



Manawatu Car Club

June
2015

P.O Box 542 Palmerston North
E-mail: manawatucarclub@xtra.co.nz

Welcome

What a great part of the country we live in, if you are interested in cars, motoring, motorsport, classic cars etc...

Glenys and I organise the Classic Car Breakfast Club, which has a monthly drive, and finishes with a breakfast at different venues each month. We have run these for coming up 9 years.

Our Mother's Day drive was a particularly good morning run, and 70 plus people sat down for breakfast at Orlando Country Estate on Rangitikei Line. As we were finishing breakfast, the Jaguar Club arrived to socialize and have lunch and then as we were leaving the Corvette Club arrived. Beautiful cars, great occasions, marvellous weather and excellent company.

The following weekend, something similar but quite different, racing in the MG Classic at Manfield. Another great day out for enthusiasts with a wide range of cars competing and good numbers in the stands enjoying the racing.

In-between time, front page news is the changing of the Trust Members and the "debts" at Manfield. You can accept that things are not to flash, however looking past this, enthusiasm, vision, dedication, camaraderie for the Park to continue will win at the end of the day, is my belief. No-body including my-self wants to push their race-car to the back of the shed, to let the tyres go flat. So let's hit the Winter Series "HARD". If you haven't had your car out for a while, get it to the track and race it. If it's not a racer, then get it in the car-park and enjoy the day from the stands.

Show the region that us as "Car People" love our cars, whatever they are, and love our Track and Manfield Park.

Geoff & Glenys Boyden

Committee Members for 2015

President - Graham Buchanan – 027 497 5675

Vice President - Richie Arber – 027 2900 668

Secretary - Jeff Braid – 027 477 3337

Committee:

Jeff Braid, Richie Arber, James O'Regan, Kerry Halligan, Noel Beale, Tim Wilde, Peter Edmond, Jaron Olivecrona, Trevor Weir, Geoff Boyden, Greg Browne, Danny McKenna

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

ATTENTION! Track & Yack ATTENTION!

Time: 7pm – 9pm

Date: Tuesday, 9th June 15'

Place: Drovers Bar, Feilding

Bring your wife, partner, or friend and enjoy a special occasion, have a chat and catch up with friends and the news.

Next Track & Yack:

Tuesday, 14th July 2015.

Speights Ale House
Palmerston North

**Track & Yack - 9th June 7pm.
Drovers Bar
Feilding**

Club History

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

Extracts from the Manawatu Car Club Inc.

Part 10 1947 -48 Years

May 1949. The Waikanae 50. Another Shattering Beach Race.

Group One comprised the A. Freeman Thomson Special, the Eastbrook-Smith Special, the H. Singer, A.S. Farland's Magnette, and J.N. Mackintosh on the Chrysler Special. On the drop of the flag the V8 motor of the Thomson performed as usual, and the car continued to lead throughout the mile, finishing at 1 min. 20.6 seconds.

Group two comprised the O.B. Cottrell Austin Special, the J. Kennedy Austin Special, R. Gibbons with Sunbeam-Talbot, E. A. Ansell with Riley, B. H. Clinkard, Speed 20 Alvis, and J. McMillan, Dilage.

The flag fell, and they all leapt forward, save one small Cottrell Austin (two gearboxes), which remained, buzzing angrily. We are not quite sure whether it was Low-Low, Low-Second, or perhaps a little Low-Neutral or vice-versa, but any way a gear was found and he went scuttling after. The Delage led the Alvis all the way. Time 1 min. 31 sec.

Handicaps for the main race were derived from motor brake horse-power and weight formulae, the race being regarded as virtually a series of one hundred half-mile acceleration tests, with attained speeds which would allow a satisfactory calculated handicap which did not include air drag allowances, and the results were expressed in equivalent numbers of laps. The assigned handicaps were:- 39 laps: E.A. Ansell, Riley Falcon, 1496 c.c. (modified); J. Kennedy, Austin 747 c.c. Special. 40 Laps: R.Gibbons, Sunbeam Talbot, 1944 c.c. Tourer, stockcar. 41 laps: J.McMillan, Delage, 4100c.c. less coachwork. 43 laps: J.N. Mackintosh, Chrysler Special. 44 laps: B.H. Clinkard, Alvis 511 c.c. tourer, stock car; A.S. Farland, M.G. Magnette, 1287 c.c., modified. 46 laps; A.T. Freeman, Thomson Special, 3622 c.c. H. Logan Special, 972 c.c. 47laps: G. Easterbrook-Smith, E.-S. Special.

