

Manawatu Car Club Inc

MAGAZINE

OCTOBER 2018



Something for Everyone

Lambs, lambs and yet more lambs. Help. Stop the world, I've had enough and want to get off. Fortunately, we have had a wonderful lambing despite the, at times, very wet weather, and, at times, very trying mothers, so I guess I really can't complain. Our middle-aged ewe mob was awesome – 19 ewes and 40 live lambs, that's over 200%, and all are going really well. It's just that the downside, if there is one, is that where Mary had one little lamb, I have 9. They take up quite a bit of time, with 4 feeds a day, and feeding time is like the centre ring of a 3 ring circus, especially when the calves think they should be fed too!! Of course all 9 pet lambies demand to be fed RIGHT NOW and 2 hands simply can't hold more than 2 bottles at a time!! Bring on weaning

CAUTION – if you don't like reading my views on NZ drivers and the authorities, please skip the next couple of paragraphs. I make no apology for being passionate about road safety, just as I make no apology for pointing out some of the, in my opinion, woolly thinking around the subject.

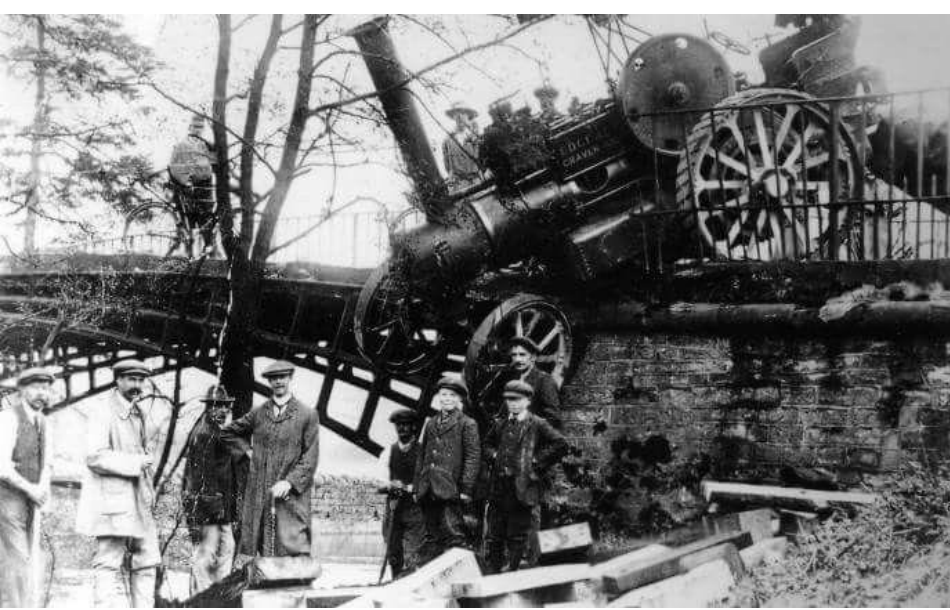
And, oh dear, Auckland Transport are at it again. I believe it's only right I question some of their latest moves, as we all know how the trickle-down effect generally flows from north to south (so you can guarantee if it starts here it's coming to you too!!). AT are moving to reduce speed limits on some 10% of the Auckland roading network, both urban and rural, in order to save lives. Many city areas will drop from 50kph to 30 or 40, and rural roads identified as high risk will drop from 100kph to 70 or 80. OK, fair call you might say, and I agree, with certain reservations. The measure used in assessing this is that Auckland's rate of serious crashes is rising at 3 times the national average and can't be explained by the increase in vehicles on the road. High school students, motorcyclists, pedestrians and cyclists are all disproportionately represented. I'd agree with that claim, so, so far so good, but bear with me. "Safety is the filter through which all transport activities will be assessed" AT CEO Shane Ellison stated. OK, so I get they are attempting to make the roads safer for those vulnerable groups they have identified. Here's the rub. You can make the roads safer, you can make the cars safer, you can make all the laws you like in fact, however the responsibility ultimately rests on the driver. Using the roading network is inherently dangerous. Full stop. Mistakes are made. Even autonomous cars are not excluded. It's made more dangerous by distracted, inattentive and discourteous drivers, drunk or drugged drivers and, I shall be kind, those of sub par driving ability. Perhaps the real issue is not so much the speed of vehicles but the lousy driving of them and hence the danger to the more vulnerable groups, the old "oh I didn't see you (because I was busy texting)" for example. Playing with speed limits is, in my opinion, not tackling the root cause of the disease. I guess AT will be able to statistically point to a victory if death / serious injury numbers go down with the lower speeds (lower impact speed = less risk of death, that's just simple physics) but will it have actually been \$75 million per year well spent???

Interestingly, the continuing debate on our own Awhitu Road and the number of crashes that occur on it that I referred to a few months ago, threw up a novel idea recently. One local wrote that he considered that there should be no more revenue spent making the road safer because it has no effect, in fact it appears to

have quite the opposite result. The crux of his argument was that where the road is very narrow, with sharp bends and steep drops with only a wire fence to protect you, people drive a lot more carefully because of the lack of safety features and higher risk factor. Where there is a safety net in place, people tend to drive faster. I like his thinking.

Remember to keep the rubber side down.

TW



EVENTS CALENDAR

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



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2018 Clubsport Events Sponsor

GT OIL

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2018 Clubsport Events Sponsor

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



"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 9th October 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!**

Manawatu Car Club Memberships expired 30th September '18

Remember to renew your Membership to continue to receive all of the benefits of belonging to New Zealand's premiere Car Club

It's easy to renew, just go here:

<http://manawatucarclub.org.nz/get-involved/membership/>



COME RACING WITH US!

MCC COMMITTEE...



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Your Committee:



Jill Hogg



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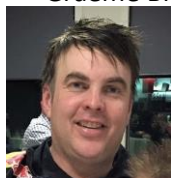
Jaron Olivecrona



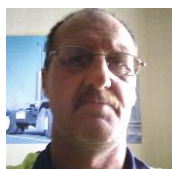
Greg Brown



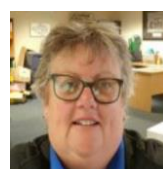
Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Gerald Watson

Club Advisors:



Kerry Halligan



Noel Beale

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

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

Archivists: Terry Rush, Jill Hogg, Russell Harris

MCC Magazine Editor: Trevor Weir

FROM THE PRESIDENTS PEN...

I really enjoyed our 2018 Feilding Auto Electrical Winter Series Prize Giving night... by saying that I am not saying that I haven't enjoyed the others... but this one was just different to the others in that it was a little more relaxed and fun for those working behind the scenes. We have done a few of these now so you could say that we are old hands at them in that we have all of the processes of getting them sorted under control so we are now looking at things we can do differently to have a bit of fun... In fact planning has already started for the Stewarts Mitre 10 Mega Summer Series Prize Giving and this will definitely be a bit different to any other Prize Giving Dinners I can assure you.

The Winter Series Prize Giving was also the first time we have prepared and cooked all of the food on site for quite some time. Usually the food is all done off site and brought in and kept hot in readiness for dishing up, but with the investment in the new kitchen facilities we tried doing it all on site and it worked very well indeed, in fact it was a whole lot less stress and we actually had a bit of fun while we did it. A huge thanks to all of those involved in the setting up of the clubrooms and the cooking on the day and the cleaning up after the event, you all did a fantastic job. Table of the night would have to go to the Taxi Boys, the way you guys enter into the spirit of the night is awesome. A huge congrats to all of the award winners on the night and a massive thank you to our sponsors and volunteers for making the Feilding Auto Electrical Winter Race Series such a success... we couldn't do it without you!

So what next you ask...

Well heaps actually, OctoberFast is just around the corner as is the Transpec / GT Oil Multi Event Weekend, then we are into the MG Classic Meeting before we change tack and have what will be a huge Drift Event we are calling ShowVember before we have the final round of the Transpec / GT Oil Track Day Series, followed the very next day by the first round of the Stewarts Mitre 10 Mega Summer Race Series... oh and there is a Kids Xmas Party (date TBC) happening in December as well... whew!!!



The Stewarts Mitre 10 Mega Summer Race Series will consist of three rounds (Dec, Jan & April), the first round in December is on Sunday 9th and you will get qualifying and four, yes four, 6 Lap races on the day. We have also mixed up the format of the racing as well to add a bit of spice to the event including a marble draw for grid positions for one of the races on the day, so it should be a fun series. A huge thanks to Andrew Stewart of Stewarts Mitre 10 Mega for your continued sponsorship of this series.

Funny Photo of the Month: Peter Beauchamp brought some new slicks for the last round of the Winter Series, a couple of them were still in there plastic wrappers so his mates (and we use that term loosely) thought it would be funny to run a power cord out from one of them and tease Peter about having low budget tyre warmers, apparently all of his "mates" had a good laugh at Peter's expense.



Family update, Jack is growing like a weed on fertiliser, he is 3 ½ months old as I write this and is already rolling over from back to front and vice versa and is trying to crawl. One of his Aunties brought him his first Race Car which is the quickest and cheapest Race Car build I have ever done. I have a feeling it won't be long until I am relegated to being his Pit Bi#\$.h.

Richie

MCC CLUB MEMBER OF THE MONTH...

NAME: Hailey Sinkinson

BORN: 28/04/2001 in Palmerston North

OCCUPATION: Beekeeper

RACE CAR: Honda Integra

EVERYDAY DRIVE CAR: Ford Ranger

DREAM CAR: HSV Holden Maloo Ute



YOUR BEST MOMENT IN MOTORSPORT?

My very first proper race, just the best moment because I enjoyed it so much and haven't stopped loving it since!

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

An accountant because I enjoy working with adding numbers and financial things.

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

My mum dad and best friend because I know they will always be there to support me with every decision I make and will support me no matter what.

WHO WOULD YOU PLAY IN A MOVIE? Debbie in American Graffiti

THREE WORDS THAT BEST DESCRIBE YOU... Loud, cheerful, annoying

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

A mustang, because they are fast and who wouldn't want to be fast.

WHAT IS YOUR SECRET VICE?

Stealing dad's beer from the fridge without him knowing... shhhhh

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I play lots of sport such as basketball, netball and cricket.

FAVOURITE QUOTE...

"Whoever is trying to bring you down is already below you"



Bring on the 'Thunderships'. The list of entries for the ETL Hire TraNZam Series has been spotted and it's much more than exciting. Corvettes, Camaros, Jaguars, a Mustang, a Dodge Viper and a De Tomaso Mangusta. Many people will be asking the same question - What the hell is a Mangusta? It's a mid-engined Italian Supercar that was produced between 1967 and 1971 and was the forerunner to the De Tomaso Pantera. Powered by a 5-litre Ford V8 it was very advanced at the time, in a road test well respected Belgian journalist and Le Man 24 Hour winner Paul Frere achieved a top speed of 250 km/h (155 mph). A unique feature of the Mangusta are the gull-wing doors that cover the engine and luggage compartment, it's certainly an interesting addition to the grid and breaks the traditional TraNZam mould of front-engine cars. Fifteen TranZAM cars are coming to a track near you, in our case Manfeild Circuit Chris Amon on 10th/11th of November for the MG Classic Meeting. It's the opening round of the Series so you will get the first look...



New toy for the boy. Scuderia Allen has expanded its racing stable by one. Joining the 'competition' collection is a Toyota 86 which means Justin will be the first MCC member to compete in the popular national championship category. It should be easy to spot his car, bright yellow with 'Battery Town' sponsorship. Mazda RX7 to Holden Commodore to Toyota 86. That's an interesting progression in his career...

Heroes for Hire. There were many compliments about the professionalism of the ProMed team at the final round of the FAE Winter Series. During the course of the day there were incidents that saw two drivers requiring medical assistance. Particularly noted was the treatment of Louis Redshaw following his crash into the tyre barriers on the exit to Turn 7 during the IB Cup qualifying session. The driver's door window shattered with the impact and there were fears Louis could have tiny fragments of glass in his eyes. Extreme caution was taken and he was checked at a local medical centre. Thankfully Louis was given the all-clear, his Honda wasn't so lucky...

Another fun day at the office. Take time to You Tube 'The new Porsche 911 GT3 RS on the Nardo test track'. This excellent short (6 min 38 sec) video features Brendon enjoying himself on the famous test facility in Italy that was built in 1975 and is now owned by the Porsche Engineering Group that's a wholly owned subsidiary of Porsche AG. How could you not enjoy yourself on a 12.5 kilometre long high speed test track with a 500 horsepower lightweight projectile! You will also notice that his 'trademark' blonde hair was much longer at the time...



Right place, right time. Club member, MX5 racer and renowned motoring journalist Richard Bosselman was at the Italian Grand Prix as a guest of Mercedes Benz. The Autodromo Nazionale Monza just happened to be a stop-over for the people en-route to a MB 'Conference' in Sweden where the world's media saw the latest models and learned about the company's future plans, including the 'e' programme. At the legendary circuit our man had access to everywhere that mattered and for the M-B guests the

weekend was complete when Lewis Hamilton won the race with Valtteri Bottas finishing third in front of the fanatical Ferrari 'tifosi'. Italy's national pride was partly salvaged with Kimi Raikkonen splitting the pair of 'Silver Arrows'. RB admitted that following the race he joined the red mass for the extraordinary 'track invasion' that's become an integral part of the event to witness first-hand the trophy presentations that take place on motor racing's most remarkable podium. It was an experience that will never be forgotten...

What did he learn? Richard B is right up with the play regarding Mercedes-Benz future plans when they unveiled EQC at Stockholm in Sweden. They showed their commitment to electric power by announcing the approval of a \$17.3 billion programme to launch something like 130 electrified variants over the next seven years. The bad news for those wanting to be one of the first to own a plug-in Merc is that we are unlikely to see one for nearly a year, production is scheduled to begin in early 2019. No doubt our man will be among the first journalists to be invited to road test the first model off the line at some exotic location. That vehicle is likely to be an all-electric medium crossover SUV. Like so many jobs, someone has to do it...



