

Manawatu Car Club Inc

MAGAZINE

JUNE 2019



Something for Everyone

I like driving. It doesn't have to be for any particular reason, I just enjoy the whole experience of trying to get every corner just right, maintaining momentum and looking for the perfect line through the next one. Perhaps there was a subliminal reason for choosing to live on the peninsula where even the mundane run into Waiuku is enhanced by a 40 odd km stretch of challenging twisties!!

So, a road trip to Palmy and back is something to look forward to rather than endure. And it gives me time to think. 6 hours of solitude give or take. My flying visit last week was in the MX5, something I don't do very often however the poor thing has been pining in the shed for a couple of months, so I figured setting it free for a good run was an excellent plan. It's not quick, even compared to Colleens little diesel Astra, but the upside is that it is real fun to play with, and you can maintain a very good average speed once it's wound up. I even got a toot and a wave from the young Maori bloke who obviously enjoyed keeping up on the back road into Ngaruawahia as we parted company and went our separate directions!!



And so I got to thinking, as I was pottering along, about the Manawatu Car Club family, and the inclusive culture that I believe we have, how that came about, and how we can foster and further it. At one point many, many moons ago the Club was essentially a series of cliques, with committee meetings that were dauntingly intimidating. Sure, it all functioned well enough, with great events and a great membership base, but it was very formal and VERY structured. Times change. The current Club hierarchy have come a long way in fostering that “family” feeling. This includes not only looking after our competitors, but the volunteer force and the non-participating members, which many organisations fail to give adequate weight to. I'd like to think we do a pretty good job on this front. I've said it before, and it bears repeating, I believe our communication with members is a hugely important part of maintaining this culture, for example ensuring that the website is constantly updated and consistently tested for user friendliness is something the Committee take very seriously. So too is having an open and honest leadership without any hidden agendas and massive egos getting in the way. So, a big thumbs up to the Committee on both these fronts. Over a number of years the Club has also opened up much more meaningful communication lines with Manfeild Park, the community and our sponsors, to the benefit of all.

Can we do better?? Times are still changing. Continuing to be honest and transparent about the direction and aims of the Club and enlarging its interface with the wider community will earn further respect and commitment from those outside it. We need to push the huge advantages of learning not just physical car control in a safe and friendly environment but the increased spatial awareness and ability to predict potential problems that comes from that, in order to offset the vocal minority that see the sport as irrelevant in a modern society. We need to both gain and retain young members in a society that is increasingly sedentary and computer based. A computer game, no matter how realistic, is not a substitute for actually doing the same thing in real life. We need to ensure those involved, in even the most superficial way, in the Club feel needed, acknowledged and respected. Simply put we need to ensure we keep changing with the times.....

It is very fitting then to acknowledge our quiet events powerhouse Jeff Braid, who was the highest polling candidate for the MNZ Race Commission, where I am sure his common-sense approach will be of huge benefit to the sport. A richly deserved and well-earned result.

Talking about honesty and transparency - we receive a monthly publication “Our Auckland” which is a Council published, magazine style, freebie full of updates and future planning plus a few “feel good”

stories. Normally a good read and an effective way of keeping the ratepaying public up to date. Last months included a story based around Road Safety Week (6-12 May in case you missed it). The 2018/19 Road Safety Strategy for Auckland was outlined, which included spending on safety engineering projects at high risk locations (great, we are seeing some of these being actioned now, including a big new roundabout at a notorious “collision crossroads” just out of Pukekohe), behaviour change campaigns (no sign of them locally but I guess they must be doing something in higher risk areas ??) and proposed speed restrictions to reduce road deaths and serious injuries (as I have commented on previously).

Interestingly the Council quotes just 44% of its road deaths as being speed related. The facing page to the article had a full page advert by Safer Journeys very simply stating “Come down before you drive. 1 in 4 drivers who crash and die are affected by cannabis”.

So my challenge to AT?? Don’t hide behind blatantly manipulated figures to push an agenda that is increasingly out of step with public opinion. Being more honest and credible will ultimately win the support of the public. Greg Murphy said it all in his social media piece last month – in general Kiwis are crap drivers who are not learning the skills required to minimize the damage to themselves and others when it all goes pear shaped. It seems we teach kids to pass the tests required to gain a licence, not how to drive, and it shows.....

And another thing that deserves a dollop of honesty instead of spin is the placement of mobile speed cameras. Sites such as the frequently used one at the northern end of the passing lane coming in to Ohingaiti are clearly not placed at an accident black spot and equally clearly in an awesome potential revenue collecting area. Good on the headlight flashers who warn other road users!!

I’m also constantly irritated by the way road accidents are dishonestly reported by our media. Case in point, a recent car vs power pole in our area. The young driver was lucky to get away with a helicopter ride and some hospital time after splitting the car in two, however the accident was described in the local rag as “... was suffering multiple injuries after the car he was driving lost control and hit a power pole”. Yes, well, as it was an older Commodore and not a new autonomous car, I’m pretty sure HE lost control, not the car. Let’s at least be accurate and apportion the blame correctly..... Please!

Interestingly I was talking to friends our age (bordering on geriatric then) recently and describing the old ProDrive course. When I told them about the exercise to show how you could use your peripheral vision, and how few people actually did this, they were both amazed. One was completely unaware that locking up the wheels under severe braking resulted in no steering in a non ABS equipped vehicle. Now they want to come and have a training session in one of our paddocks. Good on them for being open to learning – you are never too old to learn, or to change with the times.....

Remember to keep the rubber side down

Trevor



EVENTS CALENDAR

JUNE 2019

- Saturday 1st Test Day
Sunday 2nd Feilding Auto Electrical Winter Series Race Meeting Round 1
Sunday 16th GT Oil / Transpec Manfeild Full Track Bent Sprint 4.5 km

JULY 2019

- Saturday 7th Test Day
Sunday 8th Feilding Auto Electrical Winter Series Race Meeting Round 2
Sunday 14th GT Oil / Transpec Track Day Series Round 2

AUGUST 2019

- Saturday 3rd Test Day
Sunday 4th Feilding Auto Electrical Winter Series Race Meeting Round 3
Sunday 18th GT Oil / Transpec Back Track Motorkhana & Autocross
Saturday 31st Test Day

SEPTEMBER 2019

- Sunday 1st Feilding Auto Electrical Winter Series Race Meeting Round 4
Saturday 7th Feilding Auto Electrical Winter Series Prize Giving
Sunday 15th GT Oil / Transpec Track Day Series Round 3



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OCTOBER 2019

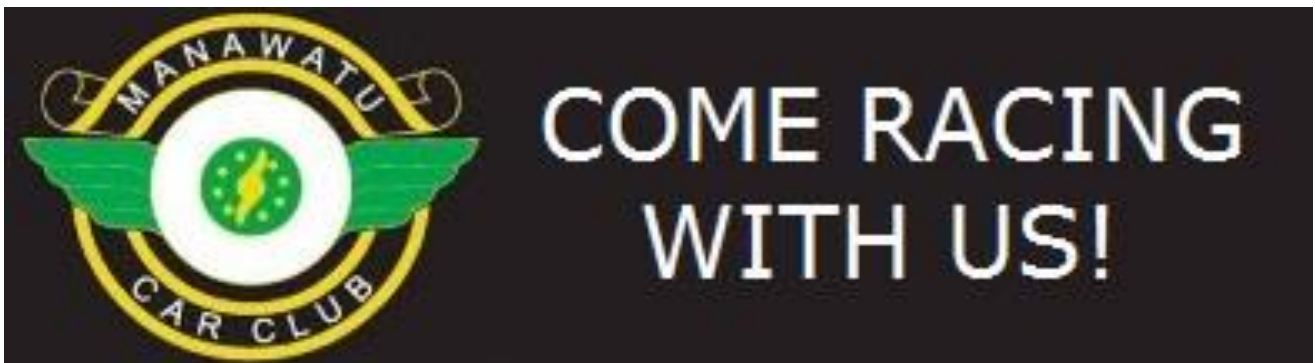
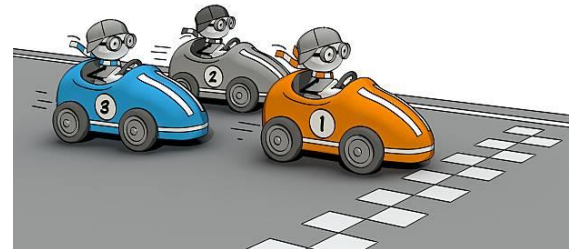
- Saturday 12th Drift Practice – 3km Circuit
Saturday 19th OctoberFAST Day 1
Sunday 20th OctoberFAST Day 2

NOVEMBER 2019

- Saturday 2nd ShowVember
Sunday 3rd GT Oil / Transpec Track Day Series Round 4 (Final)
Friday 15th MG Classic Test Day
Saturday 16th MG Classic Race Meeting
Sunday 17th MG Classic Race Meeting

DECEMBER 2019

- Saturday 7th MCC Club Fun Day
Sunday 8th Mitre 10 Mega Sumer Race Series Round 1



“Track & Yak”

Time: 7pm to 9pm

Date: Tuesday 11th June 2019.