To be continued.

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Targa

The Ultimate Road Race. The Ultimate Endurance Event.

This year's main event Targa Road Race will finish in Palmerston North for the first time ever. We have a number of Targa Competitors in our region and it's going to be magnificent to see them arrive to finish in the "Home City".

The main Targa Event will start in Auckland on the 26th October – with over-night stops in Hamilton – New Plymouth – Palmerston North – Havelock North then back to Palmerston North for the event finish, on the 31st October. There is 1,000kms of special stages and 1,300kms of touring stages. – Total 2,300 kms approximately.

This will be a big motorsport event arriving in Palmerston North, so mark your calendars now.

Welcome to New Members April – May

Michael Reichenbach	PN	Drifter/Clubsport
Derek Smyth	PN	Bought an MX5
Matthew Lissington	PN	



Scott Lawrence
Trade Sales Representative

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Suppliers of Paint to the MCC

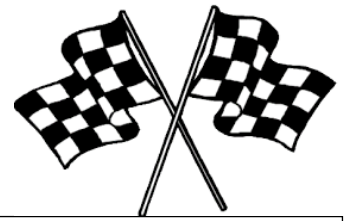
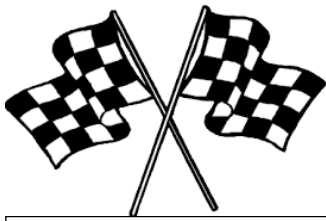
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It's the Big One

Feilding Auto Electrical Winter Race Series

Round 1 – Sunday 7th June
Round 2 – Sunday 5th July
Round 3 – Sunday 2nd August
Round 4 – Sunday 6th September

Saturdays prior will be a TEST DAY – DRIVER-TRAINING – AND DRIFT PRACTICE

Driver Briefing at 9.00am sharp – Qualifying and Racing starts soon after.

Seven Classes this year = more for spectators to watch - 21 races for the day.

R.S. Cup Entries ½ price entry fee – Only \$100.00

Prize Giving @ MCC Clubrooms Saturday 12th September

As a competitor you don't have to enter all 4 rounds. Enter as many rounds as you wish, however to be in the running to receive a Trophy at Prize-Giving, you will probably need to be entered in all the rounds.

Thanks to our Marshalls, Volunteers and Sponsors.

Thanks team, we couldn't do it without you.



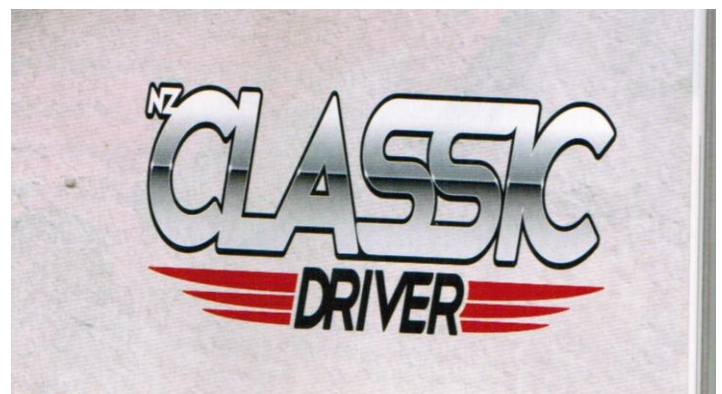
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THE STREETS OF WELLINGTON PART 5

All good things must come to an end, and the Wellington Street Race was no exception. In 1996 the event was back on the calendar with changes of name, format and category, while the Pukekohe event was held first on this occasion.

Nissan had gone and the event was rebranded as the Mobil Wellington Street Race, there were three 20 minute sprint races and hallelujah, the big name drivers and their V8's were back and billed as the Australian Touring Cars.

The main driver line-up made impressive reading - Peter Brock, Dick Johnson, John Bowe, Wayne Gardner, Alan Jones, Russell Ingall, Glenn Seton, Larry Perkins, Wayne Gardner, Neil Crompton and Tony Longhurst together with quick kiwis Paul Radisich and Greg Murphy in a head-to-head Holden v Ford shootout. As if that wasn't enough V8's too wet the appetite the support programme included both the TraNZam and TraNZam Light classes!!