Enjoying the opportunity. Terry Rush returned from the iconic Rolex Monterey Motorsports Reunion in California with great memories. Seeing son Tim behind the wheel of the Rush Collection McLaren M22 on the grid at the Laguna Seca circuit for the biggest 'race' in the history of Formula 5000. To be amongst tens of thousands of people who appreciate everything that the automobile is all about, whether it's road or track, classic or new. To enjoy the week-long atmosphere that's unique to the Monterey Peninsula with racing, the Classic Car Auctions and the famous Pebble Beach Concours d'Elegance. At the FAE Winter Series Awards night Terry proudly showed the special F5000 medal that was struck for the event. A new jewel for the Collection's crown...

Wow, and wow again. Of the forty-eight Formula 5000 cars at Laguna Seca fourteen were from New Zealand, that's an amazing representation from the Land of the Long White Cloud. The races were not by a number of laps but were of 20 minutes duration which obviously makes it much easier for the organisers to keep the very full programme on schedule. Overall there were more than 600 selected cars competing in fifteen categories that would surely have covered everyone's interest. It's the type of event that should be on every rev head's bucket list...



Did he bid? That question would have been in the back of the minds of many people who were aware of Terry's trip to the Land of Uncle Sam, after all there's always space for another vehicle in a collection. Is there a container on a vessel somewhere between the ports of San Francisco and Auckland? When the hammer fell for the final time at the 2018 Monterey Classic Auctions the provisional total of sales was NZ\$552 million, a figure that was boosted by several record prices. A 1962 Ferrari 250 GTO made the highest-ever price at auction at NZ\$72,600,000 and the 'Admirals' Ferrari Mondial Series 2 changed hands for NZ\$7,507,500. The NZ\$33 million for a 1935 Duesenberg SSJ Roadster was the highest price paid for an American or Pre-WW2 car, from the same decade a 1931 Bugatti Type 51 Grand Prix car sold for NZ\$5,610,000. There were slightly less exotic cars that brought amazing prices. A 1948 MG TC fetched NZ\$168,000, a 1957 Citroen DS19 found a new owner for NZ\$288,750 and a 1977 Honda Civic with 19,995 miles on the clock made NZ\$33,000 - there was certainly something for everyone. But, did he bid...

Not quite like a Turner's Auction. Over three days the six auction houses sold 1,341 vehicles with an average price of NZ\$142,800. The auctions are held in very large marquees that are packed with people who are either classic car enthusiasts, potential owners and just simply curious. They are most certainly the places to be seen but the 'show' isn't free. Would you pay NZ\$1,500 for a seat just to be curious and enjoy the atmosphere? Probably not...

Mate against mate. There are many wonderful stories about friendships, another was revealed during a conversation at the Winter Series finale. Fifty years ago Kevin Gimblett and Graeme Bagrie were teenage members of the Levin Car Club and were marshals at club and international meetings held at the one mile long circuit. Kevin drove a Ford Anglia and Graeme a Hillman Imp, fifty years later they were racing against each other in cars of another era. Kevin drives the # 3 Dale Earnhardt Tribute Chev Camaro while Graeme has bought a Boss Mustang that enjoyed a successful career in Australia. According to the word of Kevin there will be a story on the pair in a future issue of the New Zealand Classic Car magazine. It will make a very interesting read...

Never made the grid. The cars of Paul Bass and Michael Eden were at Manfeild for the final round of the Winter Series but weren't seen out on the track for an unusual reason. Both drivers were preparing their cars as they had done many times before but somehow on this occasion they tweaked their backs in separate incidents. That made it difficult to get into their cars and there was the pain of actually sitting in the seat! Not exactly happy chappies...

Hoggs in the USA. We're not talking about the Harley-Davidson 'HOGS', we're talking about the Palmerston North HOGGS. Jonathan and Jill are indulging in a road trip that follows 'Old Man River' from Minneapolis to New Orleans. 3,760 kilometres long and more than 1.6 kilometres wide in several places, the Mississippi River originates from Lake Itasca in northern Minnesota, bordering or passing through ten US States before reaching the Mississippi River Delta in the Gulf of Mexico. The Hoggs are indulging in an American tour for the second time, on the first occasion it was Route 66 in Ford Mustangs, this time the vehicles are SUVs. Participants choose their own journey between the overnight stops and there's definitely no shortage of places to visit off the main highway. Typically Jill has done lots of homework on what to see and do so there won't be a dull moment from the moment they leave the state of Minnesota until they arrive at the destination in Louisiana. I can feel an attack of envy coming on...



Also in the USA. Young FAE Winter Series Formula First driver Thomas Boniface and his dad were at the final round of the Verizon Indycar Series at the Sonoma Raceway in California to see their hero Scott Dixon win his fifth Indycar Championship title. Full marks to TV One and the 'Seven Sharp' programme for having brilliant rev-head reporter Michael Holland doing a report from the track and interviewing the 'fast family' who are such great ambassadors for our country, the 'Dixon' name is one of the most respected in motor racing. Thomas also got an interview and like all young teenage drivers his focus is on a career in Formula 1 or Indycars. Maybe TV One could consider sending Mr Holland to a F1 Grand Prix to catch-up with Brendon Hartley and show fans at home the lifestyle that he and Sarah share. Just thinking out loud...

MCC make a sound investment. The Club is continually looking at cost effective ways to improve its facilities, both for the benefit of its members and to make the Clubrooms more attractive to potential hirers. A new 'portable' audio system was used for the first time at the FAEWS Award's night and transformed the evening. The unit is fully self-contained and features a disco light, cordless microphone and the ability to play music controlled from a mobile phone app. Jeff Braid was in his element in the dual role of 'Technician-in-Charge' and 'Music Meister'. Definitely a most useful asset...

Glitz and glam. It there a better sight in world sport than aerial shots taken during the night-time F1 Singapore Grand Prix. The race is run against the background of amazing high rise buildings with extraordinary architecture, the city lights, traffic on the expressway overpasses and the Big Wheel. Winding its way through the streets is the Marina Bay circuit with its 23 turns and 1,771 light projectors that illuminate all 5 kilometres of the track. It's hard to believe that Formula 1's first night race was held in Singapore ten years ago. How quickly time passes...



Rumour Department. The word is that two well-known cars from the region with interesting histories could be returning to competition, one to the track, one to gravel roads. One is a Chevrolet powered Countess Lamborghini Countach, the other a turbocharged Datsun 180B with the number plate 'TOO BAD' that ate BDA Escorts for breakfast. The word has come from reliable sources. Watch this space...

Re-union. At the FAE Winter Series Awards Dinner there was a catch-up of significant importance as MDC Mayor Helen Worboys was the celebrant who married Richie and Lydia Arber. For those who weren't aware the outdoor ceremony took place on Manfeild's front straight in front of family and friends. The occasion was a one-off for the circuit and it certainly was a most appropriate venue. And like all good fairy tales Mr and Mrs Arber have continued to live happily ever after and became a family of three with the arrival of son and heir Jack. That happy event was a lifestyle changing experience in more ways than one...

Bluebird K7 has roared back into life. For those with an interest in the famous world water speed record breaking hydroplane you can see the rebuilt jet powered craft running at speed thanks to You Tube and viewing the clip 'Bluebird: The Afterlife', an excellent short film (22min 15 sec) by Skynews which covers the 'new' craft back on the water for the first time on Lake Fad. If you want more background to the Campbell/Bluebird story there's another outstanding video (13min 25 sec) 'Bluebird K7 - A Short History' that includes wonderful historical footage. At over 500 km/h it all went so wrong so quickly...

The power game. According to the latest sources Ferrari are the first to produce a 1,000 horsepower engine under the current Formula 1 regulations. The figure quoted is 1,005 hp which is 27 hp ahead of Mercedes. At the Russian Grand Prix Honda were expected to introduce the Spec 3 version of its 2018 engine that produces an additional 35 horsepower, enough to move them ahead of Renault in the power stakes. Of course it takes more than just horsepower to win races, but it's a big help...

For those of you that like to "get down and dirty" playing in the gravel may I recommend Jason Byne's excellent "A Little Bit Sideways" magazine. Locally made and produced it has some excellent content, stunning photos, and covers a wide variety of events. Well worth subscribing to - <https://alittlebitsideways.co.nz/product/magazine-subscription/>

WOWING THE CROWDS...

The launch of a new car or model, or new anything, can be critical to its success, the first impression is a lasting impression. The Brabham BT62 was unveiled in London in its 'Celebration Series' colours of green and gold as a tribute to its country of origin but also to the golden era when Brabham won three F1 World Championship titles with cars in the same colours.

Photographs of the stunning hyper 'track' car were flashed around the world, so that at the following three public launches those attending expected to see exactly what they saw in the photos taken in London - but no, the car was presented in three distinctly different liveries!

On the Michelin stand at the Le Mans 24 Hour the BT62 was white, two weeks later it appeared at the Goodwood Festival of Speed in an absolutely stunning scheme that replicated the livery of the famous, or infamous, Parmalat Brabham BT46B 'fan' car that raced in the 1978 Swedish Grand Prix. Driven by Niki Lauda the car won its first and only race before being banned. The tens of thousands who lined Lord March's driveway certainly didn't expect to see the car in that particular colour scheme, more photographs and video clips shot around the globe. The next stop was America and the Monterey Car Week where three important appearances were scheduled.

So what did Brabham Automotive do? They pulled another piece of magic out of their hat with a tribute to one of America's most famous drivers who just happened to be the man who scored Brabham's very first grand prix victory - Dan Gurney. There were no Stars and Stripes, the BT62 was finished in the distinctive green with a single longitudinal gold stripe and wearing the race number 22 in homage to the Brabham BT17 that Gurney drove to victory in the 1964 French Grand Prix. The reaction was extraordinary, it was a marketing masterstroke.

When any new 'item' appears it's all about the market reaction, Brabham Automotive scored a perfect 10...
RH

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!



2018 FEILDING AUTO ELECTRICAL WINTER SERIES - ROUND 4 REPORT...

Saturday is Practice Day, September 1st, the official first day of spring, the daffodils are out, the new lambs are arriving, the sun is shining brightly, everyone is happy and the temperature is 16 degrees.

Sunday is Race Day, September 2nd, it's Father's Day, there's been overnight rain, the sky is overcrowded with grey clouds, the sun only shines periodically, there's occasional showers/rain during the day, all a reminder that it's meant to be a Winter Series. The odd thing was the temperature high of 18 degrees!

Competitor numbers dropped in some classes, were up in others, and in all eighty-five drivers faced the starter. Some familiar faces were missing but there were a number of new drivers making their first appearance in the 2018 FAEWS.



For Round 4 there were 13 cars on the grid for the *Danny's Auto Services / BT Advisory RS Cup* class. In Qualifying Pete Morgan was 3/100ths of a second faster than Greg Browne, but that was a close as the pair got all day, Morgan ended with 3-7-7 while Browne claimed two wins and third in the final race in his quest for a series win. Sean Rowles was best of the rest with 5-2-4 against his name, his day highlighted by an excellent second in the Reverse Grid 6-lapper when he was able to take full advantage of the Subaru's four-wheel-drive on the damp track, he also claimed the category Fastest Lap. Joanne Dunn has had an exceptional series and finished on a high by winning the

Handicap with another outstanding drive to head Cam Wait by 1.7 seconds at the flag, earlier she had a 10th and 3rd to her credit that brought the valuable points needed to win the series overall. In the mid-field there were good duels between Gareith Stanley and Andrew Wellum in their 'gentlemen' race cars, Honda V6 Legend and Ford Sierra XR4i respectively, with Stanley having the slight edge. As in the past the success of the 'grass roots' category has had an important flow-on effect.

The day didn't start well for the *Geartech Automotive SF Cup* field when Louis Redshaw made heavy contact with the tyre barrier exiting Turn 7 during qualifying, his Honda Civic suffered considerable damage on the driver's side while the driver was taken to a medical centre to be checked for possible glass fragments in his eyes after the side window shattered. Series first timer Simon Baker made an impressive debut by being



third fastest in Qualifying behind Matt Smith and Tony Birchall, then going on to win the Scratch 6 lapper in tricky conditions and placing 5th in the Reverse Grid, his day finished spectacularly when he lost control exiting Turn 7 in the last race and spun across the track onto the infield. Smith could only manage fifth place in the opening race but won the next two while Birchall had to settle for a solitary podium placing when he chased Baker home in the Scratch race, his later races brought a 6th and DNF, definitely a

mixed bag. The result sheets made interesting read with the number of drivers having top six finishes - Kolin Yannakis had 3, Sean Browne also had 3 that included a second in Race 2, while Gerald Watson, Oliver Edmond, Gareth Hogg, Hailey Sinkinson and newcomer Mike Monastra had single top 6 results. There were four ladies in the seventeen strong entry with Tessa Field doing best overall, but it was not one of Samantha Stanley's better days. On the second lap of Race 2 her Honda Civic 'Had a Dittmer' in the form of contact with the Turn 1 tyre barrier - day over! What didn't make good reading was the result sheet for the final Handicap race that showed 9 finishers, 5 DNF's and 3 on the DNS list. For Sean Browne there were no wins on the day but he did enough to claim victory in the series from Gerald Watson.