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

Why not pop down and have a chat about what is happening on and off of the race track!

MCC COMMITTEE



President: Richie Arber - 027 2900 668
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Club Secretary / Events Manager: Jeff Braid - 027 477 3337
Email: info@manawatucarclub.org.nz

Your 2019 Committee:



Jill Hogg



Noel Beale



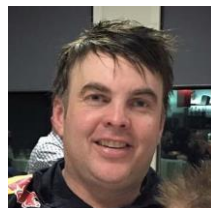
Jaron Olivecrona



Greg Browne



Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

Club Patrons: Robert Lester, Terry Rush, Russell Harris, Brian Davies

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...

Good luck my friends... but never goodbye...

As you may or may not be aware both Julie and Jordyn have left Manfeild in the past month, while not unexpected it still came as a shock to myself, and others no doubt, when the announcements that they were both leaving were finally made.

Julie had been at Manfeild for a decade, the last 4 years as CEO which is not an easy position given the nature of how the Manfeild Park Trust is set up. Not many people are aware of the time and effort that Julie put into her role while she was CEO and the hits that she took along the way, however I was. Julie and I became very good friends over that period, we forged a very good bond to the point that we had no secrets from each other and we openly discussed the good, the bad and the ugly things that we had to deal with in our roles, yes we had our disagreements but ultimately our good relationship meant that we worked through these and always came out with a solution that was for the good of both parties, which in the end is all you can really ask for. Julie, thank you for your help and kindness over the past decade, you will be sorely missed and I can only hope that you get the happiness that you so richly deserve, good luck my friend in whatever path you choose to take next...

Jordyn was Manfeild's Event Manager, she was in charge of taking event bookings and then managing the event from go to whoa. Jordyn was the utmost professional when it came to managing our bookings and helping us set dates for future events. She would email through a spreadsheet with all of our bookings on them, along with all of the booking sheets outlining what had been requested and agreed to, you were never left wondering with Jordyn. I wish you the best of luck Jordyn with your future endeavors.

The club has brought a new FIV Rescue vehicle to replace the aging Nissan Terrano which was just about to click over 300,000kms. The 2005 Toyota Landcruiser Prado is a one owner NZ New vehicle and is powered by the mighty 4.0ltr V6 petrol so it has more than enough grunt to pull out a race car however deeply embedded in the kitty litter it may be. The Nissan Terrano has been sold via Trade Me for not much less than what we paid for it a few years ago.



On the Motorsport front Jeff Braid and I have been busy getting the Winter Series Regulations finished, finalising the Winter Series Program and getting it printed along with the Winter Series Poster, making sure the Sponsors Stickers are done in time for the first round, getting the schedule for the first round sorted, coordinating with our Volunteer Team Leaders to make sure we have enough volunteers for the first round, checking all of the online entries and payments links work and so much more... throw in a couple of weekends away at the IRC AGM and the MSNZ AGM / Conference and all of the other day to day things that we do, and the month of May has disappeared in a great hurry.

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

I am currently sitting in a motel room in New Plymouth as I write this final piece, having just finished a conversation with a good friend about depression and suicide. It was a general discussion in that I had mentioned that I could not believe a statistic that I had heard this week in that over 3,500 New Zealanders attempted to take their own lives last year... that is nearly 10 people per day that say to themselves I no longer want to live. Depression and suicide are at epidemic levels in New Zealand at the moment and we can no longer continue to stick our heads in the sand and hope that it goes away... because it won't!

So what do we do about it? Well we can start by talking openly about it in the hope that someone who is going through something that makes them feel depressed or suicidal feels that they are not alone and can talk to someone, anyone, about it. I must say that needing to talk to someone about depression is not showing that you are weak, in fact it is the complete opposite, it takes an extremely courageous and strong person to openly admit that they are not coping with life and they need to talk to someone.

I don't mind admitting that recently I had to talk to someone about the way I was feeling and the thoughts that I was having as "life" was getting on top of me and I felt that I was drowning. Simply put things started piling up and I wasn't dealing with them, my Father recently passed away, that was over four years ago now but I say "recently" as I did not deal with the grief at the time and simply ignored the feelings that I had then. Also around the same time I had a bad motorbike accident and for the last couple of years I have been dealing with some health issues, 14 hospital stays and 9 reasonably major operations later and we are getting on top of it but I chose to ignore a lot of what I was going through along the way and instead I went with a "she will be right attitude" instead of getting help dealing with the physical pain and mental issues that something like that has on your body and mind. Add to this the ever increasing medical costs that we have faced, time off work, pressures from everyday work and family life and the pressures of having a new baby in the family and I found myself thinking one night as I lay in bed that if I did not wake up the next morning all of this would just go away. After a couple of nights thinking this, that thought quickly turned into "I wish I don't wake up tomorrow" and that's how quickly things can escalate if you feel you aren't in control anymore...

Now I consider myself a mentally strong person and those that know me well would also think this, so that last paragraph may come as a shock to many of you but what I am trying to say is that depression knows no boundaries and can affect anyone at any time and the level of issue may be small to one person but can be a major issue for another so one should never judge why one is feeling depressed or overwhelmed.

So what shook me out of what I call my "black pit" as I called it? Well it was a conversation with my wife, she had noticed, like a few other people around me, that something wasn't quite right and asked me bluntly one day, after a bit of a lead in conversation, that she hoped that I wasn't going to do anything stupid as her and our son Jack needed me in their lives. This was the reality check that I needed to get me to open up and tell her what I was going through and that I was struggling with life. That talk and getting things out in the open helped me immensely, so much so that I openly talked with all of my fellow workers

at my place of work and some close friends about it as well. Much to my surprise a couple of the people who I spoke to said that they were having a difficult time of it as well and they opened up to me about the issues that they were dealing with. I tend to wear my heart on my sleeve so you can usually tell when something is up with me, but those two people that opened up to me are your typical macho males and showed absolutely no signs of having a tough time of it. Because of this we have since implemented a process at work which we call "What's on your mind..." where we have a safe group environment where we can bring up anything that is troubling us either in our work roles or personally and we have committed to each other to help one another.

If by sharing the above helps someone in some way get some help if they aren't dealing with what life is throwing their way at the moment then I would be very happy indeed, if anyone out there just wants to have a chat to someone then feel free to call me at any time day or night as I can assure you that just talking about whatever is on your mind does help, remember it is not a sign of weakness to admit that life is getting you down. I have lost a number of close friends to depression and I absolutely hate getting those phone calls to tell me that someone that I know has chosen to take their own lives, everyone in the MCC Family is included in that whether I know you well or not. So if you think there is something wrong with somebody that you know then I urge you to ask them if there is anything wrong and if you can help in anyway as this may be the prompt that they need to open up. Remember those couple of questions could be the difference between them being here tomorrow or not.

So the Feilding Electrical Winter Race Series for 2019 is only a couple of days away now, Jeff has informed me that we are close to having 100 entries already for the first round so this is great news and means that there will be good sized fields right throughout the classes. Remember Saturday 1st June is a test day, so if you need to test anything, bed brakes in or just do a few laps to get the muscle memory working again before you go racing on Sunday then this is the day to do it. Also remember that if you enter all four of the Winter Series rounds in 2019 then you go into the draw to win \$500.

I am looking forward to catching up with all of you this weekend, there are a few old faces returning to racing after a couple of years off so I would like to say "welcome back" as we have missed you. If you are new to the Winter Series and would like a bit of help over the weekend then please feel free to mention this to either myself or to Jeff Braid and we can buddy you up with someone that has been there and done it before as I know it can be a little daunting the first time you go racing. If you don't know what either of us look like then pop back to the "MCC Committee" page a couple of pages back and take note of our photos or just ask at the track office and the lovely Kate will point you in the right direction.

