



Manawatu Car Club

July
2014

P.O Box 542 Palmerston North
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Welcome

Glenys and I have just returned from a few days cruising around the Islands including Tonga. On arriving home it was great to pick up all the magazines I subscribe to, including Classic Driver. The editorial in this magazine is headed "Beware of the Spare Car in the back yard" and Tony Haycock (local boy) refers you to an article written by Roy Hughes, secretary of the NZ Federation of Motoring Clubs. Now just arriving back from a very non PC country, this hit me like a bullet. So I'll refer you to the article, which I've included in our newsletter. I'm sure both Tony and Roy won't mind me doing so.

The first round of the Feilding Auto Electrical Winter Series was a great day. Well over 100 entries, fine weather and a few new racers as well. Probably a bit too much panel damage in some races, where a lack of talent took over and this is being addressed as included in a further article. We had a fantastic report written by Jeff Braid, published in the Manawatu Standard after the 1st round of the Feilding Auto Electrical Winter Series, including some good pictures. Peter Lamp, reporter Manawatu Standard, has indicated, that they will publish a report each month after our meeting, which is helping our M.C.C profile greatly. Watch out for the next article.

Our first Auto-Cross for some time is being held on the 20th July (see further article). This will be a great opportunity for club members to try their skills at this type of racing. So give it a go. It's harder than you think.

This month's Track & Yack will include visiting the Rush Museum in Feilding, another first for the Club. A great turnout of members attended last month's Track & Yack, encouraging us to organize this month's visit.

This weekend is the 2nd Round of the F.A.E. Winter Series, so if you are not a competitor, please come over to Manfield. With free entry, quick fire racing starting after qualifying at 10.30. It will be a great day, so see you there.

Geoff & Glenys Boyden

TRACK TALK

Event	2014
Feilding Auto Electrical Winter Series R2	5 - 6 July
Back Track Autocross / Gymkhana R1	20th July
Feilding Auto Electrical Winter Series R3	2 - 3 August
Back Track Autocross / Gymkhana R2	23rd August
Feilding Auto Electrical Winter Series R4	6 - 7 September
TR Group Truck Expo / Show & Shine	7th September
Road & Track R3	21st September
Roadmarking Services Summer Series R1	9th November
MG Classic	14 - 16 November
Road & Track R4	22nd November
Road & Track R5	20th December
Roadmarking Services Summer Series R2	21st December

Welcome New MCC Members

Kyle Newman	PN	
Conrad Healy	Wellington	
Fiona Healy	Wellington	
Philip O'Brien	Feilding	
Alex Corpe	Feilding	
Blair Murray	ParaparaumuBeach	
Zac Murray	ParaparaumuBeach	
Adam Murray	ParaparaumuBeach	
Travis Day	PN	
Tim Day	PN	
Julie Day	PN	
Phil Crawford	Patea	
Eddie Arnold	PN	
Tony Birchall	Feilding	
Les Green	PN	- Volunteer
David Wild	PN	- Volunteer
Malcolm Scott	PN	- Volunteer
Corey Heatly	Feilding	- Volunteer

Committee Members for 2014

President Graham Buchanan - 027 497 5675
Vice President Jeff Braid - 027 477 3337

Committee:

Richie Arber, James O'Regan, Kerry Halligan, Noel Beale, Tim Wilde, Peter Edmond, Craig Paterson.

Patrons

Fordy Farland **Deceased** Fred Parker **Deceased**
Robert Lester Terry Rush Stan Turner

Life Members

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

Archivists

Terry Rush Geoff Boyden

Editors

Geoff & Glenys Boyden

Track & Yack - 8th July
Special Event
Leaving from Drovers Bar in
Feilding

Club History The Birth of the Manawatu Car Club And Early Motor Sporting Events

Extracts from the Manawatu Car Club Inc.
Part 9 1947 -48 Years

Hill Climb Saddle Road 1948.

Continued from last month.