The *Coresteel Buildings* IB Cup drew a field of 10 which was half the number of entries of Round 1 and it was Dave Thomsen's day to shine. His Mitsubishi Mirage has been consistently quick and the combination was right at home in the changing conditions to score excellent wins in both the Scratch and Reverse Grid races and finishing less than a second behind Peter Edmond in the Handicap. Earlier the familiar Volvo S40 had picked up a 7th and 2nd to reward 'Jandal Pete' for his efforts and keep him in contention to take out the series. Simon Hetterschied took second in the opener but the rotary-powered Datsun missed Race 2, it returned for the Handicap but surprisingly finished at the tail of the field. Aaron Walker showed remarkable constraint in his successful quest for the overall series title with a score card of 3-5-5, and there were intense mid-field battles involving Alex Corpe, Peter Beauchamp, Craig Stuthbridge and Ross Gordon to keep the spectators interested.



The *Ernie's Engineering* GT Cup field was down to six with the absence of Justin Allen, Sam Bleakley and Paul Bass. It was Anton Cheetham who clearly showed his intentions by posting the fastest lap in Qualifying at 1.18.996, less than a second ahead of Bayley Walker on the damp track. Ross Thurston was unable to record a time as his rocket ship Evo had an engine problem related to a camshaft sensor. The offending item was replaced for Race 1 and 'Boss Ross' went the full distance to head Cheetham by more than 15 seconds and record a best lap that was 3 seconds faster, but the joy in both finishing and winning was short-lived with a DNF in race 2 without completing a lap! Thurston was back for the Handicap but could do no better than 5th, a disappointing end to a series that brought a great deal of frustration along the way, but he had accumulated enough points to win the GTA category.

The round belonged to Cheetham who was running a new turbo on his Mitsubishi Evo, he got better with every race and finished on a high, second in Race 1 was followed by comfortable wins in the next two, a performance that meant the 'rookie' would claim both the GTB class trophy and the overall GT Cup in his



series debut. Also impressive was Bayley Walker who was outstanding in the conditions to take the battle to the pair of 4WD cars and ended with a 3-2-3 record. Richard Clulee had a rare retirement in the opening race but picked up a strong third in the Handicap while Ryan Jury showed good pace in his Commodore to claim a well-deserved third in the Reverse Grid and Geoff Spencer's day ended with a pair of fourths after being third quickest in qualifying.

The GDM Retail Systems Classic Cup / Retro Saloon Trophy category had no Steve Hildred (Holden Monaro) or Bruce Stewart (Alfa Romeo) like Round 3, on the plus side there two Ford Mustangs and two Alfa Romeos plus Kevin Gimblett's Chev Camaro in the 13 strong field. Grant Rivers and Graeme Bagrie drove the Mustangs while Glen Watson (Alfetta GTV) and Bill Richie (Guila Sprint) were behind the wheel of the Alfa Romeos to run against the Camaro, a Mazda RX2, a Toyota Corolla and a mix of Ford Escort and BMW variants.

In Qualifying the familiar green Mazda of Ian Williamson clocked the fastest lap of 1.24.354, a second quicker than Dean Curtis, while Rivers headed the 'muscle' cars with a best 1.28.656 and fourth fastest, getting horsepower down onto the damp track was a problem. The three Handicap races produced three winners. First up Layton Hammond edged out Geoff Boyden, the pair finishing well ahead of Gimblett and Richie while Williamson could only manage sixth place, 37 seconds behind the winner. There were two DNFs. On Lap 3 Bagrie had a low impact meeting with the tyre barrier at Higgins while on the final lap Rivers race ended on the infield approaching the esses.

The DNFs benefitted Rivers and Bagrie in the handicapping and the pair produced a Mustang 1-2 result, though split by 15 seconds, with Gimblett 7/10ths away in third to complete a 'muscle' car trifecta - Curtis, Hammond and Philip McQuoid rounded out the top six. The heaviest rain of the day fell before Race 3 and only nine cars took to the track, among the four with DNS on the result sheet was series leader Layton Hammond. Curtis revelled in the conditions to beat Williamson by four seconds with McQuoid third ahead of a fast finishing Gimblett, Boyden Senior finished seven seconds in front of Boyden Junior to claim family bragging rights with Bagrie also completing the full 6 laps - the conditions weren't easy, Curtis clocked the fastest lap of 1.28.368, in the previous race Gimblett was quickest with 1.17.468, an 11 second difference!

Rivers was credited with 8th and last place with only two laps against his name, the other four were spent stranded on the kerb at right angles to the track on the outside of Turn 7, while John Gray in the ex-Tiki Mossop Toyota Corolla had a race to forget. He was given a 'Drive Through' penalty for jumping the start, took his punishment during the Safety Car Intervention, then was disqualified when he exited pit lane when the light was red! When the series points were collated Layton Hammond had clinched the Saloon Trophy and Philip McQuoid the Classic Cup, deserved honours for the two Ford Escort drivers.



Numbers increased to ten in the Total Truck Spray Formula First single-seaters, notable was the non-appearance of NZ Champion Callum Crawley for the second time in the series. Thomas Boniface had set the fastest lap time of the day at the three previous rounds but had never won a race, with Crawley absent it looked like this could be his day and that was confirmed when he set the fastest time in Qualifying, 8/10ths of a second ahead of Taylor Hurst with less than 7/100ths back to Blake Evans.



When the racing began it was Blake Evans who led the way. In Race 1 he beat the group of Boniface, Billy Frazer, Hurst, Ronan Murphy and Andrew Tierney who were covered by less than 3 seconds. The race was marred by an incident involving Kyan Davie who overcorrected a slide exiting Turn 7 and hit the tyre wall, his car sustained considerable front end damage while the driver required medical

treatment for a wrist injury. Unfortunately Craig Greenwood ended up on the infield after taking evasive action, his car was stuck and his race was over. Following the Qualifying session Nathan Sudiono needed an engine change, there was a huge team effort but unfortunately their work went unrewarded when the car missed making the grid by less than 30 seconds.

He was on the grid for Race 2 that saw Evans again led the field home, this time by an even narrower margin (0.624) from Frazer, Boniface, Hurst and Murphy with Greenwood heading the rest, Frazer set the fastest lap.

The third of the Scratch races became a two car affair between Evans and Boniface as they battled for different reasons - Evans to make it a clean sweep to claim the Series title and Boniface to get his first win in the twelve races. At the checker Evans got his wish by a mere 6/100ths of a second over Boniface with a near 8 second gap back to Hurst who headed Frazer, Murphy and Greenwood home with Sudiono seventh. So in the end a race victory eluded Boniface but he did finish runner-up in a very strong category and recorded the FF fastest lap of the series in Round 1.

Evans won seven of the 12 races and was the only driver to beat Crawley who won 5 of the six races he entered, Evans won Race 3 in Round 3 by 0.078 of a second..

In the *GT Radial Taxi Cup* the rank was boosted by another two cabs to make it five Falcons against a solitary Commodore. Full marks to Glenn Maunder whose Falcon resembled a 'down under' version of the famous New York Checker Cab, in NY the cabs are yellow, Glenn's was scarlet red!

Qualifying on the damp track saw Leo Van Berkel setting the pace, 2/10 ths ahead of series leader Craig Schofield with Kerry Tong and Maunder close behind, the four being covered by less than half a second. Was Schofield now under his biggest pressure of the series? In short the answer was 'NO'.

He won the Scratch race by 7 seconds from Van Berkel who held out Tong, in the Reverse Grid the winning margin was down to 3.8 seconds with Tong well ahead of Van Berkel who completed the podium. Now the question was, could Schofield beat the handicapper? That answer was 'YES' by an emphatic 6.5 seconds over Tong with Van Berkel a distant third - it was Schofield's 10th victory in the 12 races to convincingly regain the Taxi Cup by a 100 point margin.

With the racing in the *Max Tarr Electrical MX5 Cup*, just when you think 'that's as good it gets', it gets even better.



Bryce Hogg and Markku Braid were the two major contenders to take out the series and in Qualifying Hogg threw down the gauntlet by topping the sheet, 6/10ths faster than Braid with Jeremy Hoskins third quickest by a similar gap.

The Scratch race was a stunner, both Hogg and Braid showed enormous respect for each as they raced at 100%, bumper-to-bumper or door-to-door. The lead changed numerous times but on the crucial final lap it was Braid who won the drag to the flag by 0.119 of a

second. Conrad Healy produced his best drive of the series to close out Tim Wilde for third with Mike Dunn, Matt Dilly, Hoskins and Warren Cleland in a tight group, the first eight cars across the line were covered by less than ten seconds. On the winner's board the score line read Hogg 4, Braid 4 with two races to go.

In the Reverse Grid Hogg was simply sensational from the time the lights went out, the former champion was in aggressive mode and made his way through the pack with flawless judgement, eventually taking the flag by 7½ seconds from Braid while Wilde reversed the Race 1 result by taking third place from Healy, Dunn and Dilly rounded out the top six. Both Cleland and Hoskins failed to finish, in the case of Hoskins it was 'day over' with a damaged differential. Hogg 5, Braid 4 with one race to go and a differential of only 27 points, well done to the script writer!

Hogg and Braid, Braid and Hogg, that was the story of the Handicap 6-lapper, the pair were locked together as they weaved their magic through the field before crossing the finish line with Hogg ahead by 0.166 of a second - game, set and match to Bryce Hogg who regained the trophy that he lost to his brother last year. Wilde enjoyed his best round and claimed another third, followed by the impressive Healy, Mark Smith, Dilly, Cleland and Dunn in a tight bunch. In the end it was Hogg 6, Braid 4 on the win chart and the pair split by 35 points, maybe a dead heat would have been appropriate given the quality of racing they both provided.

That race was the best possible final act when the curtain fell on the Feilding Auto Electrical Winter Series for another year. Exciting future prospects emerged and their progress will be followed with great interest. The high quality of the racing continued to impress, and once again the series proved its worth to the sport in this country...

RH





JAROD CARRUTHERS PHOTOGRAPHY



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ONCE UPON A STARLET...

Several months ago Graham Buchanan kindly donated his disused Toyota Starlet rally car to the Manawatu Car Club, who decided to lend the car to a rookie driver to use how they wished for a year. Much to my surprise I was chosen to be the first recipient of the car that was once rallied by Joe McAndrew. However, there was a catch, the car didn't go. It had been sitting in a hay shed for many years and when it was retrieved by my dad (Warren Cleland – Transpec Services) and Greg Browne (GT Oil) it was in pretty bad shape. It was brought back to Transpec Services where the birds' nests, hay and rat poo was water blasted out of the engine bay. Once that was completed, the car was given a once-over. The rear drum brakes were stuck on and after the shoes and cylinders were replaced and the drums were machined it was discovered that the rear brake hoses had collapsed. The engine also didn't run and after some investigation we found that part of the vintage link computer that converted the signal from the distributor into something that the computer could read was filled with water. That was promptly repaired and after much cranking of the engine it spluttered into life on the old Av-Gas that it had spent its long life in the hay shed with. After the rust in the footwells was partially repaired the car was ready for its first event in years, the Transpec & GT Oils back track autocross.



The plan for the autocross was that I would drive and my dad would watch but due to the low number of entries my dad took little convincing to drive as well. The first part of the day was a motorkhana that consisted of different events around cones. I was quite conservative because I can't drive but my dad gave the car a beating – every turn of the steering wheel prompted a pull of the handbrake and the bald front tyres spent more time wheel spinning than they did gaining traction. The second half of the day was an autocross around two laps of the backtrack with chicanes. This was more suited to me as it was smoother, and I had more time to think about things, but I still spent some time in the grass and the same corner sent me into a slide on every run. By the end of the day it was apparent that the CVs needed urgent replacement but despite the constant clunking from the front of the car I had a lot of fun and it was a good first outing for the Starlet. After the autocross the car was put on the hoist and the CVs were replaced. The focus was then put on the suspension, we lowered the front struts and put shorter and stiffer springs in the rear. The work resulted in a 5-6cm drop in ride height. I then ordered a dished steering wheel, so my knees would fit under it, and we put more up-to-date belts in it to have it ready for the upcoming track day.

Round 2 of the Transpec & GT Oil Track Day Series marked the Starlet's second event of its new life and the pace of the car surprised me. My first run of the day had a best time of 1:37 which I was quite pleased about because it was only 1 second slower than my previous personal best in my dad's ex-Hogg MX5. About half way through the day I discovered a problem with my new steering wheel - at the time red suede seemed like a great idea until the dye started to leach onto my hands. Over the course of the day my lap times were improving and at the end of the day I was ecstatic to learn that I had shaved 6 seconds off to do a 1:31.5. I really enjoyed the day and I am so grateful to Graham Buchanan and the Manawatu Car Club to have given me the opportunity to do these events in the Starlet. I am privileged to be driving a car with so much history behind it and it is very cool to have it back out on the track. I wouldn't have been able to do any of

these events if it weren't for all of the volunteers – organizers, marshals and scrutineers – who make the day happen and I will look forward to participating in the next events with the Starlet. Watch me on

<https://www.youtube.com/watch?v=AbSdzRixwTO>

Jack Cleland (15 years old)



2018 FEILDING AUTO ELECTRICAL WINTER SERIES - PRIZEGIVING...

There was an excellent turnout of more than 100 people for the Awards Dinner, a full house at the Kawakawa Road Clubrooms.

Special guests for the evening were Manawatu District Mayor Helen Worboys and husband Neil who were officially welcomed by President Richie Arber before the trophy presentations began. The presentations were made by the category sponsor if they were present, the Trudy Ann Trophy by Jeff Braid and the balance by Richie Arber.

