tunnel tested, the alloy panels enclosing a roll cage structure designed to protect the driver in the event of an accident. The 730kg car debuted in June 1917 on the Chicago Board Speedway and retired, but had averaged 104 mph up to that point. It went on to win 20 races out of the 54 entered, with a number of seconds and thirds to its credit. The only complaint? The exhaust ran through the cockpit, treating the driver to high temperatures despite the “windows” being merely mesh screens. Sadly the car no longer exists.



By a strange quirk, in motorsport in the early 1900's vehicle classes were decided not by horsepower, or even engine displacement, but by the engine bore size only, leading to some very strange engines as designers sought to maximize horsepower by going to longer and longer stroke engines. The 1909 Peugeot Lion VX5, which raced at Brooklands, was probably the most extreme example. Based on the Peugeot Lion economy car of the time, the narrow angle Vee twin, 4 valve engine was massively under square at 80 x 280mm !! At some 1.9 litres, the twin carb engine produced 95 hp, good enough for wins in the 1909 Catalan Cup and Coupe des Carets, even if both driver and riding mechanic had to peer to each side to see where they were going.



The late 1960's saw the introduction of wings to Formula One (refer last month), which grew and grew, culminating in the high front and rear strut wings mounted directly to the suspension on most cars. The disastrous effects of their collapsing when in disturbed air or the car going light over humps, notably at the 1969 Spanish Grand Prix led to a change in the rules which effectively banned them allowing only lower, chassis mounted affairs not dissimilar to current practice. There were some interesting experiments at this time however. Just what Winkleman Racing were thinking with this device on future World Champion Jochen Rindts Brabham BT23C Formula 2 car is open to conjecture



FOR SALE...

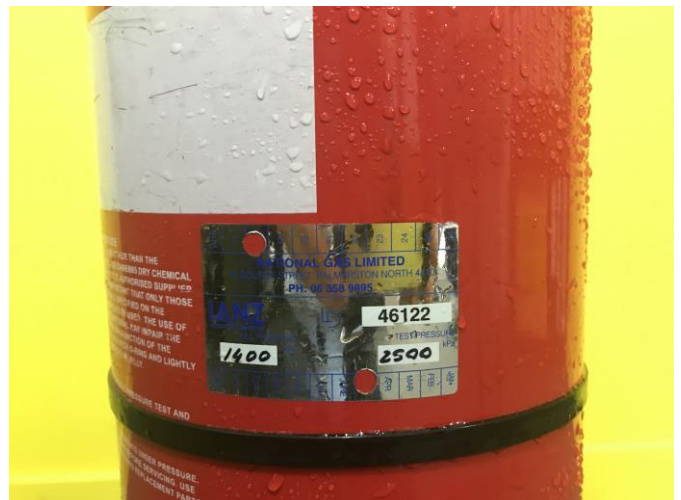
9kg Fire Extinguishers For Sale

The Manawatu Car Club have come across some near new 9kg Fire Extinguishers at a great price. All of these Fire Extinguishers have been fully tested and refilled by Firewatch so they are good to go at a fraction of the price you would normally pay for one of these.

If you would like to purchase one to have in the pits when you go racing, or at home in your garage to protect those precious investments then please visit the MCC Website Shop here:

<http://manawatucarclub.org.nz/get-involved/shop/extinguisher-9kg-dry-powder/>

Just \$180 incl GST, which is a great deal for a near new 9kg Fire Extinguisher!



Track & Yack Invite
Tuesday 12th June starting @ 7pm at the
Rose & Crown Olde English Pub.
Why not join us!

LOOKING BACK...



Something different this month – a selection of motor racing personalities that I admired.

Top left; the amazing Aussie Frank Gardner. Tasman Series competitor, British Saloon Car Championship winner 3 times, European F5000 Champion, Le Mans class winner and F1 driver to name a few of his accomplishments. Truly a great all round driver and brilliant raconteur.

Top right; Blair Robson centre talking to Steve Millen with his back to the camera and Chris Compton-Smith in the white hat. Heatway Rally PN stopover in the Square. Blair was always in the shadow of Mike Marshall, but was an excellent driver, and as for Steve ...

Left; Graeme Lawrence, best known for his handling of the ex-Amon Ferrari 246T and his Lola F5000 cars, but also a competitor in Can Am and European F2. Bottom left; Ken Smith, 3 times NZ Grand Prix winner, multi Gold Star winner and still showing the youngsters how to handle a race car. Truly a legend of New Zealand motor racing.

WE WANT YOU



TO EXPERIENCE MOTORSPORT FROM THE INSIDE



FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 1
SATURDAY JUNE 2ND SUNDAY JUNE 3RD

TARARUA ROAD GRAVEL SPRINT TERSS ROUND 6
SATURDAY JUNE 9TH

TRANSPEC GT OILS TRACK DAY SERIES ROUND 2
SUNDAY JUNE 17TH

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

PARTING SHOTS...



Manfeild's first track accident, and it wasn't even a race car!! The honour (?) goes to Aubrey Ellen. When Higgins were building the track they hired 2 trucks and drivers from Road Freighters, a 15 yard semi and a bottom dumper semi, to shift and distribute gravel. Aubrey's morning roll was in front of the Shell stand, however by just after lunch his tractor unit had been changed to an 8 yard dump truck and he was able to continue spreading

Photos and information - Aubrey Ellen