Runs began in gathering storms and after the customary difficulties with the telephones. At once Faulkner cut the time for the hill to one minute dead, Freeman got as far as second gear, which at once flew to pieces, and Easterbrook-Smith found he could neither clutch nor declutch and had to withdraw his Sunbeam. This first run counted as a practice only, and after an excellent picnic lunch, mercifully without rain, the real contest began.

First up was J.R. Cowan in his Rover Meteor, a car notable for its steady behaviour, but still rather heavy for its power. Then followed a series of runs marked by absence of incidents and good driving. At regular intervals Faulkner and Proctor repeated their assault on the magic minute, but it resisted until the last run when Proctor in foul conditions managed to get down to 60 seconds. As Faulkner's time had been set in the practice run only, this gave Proctor the fastest time of the day with the midget. Next up was Hugo Hollis with the TC M.G., and then, a most praiseworthy performance by R. Clapperton in the Austin 7...

To be continued

Copied from Sportscar Magazine

TROY HOWARD MOTORS Lucky Lone Lap Challenge

This is a new event for the Feilding Auto Electrical Winter Series, and will be run during the lunch break at each of the 4 rounds of the Winter Series. Thanks to Troy Howard of Troy Howard Motors Featherston Street Palmerston North, for providing the car for this event.

The idea is taken from the Top Gear TV Programme. A driver, and there will only be 6 drivers per meeting, will buy a drive in the Troy Howard Motors RX8 and will be timed over a shortened lap of the track. They will start on a flag drop and finish with a flying finish.

Their time will be posted on a leader-board, the fastest driver going to the top of the board. This will continue over the 4 rounds of the Winter Series. There will be a total of 24 drivers. We are looking for novice drivers, people who have not raced before, to give them an experience that may entice them to go on and join us in some form of motorsport.

We are also hopeful of attracting a couple of celebrities to be involved in this event as well. At the end of 4 rounds, the winner will be presented with the Troy Howard Motors Lucky Lone Lap challenge trophy.

Rounds 2-3-4 will have well known commentator Russell Harris commentating, adding some real excitement to the event.

[This is going to be a great lunch time event.](#)



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Suppliers of Port-a-Loos to the Winter Series

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Mob: +64 (0)21 926 235
Email: scott.lawrence@dulux.co.nz
Web: www.dulux.co.nz

Suppliers of Paint to the MCC

Projects:

At the last committee meeting, the committee gave the okay for the Projects Team to relook at the costing for wind protection for the 3 flag points on Pit Lane, these are the Entry – Start / Finish – Exit flag points. If our costing is still the same, then after a small amount of pipe-work is completed, we should be able to have erected, weather protection for these 3 points. Yea –Ha !!!!!!!

At the same committee meeting, the committee approved a sum of money to start the up-grade of the clubrooms at 120 Kawa Kawa road. With the feedback received from members who attended the Pot Luck Dinner, for the start of the Feilding Auto Electrical Winter Series, it's evident that the members are enthusiastic enough to want to use the clubrooms more. An upgrade will also enable us to attract outside paying users of the Clubrooms. Geoff Boyden will project manage the upgrade, using volunteer labour where possible, but also realising that some things can't be undertaken by unskilled people. If trades-people are required, club members (if known) will be given the opportunity to be involved.

If you want to be a part of our "Project Team" of 2, then contact, either Geoff Boyden or Richie Arber.

We will welcome your call.

Winter Series Prize Giving

This year Feilding Auto Electrical Winter Series Prize Giving will be held 1 week after the last round at the MCC Clubrooms at 120 Kawa Kawa Road Feilding.

The date is the 13th September. It will be a Pot Luck Dinner, similar to the event held at the beginning of the Series.

Please mark your calendars now

New Members

It is exciting that we are gaining new members to our Club, as the news gets around that the Manawatu Car Club has become more active over the last 12 to 18 months.

For the month of May we had 14 new members join plus 4 new volunteers.

Welcome and Thanks for joining the Manawatu Car Club.