Total Truck Spray Formula First

1 Blake Evans (795 pts), 2 Thomas Boniface (714 pts), Ronan Murphy (634 pts)

GT Radial Taxi Cup

1 Craig Schofield (864 pts), 2 Kerry Tong (764 pts), 3 Leo Van Berkel (585 pts)

Ernie's Engineering GT Cup - GTA

1 Ross Thurston (367 pts), 2 Cameron Jones (150 pts). 3 Alan Pearce (67 pts)

Ernie's Engineering GT Cup - GTB

1 Anton Cheetham (703 pts), 2 Bayley Walker (661 pts), Richard Clulee (629 pts)

GT Cup Overall

Anton Cheetham

MX5 Cup - Summer Series

1 Jeremy Hoskins (996 pts), 2 Alex Corpe (961 pts), 3 Kevin Richards (920 pts)

Max Tarr Electrical MX5 Cup

1 Bryce Hogg (820 pts), 2 Markku Braid (785 pts), 3 Tim Wilde (601 pts)

GDM Retail Systems Classic Cup

1 Philip McQuoid (732 pts), 2 John Gray (610 pts), 3 John Blakie (372 pts)

GDM Retail Systems Saloon Trophy

1 Layton Hammond (743 pts), 2 Ben Boyden (669pts), 3 Geoff Boyden (667 pts)

Danny's Autos / BT Advisory RS Cup

1 Joanne Dunn (644 pts), 2 Eddie Arnold (623 pts), 3 Peter Morgan (610 pts)

Trudy Ann Trophy - First Finisher RS Cup Race 2, Round 3

Greg Browne

Geartech Automotive SF Cup

1 Sean Browne (661 pts), 2 Gerald Watson ((554 pts), 3 Kolin Yannakis (529 pts)

Coresteel Buildings IB Cup

1 Aaron Walker (646 pts), 2 Peter Edmond (599 pts), 3 Alex Corpe (515 pts)

Champion of Champions - Chris Amon Cup (Highest Saloon Points Scorer)

Craig Schofield

Special Trophies from the Sybil Lupp Collection :-

Otago Car Club Cup - Best Performance by a Female Driver, Round 1

Joanne Dunn

Archer Memorial Trophy - Highest Overall Female Points Scorer

Joanne Dunn

Spirit of the Series Trophy - Acknowledging Special Contribution to the Series

Greg Browne

Long Service Award

On behalf of the Club Jeff Braid presented a Long Service Award to Jacquie Mannes. In recent years Jacquie has held the position of Chief Timekeeper, earlier she had enjoyed a long association with rallying. Jacquie has relinquished her role to concentrate on studying for a Batchelor of Engineering, a career move within the New Zealand Defence Force where she is based at RNZAF Ohakea.

Organised by MCC Committee members Jill Hogg and Kaye Flannagan, it was the best FAE Winter Series Award's night to date. Aaron Walker and his small team produced a meal of excellent quality and the presentation side of the evening was completed by 9.30pm which allowed plenty of time to mix and mingle before the 11 o'clock curfew. It was during this period that a large group watched the Videohub@event-tech produced DVD from Round 3 of the Series, the editing included 'in-car' footage which brought a completely new dimension to the presentation.

There was a great team effort by the volunteers to stage the evening with setting-up, serving the meal, clearing tables, dish washing and packing-up - the V-Force continues to learn new skills...

RH





MOTORSPORT 201 – THE SECOND STEP...

So you made it through your first couple of events, have a good idea of how everything works on each event and have decided that the challenge offered by motorsport is something you REALLY do want to accept. What does the next step involve??

Leaving behind the motorkhana and autocross events (though remember that regardless of where you are on the ladder these are great events for practicing and honing skills) the next level of events are labelled Clubsport Advanced and include popular events such as hillclimbs and bent sprints. Hillclimbs involve a single car, timed run, up an appropriate, predominantly uphill course and can be anything from 500m to 5kms long. Bent sprints are against the clock events run on either the circuit, a sealed road course or a gravel road course. A great place to start is one of the Transpec / GT Oils Track day events. You can enter the single car events with the same requirements as for the autocross events (see last month) to begin with, or you can test your skills by going up one step and racing against another competitor in the dual car sprints. Both consist of timed laps on Manfeild: Circuit Chris Amon on the full 3.03km track layout, one warm up lap, three timed laps and a cool down lap, your single fastest lap counting for the results.

You can still do these events very successfully in your standard road car – YOU DON'T NEED A RACE CAR!!

The day begins with a driver training session in the morning prior to the actual competition which is very highly recommended, regardless of whether it's your first time or 100th time competing. An experienced driver will guide you in the correct race lines, braking points, flag zones, circuit peculiarities and finer points involved in getting a fast lap of the circuit. Take advantage of their experience and expertise, it's cost them plenty to gain it!!



To enter these dual car runs (or any other Clubsport Advanced event such as a hillclimb) will require a little more effort from you, as you will need to obtain an M Grade competition licence, the first step of the official licencing structure. This isn't as daunting as it may seem. You will need to fill out the appropriate form and pass a short exam, the questions of which are based on the MotorSport NZ Drivers Guide. We have a number of very helpful licence examiners within the Club who will be happy to guide you in this process, all of which is explained in detail, with the relevant links on the Club website - <http://manawatucarclub.org.nz/get-involved/get-a-race-licence/>

You will also see from the event regulations that you will need a pair of FR (Fire Retardant) labelled overalls (rather than the 100% cotton ones required at an autocross). You can either borrow a pair (the cheapest option) or perhaps now is the time to consider futureproofing your spending by looking at the purchase of a race suit of your own. I will deal with buying race apparel in detail next month.

You will also need to mount a 0.9kg dry powder type fire extinguisher in the car. This needs to be properly attached using a minimum of M6 bolts and nuts and have a bracket that has two retaining clips. It must be within reach of the driver, so a good place is on the floor in front of the driver's seat. Check underneath before you drill any holes!! Remember to use the Clubs sponsors, who do great deals.

So, you have entered your first Transpec / GT Oils Track Day dual car sprint. You have arrived at the circuit, sorted out a spot in the pits to set up for the day, done your documentation and had your car scrutineered

to ensure it is safe. Drivers briefing is done. Ready to go?? I hope you remembered to pump your tyres up (up to about 40psi cold for standard road tyres to begin with). This helps stop them rolling off the rim and adds to stability when subject to the braking and cornering stresses. You can fine tune them during the day to get the handling of the car nice and neutral. Because your car is subject to much higher g forces on the track than on the road it also helps to make sure the oil level is slightly overfull. This will help prevent oil surge and the possibility of ruining your engine. Remember too to check your brakes and pads before the event. They can take a hammering, especially when you are learning, so need to have plenty of meat on them, and while you are there make sure the brake fluid is reasonably fresh too.

You will be partnered with a car/driver combo of similar speed. Once you are on the track, use the warm up lap to warm the car and brakes up gently and settle yourself in. There's lots to remember the first time out. The first time past the start finish line timing will begin, so you are now racing. Remember you are trying for nice smooth lines using all the track. Try to pick out a brake marker for each corner, something that stands out like one of the marker boards or a painted line. Don't pick something that could move!! Try to do your braking before you turn into the corner and then accelerate smoothly out. Remember to keep an eye out for the other car and the flag points. Remember to use your mirrors. Remember to concentrate on smooth inputs so the car will work at its best for you. Remember that if you lock up the front brakes you will have no steering, so come off the pedal and try again. Remember not to panic and remember to stay on your line. Remember the onus is on the overtaking car to do so safely. Most of all, remember to breathe and enjoy the experience!! See, there is lots to remember!! All too soon it will be over until the next run. The cool down lap is just that, it lets the car cool down, and you too. When you get back to your pit area, DON'T pull the handbrake on. The pads will be hot and could stick to the discs. Open the bonnet to let the heat escape and rock the car back and forth a few times to stop the pads sticking as they cool. Then, repeat the track experience. Remember smoothness is the key, try to refine your braking and race lines during the day. Chat to the other drivers, watch what others are doing especially the faster drivers, and ask questions, regardless of how dumb you think they may be. Believe it or not the MCC family actually wants you to succeed at this.



The same scenario applies at a hillclimb except there is no warm up, so you are up to the start line and into it straight away. Usually the cars will be held at the top and descend in a group. Remember that once you pass the flying finish line you will need to back off and brake, as there may only be a relatively short run down area and cars may be parked on the side of the road, so take care. Again, smoothness is the key on the run. Try to watch part of the course if you can and observe what the faster drivers are doing differently to you. Gravel sprints are just as much fun but do require a different technique – remember that it's much easier to “lose it” so you are better off to go slower to begin with and build up your speed as your confidence increases. No-one wins the event when they crash on the first corner!!

The main point at this step – go for smoothness and consistency, whatever the event. Build confidence in yourself and your car, after all any fool can go fast in a straight line, it's the corners that sort people out. Get the cornering technique sorted and the speed will follow.

Next month: Let's look at the gear you need to go racing...

TW

RETURN TO GRAVEL IN TARANAKI...

The Taranaki area is well known for some very good tarmac events but it's been over 20 years since a gravel one featured on their calendar. On Sunday 16 September South Taranaki Car Club revived Parihaka Road, a venue last run in the 1990's.

The event brought out a very wide variety of vehicles amongst the 18 entry field, ranging from Glen Bublitz in his Evo 5 to Nigel Fraser in his 1920s Chevrolet Speedster and Robert Short in his MEV Scratch built Rocket. The road looked fast and open, winding its way up the base of the mountain with some deceptively fast corners and crests to remember and a very fast entry leading up to a bridge which requires some accuracy.

The day's format began with a practice followed by 3 official runs with the field split into 2 groups allowing for dual drivers. The practice showed the drivers just how much loose gravel was on the roads surface which needed sweeping before the times would start dropping.

The first run saw Glens Evo setting the pace with Peter Weir in the BMW and John Bouzaid in the Subaru RXi closely behind. A few others in the field were coming to grips with gravel, it being their first time on the loose stuff, but they weren't scared to get a little bit sideways and have some fun.

The second run had Peters BMW finding some traction and putting down the fastest time 1.7 seconds ahead of Glen who had John only 0.2 seconds off him. Alan Hooper and his son Blake were having a good battle for 4th sharing Alans WRX and Spud Hutchby, driving Mike and Helen Cameron's Lancer, held a small lead over David Hjorring in his Nissan Pulsar.

The final and deciding run of the day had everyone pushing that little bit harder now most were more comfortable with the gravel. Bryce Hackett possibly pushed too hard in his V8 Falcon panel van getting a bit wild on the entry to the bridge sending him up the side and collecting the railing. Luckily for him both photographers were capturing it all. Caprice Bouzaid, sharing the Subaru Rxi with John, made the biggest jump in the final run going 8 seconds faster than her previous run and landing her 0.1 of a second behind David and Spuds battle. One to watch for the 2019 Engine Room Sprint Series Rookie Title?



The top 3 finished with John driving the Subaru flat out to 3rd with a time of 1:48.56, Glen pushing hard in the Evo claiming 2nd with a time of 1:45.79 and Peter narrowly taking the win with a time of 1:45.56 in the 2wd BMW

The day ran extremely well and a big thank you to the South Taranaki Car Club team, hopefully we will see some more gravel events in the future.

Peter Weir

Photos by Lillian Bouzaid & Blat
Photography



THE RUSH INVASION: MONTEREY - LAGUNA SECA...

As many of you are aware, Terry and Tim Rush were selected to compete in the Rolex Monterey Motorsports Reunion race meeting at Laguna Seca, part of a contingent of F5000 cars from the Antipodes that helped celebrate both the 50th Anniversary of F5000 and the week long motoring festival that is Monterey. What follows is their account of the trip.

Our decision to compete at this event was formed in 2008 while attending the 40th Anniversary of F5000 Racing at Watkins Glen. We were looked after so well by the Americans, we decided the 50th anniversary event was for us if at all possible and so fast forward to 2018.

In early July 2018 our car (the McLaren M22) was shipped from Christchurch (where Motorsport Solutions had been preparing it) to Auckland to be loaded with 13 other NZ cars and forwarded to San Francisco. We departed Palmerston North for Auckland where we met up with Max Rutherford, the mechanic / engineer who worked firstly for Jack Brabham and then Ken Tyrrell, where he prepared Jackie Stewarts Championship winning car (Eds note – Max has written an excellent autobiography titled *Paddock to Podium*, well worth a read and available still). We left New Zealand on 13th August, arriving in San Francisco the same Monday afternoon and after picking up a rental car headed south to stop at the Red Roof Inn Burlingame. Tuesday morning, after a good America breakfast, Tim took us to Roy Brizio's workshop, a well-known company that builds and prepares high end hot rods and indeed they were getting several ready for Car Week at Monterey.

In the afternoon we visited Winchester House at San Jose, a home that was built by Sarah Winchester (of the Winchester rifle family). Construction started in 1884 and continued to 1922. The mansion has 160 rooms, 2000 doors, 10,000 windows, 9 kitchens, 13 bathrooms and 47 stairways. It is known as the house the spirits built. It was built after she lost her child and a few months later her husband. It is well worth the visit if you ever get the opportunity. (Eds note – there is an amazing backstory to the creation of this house, that was once 7 stories high, read about it here <https://www.prairieghosts.com/winchester.html> and here <http://thetruthaboutsarahwinchester.com/>)



Tuesday night we stopped at Salinas and on Wednesday morning we drove into Monterey where I gave the others a brief summary of the layout of Monterey- Cannery Road and Fisherman's Wharf etc.

We booked into a house that we had previously organised late Wednesday afternoon which we shared with Cheryl and Russell Greer from Blenheim, Russell being the driver of the ex-Graham Lawrence Lola 332.

Thursday morning everyone was eager to get out to the track to unpack the containers, unfortunately there was a slight hitch as these were placed behind a grandstand and we had to move all our cars and gear several hundred metres to the pits where a marquee was provided for us.