Remember that Monday 3rd June is a holiday (Queen's Birthday) for hopefully many of you so please feel free to hang around after the racing has finished on Sunday and join us in the Refueller Bar for a beverage or two and something from the BBQ. It won't cost you anything and it would be great to see some new faces in there to share your stories about the day's racing.

And lastly if you happened to miss the Facebook post I put up last weekend... A big congratulations to Jeff Braid who was elected onto the MSNZ Race Advisory Commission at the MSNZ AGM on Sunday 26th May. Jeff had the most votes of the three candidates standing. A very proud moment for Jeff and the MCC Family.

Thank you for taking the time to read this segment and I hope you enjoy it as much as I enjoy writing it.

See you at the track!

Richie

MCC CLUB MEMBER OF THE MONTH...

NAME: Callum Crawley

BORN: 4th of August 2000 in Feilding

OCCUPATION: Media Manager/Parts Dispatch

RACE CAR: 2018 Spectrum 015 Formula Ford

EVERYDAY DRIVE CAR: 2005 Toyota Hilux

DREAM CAR: McLaren F1



YOUR BEST MOMENT IN MOTORSPORT?

Winning my first Formula Ford race at Manfeild in the season just been.

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

A pilot! I thought flying around everywhere would be great fun!

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

Bruce McLaren, Adrian Newey and my Dad.

WHO WOULD YOU PLAY IN A MOVIE?

Tony Stark/Iron Man, because who doesn't want to fly around in a suit of armour!

THREE WORDS THAT BEST DESCRIBE YOU...

Passionate, focused and humorous.

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

An Audi RS6, sleek, fast, yet practical at the same time.

WHAT IS YOUR SECRET VICE?

None that I'm aware of! Though I'm sure others would disagree!

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I was the lead male role in a School Musical, and that I have passed the Trinity Grade 7 singing exam.

FAVOURITE QUOTE...

"You must always strive to be the best, but you must never believe that you are." – Juan Manuel Fangio



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The long way round. Roger Cunninghame is a resident of Te Anau down south in Central Otago and is a friend of Geoff Boyden. Roger raced his 'new' Mustang at Taupo last month, but it isn't just any Mustang because it proudly carries the race number 104 R. The 'R' stands for Replica, the '104' was the number of the great Paul Fahey. Roger has recreated the Fahey car that won the 1968 NZ Championship down to the finest detail, it looks (and sounds) magnificent. At Taupo Geoff convinced Roger to take the car to Manfeild for the Alfa Romeo Owner's Club 'Alfa May Madness' day, to fill in the week between the meetings. Roger took the car to the Bay of Plenty to show Paul Fahey, the former champion was impressed enough to write his signature on the scuttle panel, but he did point out a couple of 'errors'. The grille was missing the Mustang horse and the engine was missing the four twin-choke downdraught Weber carburettors, the grille is an easy fix and Roger has the latter but they hadn't been fitted. For Roger getting that signature gave the replica the ultimate tick of approval. It's an outstanding replica of an outstanding car with an outstanding history...



Down SH1 to Manfeild Circuit Chris Amon. The Cunninghame 'stang and Boyden Castrol BMW were the 'intruders' amongst the Alfista who competed at the 'May Madness Day' meeting. There was a remarkable selection of Alfa Romeo cars covering more than 50 years of history, ranging from Bill Richie's boxy but super quick Giulia saloon to the sleek new 4C sports car. There were a pair of 4Cs out on the track and they drew a great deal of attention when they were in the pits. They were small, only 4 metres long and 1.1 metres high, and the car is a serious high tech package. Carbon fibre tub, lots of aluminium in its construction and pushing it along is a new 1.75 litre turbocharged 4 lungers that's mounted transversely amidships, its 180kW output coupled with the car's lightweight equates to outstanding performance. On the other side of the coin entry and exit makes it a car for the more athletic! If people aren't athletically minded they could just park it in the garage and admire its looks. It's a stunner...



Not a good day. A well-known classic racer swapped driving for taking on the role of secretary /administrator /marshal and anything else that needed to be done, Glen Watson was a very busy man. As a thank you gesture he offered his car to the spannerman who looks after it, Richard Dann of Engine Room Automotive fame who specialise in European vehicles. The day was going well for car and driver until there was an 'explosion' in the engine room of the

Alfa Romeo GTV, the large cloud of blue smoke and oil trail on the track suggested the problem could be major, it was. Pistons and rods were hanging out of the alloy block, however the alternator wasn't damaged by the flailing engine internals so the problem couldn't be blamed on an electrical fault! Definitely not one of Glen's better days at the office...



Buying in. Jeff Braid is a man who enters into the spirit of an event, any event. At the Alfa Romeo 'May Madness Day' the Club Secretary paid tribute to the famous Milan factory by wearing a bright blue T-Shirt with the word 'ITALIA' across the front, possibly a remnant from the Rugby World Cup held in our country in 2011. Bravo Jeff...

Their longest race. At the same meeting Formula First held their annual One Hour race, it's possibly the highlights on their calendar. The race included two compulsory pit stops with 4 litres of fuel being taken on each time, several cars ran without their rear bodywork to speed up the refuelling process and a small number opted for using a two driver strategy. In effect the race was won and lost in the pits, it was about being slick and quick, but thrown into the final outcome were penalties for missing the road cone chicane in pit lane and/or exceeding the 40 km/h speed limit. When the calculators were put away the declared and deserving winners were Thomas Boniface and Caleb Ngatoa. It was a tough 60 minutes...

Interesting choice. Much travelled scribe Richard Bosselman has tested all types of vehicles in all types of locations. He's visited the famous factories and driven their products. He's stayed in many exotic locations. His latest off-shore excursion as a guest of Holden was to somewhere few people would think of, there was none of the five star treatment, this time it was more back-to-basics. The group was flown to the location in a turbo prop Convair 580, an aircraft that first entered service back in the mid-1950s. The destination was nearly 1,000 kilometres away and over water, the '580' is known for its reliability so it was just a matter of sitting back and enjoying the in-flight service. The pilot headed in an easterly direction, destination 'Rakohu'. Touchdown was less than two hours later. The island was situated in the 'Roaring Forties' and had only a single community, there was a general/grocery store with petrol and diesel pumps, the last census showed nearly 600 residents. The vehicles had been shipped to the island to be tested in a unique environment with a habitat that supports rare and endangered species. So where was Mr Bosselman? Translated from the indigenous Moriori language 'Rakohu' is more commonly known as the Chatham Islands...



Indulgence. Mr B really enjoys his food and near the top of his favourite foods list is crayfish. The Chatham Islands are one of the best places in the world for harvesting the delicacy so Mr B was salivating at the thought of meal after meal with a variety of tasty crayfish dishes. Crayfish are the island's biggest export so are very important to the local economy, Mr B was in a seafood paradise, super fresh from the ocean to his plate via the boiler. It simply doesn't get better than that...

Relocation. In the April issue the question was asked who was moving into the premises on the corner of Napier Road and Limbrick Steet after MIKE Racing 96 moved out. The rumour is that new occupier will be AFC Motorcycles who are currently closer to downtown Palmy in Main Street, near the Ruahine Street intersection, soon they could be across and down the road. If the rumour is true the Kawasaki, KTM, Can-Am and Seadoo brands will soon have a nice new home...

Big Red. We're not talking about the famous New Zealand thoroughbreds Phar Lap and Bonecrusher who were both nicknamed 'Big Red', we're talking about the Club's latest acquisition. The faithful Nissan Terrano has ended its tour of duty, replaced in the ranks by a Generation 3 one lady owner (seriously) Toyota Landcruiser Prado that has never ventured off-road! Under the bonnet is a 4 litre V6 petrol motor that's coupled to a 4-speed automatic transmission with the benefits of all-wheel-drive. The Prada is finished in a deep red and will look even more striking with its new graphics. Big Red's first assignment will be Round 1 of the 2019 Feilding Auto Electrical Winter Series. Please, no fighting over who will drive...



Unbeatable service. Huw and Cathy Allen are amazing sponsors and supporters of our club. When 'Big Red' needed to have the appropriate lights fitted on the roof bar Jeff Braid headed to Feilding Auto Electrical to ask how big the job was and could it be done without drilling a hole in the roof. Not a problem, we'll do this, this and this so you won't see the power cable. Drop it off tonight and you can have it back tomorrow! When you talk service that really is unbeatable...