Murphy had won all three 20 minute sprint races at Pukekohe so was full of confidence when he arrived in the capital city. Not everything went to plan though when John Bowe won the first two races while Murphy placed 6th and 3rd to give the Aussie the overall series lead, for the kiwi it was hero or zero time.

With a massive crowd and every vantage point taken, from street level to the top floors of the high-rise buildings, the weekend will always be best remembered for the drama-filled final race when Murphy scored a brilliant win with his mentor Peter Brock watching after the "05" Commodore was punted into the Armco on the opening lap. In an inspired drive Murphy's HRT Mobil Commodore charged through the leading pack, in the closing minutes he first overtook Radisich, then Bowe at the tight railway station hairpin. The roar from the crowd could be compared with the All Blacks scoring the winning try in the final seconds of a test match at cross town Athletic Park - the country's capital was "Murph's Turf" and to his army of fans this was very definitely Wellington's finest hour!!

The race result meant Manfeild's favourite son also claimed the overall series trophy from Bowe to cap off a remarkable year, partnered by Craig Lowndes Greg had won both the Sandown 500 and Bathurst 1000 endurance races. Branded the "kick ass kids" the two young chargers became instant Holden heroes, for both there was so much more to come.

It was an extraordinary finale, it was "Absolutely Positively" over for racing on Wellington's waterfront, it was great theatre and the script writer deserved an Oscar.

As an aside to the actual on-track activities, the printed programme revealed that former Manfeild CEO Heather Verry was the Catering Manager for the event. Well-fed and watered corporate guests were, and remain, an important and integral part of major sporting occasions, as without the financial support of big players staging events of this magnitude is simply not viable - hot dogs, hot chips and cans of Coke were definitely not on the menu in the VIP areas!!

Ten years later attempts to resurrect the Wellington race based around the Westpac Stadium area failed when the proposals were revoked through the Resource Management Act. Hamilton became the beneficiary in 2008 but four years into a seven year contract it was all over in Mooloo country and big time Street racing in New Zealand became a thing of the past.

The Manawatu Car Club, together with its team of enthusiastic and hardy volunteer officials and marshals, could look back on their Wellington involvement with a truly great sense of pride with what they did, and how they did it.

For our local and national competitors, it was a unique opportunity to race against the world's best touring car drivers on the most challenging of all the circuits, probably best described by the late great Peter Brock. *"It's unpredictable, the track is without mercy"*.

The Formula 5000's and Super Sedan's that thrilled huge crowds on the country's tracks during the 70's, together with the Touring Cars at Pukekohe and downtown Wellington during the 80's and 90's, were arguably the most exciting eras in our country's motorsport history.

For those of an older generation the memories of the Welly meetings will never fade, so maybe age does have its advantages after all - the newer younger Club members don't know what they missed...

WELLY REFLECTIONS

- We saw the best of the best and the best of the rest with the overseas teams, cars and drivers.
- We saw the ruthless efficiency of the crack Schnitzer BMW team. Led by the incomparable Charley Lamm, they set the benchmark in terms of pitwork and strategy, they had the perfect car for Wellington in the form of the M3 and the world's top touring car drivers, it was a winning combination as the record books show.
- We saw high profile people racing. In 1988 Mark Thatcher, the son of the British Prime Minister, teamed with well-known kiwi Trevor Crowe in a BMW M3. The pair finished 3rd at Wellington and went on to win the FISA Asia-Pacific Touring Car Championship.
- We saw the legendary Peter Brock race three makes of car. Holden (Commodore), Ford (Sierra RS500) and BMW (M3).
- We saw week long promotional events leading up to race weekends. They were certainly diverse and included outdoor concerts, soapbox derby racing, slot car racing, fashion festivals, duathlons, cars shows, aerobatic displays, drag racing demonstrations, cycle racing, undy 500 and silver service waiter's footraces. Wellington had it all.
- We saw the Manawatu provide the high speed and spectacular pre-race entertainment in 1988 and 1989, courtesy of the RNZAF's "Kiwi Red" aerobatic team based at Ohakea. The No 75 Squadron jet jockeys performed stunning displays over the harbour basin in their A-4 Skyhawks.
- We saw Wellington at its brilliant best on the good weather days, the amazing harbour backdrop had people suggesting it was the Monaco of the Southern Hemisphere. Bad weather days were simply miserable.
- We saw Manawatu Car Club members competed in a wide variety of support races over the years the event was held. Mini 7's, Sports & GT's, Classics, Thunder Saloons, HQ Holdens, Porsche Championship and New Zealand Saloon Championship together with the Formula Ford and Formula Atlantic single-seaters. Bryan Bate would reflect the thoughts of all the drivers, *"It was just amazing being part of it. The thrill of driving so close to a wall, in control of what you are doing, with absolutely no room for error"*.