Thursday night I took the group to Baja Cantina in Carmel, a must do restaurant on a Thursday, as dozens of cars, exotic, vintage and hot rod, turn up and have an evening meal. The restaurant itself has automobilia all around the walls, race engines and motorbikes on display, and good beer and food.

Friday the 17th Tim had to complete an induction as a first time driver at this circuit, a two hour classroom session followed by a complete walk around the track where they had explained to them the do's, don'ts,

and the how to (Tim was allowed to drive a golf cart, as with the rise and fall of the circuit, some 30 metres of elevation change, he wouldn't have been able to walk around)



Saturday 18th we had to be at the track 7am, all of us were given 4 laps of the track in a van by a driver who was trying to impress us, even with 12 on board. Tim had a practice session qualifying 27th followed by a race at 2.30pm where he finished 23rd, gaining 4 places.

Sunday 19th and qualifying was at a more agreeable 9.15am. Tim qualified 22nd and again raced at 2.30pm, where he finished 20th, they don't publish lap times, so we had to do our own.

Monday, Tuesday, Wednesday were free days for us to visit all the car shows, look at the cars for sale, and stand there and dream. Not all cars went for US\$48million, some were under US\$100,000!!!

Thursday the 23rd saw everyone ready for a driver's meeting at 9am, followed by practice/qualifying at 12.30pm, with Tim qualifying 24th out of 45. Thursday evening we attended the Rolex Reunion participants welcoming party.

Friday 24th and another qualifying/practise session with Tim setting 18th fastest time, his new helmet obviously doing the job. They used the Thursday and Friday qualifying times to set the grid for Saturday's race, with Tim starting in 28th and finishing 20th.

On Sunday in the Rolex Race, he finished 18th with a time of 1.33.6, showing an over 10 second improvement from the previous Saturday of the first weekends racing.



In respect to the venue that had 540 cars in the pits and transporters like you have never seen before, the pit infrastructure was actually very poor. Queues for toilets and food stalls and we had to walk great lengths from the pits to the trackside, though I have to admit that with Tim as the Driver and myself as Team Manager we were looked after very well, being provided with lunches and non-alcoholic refreshments. We also had a special viewing platform and a toilet block just for our use.

Sunday night after racing we all had to pitch in to get all the gear across the track and into the containers, finishing in the dark about 8.30pm. Booking out of the house on Monday morning we had the next 4 days visiting motor race workshops and some incredible private collections.

If I was to grade this experience, I think I would have to put it second equal with Goodwood, but not quite in the class of the Monaco Historics, but then again Monaco does not have any big American/Can-am /F5000 racing. If anyone is considering going to any of those places and would like a few pointers please don't hesitate to contact me.

We could not have done this event on our own. We are so glad we made the decision to send the car to Motorsport Solutions for its preparation - both in Christchurch and at the track at Monterey we had at our disposal a gentleman called PC (Peter Cunniliffe) with his vast experience in team management, car and driver preparation. We would certainly never have enjoyed this event so much without him.

TR



MONZA MOZZAFIATO – ONE MANS VIEW...

Monza's history is second-to-none, yet it might have run its last Formula One race.

Acrid red smoke drifts across the track, the singing, chanting and whistling drowns out the commentator's fevered spiel. The 2018 Italian Grand Prix at Monza has just ended. Denied chance to celebrate, the Tifosi are showing their defiance.

Even when it lets them down – and today's outcome has been a true stuff-up – Ferrari can do no wrong. This could have been a great day for the Scuderia. Arriving as favourite through having utterly humbled all others at Belgium's Spa, the red team blitzed qualifying. Sweeter than its first front row lock-out for Monza in 18 years, is Kimi Raikkonen's pole-setting lap. With an average speed of 263.586kmh, it's F1's fastest ever. The race should have been a home team walkover.

Yet despite increasingly frantic hexing from the stands, Mercedes' Lewis Hamilton wins from the phlegmatic Finn with Seb Vettel fourth, a fight back from a foolish opening lap clash. Anywhere else, winners would be celebrated. Here, the Brit is booed – and takes it calmly. It's Monza; that's just what happens. Likewise, Hamilton is unperturbed when the Rosso Corso-clad fan army - thousands crowding the entire front straight - goes wild for Kimi's heroism, their enthusiasm utterly drowning out the formalities.



Being at Monza as a guest of ... ahem ... 'that German brand' was opportunity as amazing as this fan hoped. I've never experienced anything like this. And perhaps never will again, should talk about 2018's race being the last bears out. Autodromo Nazionale Monza is buckling under the financial burden of huge hosting fees.

It's hard to imagine this event not being a profitable thing. The place was heaving and an entry ticket ain't cheap. The cost of my Sunday-only spot on a steel bench on a basic scaffold stand overlooking the famous Rettifino chicane was \$818. Yet the Automobile Club d'Italia cries penury.

Those who like their motor-racing experience to be five-star and gleaming might well, on evidence of the state of the place, will shrug and say, 'move on'. They're right in thinking Monza's time-worn. The pathway to our stand was bare dirt, with tree roots to trip the unwary. The state of the permanent toilets ... well, let's just not. This isn't just management neglect. Enthusiast fan habits of circumventing official channels by cutting their way in through the perimeter fence is patently not good for the bottom line.

Still, it's a grand place with a great story. The current 5.8km format is the championship's fastest track and there's all that rich history. Host for all but one Italian GP since the championship began in 1950, the world's third oldest circuit is now four years short of hitting its century. By total happenstance, we lucked into a restaurant up the road displaying the first design blueprint.



The opportunity to envelop in its ambience was as personally enticing as the chance to cheer on Brendon Hartley, though I had to be quick. Not one lousy lap, his Toro Rosso being smashed into on the start line to expire virtually at my feet. The supporters' club – that is, myself and a couple from Hamilton, also wearing BH caps - crossed paths on the grid and commiserated his poor luck.

This Kiwi writer had more luck when at the wheel of our own drive car. On entering a roundabout heading home that night, I failed to see a Golf coming in fast from the left. An urgent shouted warning from Mercedes PR Jerry Stamoulis, riding shotgun, and decent stoppers kept our spanking new A200 dent-free.

The run out from our hotel in Milan could have been fraught, too, but we'd been given a locally-conspired rat run that zig-zagged through grotty streets but did the job of cunningly avoiding all the traffic jam spots. The sat nav's augmented reality function, an addition that reaches us next year also proved handy when locating our designated park. Thirty Euros bought a premium place ... that was nothing more than a spot in a residential street. Italy, right?

Immersion in Monza's rich past begins the moment you pass under that portal. Signposts honour bygone stars and local cult heroes. The central square holds a statue of Juan Manuel Fangio and his W196 Mercedes, atop the cobblestoned first race surface. Through the trees, you spy the famous Sopraelevata Nord and Sud banked turns, the most imposing remnant of the old days.



Amazing slipstreaming battles and paper-thin finishes - the top five of 1971 were 0.61s apart - are Monza lore, but just as compelling is the absolute speed. Trimmed for minimal downforce and asking for full power for 80 percent of the lap, it favours courage and determination. The highest velocity car through the speed trap this year achieved 346.4kmh. Don't say you're not impressed.

Riding the edge holds risk. Yet at least Sauber driver Marcus Eriksson was unscathed from his whopper free practice crash. Monza has been far less sparing. Around 60 drivers have burned to death, snapped their necks or catapulted into the trees here. The ledger's single-worst entry listed early; in 1928, a driver and 27 spectators died. Installed in the 1950s, the banking raised the danger. In 1961 the British teams were so sickened they boycotted, presciently as it transpired. In the race Ferrari favourite Wolfgang von Trips perished, taking 11 fans. That was the last straw for F1, which thereafter ran a flat layout, though that was still a challenge.

Chris Amon had two of his closest calls here. In 1963 his Formula Two Lola speared off the first Lesmo. Three broken ribs. In '68 the second Lesmo took his Ferrari F1. That one was truly massive. The car flew through the forest, miraculously missing the trees and landing right way up in a carpark. It was the second time he'd driven a race car fitted with a seatbelt.

Monza could do with that luck – plus opportunity to sign off with a proper Ferrari victory.

Richard Bosselman



MUD LARKING...

Being a Volunteer has continued to take on new meanings for me.

From speedway to Manfeild where I've been both a flag marshal and grid marshal for motorcycles and cars, the latest was off-road racing. Last month I was asked to help with the New Zealand Short Course Off-Road Championships in paddocks opposite the MCC Clubrooms in Kawakawa Road. It was an experience that I won't forget in a hurry.



I was given a clip board and put in charge of the Grids, it seemed simple enough but 99% of the time the drivers never arrived when they were meant to which made the job for me and our small team impossible. But that wasn't the biggest challenge of the day. It was MUD..... lots of MUD! It could be as thick as mashed potatoes or as runny as pea and ham soup, from ankle deep to knee deep, in your gumboots and all over your clothes.

Doing the Safety Checks on drivers became a challenge in itself. Race suits, safety belts, neck braces, gloves and goggles were all caked in mud that got worse as the day went on. Somehow, we found what seemed to be the best way to deal with the

problems that confronted us, it wasn't easy with uncooperative drivers to deal with. For me it got to a stage that I told the team I should do what Peppa Pig does in the popular pre-school animated TV programme, jump in the muddy puddles. It might have made me feel better!

By the end of the day I'm sure I couldn't have got any muddier unless I tried to swim in the stuff. I was stiff and sore, walking was so difficult because my gear was so heavy with the mud, it was like I'd been a 'mud magnet'. There was only one way to deal with the problem when I got home, the answer was the garden hose and scrubbing brush.

I learned a lot from this event. Do rookie volunteers get the dirty jobs as a sort of baptism? I also learned the not-so-nice side of officials in hi-viz vests, they certainly didn't like getting down and dirty. After all the mud I will never complain again about Manfeild's infield 'swamp', I did enjoy myself and would do it again, but be much better prepared.



I have now been a motorsport volunteer since June and been given many different tasks. I've enjoyed learning and giving something to the sport. Now I'm looking forward to a full summer of racing at Manfeild but mustn't forget Saturday nights at the Palmy speedway where I've lap scored for 30 years.

Deascie McHugh



ENHANCEMENTS for the New Zealand-designed Alitrax warning light system at Manfeild: Circuit Chris Amon and the pitlane have just been installed. The primary addition is MegaVis, a second 2400mm by 900mm gantry-affixed screen, hanging above the start/line adjacent to the start lights, that provides additional feedback to competitors and spectators.

Embedded in to the system's operability is a list of pre-set messages and flags. However, it can also relay a wide range of additional displays that can be independently configured on the screen control software. The user can select from static text, scrolling text, fixed images and video.

We are excited by the potential that MegaVis provides and see it as a valuable adjunct to the \$84,000 Alitrax setup commissioned three years ago that does such a great job of utilising its intelligent software and central management to display all the standard safety flags and driver messages.

We are grateful to Central Energy Trust for providing the funding for this \$22,400 enhancement, plus also provisioning a further \$10,100 for another useful update, a pit lane speed indicator. This also provides a display and utilises a radar scanner located at the pitlane exit.

Our overall experience of the automated electronic flag point light and safety system that uses LED light panels that replicate the safety flags and also conveys other messages, such as when a safety vehicle is on the circuit, has cemented the view that a setup whose merits have been well proven in international motorsport has delivered a huge safety benefit for Manfeild circuit users.

The system we have is akin to those used in the highest levels of international motorsport - including Formula One, World Endurance Championship, MotoGP and Australia's V8 Supercars. We are particularly delighted that it has been developed by a New Zealand company, Nautech.

Again, we would reinforce that the system is intended to supplement the great work undertaken by flag marshals but is extra useful on occasions when flag points are commonly unmanned. We have certainly found particular benefit from having an ability to alert track users to circuit conditions by electronic means on track days, which have become a single person operation with everything being overseen from our control room, which affords a view of the entire track layout.

The lights are highly visible, which is important in some weather conditions. As we all know, it can be difficult to always see even a vigorously-waved flag when it is raining and spray is being thrown up. By backing up the flag signals with lights provides opportunity for race control to react more swiftly to an emergent situation and give an additional warning when a hazard situation is occurring and, also of course, when it is okay to resume competing again.

This system provides a safer environment for all in another sense. Lights placed in a competitor's line of sight are sometimes therefore in a location where it would be impossible for a marshal to stand without great personal risk. We look forward to assessing the displays' performance at its first big test, this month's Octoberfest.

It might be of interest to know what else is going on here this month. The Manawatu Vintage Car Club swap meet on October 6, the Xmas Craft Market (Oct 12-13), the NZ Secondary Schools' mini moto GP (16-17), the New Zealand Dog Agility Champs (19-21) and the CD Dressage competition (27-28) are all highly social entertainments highlighting our venue's versatility.

The swap meet is a good kick-off. It is recognised as being one of the best places to lay hands on hard-to-find bits and draws sellers and buyers from all points.

A Christmas-flavoured adjunct to June's annual Feilding Craft Market, the Xmas market is a new event for us that also promises a ton of 'special somethings'.

Mini moto is, of course, the national inter secondary-school racing event for miniature motorcycles, a fiercely-contested occasion to prove the mettle of student-constructed machines that compete in a variety of classes.

Having been home to several national shows, and an agility champs in 2008, Manfeild is delighted to be going to the dogs with an important event that gives pooches chance to put their best paw forward. This will utilise the stadium plus the parkland. Involvers will also be sharing the carpark with OctoberFast competitors, but separated by barriers.

Meantime, we thank venue users for their understanding during the demolition of the three grandstands, remnant from the horse-racing era and now unsuitable for further use.

Once again an action packed month coming up at Manfeild!

Julie Keane CEO



GOING, GOING... GONE...

THE ease of demolition of three Manfeild Park buildings is a powerful reminder why their time had come.