New Commentator - Winter Series

For the 2nd 3rd and 4th round of the Feilding Auto Electrical Winter Series, we have been able to secure the outstanding services of Russell Harris to commentate the days racing, plus the Troy Howard Lucky Lone Lap Cup Challenge.

Russell is well known at Manfield and of course he is the long serving commentator at the Robertson Holden International Speedway.

This adds more excitement to "Mighty Manfeild"

Welcome back Russell

ATTENTION! Track & Yack ATTENTION! **Special Event!!!**

A visit to the Rush Museum, this is an outstanding museum not open to the General Public and owned by one of our Patrons - Terry Rush

Time: 7pm to Assemble. Departing 7.20pm

Date: Tuesday, 8th July 2014

Place: Meet at Drivers Bar Feilding to visit the museum - off Kimbolton Road

Entry Fee: \$10.00 per person

If you want to bring refreshments, you are able to do so with respect.

Bring your wife, partner, or friend. Enjoy a chat and enjoy the event.

Next Month: 12th August Speights Ale House. P.Nth



Supplier of the Mazda RX8 for the Lucky Lone Lap Challenge

For Sale

Race Suit (less all of the embroider Logos)

This is a Targa Class winning race suit, a European Cup winning race suit. It has been involved in a few spins and lack of talent drives but no major mishaps.

Size - Large: If you are about 180cm tall and weigh around 85kg then this should fit you fine.

Good condition, Great Price of: \$175.00



Contact: Geoff Boyden - M. 0274 447 348

Competition Numbers

The scrutineers have reported an increase in non-compliant competition numbers. If your numbers are not correct as per schedule A 6.2 then you won't be racing in the future, so avoid the embarrassment and read the following.

6.2 Competition Numbers: shall comply with the following requirements unless specified in the Championship or Sanctioned Series Articles or Event Supplementary Regulations:

(1) Competition numbers shall:

- (a) Have a black or white background with a minimum size of:
 - (i) Single seater:
Height 310mm and width 400mm.
 - (ii) Vehicles competing in Rallies:
In accordance with Appendix Three Schedule R
 - (iii) All other vehicles:
Height 380mm and width 500mm

Note: Where the background is the same colour as the vehicle then it shall have a boarder that is the same colour as the figures and is a least 5mm in width.

Manawatu Toolshed Back-Track Autocross/Gymkhana

On Sunday July 20th we will be running a Clubsport Basic event on the Back-Track at Manfeild. And again on Saturday August 23rd we'll be doing it again.

In the morning we will run a gymkhana/motorkhana and in the afternoon a sealed autocross. Documentation will be in the Manawatu Car Club clubrooms, 120 Kawakawa Road Feilding starting at 8.30am. Price: \$80

At the completion of documentation competitors, crews and spectators will make their way up the driveway and set up their pits on the track at Higgins turn on the 3km circuit. The infield is likely to be soggy so avoid parking on that. There are no food outlets, covered grandstands or flush toilets so come prepared. All drivers must hold a current club membership of a Member club or Associate Member club, except for new entrants to motorsport, who may compete in two Basic Status Events before being required to join a club.

Any driver between the ages 12-16 years who does not hold a valid MotorSport competition licence may be allowed to compete in this event provided the vehicle (closed or open) has a corrected cc rating of 2500cc and under, but only at the discretion of the Event Clerk of the Course.

The motorkhana will be a series of short, lower speed courses around cones that tests the driver's skill rather than outright speed. These will be up to 200metres long. We will run a number of these at the same time on different parts of the track. The best time counts. Passengers may be carried for the purpose of driver training at the discretion of the Clerk of the Course.

The sealed autocross will consist of three laps of the Back-Track which will have straights no longer than 100m separated by turns or chicanes. Two or more cars may run at intervals if the Clerk of the Course deems the course suitable. Again the best time counts. Passengers may only be carried in a fully caged car.