THIS weekend at Manfeild the spotlight falls on an event that reminds of the huge historic connection the Manawatu Car Club has with our Feilding facility.

The club's Feilding Auto Electrical Winter Race Series is a major clubman's event that makes full use of the track that club members built in 1973. The opening round that covers both days – Saturday being practice (with drifting sessions) and Sunday bringing a full day of racing – reminds that our circuit, while now under the auspices of Manfeild Park Trust, remains very much the centre of the club's very being.

Winter is generally not a good season for growing, yet the Winter Series is very much the kind of event in which budding talent can flourish, with racing that is very competitive yet doesn't have the pressures that come to bear with the national championship competition over the summer.

It is an event that reflects the car club's main thrust: To those members and others who love to race their cars from the beginnings of motorsport, through the intermediate level and give them the skill set and the confidence to perhaps then step into the full arena of the sport's professional level.

The circuit has always been the club's primary focus, but the reformation of this organisation over recent years has meant our facility has become increasingly important to the club.

A membership whose numbers have fluctuated over the years is coming back to a strength that was evident before the circuit ownership was relinquished to the trust in 2004, and that has been to the betterment of the club's essential dynamic.

In the overall scheme of things, the club's events are essentially the motorsport equivalent of Saturday morning rugby. The Winter Series runs over four rounds (June, July, August and September) and tailors to an entrant level that wants to enjoy their cars in a largely relaxed and fun atmosphere. Most competitors run on tight budgets so tend to be racer-mechanic-manager all in one.

One of the major successes has been the RS (real slow) Cup series, which is all about running in cheap and modest cars. Unlike other series, the RS Cup has no artificial purchase price limit, no engine capacity limit, no tyre restrictions and no threat of exclusion or confiscation by a committee. The only vehicle requirements are that it conforms to Appendix Two Schedule A of the Motorsport Manual and that it is no faster than 1minute 30seconds around the 3.03km main circuit. Anyone who goes faster than this earns a time penalty that puts them at the back of the field.

The secret to RS Cup is that it still provides close and exciting racing, over six laps, which is enthralling to drivers and interesting to spectators. The class is sponsored by Diamond Homes and Danny's Auto Services and both Geoff Boyden and Danny McKenna are keen to help anyone get started. Last year's RS Cup winner was a \$400 Mazda

Familia hatch driven within an inch of its life and there were only a handful of points separating the top four places. Best of all, this year's entry fee has been reduced to just \$100 per round.

The Winter Series does more than just give competitors track time. Recruitment and training of volunteers to work at race meetings, particularly as marshals, is also a priority for the club and this event gives those people a chance to learn those skills outside the more pressured environment that is part and parcel of the national competition.

We here at Manfeild love to see the Winter Series; this event has clearly strengthened the ongoing relationship with Manfeild Park Trust. The club has asserted that it is committed to contributing to the Manfeild vision, while remembering that it is still a sports group trying to survive in a sometimes difficult environment. If you want to know more about it, telephone club secretary, Jeff Braid on 027 477 3337.

Also here at Manfeild this weekend is the annual Feilding Craft and Vintage Market, of the largest craft sales events in the country. This is tucked snugly into the Manfeild Stadium, so if it's raining outside – and for the sake of the circuit activity, we hope not – then market-goers will still have a comfortable occasion in which they can fossick in comfort.

Looking ahead to July 5 is the Central Districts four-wheel-drive club swap meet, something new, if on a familiar theme – we, of course, also host automotive swap meets for the vintage car and hot rodding movements.