Grandstands bordering Brendon Hartley Drive, the main access into the venue from Feilding's South St, have now been toppled.

The buildings' fate was sealed through abject inability to meet code compliance for earthquake risk.

The poor state of the structures, also influenced by an asbestos and fire danger risk, was highlighted during demolition, Manfeild Park operations manager Steve Easthope says.

"It has been a great relief for us that the buildings are finally down."

The grandstands dated to the Feilding Jockey Club's tenure, a period that ran from 1890 and ended in 1999, when the club moved to Awapuni and sold the land and chattels to Manawatu District Council, which subsequently handed it over to Manfeild Park Trust.

The buildings were subsequently used for a variety of community and commercial purposes.

The public role progressively curtailed after a national earthquake risk assessment of old buildings, in the wake of the devastating 2010 Canterbury shake, raised significant safety concerns.

That the complete removal of the most modern of the three structures was facilitated in just a week – while the two others were each demolished in mere days - reflects the diminished robustness.

The designs also made for a speedy job by the Feilding-based contractor. Central Demolition principal Ian Butcher says all buildings offer different challenges.

With these, the key element was removing the signature overhanging roof. This has to be taken apart in a controlled manner, with co-ordinated deconstruction starting at the outside edges.

The asbestos found in all three structures required particular care.

"The biggest determining factor with any demolition now is how you remove that material safely. There are a lot of controls and regulation around that."

The teardown also focussed on materials' salvage; a factor that played especially positively for the oldest structure, of brick and timber construction, though the other predominantly concrete were also highly recyclable.

"Brick and concrete are easy to demolish – concrete is friendly because it can be recycled as a clean fill product. The brick in this instance is not easily re-used because of the type of mortar but the potential for the timber is high."

Mr Easthope said New Zealanders' awareness of earthquake risk was undoubtedly raised as result of the devastation of the 2010 Canterbury quake.

"While we all naturally have sentiment for heritage, it is far more important to ensure public safety. In this instance, the buildings were of a state where there was no other alternative than to remove them.

"We are delighted the demolition went smoothly and speedily."



GRAND PRIX STARS & THEIR SUPERCARS PART 2

In world championship grand prix motor racing the names of Jack Brabham and Denny Hulme were closely linked for five years, both as team mates and rivals. They were very similar in manner and quiet achievers who let their driving skills do the talking.

Each drove only two makes of F1 car, the pair shared 240 grand prix starts, 22 wins, 64 podiums and four world championship titles between them. Both raced in the Indy 500 and the Bathurst 1000, both have been on the Le Mans 24 Hour podium and both have been honoured by their respective countries. Now, thirteen years apart, both have their name linked to a supercar, two cars very technologically different because of the eras they represent.

In Part One we looked at the 'Hulme', New Zealand's Supercar, in Part Two we look at Australia's Supercar, the 'Brabham BT62'.



Jack Brabham, later Sir Jack, was one of Australia's most famous sporting sons and the man who put his country on the global motor racing map.

He also had a big influence on racing in this country during the 1950s and 1960s when he contested the Tasman Series, winning the New Zealand Grand Prix on three occasions and playing a major role in the career of Denny Hulme that ultimately brought a World Championship title for the Kiwi.

The Brabham marque emerged from the creation of Motor Racing Developments by Jack Brabham and designer Ron Tauranac in 1960, during the following decade it became the world's largest maker of open-wheel racing cars for customer teams and their cars won numerous Formula 2 and Formula 3 championships. Brabham entered Formula 1 in 1966 and had immediate success, the name remained linked to the premier category for nearly three decades but they weren't all golden years.

There were three successive Constructors Championships in 1966/67/68 and four Drivers Championships - two to Nelson Piquet (1981/83), one each for Jack himself (1966) and Denny Hulme (1967). Earlier, Jack had won back-to-back titles (1960/61) when he was driving for Cooper.

Jack retired from grand prix racing in 1970 and the ownership changed, being owned by Bernie Ecclestone for fifteen years before it passed onto two other groups in quick succession when it was merely a shadow of its former self. The final race was the 1992 Hungarian Grand Prix where Damon Hill finished 11th and last, a big contrast to those 'golden years'.

Historically, the Brabham name will always be remembered for being the first and last car to win a Formula 1 World Championship with the driver's name.

Since that time the marque has retained its profile through Historic and Classic racing in many countries including New Zealand, but earlier this year the motoring world was stunned with word of a Brabham car being produced in Australia to compete against the likes of the McLaren Senna GTR in the hypercar market.

In May the revived Brabham Automotive announced that it was planning to unveil a mysterious car with an unknown purpose. Stories began circulating immediately from a variety of sources - were Brabham returning to racing, or were they building a road car, in reality the BT62 was a combination of both.

The beginning of the story goes back to 2013 when the Brabham family won a court battle to protect the name, less than three years later work on the secret project began in Brabham's own 'skunk works', a 15,000 square metre production facility in an Adelaide suburb. David Brabham, the youngest son of Sir Jack, was the man driving the project and he assembled a small team, from home and abroad, of successful highly experienced designers, engineers and



production personnel to deliver the ambitious programme. Included was Christian Reynolds, a former Manufacturing Director for Lotus and Tesla who also had an association with Tom Walkinshaw Racing.

In absolute secrecy the prototype mid-engine rear-wheel-drive car was built. Extensive use was made of composite materials like carbon fibre and Kevlar, the suspension was double wishbone with adjustable pushrod-actuated Ohlins dampers, for braking they opted for carbon-on-carbon six-piston Brembo units, the chosen gearbox was an Australian-made six speed air-shift sequential Hollinger and the engine a 5.4 litre dry-sumped Brabham-branded quad cam V8 believed to be sourced from Ford and possibly based on the flat-plane crank 'Voodoo' that powers the Shelby GT350 and GT350R models.

With 522 kW (700 bhp) and a dry weight of 972 kgs the car has an exceptional power-to-weight ratio and further credibility comes with French company Michelin developing a specific tyre to maximise performance.

Right from the start it was recognised that aerodynamic performance was a top priority and the sculptured bodywork reflects current thinking with a number of adjustable aerodynamic elements, the result is a remarkable 1,200 kgs of downforce. It was also recognised and accepted that it was equally important that the car had its own identity.

The development programme was carried out at several circuits including Phillip Island where the brief was to set a new outright lap record, the target time was 1 minute 22 seconds that was 9 seconds under the V8 Supercar lap record, but in keeping with the BA policy the lap times were kept secret! Insiders believe the target was actually exceeded.

David Brabham did much of the testing himself and he does have the right credentials - a three-time winner of the Le Mans 24 Hour, victories in the Spa 24 Hour and 24 Hours of Daytona, twice American Le Mans Series winner, a British Formula 3 Champion and thirty Grand Prix starts. With the family name at stake the BT62 had to be right - 'I've driven the car on quite a few circuits. It's what I wanted. I've been driving for 35

years - single-seaters, sports car, touring cars - a very broad spectrum. I want something that's going to challenge me, so it's got to be fast. It's got to be stable, it can't be too edgy or too difficult to drive, it's got to have a reasonable window that gives the driver confidence. It's great because it just does what you want, how you want it, and yet it challenges you at the same time. You get the rawness of a race car as well, which was really important. It sounds bloody awesome. It works'.



The launch itself took place at the Australian High Commission in London, a spectacular affair as the car was the centrepiece of an exhibition that featured an 'incredible collection of historic racing cars, artefacts and memorabilia spanning seventy years of Brabham's glorious past'.

Next it was time to show the BT62 to the wider world. That began at the Le Mans 24 Hour weekend, then it was powered up Lord March's driveway during the

Goodwood Festival of Speed before heading across the Atlantic for its American launch that involved three different events on the famous Peninsula during the Monterey Car Week.

The biggest factor when comparing the Brabham with the Hulme in the formative stage is that Brabham Automotive has the serious backing, resources and support that Hulme Supercars Limited lacked.

The project has been financed by Fusion Capital, they have the Precision Components and Precision Buses production facility at their disposal, a building that's also shared with specialist manufacturer SupaShock. Microsoft has come onboard as a technology partner and will play a key role in the car's development..

Production has been planned for seventy 'track only' cars. The first thirty-five will be known as the 'Celebration Series', finished in green and gold to acknowledge the BT62's Australian roots each will be individually personalised to recognise one of Jack Brabham's 35 grand prix victories. The balance comprises the 'Signature Series' and will be configured to customer's bespoke requirements.

Then there's the price. One million pounds or NZ\$2.3 million, but there is a finance package being offered. Brabham finance specialist JBR Capital has acquired five build slots and can tailor finance to suit the buyer, as a guide there is a basic package - a deposit of NZ\$470,000, 36 monthly payments of NZ\$31,300 and a final payment of NZ\$1.2 million.

The Brabham name has enjoyed the benefit of a long and successful history, it has a unique racing heritage and produced multiple world champions. The launches of the new car on the global stage have been brilliant marketing exercises. In place are the backing, technical support and the right people which suggests that Brabham Automotive have ticked all the boxes.

But, is that enough to ensure a future for the most ambitious and most expensive car to be produced south of the Equator. Will the Brabham BT62 succeed where the Hulme failed? Only time will tell...

RH

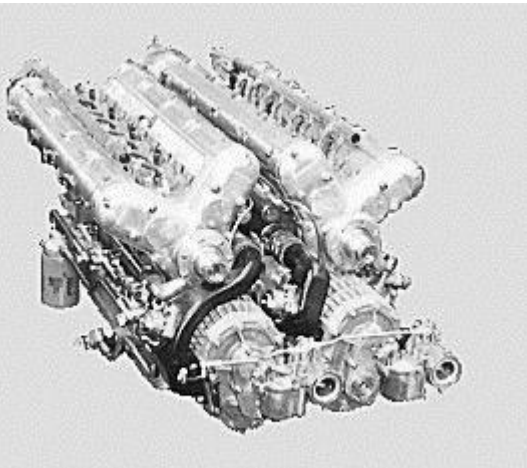
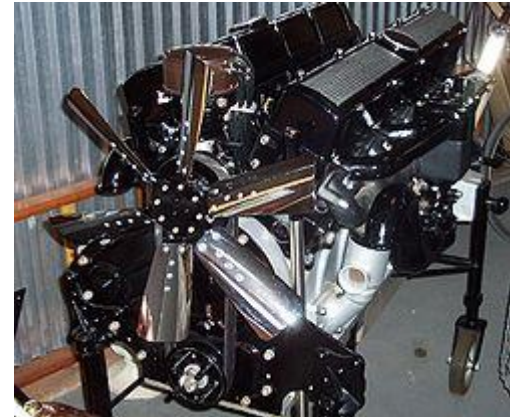


SWEET SIXTEEN...

The recent find of an old 45 recording of the BRM V16 reminded me that a wise man had once said “motor racing is the finest way to convert money into noise”. There can be no doubt the soundtrack of a race meeting is a large part of the spectacle, be it the tenor of a small capacity “screamer”, the rumbling bass of a V8, the sublime symphony of a V12 or even the chirp and whoosh of a turbo. Jaron Olivecrona’s V12 Hartley engined drift monster has certainly enhanced the NZ motorsport scene with its distinctly different sound. What happens if you add a few more cylinders?? Well, the noise simply reaches an astonishing crescendo.

[Howard Marmon](#) had begun working on the world's first automotive V16 engine in 1927, but was unable to complete the production 'Sixteen' model until 1931, by which time [Cadillac](#) had beaten him to the punch with their [V16](#), designed by ex-Marmon engineer [Owen Nacker](#). Initially Cadillac used a 7.4 L OHV motor with a 45° V then later a 7.1 L design with a 135° angle, which allowed a lower [cowl height](#). The Marmon Sixteen was a 45° engine made almost entirely of [aluminium](#) and like modern engines, it used pressed steel cylinder liners.

It didn't take long for motor racing engineers to investigate the concept.



The first known use of a V16 (though strictly speaking it's a U16) in [motor racing](#) was by Maserati with their 1929 [Tipo V4](#). Alfieri Maserati simply paired two Tipo 26 straight eights on a common crankcase. With twin superchargers this quad cam engine (the right hand side cylinder head was recast to mirror the left hand bank) running special Weber carbs achieved 305 bhp @ 5200 rpm. The car debuted at the Italian GP and was running a strong second until problems forced it out having set a new lap record of 124mph a record that stood for 25 years !! Two weeks later the car took the World 10km record at 246 kph. It won the 1930 Tripoli GP but keeping tyres up to it proved problematic and it was turned into a road car by the factory (which interestingly was later raced by the Popes physician under the pseudonym “Maometto”). Maserati

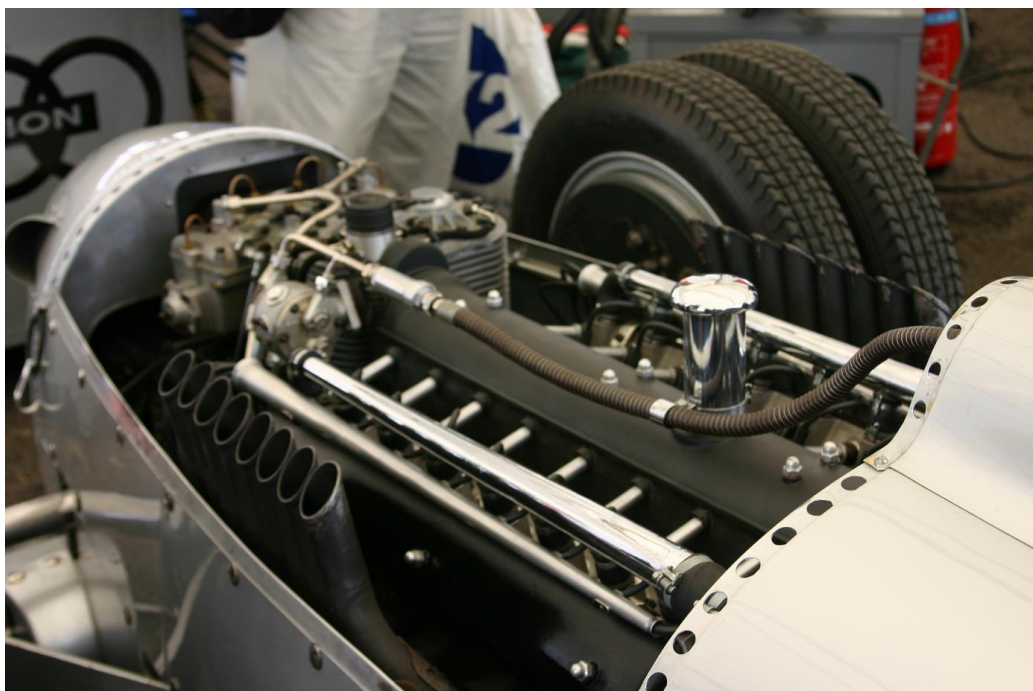
revived the concept for the 1932 Tripoli GP with the V5, a 5 litre unit of the same design which boasted 360 bhp. It was fast but a handful, crashing badly and not being rebuilt.