Sponsor's retained. In our competitive world securing sponsors is not easy, losing them is very easy. The Club and everyone involved should be extremely proud of the fact that all of the sponsors have renewed their association for the 2019 Winter Series. Obviously, they feel they got their money's worth from their involvement, but we can't afford to be complacent, everyone has a part to play to ensure they remain with us. Remember, support those who support you...

An average start. The two kiwi drivers didn't make the podium at the opening round of the new TCR Series at the Sydney Motorsport Park. There were three races over the weekend, one on Saturday and two on Sunday that were separated by only 20 minutes. Driving one of the Garry Rogers Motorsport Renault Megane RS entries, MCC member Chris Pither had a score card of 9, DNF, 8 while Andre Heimgartner's showed 10, 5, DNF at the wheel of a Kelly Racing Subaru WRX STI. Veteran racer Jason Bright in a VW Golf GTi claimed victory in the opening race, on Sunday Will Brown won both races in his Hyundai i30N. It appears that most teams have a lot of work to do before Round 2 at Phillip Island on 7-9 June as these new cars have a steep learning curve. The cream will rise to the top...



Interesting stats. The TCR opener drew 5,000 paying fans over the weekend and was popular with home viewers. 100,000 people tuned into the live free-to-air broadcast over the two days while the live-streaming attracted 70,000 viewers. That was encouraging news for the TCR series organisers who are targeting 30 cars being on the grid next year. Fourteen manufacturers have committed to homologating cars so that figure should be easily achievable. At the opening round the novelty factor of the new category would have

attracted many people, the crowds at the coming rounds will be the real indicator of how much Aussie fans like these two litre turbocharged front-wheel-drive racers. The British like them, Europeans like them, but with our Tasman neighbours there's a question mark. Time will tell...

Nice touch. The club group that visited the Rush Collection were expecting tea/coffee and biscuits but got a nice surprise when a large tray of freshly made club sandwiches was also on the table. Committee member Jill Hogg was the lady responsible for the much appreciated thought. Things like that add to an occasion...

Good news. Word is that the Formula 1600 category will return to the 2019 Feilding Auto Electrical Winter Series with the possibility of a dozen cars on the grid. Ronan Murphy and Bill Frazer have graduated from Formula First and will be joined by other rookies and a number of F1600 regulars including Feilding's Callum Crawley who was so impressive in his rookie season. Ronan will be driving a Spectrum engineered by Australian Mike Borland who builds and develops the single-seaters, it's a good move that should be most beneficial for the young Murph. Formula F1600 will be a most welcome addition to the programme...



Sharing. The Formula F1600 cars will share the track with the Formula First group, the two classes starting with a split grid and having seven lap races in the interests of safety. Dennis Martin and his Sabre Motorsport F First team will have six cars/drivers to look after including rookie Matthew McCutcheon, the crew will be kept very busy. Word is that Dennis has hired one of the upstairs suites for the weekend. That's doing things with style...

Back from the USA. 2018 Speedsport Scholarship 'Stars of the Future' winner Ronan Murphy has returned from Stateside where he had the US Formula 4 test with Crosslink Kiwi Motorsports that was part of his prize. At the beginning of last month Ronan and dad Greg were at the Motorsport Ranch, a private test track in Texas, about an hour's drive from Dallas. The night before the test the area was hit by thunderstorms so conditions were far from perfect despite it being a sunny day with a temperature high of 27 degrees, parts of the circuit remained damp with two 'rivers' running across the width of the track



throughout the day! Driving one of the team's Honda powered Crawford F4's Ronan completed around 60 laps with no major issues and despite the conditions there were strong and consistent lap times. 'The team were very impressed with my overall performance, and equally, so was Dad. The track was really cool with a lot of long fast corners that made it quite physically and mentally tough'. Now the 17 years has to wait and see where to from here...

Been there, done that. 2017 'Stars of the Future' winner Conrad Clark drove for Crosslink Kiwi Motorsports in last year's US Formula 4 Championship, a 7 round series with 17 races. The Taupo youngster had nine Top 10 finishes with a highest placing of 5th in Race 2 at New Jersey Motorsport Park to be ranked 12th in the Driver Standings while CKM finished in top spot in the Team Standings. Kiwi Motorsports is owned by New Zealanders Teena Larsen and Garry Orton who are doing an outstanding job 'by creating a pathway for young racing drivers to compete in F4'. We owe them a huge vote of thanks...

Spied. A silver BMW CSi with # 59 on its doors was seen heading towards the Harbour Capital on a race trailer. Had it found a new owner? Thankfully the answer is an emphatic NO! The 'Batmobile' has undergone a complete rebuild and the workmanship is quite outstanding. A number of key components have been upgraded and the reason for the Welly visit was to tune the motor and have a new exhaust fabricated in preparation for returning to the track, apparently the old system was a few decibels too high! The inline six cylinder Bimmers are among the best sounding cars on a race track. Shame to quieten them...

First taste. On May 23 Brendon Hartley returned to Hybrid propulsion when he had his first drive of the Gazoo Racing Toyota TS050 LMP1 car at the ultra-fast Spa-Francorchamps circuit in Belgium. He shared the driving duties with regulars Sebastien Buemi and Jose Maria Lopez as part of his preparation for the Japanese team's 2019/20 FIA WEC campaign. Brendon's next drive is at the Le Mans test day on 02 June. Having contracts with both Toyota and Porsche makes it very difficult to publicly compare the two LMP1 cars. Silence can be golden...

Back with the big boys. The Truck Assist Winton Supersprint, Round 6 of this year's Virgin Australia Supercar Championship took place on 25/26 May and saw the MCC's Chris Pither return to the category for the first time since the finale at Newcastle last year. Chris is contracted to co-drive with Richie Stanaway in the coming Pirtek Cup Endurance Series for the Garry Rogers Motorsport/Boost Mobile Racing team, and got a late call-up at Winton after Stanaway was forced to withdraw from the Sunday race after aggravating a neck injury in a high impact crash during practice the previous day. He qualified 18th fastest in his repaired Holden Commodore but crossed the line in last place with the neck pain hampering his race. 'I feel for

Richie, he's clearly been battling some neck issues. It would have been a hard call for him to make, but I'm looking forward to the challenge'.

Pither had driven the car in Saturday's 'additional driver' practice session which is specifically for the Pirtek Series co-drivers, posting the slowest time of the 25 drivers, an agonising 13.5 seconds behind Craig Lowndes who topped the sheets. That meant starting from the back row of the grid for the 67 lap race. But our man was in determined mood, producing the drive of the day to gain eleven positions to cross the line in 14th place and collect 63 championship points.



That eleventh place gain was unmatched, closest were Scott Pye and Shane Van Gisbergen with six each. 'To be honest, if you asked me this morning if I would be happy with a Top 15 I would have taken it. To finish 14th in the Boost Mobile Racing number 33 was a fairly solid day considering the circumstances'. If Richie Stanaway continues to have neck problems Chris Pither could have more wheel time in the major league...

Story of the month. At Motorsport New Zealand's glitzy Awards Dinner at Te Papa in Wellington on Saturday May 25, the surprise highlight was to be the first viewing of a 2-litre TCR racer, the category that has recently been introduced into Australia and is scheduled to come to our country. As the afternoon progressed there was no sign of the special 'guest' so some frantic phone calls were made. The delivery driver was confused with the instructions he was given and couldn't find the venue, but Te Papa in the heart of the Capital is very hard to miss. Then the penny dropped. The driver had confused Te Papa with Te Rapa, a semi-rural suburb north-west of Hamilton, he was 520 kilometres from his correct destination, a driving time of six and a half hours! Plan B was a locally sourced Mazda RX3 rally car. Certainly historically interesting, and much better than a blank space...

What does it take. Many people are still asking the same question - what has to be done to lure Lord Verdun to a Track & Yak night? It seemed remarkable that the visit to the Rush Collection couldn't do the trick, maybe if the gathering was held in the good Lord's lair, the Higgins Suite at Manfeild, or in his residential garage in JFK. There has to be an answer, the perplexing problem is finding it. One day Vern might just surprise us...