The four-wheel-drive day offers not only a good opportunity for bargain hunters – with stalls selling a wide range of specialist mud and sludge gear (winches, tyres, lights, accessories and much more) - but also provides a chance for anyone interested in off-roading and off-road vehicles to look at the best and boldest: Winch trucks, national competition trucks, club displays judged by the public and a show and shine.

Julie Keane
Acting General Manager



Where the MCC go for all Event Equipment Hire

Brendon Hartley sets pace in Le Mans 24 hour testing

New Zealand's Brendon Hartley set the fastest time as drivers went through testing for the Le Mans 24-hour race in France.

Hartley, driving a Porsche 919 Hybrid, lapped the circuit in 3:21.061 minutes during a dry period in the afternoon of a busy day on the 13.629-kilometre Circuit de la Sarthe.

That ended up being the quickest of the 67 cars taking part in the pre-test for the race that is held on June 13-14.

"It feels fantastic to be back in Le Mans and out on track with our red number 17 for the first time.

"It was a productive start in the morning with testing in the dry, and then it was also good to gather experience in the wet. For the afternoon session we made a big step forward and the pace on the dry track was really good," Hartley said.

Porsche will run three 919s in the famous race with fellow Kiwi Earl Bamber in another of them.

Bamber was thrilled to get his first taste of what lies ahead.

"It was incredible to drive the Porsche 919 Hybrid for the first time in Le Mans. It is a beautiful track - one of the best in the world," Bamber said.

"The speed of the car is incredible and the hybrid system is amazing. With the four-wheel drive system it is a pleasure to drive in the rain - it is like driving in the dry. It was magical to take the Porsche curves for the first time with around 230 kmh. We completed a good mileage and are up to speed."

German marquees Porsche and Audi locked out the top six positions in first practice, with Toyota's cars finishing down in seventh and eighth.

Knowing they have the speed, Porsche will be hoping for reliability in this toughest of endurance races.

New Zealand's Mitch Evans was on the pace in the LMP2 division while fellow Kiwi Richie Stanaway was among the best of the GTE Pro division.



Latest Update June 2015 Stuff

Scott Dixon wins almost \$1 million for finishing fourth at Indy 500

New Zealand's Scott Dixon still has plenty to smile about despite his fourth place finish at the Indianapolis 500 on Monday.

When the prize money was announced at the annual victory banquet on Tuesday (NZ time) at the Indianapolis Motor Speedway, it was revealed Dixon took home a total of \$US615,805 (\$NZ842,875) for claiming pole position and then finishing fourth.

Winner Juan Pablo Montoya earned \$2,449,055 (\$NZ3.35m) for his victory on Sunday. Runner-up Will Power earned \$US792,555, and Charlie Kimball, who finished third, earned \$US564,055.

Montoya's victory comes 15 years after his Indy 500 win in 2000. He left IndyCar for Formula One and later struggled in NASCAR for seven years before making a return to IndyCar in 2014.

Montoya, who also won the Grand Prix of St. Petersburg to start the season, leads the IndyCar series standings. Before picking up his earnings, the 39-year old sat through a roasting by fellow drivers — mostly over his age.

Tony Kanaan, who is 40, joked about watching Montoya race while growing up. Townsend Bell, who finished 14th on Sunday, said he had a "Juan Pablo Montoya" lunch box as a child. Kimball, while being honest, pointed out that he didn't have a driver's license when Montoya won his first Indianapolis 500 in 2000.

Montoya also received kudos for the way he won the race. He had to work his way from the back of the field twice and led just nine laps before eventually giving team owner Roger Penske his 16th Indianapolis 500 win.

Latest Updated May 26th Stuff



Cleaner cars in Europe could mean bargains in NZ

As Europe starts to favour ever-cleaner cars up to Euro-6 standards, older right hand drive models and new models with soon to be illegal emissions Euro-5 ratings could become real bargains

While the trickle-down from the decision will take a while before New Zealand gets the benefits, with its near 15 year old fleet and lack of any cleaner car policy, this weekend marks the beginning of a 100-day count down to the new European vehicle emissions regulations.

These will make it illegal to sell new Euro-5 vehicles from September 1. From that date, all new vehicles will have to be rated as Euro-6.

Three months out from the adaptation of the new ultra-clean standard, the latest figures from the UK's SMMT (Society of Motor Manufacturers and Traders) show that UK carmakers are well-gearred for the changes, with around half of new car sales being for Euro-6 cars last month.