Back in America, in 1931 Harry Miller entered a V16 for the Indy 500, in his newly designed chassis, the other two team cars running the normal straight eight engine. The big 16 was originally designed to fit into a Cord, in a move to take on Duesenberg at their own game in the top end of the American car market. A 45 degree V16 it ran an alloy crankcase, 4 x four cylinder blocks with integral heads, twin cams and 2 valves per



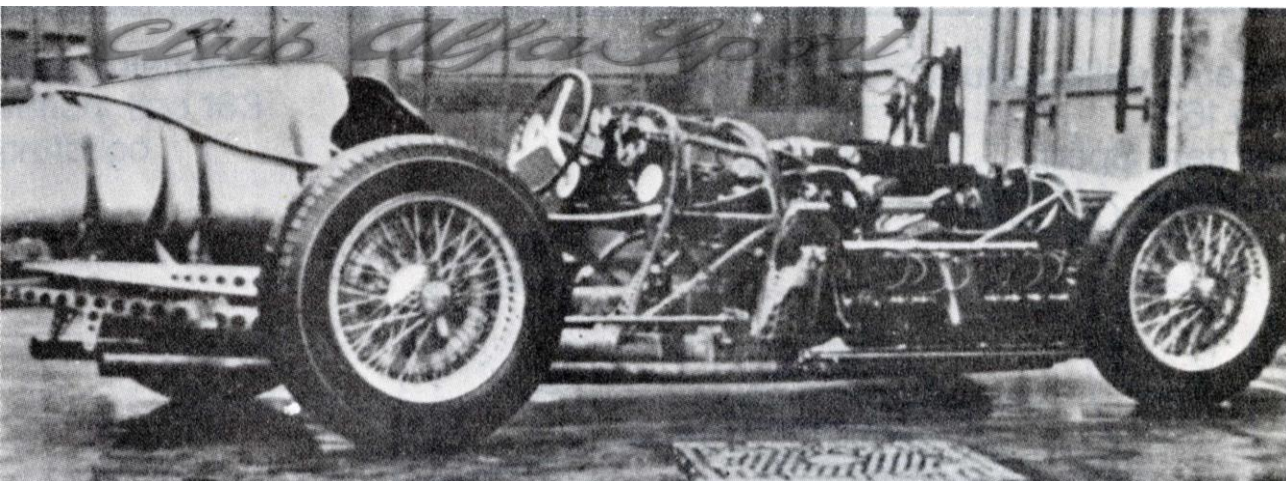
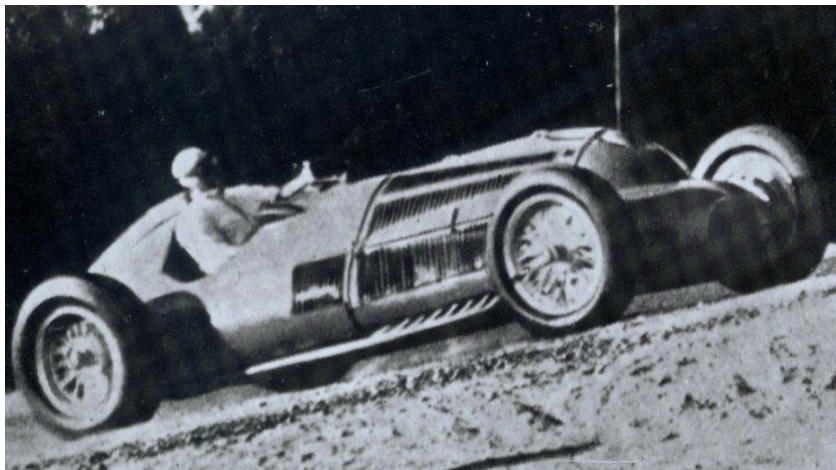
cylinder, all fed by 8 downdraft Miller carbs. With 300 bhp on tap it was good for a 110 mph qualifying time and ran in the top three until a rod let go. The car appeared in 1932 and bagged #3 on the grid at 114 mph, but again failed in the race, this time due to a broken oil line. The car was then sold, and converted by its next owner to run a more conventional 4 cylinder Miller engine.

A V16 was used in [Grand Prix](#) racing in the Dr Ferdinand Porsche designed, mid-engined, Auto Unions that rivalled [Mercedes](#) from 1934 to 1937. The then 750kg Formula (maximum weight of the car less driver, fuel, water and tyres) favoured a light weight but powerful engine and the Type A ran a 4360cc, 45 degree, SOHC, supercharged engine producing 295 bhp. In the hands of Hans Stuck it won several GP races and the European Mountain Championship. For 1935 the Type B had the engine taken out to 5 litres and produced 370 bhp. Again the car was highly successful and Stuck retained his



hillclimb title. For 1936 and 37 the Type C had a full 6 litres and produced an eyewatering 520 bhp (literally - as the exotic fuel blends were particularly nasty) - the battle of the “Silver Arrows” had arrived in earnest. Rosemeyer won the European Championship and the European Mountain Championship in 1936, the limited slip diff added to the swing axle rear end to counter oversteer proving very effective. Without the Mercedes budget, Auto Union ran the same car in 1937 and took 5 wins to Mercedes 7. When the formula changed to an engine capacity one for 1938 a V12 was developed and the glorious V16’s were retired.

[Alfa Romeo](#) entered the fray with two cars with V16 engines, the Tipo 316 and Tipo 162. The 316 was a 60 degree supercharged engine giving 350 bhp @ 7500 rpm and was used for specific races in the 1938/39 Grand Prix seasons. At Tripoli in 1938 it retired, at the Italian GP Farina finished 2nd and Biondetti 4th and at the 1939 Swiss GP it was again a retirement. This, of course against the might of the “Silver Arrows”. The 162 was a prototype built after the factory had officially abandoned full GP races in favour of the 1500cc voiturette class, its 135° engine engineered in the UK by Harry Ricardo. At 3.0 litres with 2 twin stage compressors gave a very healthy 490 bhp at 7800 rpm, but sadly the war intervened and ended its development.



The v16 configuration has only been used once in the post-World War II era, by [British Racing Motors](#) (BRM) with their 135° 1500cc 2 stage [supercharged](#) engine, officially producing 550 hp @ 10,000 rpm.



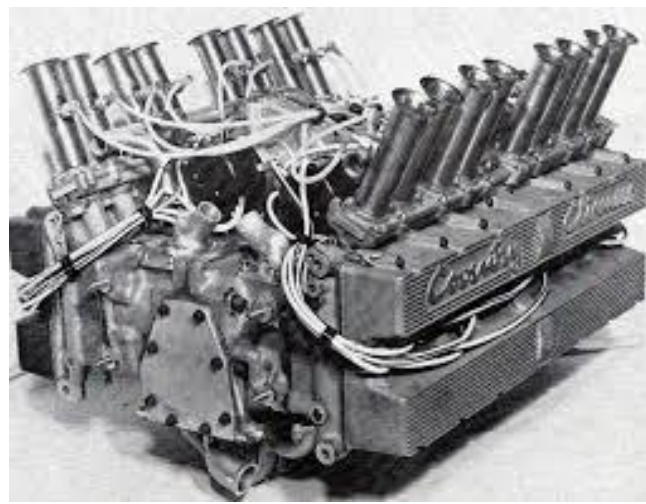
The [BRM V16](#) delivered this power in a narrow, very lofty, rpm range. This made the car difficult to handle, but the sound made by the 16 small cylinders unlike anything else before or since, 'unforgettable'. The problem was caused by the supercharging system adopted. BRM chose a design by [Rolls-Royce](#), drawing on their experience of centrifugal superchargers for aircraft engines. Centrifugal superchargers are much more efficient than the more common Roots type, but they deliver high pressure only at high RPM.

When Moss drove it at Monza 1951 he was appalled to find it still un-raceworthy after two years of development. Eventually the V16 engine did deliver prodigious power (an estimated 625hp at an incredible 85psi boost pressure) and was made acceptably reliable. Likewise, the worst of the handling shortcomings were at least ameliorated, but keeping tyres of the time up to it was a problem, it would wheelspin in top gear!! Rick Hall (of Hall & Hall who maintain and race BRM's) commented "We limit ourselves to round about 10,000rpm (the engine was designed to run to 12,000rpm) and use only about 28-30psi boost pressure, but we've seen well over 400hp on the test bed. Mechanically, the engine is basically sound and we've probably done between 6000 and 7000 miles in Tom Wheatcroft's Mk2 without a problem, just lapping the valves in a few times." The car has a great Kiwi

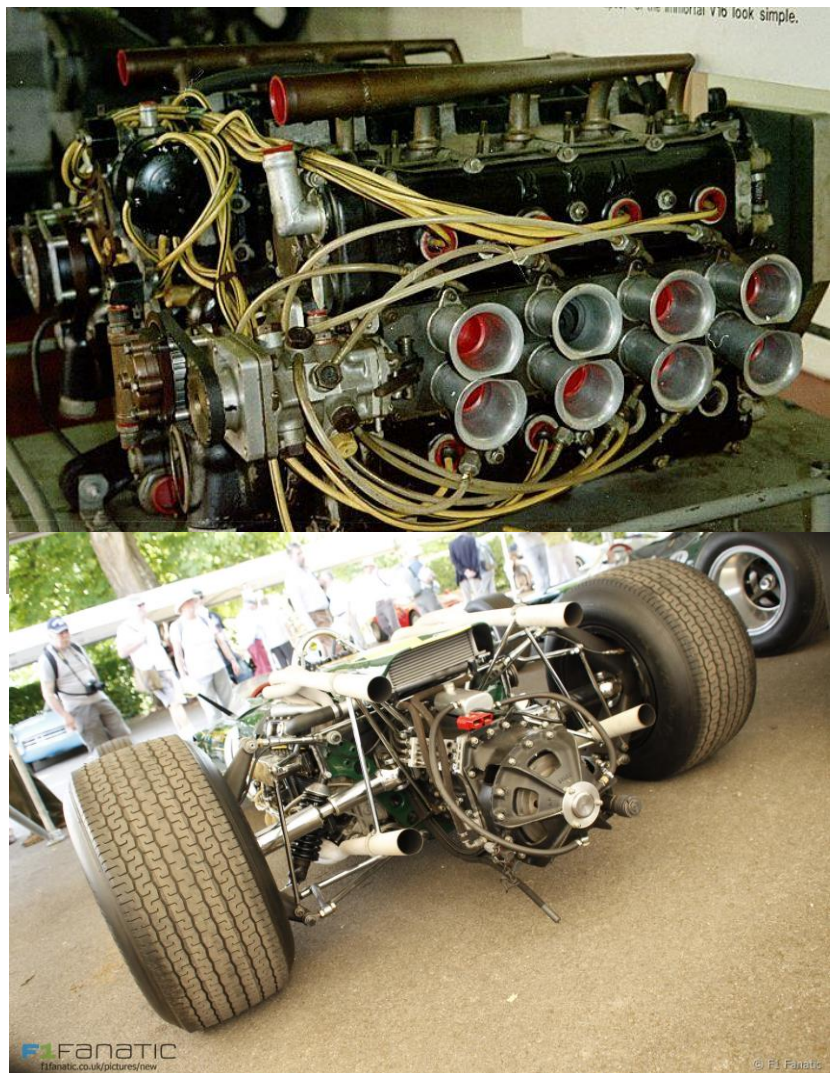
connection too. Spectators at the 1954 NZGP meeting held on the wide open spaces of Ardmore aerodrome are unlikely to forget the incredible shriek of the V16 as Ken Wharton took pole and then a fine second place, climbing back through the field after a rock fractured the front brake line, leaving him with only rear brakes. Listen to it here <https://www.youtube.com/watch?v=fZMPDCNyQxE>

Did the story end with there?? Well sort of. A V16 engine has never raced since the ultimate failure of the BRM, however there were a few more attempts at a 16 cylinder race engine.

The H configuration engine had been around in aviation circles since 1929 and Coventry Climax was drawn to an H16 configuration in 1963, reasoning that more revs = more power and placing two 750cc flat 8's one atop the other was the way forward. The result was a very compact engine (only an inch longer than their V8) however it was plagued with torsional vibration problems and this destructive force was unresolved when the F1 regs were changed for 1966 to the 3 litre formula. The engine made no more power than the V8 (209 bhp @12,000 rpm was the official figure) and was heavier, thirstier and would need a rebuild every 3 hours running to stop catastrophic failures, so the concept was abandoned.