For the motorkhana all vehicles shall, as a minimum, be to a warrantable standard, with a securely mounted seat, safe steering and effective brakes. The Clerk of the Course has discretionary powers as to the type of vehicle deemed suitable for the venue. Protective clothing and helmets are not required.

For the sealed autocross all vehicles shall conform to the vehicle safety regulations contained in Appendix Two Schedule A except for Pre 1978 Schedule K, T&C or CR vehicles that are in compliance with Appendix Six Schedule AA. Road cars must be registered and warranted and all competition cars must have a current MSNZ logbook. All drivers must wear safety apparel as specified in the driver safety regulations contained in Appendix Two Schedule A; current helmets and overalls, socks and closed shoes.

Spectators may be press-ganged into helping with the stopwatches and timing.

This is a fun, entry-level motorsport event that anyone can come and have a go at, so why not Come racing with us!

Jeff Braid

Beware of the Spare Car in the Back Yard

COMBATING COSTS IMPOSED ON CAR COLLECTORS BY COUNCILS



By Roy Hughes, National Secretary NZ Federation of Motoring Clubs

If you are the kind of collector with a propensity to accumulate projects and parts cars around your home, they don't want you in the Manawatu.

Recent amendments to the Manawatu District Plan prohibit the parking of more than one "derelict vehicle" on a private property within view of a public place or neighbouring properties. The objective of these district plan amendments is to maintain "a high level of amenity" in the Manawatu's residential communities by preventing "piles of junk and car bodies being stored outside".

A very pleasant planning officer assured me the council was not proposing to mount a campaign to clear away all the currently immobile classic and vintage vehicles being stored outside on residential properties in its district. But the new rules will be used to resolve issues where vehicles accumulating around a home prompt passers-by or next-door neighbours to complain about their loss of amenity.

However, to meet the Manawatu District Council's definition of 'derelict vehicle', a car just has to be no longer regularly used or currently licensed or warranted. So parking two otherwise pristine Rolls Royces on a rear lawn with their regos on hold would apparently put you in breach of the planning regulations, if your neighbours want to get niggly about it.

Of course, if Manawatu residents still feel they want to keep more than one car in their yard the council has a solution. For just a fraction in excess of \$500, or perhaps quite a lot more if the issues become complicated, they can apply for a Resource Consent to park multiple vehicles on their property.

As the Manawatu council sees it, the Resource Management Act provides both the powers and the responsibility to save otherwise happy home owners or renters from the shock and distress that would result if they looked over their fence and found a range of wrecked Rovers or tatty Toyotas parked in the next yard.

But pay the council's fees and you may be granted official permission to inform your neighbours that they will just have to put up with all the pain of contemplating older cars in a state of hibernation.

In addition to the prohibition on more than one derelict vehicle, another plan change recently implemented by the Manawatu District Council prevents the parking of mobile homes or caravans on private properties for more than six months in any year. No doubt there are other councils around the country who have already introduced a range of similar limitations on the use of residential properties, or are likely to do so in the near future.

For classic car collectors and other vehicle enthusiasts without the wherewithal to meet the costs of keeping all their treasures in garages or sheds, such planning restrictions and regulations have the potential to seriously curb their activities and cause a significant loss of their personal amenities.

To what degree should our neighbours be empowered to determine what councils will allow us to do in our own backyards? Should something as trivial as where a car is parked be subject to all the provisions of the Resource Management Act? Clearly there are likely to be varying attitudes and answers to this question around the country.

But no matter where collectors and vehicle enthusiasts choose to live around the country, there is an increasing likelihood that various means will be pursued by the 'powers that be' to curb or control their activities. In order to protect our rights to pursue our interests and hobbies, motoring enthusiasts need to be mindful of just how changes being introduced by our local councils may or will impact on the use of our vehicles and properties.

The FOMC is keen to be kept informed as clubs become aware of such issues arising in their districts so we can take collective action to preserve and protect the rights of us all to enjoy our hobbies.