Consumers are evidently doing their bit for air quality, too, by opting to buy these low emission vehicles in increasing numbers. In April, almost one out of every two new cars (45.9 per cent) boasted next-generation Euro-6 technology, compared with fewer than one in five (18.7 per cent) in September 2014. Meanwhile, an encouraging 70.4 per cent of Britain's top 10 best-sellers registered last month met the standard.

Next-generation Euro-6 technology vehicles not only boast the lowest CO2 emissions on record, but they emit virtually zero particulate matter, while nitrogen oxides emissions in diesel vehicles are about half of those of previous generation cars built in the past five years.

Dealers cannot sell Euro-5 cars after the end of August and must either register them before September or sell them, which might artificially inflate the new car registrations over the next three months. Prices will head in the opposite direction however and many potential British buyers will be savvy enough to realise that a Euro-5 vehicle will be worth negotiating for during June, July and August, when it will be worthless, illegal and sale proof from September 1. Why are we interested in this in NZ? The value of such vehicles - either new or used - will crash heavily. The only place where non-registered Euro-5 cars could be sold after September 1, will be to right hand drive nations with no specific policy on emissions or a weak one where Euro 3 to Euro 5 rated engines are deemed acceptable. That seems perfect for New Zealand, a nation famous for its cheaper imported cars, already with a lifetime's worth of wear and tear under their wheels. We'd expect to see a big influx of qualifying new and lightly-used British-built cars coming in to New Zealand at fewer dollars than usual, as used car importers seize the obvious opportunities. You can't really blame them, can you?

Latest Update May 2015Stuff



“There is a level of Driving that most people do not know exists”

For those of you who have not met me, I have been involved in Motorsport since 1970; in fact I drove in the very first National Meeting ever held at Manfeild in 1973 in a Valor Formula Ford. It is fair to say my Formula Ford Years in terms of results very pretty ordinary. Trying to race a class of car beyond your budget is crazy.

Over the Years I noticed that there were a lot of drivers, very good drivers just not reaching their true potential, after a break from the sport where I tried to become normal, you know family mortgage that type of thing, when I realized that being normal for me was being involved in Motorsport. learning from my past mistakes I decided to enter in Formula First, feeling fairly confident I would go ok, it was a surprise to me just how high the level of driving performance these cars required, even having put my car P3 in my first qualifying session in the class. To this day I say to people that I stepped up from Formula Ford to Formula First as the driving level require was up 20% and the discipline way higher than that, after a successful run in the class where I won 65 National Races, Two NZ Championships and was placed in the top Three in the series for 10 consecutive years, I was still seeing very good drivers not reach their full potential.

I had always wanted to run a Team and decided in 1999 to start the Sabre Motorsport Team. We won our first Championship in that first year with a driver that had been rejected by another, and from that day to today the Team has won 5 Championships, 14 out of 15 Rookie of the Year Titles.

In 2000 I decided to start a Scholarship program and with the assistance of the Speedsport Magazine it was named the “Speedsport Scholarship”. This Scholarship program has been responsible for starting the car careers on many of New Zealand’s most talented young Drivers, Shane Van Gisbergen, Richie Stanaway, Nick Cassidy just to mention a few.

Each year in May the Scholarship runs an Evaluation Weekend at Manfeild on the School (back) track. We take a maximum of 30 Entries into an Evaluation program, 6 drivers are selected to a Finals Day, from this group a Winner is found, the Scholarship Prize valued at \$50K, covers a Year of training in all aspects of Motorsport Professionalism, includes 12 Race Meetings, the Manfeild Winter Series and the NZ Formula First National Championship. This is a huge kick start to their racing futures. In fact every New Zealand Driver under the age of 25 competing on the International Stage has come through our Team.

The Team also run a fleet of Lease Cars on an Arrive and Drive Basis, all you have to do is turn up on the Day the Team do everything, Car Prep, Transportation, Technical Crew, Parts back up, Pit facilities, everything. We are a Motorsport NZ Licensed Racing School and License Issuer. Our one Day School program can see you Qualify for a Grade C License Straight up.