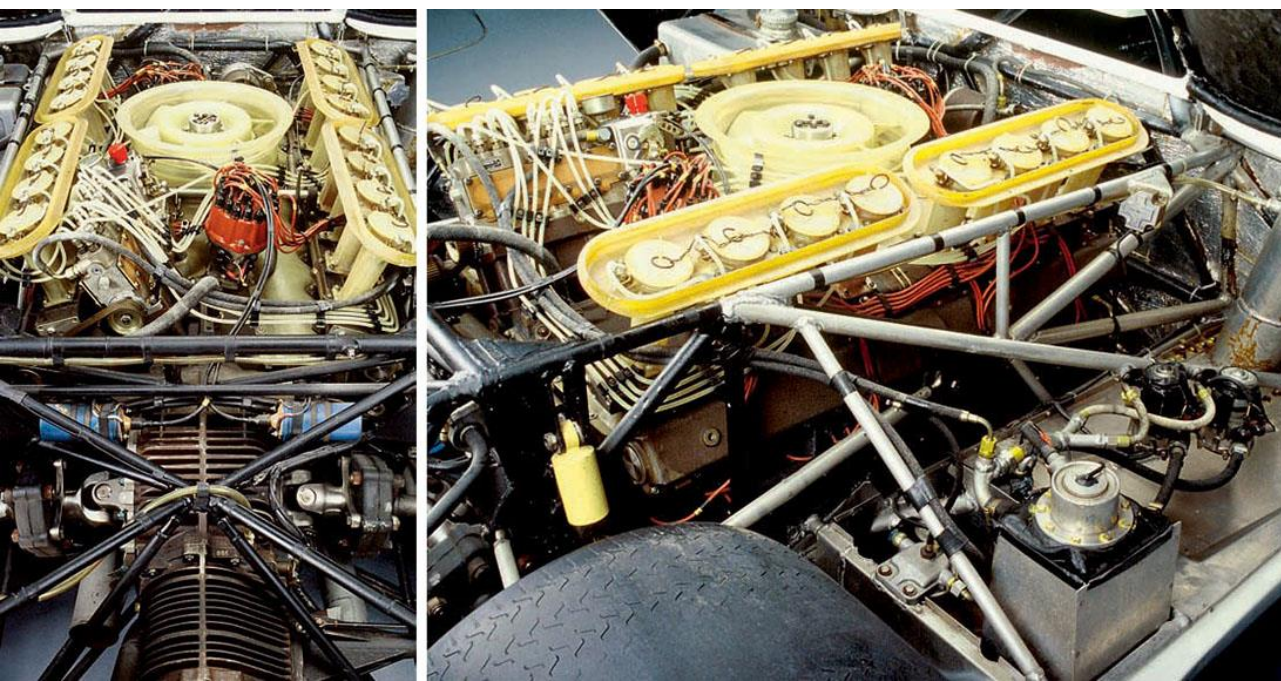
Enter again BRM, who should probably have known better, developing and releasing an H16, the Type 75 for the 1966 season. It shared both elements and components with their previous 1500cc V8 and consisted of 2 flat eights one above the other, running gear coupled cranks. With 2 valve heads and mechanical fuel injection, the Tony Rudd / Geoff Johnson designed monster was at least reasonably reliable and put out 395 bhp @ 10,250 rpm. The downside was it was HEAVY at 230kg, complex, hard to package effectively and suffered a high centre of gravity due to the ground clearance required for the lower exhausts. The engine did score a lucky win with Jim Clarks Lotus 43 at the 1966 US Grand Prix but generally was not well liked. Rudd later admitted: "I realised if I had had more courage designing the H16 it would have been much lighter and it would have been ready to race three or four months earlier." Last word on this second magnificent BRM failure goes to the factory driver at the time, Jackie Stewart, "I have no fond memories of the whole H16 dilemma. Tony wanted to prove the concept was right and Tony was a good man, but it was very clear it wouldn't work. When the Ford DFV engine arrived we all saw the potential over the H16; it was like a Mini in comparison to a Bentley". After just one season it was gone, replaced by the companies much admired V12.



The final word in 16 cylinder race engines belongs to Porsche who developed a flat 16 in 1969 for the 917PA Spyder it was using in the CanAm series. Although this ultimate derivation of the 917 air cooled engine boasted 6.5 litres, 750 bhp (555Kw) @ 8200 rpm and 720Nm, and weighed just 350 kg, it was abandoned after testing in favour of turbocharging the Flat 12, and we all know where that led to with the Penske run Follmer / Donohue car – absolute domination by the 1180Kw 917/30 that ultimately began the demise of CanAm.

So, it has to be asked, I wonder what a Hartley V16 would sound like at full revs

TW



THE HARTLEY FILE...

From the forests of the Ardenes in Belgium it was cross country to Italy and the 'Temple of Speed', the Autodromo Nazionale Monza. The teams were in the home country of Ferrari, Toro Rosso and the legendary 'tifosi' for the Italian Grand Prix that was first raced at Monza in 1922. For Brendon it was a very special occasion because his mother Lynda would be watching him racing 'live' for the first time since he left New Zealand 12 years ago.

For the first day of practice the weather was warmer than Belgium at 20.6 degrees but it was raining hard enough to cause the cancellation of the first GP3 session! When the F1 cars came out the track was still very wet with most drivers immediately opting to use full 'wet' tyres, but as the session progressed the surface dried and switches were made to the faster 'intermediate' tyre. When P1 ended the track was almost dry. For Brendon FP1 brought one of the most special periods in his Formula 1 career. Monza is the power circuit but a wet or moist track can negate a power advantage, Brendon was right at the top of his game in the conditions and for five glorious minutes topped the time sheets in the closing stages, 2/10ths ahead of Ricciardo, 4/10ths ahead of team mate Gasly with Raikkonen and Verstappen next! It stayed in that order until the final 3 minutes when on the near dry track Raikkonen went to the top, Ocon jumped to second before the final lap saw Perez go to number one. Brendon was in the STR garage during those last minutes so couldn't respond but fourth fastest was easily his best practice result in his 17 F1 races, he was 4/10ths and two places ahead of Gasly, it was a performance that would have pleased the Red Bull and STR management.

For FP2 the temperature upped to 25.6 degrees with a rain probability of 60%, the track was dry with some moist patches and the 'super soft' tyre became the choice. In these conditions it was all about power, and Ferrari had more than anyone else. In this session Brendon ran only 16 laps to his team mates 34, Gasly finished in P14 and Brendon P16 with the pair's best times very close, split by 0.129 of a second. As an indication of the different track conditions, the # 28 car clocked 1.35.024 in FP1 and 1.23.531 in FP2, as an indication of the Ferrari power advantage Vettel clocked 1.21.105! Twitter/Facebook - 'P4 in FP1. P16 in FP2. Nice to be back at Monza'.



Day 2. Overcast, light wind, 17.7 degrees, dry track. For Brendon FP1 and FP2 promised so much with a wet track, unfortunately FP3 was at the other end of the scale as the team's hoped for rain had gone off the radar. Everyone was running Pirelli's 'Super Soft' tyre and the times came down, Brendon ran 18 laps in the session and posted a best 1.23.164 that was his fastest lap over the three practice sessions, but it was only good enough for 20th and last place on the time sheets. With a best 1. 22.631 Gasly was 12th quickest, but more than 2 seconds down on Vettel's pacesetting Ferrari. Qualifying became a game of how fast can you go. Team mates were slipstreaming to gain the slightest advantage and when the times were posted at the end of Q1 you

could understand why - take out the top six cars and the rest were covered by 0.553 of a second. It was incredibly tight and Brendon missed making Q2 by less than a hundredth of a second. Grid penalties saw Brendon move up two places to P16 but his race was over before it really began. He made a good initial start but in the frantic rush the # 28 STR was 'squeezed' by a Sauber and Williams, there was contact from the Sauber that tore the right front tyre from the rim. It was a DNF before the first corner!



'I was really looking forward to my first Monza GP. I felt very strong all weekend and was very close to Pierre in Qualifying - even if that meant starting a few positions lower on the grid - I was confident of having a strong race. Unfortunately, right after the start, Ericsson moved a little bit to the left trying to pass me. It wasn't that aggressive what he did, but it was enough to put an end to my day before Turn 1. It's been a great race to watch from the outside, but of course I would have preferred to be on the track and finish the race'.

Team mate Gasly finished out of the points in 15th place and a lap down, it wasn't a good weekend for Scuderia Toro Rosso Honda on home soil. Twitter/Facebook - *'The wheels came off before I got to turn 1. Not much I could do there, McLaren and Sauber sandwich. Things still haven't gone my way but I won't let it break me. Quick turnaround before Singapore'.*

Two weeks later teams travelled 10,247 kilometres east of Monza to the Marina Bay Circuit for the Singapore Grand Prix, the night race that's one of the most spectacular on the calendar, it's also the longest in actual race time. Twitter/Facebook - *'Track walk, a couple of meetings and a press conference. Loving Singapore and have a feeling I'm going to love the track too. On track action in 15 hours or so. I was going to say...'* Being only 140 kilometres north of the Equator meant it was warm (32.4 degrees) and humid (55.3%), with teams having the option of Pirelli's fastest 'Hypersoft' tyre for the first time this year. In the afternoon



FP1 session both Toro Rosso drivers were conservative in their initial tyre choice, running the 'Soft' and 'Ultrasoft', the latter was faster and Gasly ended 16th quickest but three and a half seconds slower than pacesetter Ricciardo. Brendon ran 30 laps in the session and was 2/10ths and one position behind Gasly. For the night FP2 session the temperature dropped to 29.8 degrees while humidity increased to 86.9%, apart from Vettel (Ultrasoft) all the drivers recorded their best times on the 'Hypersoft' tyre. Brendon spent the most

time of all out on the track and did 38 laps in the session, clocking a best 1.41.542 compared to 1.43.485 during the afternoon. Gasly was 7/100ths slower with the pair 17th and 18th respectively. On Day 2, FP3 began at 4pm in similar conditions to Day 1. Gasly had a steering problem at the start of the session but otherwise it was trouble free, though the two STR cars were further down the time sheets than they would have liked. However their long race runs were very positive, Gasly finished the session 14th fastest and Brendon 17th.

Changes were made to Brendon's car for qualifying to improve the performance, the result was a best lap 1.7 seconds faster than in the FP sessions but the times were so tight the end result was 17th position on the grid. Gasly was fractionally quicker and scraped into Q2 where he was slower to be two grid positions ahead of his team mate. *'We had a tricky session but we made some changes and got the car in a better window for Qualifying. It was pretty close to Q2, I had some*

traffic in my first run, my second run was clean but I made a couple of small mistakes in the middle sector which cost me time. Pierre got me by a tenth and half, and that was the difference between getting knocked out in Q1 and progressing to Q2. It's a tricky track, you only get one chance around here. We were very good on tyres yesterday which was positive, so I remain hopeful we can make the strategy work and challenge for points in the race. We were hoping for better pace this weekend, but let's see what tomorrow brings'.

Race day 29.7 degrees with 67.2% humidity, for the drivers the in-car temperature an uncomfortable 55 degrees! For every team the race was about tyre strategy and predicting how long they could run the Hypersoft tyre before degradation started. Both STR cars avoided picking up debris from a Turn 3 incident on the opening lap, the next four laps were behind the Safety Car while the area was cleaned up. Both Gasly and Hartley got involved in individual battles and were holding position under great pressure, both pitted before the halfway mark where Brendon led Gasly by 6/10ths of a second with the two Honda powered cars in 17th and 18th positions. Those positions reversed on Lap 34, leaving Brendon at the back of a tight five car group with Magnussen in close attendance, the two made their second tyre stops on Lap 38. Five laps later the Sauber overtook the '28' car but more drama wasn't far away. There was a coming together

between Brendon and the charging Perez that saw no action taken by the officials, shortly afterwards Brendon was forced off the track by Sirotkin and somehow he kept his car off the wall. That error of judgement cost Sirotkin a 5-second time penalty!

With 10 of the 61 laps to run Gasly was in 14th place and over the final two laps battle lines were drawn, Perez overtook Brendon, the STR driver reclaimed his position a couple of turns later with a decisive move, into the last



lap and the power of the Mercedes engine saw Perez surge past and hold the advantage to the flag. Hamilton, Verstappen and Vettel were on the podium and only seven cars were on the lead lap. Gasly placed 13th, Brendon was 17th ahead of Magnussen who set the fastest lap of the race and was fastest through the speed trap when his Ferrari-powered Haas recorded 324.2 km/h. It was a funny old day in Singapore. *'We rolled the dice today and decided to pit early, I was quicker than the guys in front being on the Hypersoft. We changed to the Ultrasoft and a lot of people covered us which put us back in traffic, so it didn't really work out. We decided to do another pit stop and I got stuck behind the Williams and lost a place to Magnussen, there was a couple of good scraps out there but we didn't have the pace for points today. It's disappointing as we had high hopes for Singapore. It was a tough race, we got to the end but there was no celebrations today. We chose to start of the Hypersoft because we knew we potentially had better tyre life than those around us, and we hoped we could make ground on the first lap. It was a bit tricky because Orcon went into the wall, but we were very competitive in the first stint on the Hypersoft. We tried to do something different to move up the field, but it didn't work out'.*



The next stop would be in Sochi for the Russian Grand Prix amid speculation that Scuderia Toro Rosso Honda would confirm its driver line-up for 2019. There's also suggestions that the Honda engines will produce an additional 35 horsepower for Sochi with the third version of the year. The two drivers would certainly welcome that...

RH





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PARTING SHOT...



Tim Gibbes in his ex-works Ford Escort RS1600 competing on the rallycross course at Manfeild. Mid-seventies timeline. Memorable car, even more memorable driver.



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