For more information visit: www.fomc.org.nz

BAINS
CLASSIC MOTOR HOUSE



The Role of the Clerk of the Course at the ITM 500 V8 Supercar Round

For the second year in a row I was appointed as Clerk of the Course at the ITM 500 V8 Supercar Round at Pukekohe, in this article I will try to explain how this role works.

At the event I am based in the control room which is a requirement of V8 Supercars - to have the Clerk of the Course in Race Control. The role is to manage the programme and to ensure that all the V8 Supercar sessions start at the correct time - for TV requirements, and if needed to amend any Support class sessions to keep to TV times, to make on track calls, and to ensure that all marshals are in the correct places.

It all normally starts about a month out from the event with a lot of emails from Tim Schenken - sending regulations for the event, the V8 Supercar operations manual - this contains all of their requirements and procedures. At the same time Graeme (Robbo) Robertson sends out all the New Zealand Support category information and regulations. We have a Minute by Minute. This year it was 62 pages with all the information regarding the programme this is put together by Robbo.

For the event Robbo is the Event Director and he manages the NZ Support category classes, he handles all the enquires, and if needed applies any penalties. The Australian Officials handle the V8 Supercars.

This year I arrived at Pukekohe on the Tuesday afternoon. On Wednesday which is an administration day, I had a number of meetings to attend with V8 Supercar officials, TV producers & emergency service officers like fire, ambulance, police and security. I also familiarised myself with the circuit layout again and marshal points, and ensured the NZ support classes were happy.

Thursday, Friday, Saturday and Sunday were the days that cars were on the circuit. On these days I would arrive at the circuit around 7am pick up my radios, sign on - this is a requirement for all Marshals and Officials at the event, then make my way to race control ensure that it is up and running, pick up a course car & do a number of laps of the circuit making sure that all the marshals are in the correct places and have got all their gear, then it was onto the circuit clearance with the NZ Stewards and a final lap with Dr Claire Fisher the Chief Medical Officer for her clearance. Once I received clearance from the NZ Stewards it was back up to race control for the day's activity.

After every NZ Class I would phone Robbo to inform what happened in that session, and work alongside with the V8 Supercar officials when their session was on track. Once the day's activity finished on the circuit I would report to Tim Schenken and the V8 Supercars officials then onto the NZ Stewards meeting to give them a report on the day's activity and would depart from the circuit around 6.30pm each day.



A partial view of Race Control at the ITM 500 Pukekohe.

In the control room, we had a number of staff manning this room. As this event is an FIA event there must be an FIA accredited Doctor in the control room. This year we had Dr Claire Fisher and a Communications Officer. They ran the medical channel which covered all their staff from all the MIV's around the circuit to all the St Johns personnel in the pit areas and through the crowd. There were another two operators from Rapid Construction running the recovery and track maintenance. On the flag channel there were two operators Steve Collier and Alison Hogg and one scribe. Deb Day ran the operations channel which ran everything else around the circuit including the Sector Chiefs, Safety Car etc., plus she had a scribe on her channel. Also in the control room was Angela Leach who operated the start lights and Motorsport New Zealand's Race Radio, plus myself, Bob Cullinane and Chris Adams who were the Driving Standards Observers'. This was the staffing numbers for the New Zealand Support classes.

When the V8 Supercars ran their sessions we had all the above plus Tim Schenken - Race Director, Jason Bargwanna - Driving Standards Observer, Kyle (unfortunately I can't remember his surname) - IT expert who sends out emails from race control with information for all teams, Laurie Schmitt who is the Dunlop Series Race Director and Tim's understudy, plus three stewards for the V8 Supercars so you can imagine it is a rather busy place.

At the ITM 500, we in Race Control don't look out over the circuit like all the other circuits, instead we have our backs to the front straight and look at 18 TV screens. 14 of these are from the different cameras around the circuit, the other three are like timing monitors and the other one is a big screen which has the "director's cut" - this is what you see on the big screens there or on TV. Having live TV means that if I require a replay on an incident, I can ring up the TV producer on a direct phone line to him and normally within 30 seconds we get a reply of the incident.