All Car preparation is handled in house; the only part of engine preparation that goes outside the Team is Crankshaft Grinding and Balancing. We have our own Head Flow Bench, and Engine Dyno to stay at the front of the pack.

Having run all these young stars we have come to realize that the Level of Driving performance in some drivers is way superior than others, our Racing Schools bring the best out of drivers and they go on the perform well as a result. Having run Van Gisbergen, Stanaway and Cassidy has only confirmed that.

You can get more from inside the helmet than most people know exists, focus, concentration, and discipline are all part of a drivers armory.

All you have to be is open to accepting this reality and willing to adapt and learn new skills.

More next time

Dennis Martin - Sabre Motorsport

Motorsport Events on in The Central Region (Lower North Island)

Date	Events	Venue	Comments
7 June	Winter Race Series	Manfeild	Manawatu CC
7 June	Grass Motorkhana	Tauherenikau	HCCC event
14 June	Seal Sprint	Mataro Rd, Onaero, Taranaki	Taranaki CC event - to be confirmed
20 June	Dual Car Sprints	Taupo Motorsport Park	Taupo CC event
21 June	Winter Race Series	Taupo Motorsport Park	Taupo CC event
21 June	Dual Car Sprints	Manfeild	Road & Track series, Round 2
21 June	Gravel Sprint	Mangahao Dam, Shannon	Levin CC event Regs and Entry Form
27 June	Rally	Gisborne	
5 July	Winter Race Series	Manfeild	Manawatu CC
5 July	Grass Autocross / Motorkhana	Tauherenikau	HCCC event
12 July	Intermarque Sprints	Manfeild	
18 July	Dual Car Sprints	Taupo Motorsport Park	Taupo CC event
19 July	Winter Race Series	Taupo Motorsport Park	Taupo CC event
1 August	Day/Night Autocross	Tauherenikau	HCCC event
2 August	Winter Race Series	Manfeild	Manawatu CC
9 August	Intermarque Sprints	Manfeild	
9 August	2WD Tarmac Rally	Taupo Motorsport Park	Taupo 2wd Tarmac Rally - see www.classicrally.org.nz
15 Aug	Dual Car Sprints	Taupo Motorsport Park	Taupo CC event
16 Aug	Winter Race Series	Taupo Motorsport Park	Taupo CC event
22 Aug	NZRC Rally	Coromandel	
29/30 Aug	Gravel Hillclimb - Mini Pikes Peak	Rangitatau East Road, Wanganui	Wanganui CC event. May be two day event, more info to come.
6 Sept	Winter Race Series	Manfeild	Manawatu CC
6 Sept	Grass Motorkhana	Tauherenikau	HCCC event
13 Sept	Intermarque Sprints	Manfeild	
19 Sept	Dual Car Sprints	Taupo Motorsport Park	Taupo CC event
20 Sept	Winter Race Series	Taupo Motorsport Park	Taupo CC event
20 Sept	Seal Sprint	Shelly Bay, Wellington	Wellington CC event
20 Sept	Winter Race Series	Taupo Motorsport Park	Taupo CC event
20 Sept	Seal Sprint	Shelly Bay, Wellington	Wellington CC event
3 Oct	Daybreaker Rally Wairarapa	Manawatu / Wairarapa	www.rallywairarapa.co.nz NZRC final round.
18 Oct	Gravel Sprint	Puketiro Rd, Carterton	Wairarapa CC event
24-25 Oct	National Race Meeting	Taupo Motorsport Park	Taupo CC event
1 Nov	Seal Sprint	Blairgowrie Rd, Norsewood	Dannevirke CC event
1 Nov	Seal Sprint	Admiral Rd, Carterton	Wairarapa CC event
8 Nov	Gravel Sprint	Waiorongomai Rd, Otaki	Levin CC event
14-15 Nov	MG Classic Race Meeting	Manfeild	MG Car Club event
14 Nov	Rally	Hawkes Bay Rally	Hawkes Bay CC event
21 Nov	Seal Sprint	Western Line, Wanganui	Wanganui CC Speed Weekend
22 Nov	Seal Sprint	Brunswick Road, Wanganui	Wanganui CC Speed Weekend
29 Nov	Gravel Hillclimb	Dorsets Rd, Mauriceville	Wairarapa CC event