May. What a month. Fernando Alonso failed to qualify for the Indianapolis 500, the race was won by Simon Pagnaud driving for Team Penske. 'The Captain' scored a double on the same weekend with the Shell V-Power steamroller flattening the opposition in the Supercar round at Winton. Red Bull Junior Team driver Liam Lawson lived up to his promise in European Formula racing, Brendon Hartley drove the LMP1 Toyota Hybrid for the first time and Chris Pither impressed at Winton with a last minute Supercar call-up. However, so much of what happened was overshadowed by the passing of three time F1 World Champion Niki Lauda, not one of the great drivers, one of the greatest. May really was quite a month in motorsport...



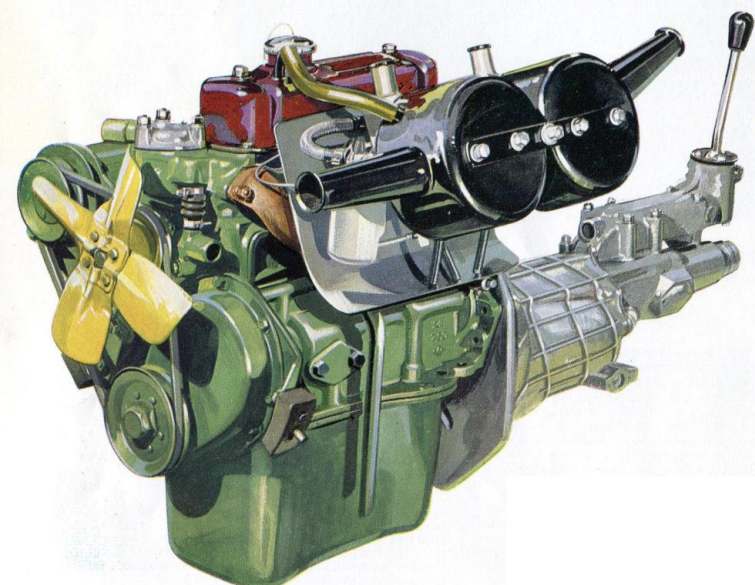
Sacre Bleu. With 100 years of Citroën innovation and eccentricity being celebrated this year, could this be the weirdest vehicle they ever created?? In 1972, Michelin needed a way of testing its truck tires at high speed without the dangers involved in test rig blow outs. Their answer, this hugely modified Citroën DS, officially known as Poids Lourd Rapide (loosely "fast truck") but nicknamed Milles-pattes "centipede". Michelin owned Citroën at the time, so the parts bin was raided to create it, most of the bodywork coming from a DS Safari, while the wheels and hubs are from an H van. Powered by not

one but two 5.7 litre Chev V8s, one driving the rear 6 wheels and the other driving the mid mounted truck rim that was fitted with the test tyre, it weighed 10 tonnes and was capable of 190 kph. Ugly but effective apparently.....



Made by the million. Here's a test for you. Can you name the engine that was in production for 49 years, powered over 50 different makes and models of car, had a head designed by a famous Formula One engine designer, was / is an acclaimed race engine and even formed the basis of a Japanese manufacturers engine range that continues to this day. Need a clue?? It was found in vehicles ranging from the Lotus 7, Austin A30/35/40, Austin Healy Sprite & MG Midget, all the Austin /Morris /Riley /Wolseley 1100 & 1300 series, all the Minis in their various guises, all the Morris Minors, Marcos, Mini Jem, Turner, Unipower, Ogle if you guessed the good old A series BMC engine, you win the chocolate fish. The

OHV head was the work of Harry Westlake, famous for the heads on Dan Gurneys AAA V12 Eagle F1 cars, the Rolls Royce Merlin aero engine, the Le Mans winning Ford GT 40 and the RS2600 Capri amongst others. The design was produced under license by Nissan, ultimately tracing its lineage to the CA18DET. As a small capacity race engine in both front wheel drive and rear engine applications it was unrivalled for decades. Yep, the good old A series can quite fairly claim to have "been there, done that".....



There is truly nothing new under the sun. Mid engine, rear drive cars are de rigeur for almost every true race car, and supercar, nowadays. Most fans of the sport can point back to the Formula 1 Coopers of the late 1950's as the turning point where the rear engine car came of age, and some can even go back to the 1930's when Ferdinand Porsche created the wonderful Auto Union "Silver Arrows" Grand Prix cars. However, this layout had been a long time fermenting in the fertile Porsche brain, having been earlier used in the Benz Tropfenwagen he helped create in 1923, and which raced successfully in 1923 and 1924. This car in turn was inspired by the amazing 1921 Rumpler Tropfenwagen, the brainchild of Edmund von Rumpler, an Austrian engineer working at Daimler. His aeronautical background led to a teardrop shaped road car with an astonishing cd of 0.28. But wait, there's more. The concept itself was even older!! In 1900 the layout was pioneered by the NW Rennzweier (the Double Racer) commissioned from Hans Ledwinka, whose later work included the rear engine Tatra's. In this case the modified 2 cylinder Benz engine was mounted above and in front of the rear axle and the rudimentary race car, with a maximum speed of 82 kph, was highly successful in the hands of Count von Liebig. Of course it took another 62 years before the advantages of the configuration were recognised for a road car with the manufacture of the Matra Djet. Now every supercar worth its salt is mid-engine, rear (or all) wheel drive.....



And you thought F1 was high tech. The Moto GP pitlane abounds with innovation as the teams strive for that last hundredth of a second that sees their intrepid riders go from the back of the grid to the front. One of the trickiest items seen for a while was recently spotted in the Aprilia garage. While most other teams make do with hand held air lines, Aprilia created a custom made ECU cooler that blows cold air onto the ECU through slots in the fuel tank cover while the bike is stationary, in order to keep it below the maximum safe temperature of 80 degrees celsius. Trick, so very trick



Ever wondered why we drive on the left while the majority (65%) of the world drives on the right ?? Well, it appears you can lay the blame directly at the feet of the Romans. It seems "Keep Left" rules have been around since Roman soldiers roamed their ever expanding empire over 2000 years ago. In fact in 1300AD the Pope declared that pilgrims must travel on the left. Britain inherited the rules of the conquering Romans and this legacy, many many years later was handed down to NZ and Australia as colonies of the British Empire. Funny then that the Italians drive on the right hand side now



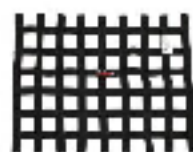
Just because it's red and sporting a prancing horse badge on the nose doesn't automatically make it beautiful. Take for example the 1967 Ferrari 330 GTC Zagato that Sotheby's recently passed in at auction. Based on the classically beautiful 330 GTC this one suffered minor damage in the States and Luigi Chinetti (the US Ferrari importer and racer) sent it off to Zagato in Italy to be rebodied. The result ?? Well I guess you would call it striking if you were being kind



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THAT CHASE...

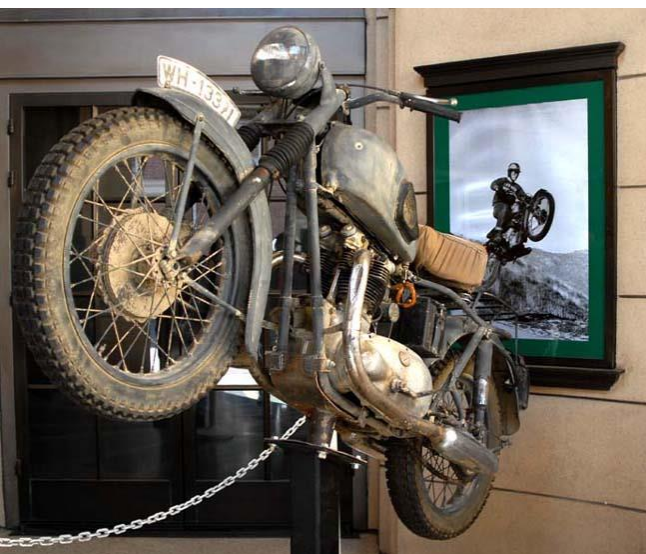
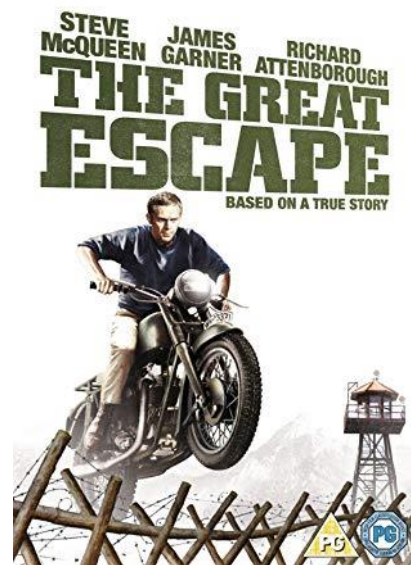
In late March the irrepressible Tim Gibbes was flown to England to participate in a very special reunion. It was for a rerun of the legendary motorcycle sequences that were a feature of the famous movie 'The Great Escape' that starred Steve McQueen.