Tim Schenken has some more technology than just the TV screens, he has three monitors - one has the Director's cut, one is a another timing monitor and the last one is what they called wacky races which is a map of the track with all the car numbers going around the circuit, this means you can see where any car is on the circuit and this was made available to me for the NZ support classes.

There also was a keyboard with a set of numbers on it - this was for if we were required to look at a certain turn/camera or in car camera we could push the number required and on the monitor we could look at that camera or turn without interfering with the Director's cut footage.

On the Sunday evening I was invited to attend a V8 Supercar "Post Race Investigation" with Jason Bargwanna. This investigation was regarding an incident at the hairpin involving Todd Kelly and Fabien Coulthard. The "on board cameras were amazing, giving clear pictures and the data which they can download - what gear they were in, speed they were travelling, what % they had on the throttle and brake, and what G force they were pulling. At the end of the investigation Jason called it a racing incident and no further action, quite ironic as Jason and Nick Ross had a very similar incident in the NZV8TC in November and the result was the same as we called it.

A few facts and numbers for the ITM 500:

4 day race meeting
1200 lunches required over the four days
218 Sporting Volunteers - Flag marshals etc.
232 Event volunteers

Five sector chiefs around the circuit - all Gold Race Clerk's of the Course
4 x MIV
4 x fire cars plus the fire boss and engines.
Fire Service had 60 personal on site.

By Craig Finlayson

R.S.Cup. Tonga Style:

Whilst in Tonga recently I took a couple of photos of cars that I thought would give our scrutineers, Paddy and Danny, something to think about.

The photo of the Toyota, which wouldn't make the grade as an RS Cup car, or a B.O.S. racer has a permit to drive on the road over there. The windscreen you would find hard to look through on a clear day, let alone a wet day or at night, It was completely cracked.

The MX5 has a glad-wrap roof, which I thought was quite ingenious, as I'm sure they don't have a car upholsterer in Tonga.

Whilst there are quite a few good cars in Tonga, our non-caged RS Cup Cars would be very classy.



Come Racing With Us

Let's Just All Be Friends. (Or how I learned that rubbin's NOT racin')

TV commentators love it, movie producers insist on it and certain F1 superstars wrote the book on it, but no matter how you look at it, deliberately punting another car off the track during a race is a no-no.

We have seen a bit of carelessness and frankly a woeful lack of skill in some races in Round 1 of the Feilding Auto Electrical Winter Race Series. When the biggest cost for some competitors in a race meeting is in panel repairs then something is not right. This is a non-contact sport!

I know you have already read this and you know it word-for-word because you have a C1 or C2 race licence (ahem...) but let's make it absolutely clear from the Motorsport Manual:

Appendix Four Schedule Z Article 12 12. Code of Driving Conduct:

12.1 Any occurrence or series of occurrences involving one (1) or more drivers, or any actions by any driver, which is considered to have had a negative effect on any competitor or competitors is not permitted and will be penalised.

These occurrences, may result in or from, but not limited to:

- The stopping of a test or qualifying session or the suspension of a race.
- Causing a false start by one (1) or more cars;
- Causing a collision;
- Forcing a driver off the track;
- Preventing an overtaking manoeuvre by a driver;
- Impeding another driver during overtaking
- Causing an avoidable accident;
- Changing line to block another competitor more than once on a straight

Breach this rule and you risk a fine of up to \$500 as well as exclusion from testing /qualifying session, or the addition of up to a maximum of 60seconds to your race time. Additionally if the Clerk of the Course thinks it is serious enough, he/she can impose an additional penalty of endorsement of competition licence for minimum of 1 month and maximum of 6 months; and/or exclusion from Race. (That bit comes from Schedule P for Penalty)

There is nothing better than close racing, either doing it or watching it. Keep within the rules, keep it clean and enjoy your sport. We want you to keep coming back and go racing with us.

Jeff Braid - Race Organiser.