2015 – 2016 Manfeild Events Calendar

JUNE

Saturday 6th	Test day. Driver Training, drift practice
Sunday 7th	Feilding Auto Electrical Winter Race Series Round 1
Friday 12th	Manfeild Test Day. Competition cars and bikes
Friday 19th	Manfeild Test Day. Competition cars and bikes
Sunday 21st	MTTDS 2 Driver training, single and dual-car sprints, drift practice, licence testing. 3.03km track.
Friday 26th	Manfeild Test Day. Competition cars and bikes

JULY

Saturday 4th	Test day. Driver Training, drift practice
Sunday 5th	Feilding Auto Electrical Winter Race Series Round 2
Friday 10th	Manfeild Test Day. Competition cars and bikes
Sunday 12th	Intermarque Sprints
Friday 17th	Manfeild Test Day. Competition cars and bikes
Sunday 19th	Manawatu Toolshed Back-Track 1 Motokhana/Autocross Drift Training 1.5km track
Friday 24th	Manfeild Test Day. Competition cars and bikes

AUGUST

Saturday 1st	Test day. Driver Training, drift practice
Sunday 2nd	Feilding Auto Electrical Winter Race Series Round 3
Friday 7th	Manfeild Test Day. Competition cars and bikes
Sunday 9th	Intermarque Sprints
Friday 14th	Manfeild Test Day. Competition cars and bikes
Friday 21st	Manfeild Test Day. Competition cars and bikes
Sunday 23rd	Manawatu Toolshed Back-Track 2 Motokhana/Autocross, Drift Training 1.5km track

SEPTEMBER

Saturday 5th	Test day. Driver Training, drift practice
Sunday 6th	Feilding Auto Electrical Winter Race Series Round 4 Fathers Day, TR Group Truck Show
Friday 11th	Manfeild Test Day. Competition cars and bikes
Saturday 12th	Feilding Auto Electrical Winter Race Series Prizegiving and Pot Luck Dinner
Sunday 13th	Intermarque Sprints
Friday 18th	Manfeild Test Day. Competition cars and bikes
Sunday 20th	MTTDS 3 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03k track
Friday 25th	Manfeild Test Day. Competition cars and bikes

OCTOBER - No MCC events planned.

Date TBC	Intermarque Sprints
Friday 9th	Manfeild Test Day. Competition cars and bikes
Friday 23rd	Manfeild Test Day. Competition cars and bikes

NOVEMBER

Friday 6th	Manfeild Test Day. Competition cars and bikes
Saturday 7th	MTTDS 4 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03km track
Sunday 8th	Summer Club Race Meeting 1 Manfeild (Note: May change to IRC meeting and is also the V8 Supercars Pukekohe Meeting date)
Friday 13th	Test Day MG Classic
Saturday 14th	MG Classic Race Meeting
Sunday 15th	MG Classic Race Meeting

Friday 20th Manfeild Test Day. Competition cars and bikes
Saturday 28th (reserved)
Sunday 29th (reserved)

DECEMBER

Friday 11th Manfeild Test Day. Competition cars and bikes
Friday 18th Manfeild Test Day. Competition cars and bikes
Saturday 19th MTTDS Day 5 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03km track, prize-giving afterwards
Sunday 21st Summer Club Race Meeting 2 Manfeild

2016

JANUARY

Sunday 17th Summer Club Race Meeting 3 Taupo Wellington Anniversary weekend

FEBRUARY

Thursday 11th Manfeild Test Day. Competition cars and bikes
Friday 12th NZGP Test Day
Saturday 13th NZGP
Sunday 14th NZGP
Friday 19th IRC Test Day
Saturday 20th IRC Race Meeting
Sunday 21st IRC Race Meeting

MARCH - No MCC events planned

APRIL

Saturday 9th MTTDS 2016 Round 1
Sunday 10th Summer Club Race Meeting 4
Saturday 16th Summer Race Series Prizegiving

Subject to change and will be updated

Taupo Car Club Winter Series Dates

Round 1	Dual Sprints Saturday June 20 th	Clubmans Sunday June 21 st
Round 2	Dual Sprints Saturday July 18 th	Clubmans Sunday July 19 th
Round 3	Dual Sprints Saturday August 22 nd	Clubmans Sunday August 23 rd
Round 4	Dual Sprints Saturday September 19 th	Clubmans Sunday September 20 th

Come Racing With Us