Sadly most of the people involved have passed away, but it was still an extraordinary journey reliving what happened, and how it happened, and to tie a number of loose ends together.

But there was much more than getting together to talk about a film that was made in 1962 and released the following year. Tim was reunited with the actual 650cc Triumph TR6 motorcycle that he and McQueen used in the famous 'chase', found in England in an old cowshed the bike had been fully restored but still had the dent in the left hand exhaust pipe that was inflicted when Tim deliberately 'dropped' the machine in one of sequences that is a story in itself.

There was a remarkable evening that acknowledged the 75th Anniversary of the escape from Stag Luft III in Poland, coinciding with the actual date when hundreds of POWs made their break for freedom.

In support of the Royal Air Force Benevolent Fund, 'Saturday Night at the Apollo' was beamed 'live' to hundreds of packed theatres throughout the United Kingdom. Tim and the Triumph co-starred in the hour long programme hosted by well know British historian Dan Snow, amazing background stories were told about the 'chase' and building the tunnel before the actual film was screened. An unbelievable night for many reasons.



Tim's host was Dick Shepherd who took the opportunity to show Tim and 'minder', grand-daughter Sarah Seumanu, his workshop where he restores historical Triumph motorcycles, there was a visit to the new Triumph factory at Hinckley and the Visitor Centre/Museum that traces the history of the famous British make on road and track, it's a popular facility that attracted something like 60,000 visitors in its opening year. Tim and Sarah were privileged to visit the centre at a time when it's normally closed, the day including a re-union with old racing friends, reliving races they competed in as rivals more than 60 years earlier.

Another special visit was to Birmingham and the National Motorcycle Museum, there was the media including television, even after so many years high interest in the movie and its story remains in that part of the world.

For 86 year old Tim Gibbes it was visit that he, his mates and thousands of Brits will never forget...

In the coming months the Manawatu Car Club will honour Tim Gibbes with a special dinner. The octogenarian has enjoyed a remarkable life, both in business and motorsport. He won gold medals in the demanding International Six Day Trials in England, was a top motocross rider and established the Woodville Motocross, he brought out top international riders to compete. Tim raced in the Castrol GTX Series and B&H 6-Hour at Pukekohe, there was rallying and rallycross. The Gibbes Team competed in what could be termed 'serious fun'. In more recent times Tim and his wife Joan introduced electronic timing to motorsport.

'An Evening with Tim Gibbes' will bring back many memories, there will be lots of laughs, and hear first-hand the real story behind 'The Great Escape'.

Seats will be limited, when the announcement is made, don't hesitate...

TERSS PATTISON ROAD REPORT...

Hawkes Bay Car Club turned on the good weather to host Pattison Road, Round 3 of The Engine Room Sprint Series.

A turnout of 26 entries comprising of sprint series regulars, locals and a few new faces that made the effort to travel. The day would run with the field split in two and completing a practice run and 3 official runs with the fastest official run counting towards the overall result.

Right from the practice run Series leader Daniel Feck in his FTO-R4 showed his pace, setting the fastest time, but last year's Rookie class winner Mark France in his WRX was snapping right at his heels only 1 sec back.

Into the first official run and Daniel set the benchmark of 2.25 with Don McLean in his WRX next at 2.30 and Tauranga's Mitch James in his well-presented Evo 2 following at 2.31. Unfortunately, Mark messed up the third to last corner, tipping the Subaru over and ripping off a wheel, putting him out for the day. The two wheel drive battle had Robin Feck returning in his twin turbo V6 powered MR2 setting a formidable 2.36 with both Greg Browne in his Honda Integra and Tony Willemsen in his 4age starlet coming across the line at 2.42.

Run two had Daniel shave a second off his previous time dropping to 2.24, Mitch put the pressure on Don with a time to match, both posting 2.28. Robin continued to dominate the two wheel drives with a 2.33, ahead of Greg who went a second faster than Tony with a 2.37. Further back in the field the competition was just as fierce as Rex Visible in his WRX and Brendon Cantwell in his Evo powered Starlet both set the same time of 2.39. Cody Willemsen in his 4age Starlet and Ryan Westwood in his E30 BMW were also having a well fought battle both setting times of 2.46 and Series Rookie Jackson Clendon was hot on their heels 2 seconds back with a 2.48.

All the close times from runs one and two meant everyone had to up the ante for the final run of the day. With a clear road Daniel finished the day with an impressive 2.21 which secured his third win in a row and a new road record at the same time. Securing second position was Mitch with a time of 2.25 jumping ahead of Don who pushed hard and came in with a 2.27 and third overall.

Class A was taken out by Scott Harland in his classic Mini, clearly coming to grips with the surface change from tarmac to gravel. Class B was a Toyota Starlet affair with Tony Willemsen securing first followed by son Cody second and Masterton's Norm Anthony third. Class C was taken out by Robin in the Mr2 ahead of Greg Browne in the Integra with Brendon Cantwell third. Class D had Daniel first, Don second and Current NZ Hillclimb Champion Andrew Elder third. Class E was won by Mitch in the Evo, Rex Visible in the WRX claiming second and Bryce Hackett in his Evo 1 third.

Going into the final round of the Series the points are tight at the top with only 8 points separating the top three, Daniel has the lead from Tony Willemsen with Scott Harland third. The final round will be the iconic Tatarua Road which always sees a high number of entries and some very hot competition.

See you there on June 15th. For regs please go to the Dannevirke Car Club site via this link <https://www.dannevirkecarclub.co.nz/event/346984> and enter online via possum.motorsport.org.nz. If you can't enter then how about giving a helping hand and seeing the action from the best vantage points ??



DIRT TRACKER WINS...

The 2019 Speedsport Scholarship 'Stars of the Future' recipient has been announced and the latest winner comes from a very different motorsport background, speedway.

As with previous years the judges had plenty to think about but their decision was made easier in the last on-track session when one driver was half a second faster than the other finalists. The layout of Manfeild's 'back track' is perfect for assessing a driver's ability, after two intense days the winner was Matthew McCutcheon.

The diminutive 16 year old is from a speedway family and one of the rising stars at the Western Springs track, at the 2018 Midas Speedway New Zealand Awards he was named 'Quarter Midget Competitor of the Year' and in the past season graduated to full Midgets racing against big names like Pickens and Mosen.

Matthew was presented with the Clark Family Trophy that was donated by 2017 Scholarship winner Conrad Clark and will be presented each year, the handover was done by last year's winner Ronan Murphy.

The driver known as 'Minimac' begins his Scholarship year when he makes his Formula First race debut at Round 1 of the Feilding Auto Electrical Winter Series on 02 June. Its early days but Dennis Martin and Sabre Motorsport look to have found another exciting young talent.

It's something they are very good at...

RH



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ANOTHER NIGHT TO REMEMBER...

The April Track 'n Yak was a big success with more than forty people making the trip to the outskirts of Feilding to view the private Rush Collection where visits are by appointment only.

The Concise Oxford Dictionary defines collection as a '*group of things collected and belonging together*', when you see what's inside the big shed you have to agree that it's the correct word to use in the name.

In the entrance lounge there are shelves and shelves of magazines and books and a large cabinet with model aircraft of airlines around the world. Posters and photographs tell their own stories.

The Rush Collection is much more than the name implies because of the historical significance of many of the exhibits, some are rare, others the only examples in the world, each with its own unique story. It's much more than vehicles of all types, it's an eclectic mix that includes cabinets of models and memorabilia, a myriad of brass items and other paraphernalia, the walls have shelves full of collectables and are lined with posters, banners and signs. There are shirts, jackets and caps.

The main attraction for many visitors are the racing cars, but there are lots of other vehicles, rows and rows of them, the L-shape shed could soon need expanding. The racing cars are lined up in age order, each having its story that is explained in detail by proud and enthusiastic host Terry Rush.

First inside the door was the first Cooper 500 to come to our country, driven by Bill Lee it finished 4th in the 1950 NZ Grand Prix at Ohakea and was later driven by Bruce McLaren. Presently the car is fitted with a 650cc Triumph engine, the original motor was a 500cc JAP single, maybe a swap one day?



Next in line is the Brabham BT4 Climax that Jack Brabham drove to victory in the 1963 Australian Grand Prix, the following year Denny Hulme raced the car and was second in the NZGP and won the following weekend at Levin.

Currently P3 on the grid is the Collection's latest acquisition, the Brabham BT29 that was successfully raced by Graeme Lawrence. In 1971 it was campaigned in Asia where it won the Singapore, Selangor and Shah Alam Grand Prix races, the BT29 wears the familiar Lawrence # 14 and original sponsorship decals from Air New Zealand.

A trio of Formula 5000 cars fill the next three floor spaces. They start with a 1970 Begg FM4 presented in the gold, red and blue livery of Winfield Racing, at the other end there's a 1969 Lola T142 that was imported in the 1990s and following a complete restoration was later raced in the Tasman Revival Series. The car joined the Collection seven years ago.

Between the pair is arguably the jewel in the collection's crown, the McLaren M22/3/72 that's regularly raced both here and abroad by Tim Rush. This was the last customer car built and sold by McLaren in 1972, it went to the USA before Tony Roberts brought it to New Zealand for the 2007/08 F5000 Tasman Series, the following year the car found its new home in Feilding. Appropriately the car has # 22 on its flanks the looks stunning in the distinctive papaya orange that has a long association with the McLaren name. The iconic colour has been seen in F1, F2, F5000 and Indycar, today it's officially known as McLaren Orange.

Alongside the single-seaters is the amazing McRae GM9 CanAm car that started its life in F5000. The GM3 was the last car designed by Graham McRae and won the 1978 Australian Grand Prix by two laps! A feature of the car was its unique clear Perspex cockpit cover that hangs on the wall. In CanAm form the car was designated the GM9 and featured a striking central seat body, the work of Wanganui artisan Steve Roberts. More than two metres wide the car carries the Las Vegas 'Circus Circus Hotel' livery that it wore in the 1981 CanAm Series at the Laguna Seca and Caesar's Palace rounds. The GM9 looks impressive from every angle but victory eluded McRae and his car, the highest placing was 11th at Mid-Ohio. Standing behind the car is a mannequin wearing McRae's race suit and one of his helmets.



Directly opposite these fabulous racing cars of bygone days was a 1929 Austin Seven Wasp, tucked in the background a British Racing Green 1951 Morgan Plus 4, there was a 1923 2¾ horsepower Douglas motorcycle, close by the famous Briggo speedway bike that was designed, built and ridden by four time Kiwi world champion Barry Briggs. The Briggo was a radical design with its plate aluminium frame, its rider is also remembered as the man who invented the rear deflector shield that's a standard fitment on every speedway bike today. Keeping the two bikes company is a white Jaguar XK8 convertible, top down of course.

Also in the 'main' hall are vehicles that are no less amazing, the variety is simply astonishing with cars, vans, utes and trucks, there's small size, medium size, big size and large size. When did you last see a Mk1 Escort, Mini and Morris Minor vans parked alongside each other? On the more sporty side there's a Toyota Celica and a Wayne Gardner Special Edition Group A Holden Commodore.

Venturing into the next leg of the 'L' the front row features a late 1950's Chevrolet Station Wagon, alongside a 1951 Chevrolet Fleetline Coupe that could have been a barn find. Against the back wall there's a big Honda Gold Wing touring bike surrounded by scooters and mopeds, and there are numerous gasoline pumps.

Only a few metres away, and virtually hidden, there's two absolute treasures that could/should be centre stage, a pair of New Zealand made Crowthers that are the only examples in the world.

Roly Crowther was a three-time New Zealand Midget Speedway Champion in the 1940's and 50's, in the late sixties he embarked on an ambitious project to mass produce a vehicle unique to our country, at that time there was a big shortage of new cars.

The brief was for a rear engine two door four-seater with a fibreglass body powered by a rotary engine designed by Hamilton Walker in Whangarei. Development of the motor was slow and Crowther was forced to use a 583cc air cooled twin from the NSU Prinz with the unique belt drive DAF Variomatic transmission. The prototype was built and driven by several prominent motoring journalists who were particularly impressed by the car's transmission. An initial production run of 500 units was planned.



There was also a Crowther 'Toiler', a small rugged utility vehicle for the Australian outback that featured gull-wing doors, sadly both projects foundered because the necessary financial backing couldn't be secured. Another story of what could have been and it seems quite remarkable that both prototype Crowther vehicles have found their home in the Feilding collection.

At the far end of the 'L' is the giant of the collection, a 1949 Seagrave Fire Truck from the New Berlinville Fire Department in Pennsylvania. Despite its age it still looks just like the fire appliances you see in American television shows or movies. The engine of the machine is impressive, a 462 cubic inch (7.57 litre) Seagrave V12 that's based on the famous Pierce-Arrow V12 motor, flat-head configuration with two spark plugs per cylinder and separate induction for each cylinder bank. The output is a modest 185 horsepower with a 3,500 rpm red line. The fire truck is 100% complete with pumps, hoses and ladders, it's visually striking from every angle with a talking point being the open cab.

There is one more door, behind it is the room where vehicles are maintained or prepared for racing, it's also Tim Rush's Special Project Department.

The Feilding 'skunk works' is where Tim created and built his amazing race car transporter that's based on a 1965 Morris FGK 60 delivery truck. Both outside and inside it looks exactly like it was more than half a century ago, the giveaway is when



the engine is started, the deep rumble of a 6-litre Holden LS2 V8 pumping 380 horsepower. Tim retained the original chassis and brakes which surprisingly are right up to the task of stopping the loaded rig in accordance with NZTA requirements!

Sitting alongside was Tim's latest project, or was it a spoof? A stripped out engineless Morris Minor body and chassis on its original wheels. Sitting on the floor in front of the car was a 5-litre fuel injected Formula 5000 engine. Looking at the components revived memories of the 'Morrari' Allcomer saloon raced by Garth Souness back in the mid 1960's. To quote a line from William Shakespeare's famous play Hamlet - *To be or not to be, that is the question?*



And that was the far end of 'The Shed'.

On reflection, perhaps a couple of notable omissions like the Mini Cooper and Lotus Cortina (work in progress perhaps?), but the evening proved to so many people that we really don't know what's in our own back yard...

RH



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CUST. A NAME UNKNOWN...

The New Zealand Grand Prix is the premier (?) race on this country's motorsport calendar and in our region the event has special significance because the inaugural event was held at RNZAF Ohakea in 1950. For the organising Manawatu Car Club the result had additional meaning because one of the Club's founders finished in third place, Fordy Farland driving his Singer Buick Special.

We know that the NZGP has been held 64 times. We know that during the first two decades the best drivers in the world lined up the grid at Ardmore and Pukekohe. We know that Manfeild has hosted the race 16 times.

But what do we know about the New Zealand Motorcycle Grand Prix that was first held in 1936?

That race was organised by the Canterbury Auto Cycle Club who selected a suitable venue in the Waimakariri district that was more than 20 miles outside of Christchurch, a small country village called Cust.

The course was 6.1 miles long and extremely challenging. The front straight was 2 miles of twisting and undulating road that included an uphill S-Bend and two hump back bridges. The 2 mile back straight was flat with a sunken bridge in the middle, followed by a shorter down-hill straight with a sharp dip back onto the front straight.

No sealed roads, only shingle.

The critical logistics were resolved by having New Zealand Army Signals Corps personnel stationed around the course for communication, with them were members of North Canterbury St John and the first ambulance in the region.

The race was held over Easter Weekend (a tradition that remains) with practice on Saturday and racing on Monday. People travelled to Cust in their thousands, most by car, from Christchurch there were special buses and a steam train, some locals by trucks or tractor and trailer - for families the races was an annual picnic outing into the countryside with the natural hills becoming natural grandstands.

That first New Zealand Motorcycle Grand Prix attracted a crowd of around 6,000 spectators to watch the two races on the programme, The Junior Grand Prix over 16 laps (97.6 miles) and the Senior Grand Prix over 25 laps, a distance of 152.5 miles.

The races featured Le Mans style starts with the riders running to their machines on the other side of the road, the rider pushing his bike to gather momentum and jumping on to 'bump' start the motor!

W Nelson was the first name engraved on the Senior trophy, his race time was 2 hours 41 minutes 12.6 seconds.

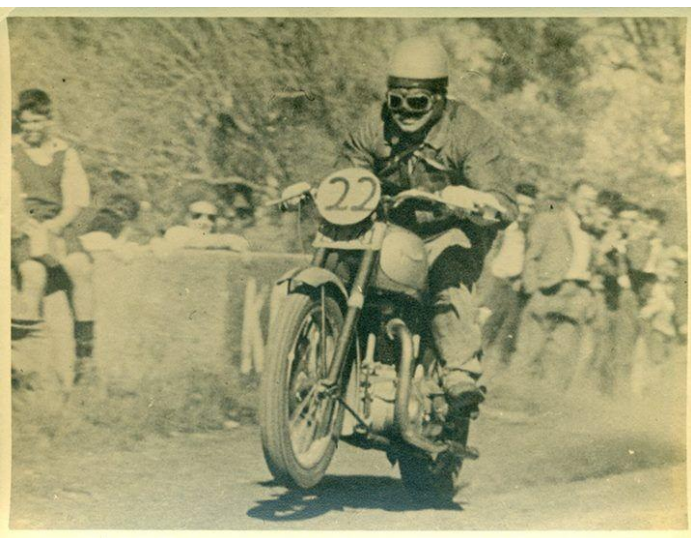
The weekend was a great success, but there was a problem, dust. Immediate plans were put in place to resolve the issue and in the following years used engine oil



was collected from garages throughout Canterbury in 44 gallon drums and stacked near the start line. Prior to the racing the roads were swept and as much as 3,000 gallons of the oil sprayed onto the shingle, it didn't completely solve the problem but it made much better for both riders and spectators.

Remarkably, despite the road conditions there were few accidents, the only fatal crash was during the 1939 race when a rider died from the injuries he received after he hit a fallen machine on the track.

The best known name from the early years is Burt Munro of 'World's Fastest Indian' fame, he competed six times with a best placing of 2nd in 1938 riding a Velocette.



Throughout the country interest in motorcycle racing was rapidly growing and each year spectator numbers grew, records show that over 20,000 people attended the 1950 Cust meeting. Racing got more exciting too with riders reaching speeds of more than 100 miles an hour and the motorcycles becoming airborne jumping the sunken bridge on the back straight. Many hundreds of people stood on the sides of the road to get closer to the action, the word danger didn't seem to exist back then!

Racing was suspended during the WWII years (1941-1946) and resumed with increased popularity, there was a major change in 1960 when the course was shortened to 4½ miles, mainly for the benefit of the spectators, more laps meant more action.

Three years later the Canterbury Car Club opened their sealed Ruapuna Circuit and 1963 was the last time the New Zealand Motorcycle Grand Prix was run at Cust. When the dust settled for the final time Forrest Cardon held the short course lap record of 3 mins 31 seconds, an average speed of 76.78 miles an hour. Ruapuna became the new home.

The NZ Grand Prix races were held at Cust twenty-two times with many of the riders becoming legends at home or abroad, several met with success at the fabled Isle of Man TT, the world's most famous meeting. One of those legends was Christchurch rider Jim Swarbrick, known as 'The Flying Milkman' he won the Senior GP three times and in 1948 became the first rider to represent New Zealand at a TT meeting.

Most of the bike names have long gone, but some will be long remembered like the Manx Norton and 7R AJS with their single megaphone exhaust, Triumph T100, Velocette KTT, G45 Matchless and BSA Gold Star.

There was also more than the racing to remember. Hot water was boiled in a laundry copper that was heated by a wood fire, you got money when you returned a glass soft drink bottle, a Stevenson's pie was lunch, a treat was a small tub of vanilla ice cream with a wooden spoon. What many people would remember too was the lingering smell of Castrol R racing oil.

Today we marvel at Moto GP and Superbike racing with the colour that it brings, the speed of the bikes on the straights and through the corners, the amazing angles using the extraordinary grip of the tyres, watching household names like Marquez, Rossi, Lorenzo, Dovizioso and Pedrosa racing against Aussie Jack Miller (*interestingly Millers parents are both Kiwi's, so even though he was born in Townsville can we claim him as one of ours?? Ed*)

But we should never forget the days like Cust that were so very different, but just as exciting in their own way...

RH

PS Forrest Cardon spent a short time in motor racing when he purchased one of New Zealand's most famous and



successful cars, the Lycoming Special. Malcolm Gill had enjoyed great success with the car before he sold it to Cardon whose first race was the 1962 NZGP where he finished 16th, the following weekend he won the Sports Car race at Levin. A year later Cardon won the coveted Ken Wharton Memorial Trophy at the NZGP meeting and sold the car, ensuring his short career on four wheels ended on a winning note...

VALE - THE CHEQUERED FLAG FALLS...

The month of May saw the race of life end for one of this country's most prominent motorsport personalities. Ian Bowater, known by many as 'Grumpy', as 'Bowie' by others, was an extraordinary man and one of the country's most respected motorsport officials. In the role of Clerk of Course he was understanding when driver's erred, when appropriate there was nobody tougher, but he was always fair. He had a sense of humour and was fun to be with.

When his illness was taking its toll he never wavered in his ability to run the ship or make the right decisions. He had outstanding officers alongside him on the Manfeild Bridge, the names of Brian Davies, Malcolm Glen, Jamie Glen and Craig Finlayson come to mind.

The popular Grumpy will be missed by the Manfeild motorsport family, both officials and competitors, his outstanding career was acknowledged by MSNZ when he was presented with a Distinguished Service Award in 2013 after making a huge contribution to our sport at all levels.

Ian led a very full life. He was educated at Foxton Primary School, Palmerston North Intermediate School and later Freyberg High School which he left in 1955 to work as a mechanic in Palmerston North. When the family later moved to Tauranga he joined the volunteers at the Bay Park Circuit where he eventually became the Chief Flag Marshal. In 1999 they relocated to Taupo when Ian was appointed General Manager of the Taupo Motorsport Park, a position he held for something like 15 years, but his true passion was being a volunteer member of the New Zealand Fire Service.

He became first involved in 2002 and ironically it was at the Taupo track that the link with the service started. A firefighter asked if he would play Father Christmas for the children, they brought in a fire engine and he quickly decided to become a volunteer firefighter!

Ian was a man with a true community spirit, he was involved in many events and became secretary of the Legion of Frontiersmen Taupo.

Despite his declining health since being diagnosed with cancer three years ago, such was his dedication to the Fire Service that he had a 99% attendance rate for both callouts and training, responding to more than 900 calls and nearly 600 musters. Two years ago he was presented with the NZ Fire Brigade's 14 year Long Service Medal Good Conduct Medal, but eventually the illness resulted in him being stood down from operational response on April 15th, his helmet was hung up for the final time.



Early last month Grumpy was presented with the highest honour that can be bestowed by Fire and Emergency New Zealand, the Life Honorary Member Medal, on May 19 he passed away.

On Thursday 23 May a large gathering of colleagues and friends joined the family at Taupo's Great Lake Centre to remember the little man with a kind heart and warm smile. Such was his standing in the community that both the Mayor and MP for Taupo attended and paid tribute, the Manawatu Car Club was represented by Secretary Jeff Braid and Committee Member Kaye Flannagan.

The service revealed much about the man who helped so many people and gave so much to each of the organisations he served, it was a full life and a Sam Hunt like poem was read dedicated to the man the assembly was honouring.

'Today before you, a man we all know, always willing to help and go with the flow. His dedication was not in question not up for debate, a good old bugger, someone you could call a mate.'

A photographic montage of Bowie's life was shown to the theme music from the movie 'Titanic', appropriately the service ended with the Fireman's Prayer before the urn with his ashes was walked through a guard of honour to waiting fire trucks.

Ian Bowater, aka Grumpy, aka Bowie, will be greatly missed by all the people he was associated with, his commitment to serving motorsport and his community was remarkable.

To Janice and children Gavin and Kylie we offer our sincerest condolences and thank them for sharing Grumpy with us...





WE WANT YOU



TEST DAY & DRIFT PRACTICE

SATURDAY JUNE 1ST

FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 1

SUNDAY JUNE 2ND

TRANSPEC / GT OILS SPRINT SERIES ROUND 1

SUNDAY JUNE 16TH

Entry details for all events available on www.manawatucarclub.org.nz or follow us on Facebook

PARTING SHOT...



Lest we forget just how versatile the Manfeild circuit has been for so long pushbike racing with the long lost jet sprint course in the background (which in turn occupied the area previously used for the rallycross circuit).

