



Manawatu Car Club

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March
2014

Welcome

Our AGM has now been and gone, with a good attendance and held in our clubrooms on Kawa Kawa Road. We have a new team of eight plus a treasurer who have been charged with driving our club forward and a new Patron with a steady hand.

Something that dawned on me at Art Deco, which Glenys and I were involved in last week, was that you don't have to have a car to be involved with a "Car Club". In fact if everyone had some sort of event vehicle, then who would run and organise the meetings or the outings. At Art Deco there could have been 300 to 400 cars at the event, but it was reported in the Hawkes Bay Newspaper that an estimated 40,000 people were in attendance over the weekend, bringing \$20million into the region.

What's my point?

You don't have to have a race car to be a participant at our race meetings at Manfield. In fact we want more members putting their hands up and coming forward to be involved, either on the track, on the grid, in the office, or just helping out. No one else gets closer to the racing than a flag marshal, so if you want a real adrenalin buzz, then volunteer to be a marshal. Or if you know of somebody who has an interest in motor sport, suggest to them to contact us as well. Male or female, we have work positions to suit you.

Our sport has always relied heavily on the good will of volunteers. Without our volunteers motor-racing in NZ could be quite different, so racers when you are on your warm-down lap give these guys and girls a good wave. Show your appreciation to them by acknowledging the great job they do for you in keeping you safe and the racing flowing. Manfield has a great history of good quick-fire flowing meetings, with little delay, all made possible by our great volunteers. If we could "clone" the ones we have it would be fantastic, unfortunately we can't, so if you are interested in helping, Jeff Braid is your first contact.

See you at the next "Track & Yack"

Geoff & Glenys Boyden

What is a Patron?

Our club has 4 listed Patrons, and we have just elected a 5th Patron – Terry Rush.

So what does the word Patron mean? I looked in the Oxford Dictionary to find this explanation.

Patron – One who protects / gives influential support / gives encouragement / has the right of presentation / a fatherly figure.

That sums up the job of Patron...

TRACK TALK

Event	2014
Road & Track R1	12th April
Roadmarking Services Summer Series R4	13th April
Winter Series R1	7 - 8 June
Road & Track R2	22nd June
Winter Series R2	5 - 6 July
Back Track Autocross / Gymkhana R1	20th July
Winter Series R3	2 - 3 August
Back Track Autocross / Gymkhana R2	23rd August
Winter Series R4	6 - 7 September
Road & Track R3	21st September
IRC	3 - 5 October (TBC)
Road & Track R4	8th November
Roadmarking Services Summer Series R1	9th November
MG Classic	14 - 16 November
Road & Track R5	20th December
Roadmarking Services Summer Series R2	21st December

Committee Members for 2014

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

Committee:

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

Patrons

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

Life Members

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

Archivists

Terry Rush Geoff Boyden

Editors

Geoff & Glenys Boyden

Track & Yack
Tuesday 11th March @
Drovers Bar in Feilding

Club History

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

Extracts from the Manawatu Car Club Inc. Part 6 1947 -48 Years.

The Manawatu Car Clubs first major rally was in 1948 and had starting points at Wellington, Napier, Wanganui and Palmerston North. The road sections covered rallying to Palmerston North then a serious trial all-round the back of Pahiatua (strict time trial), a gymkhana in the metal pit on James Line and a further harder gymkhana in the centre of the square in front of the Clock Tower, which drew good public attendance.

This event was held Labour Weekend 1948 and was followed by a hill climb on Saddle Road on the Monday. Sunday sporting activities were completely unacceptable those days and it was also illegal to charge for any sport or other event. You certainly were not able to work in view of the public at your track.

The following article, "The 1948 Rally", was taken from Sportscar Magazine, December 1948. Continual drenching rain marked the onset of Labour weekend in its usual form as the entrant teams from Wellington, Napier, Wanganui and Palmerston North splashed their way out on the first section of this year's Rally. Curtailed in length and in numbers of entries by the petrol difficulty, the occasion had still drawn sufficient support to fully justify the very great amount of organisational work of the host club, the Manawatu Car Club. Amongst the entry were several cars of unusual interest, including two Rolls-Royces, a 20hp. Tourer of the early 1920's, and a 1910 Silver Ghost of 50hp. From Wellington came the Freeman V8 engine Special, and R Cowan's re-styled Rover Meteor, the pair as alike in build as Tweedledum and Tweedledee, and that remarkable motorised biscuit-tin effect (sorry), the Roland Clapperton Austin Special, in which the pilot and navigator took imaginary shelter behind two microscopic Perspex windscreens. The average speed was set at 33mph, which sounds deceptively low, until tried in the midst of all the minor delays of a main road trip, when it will be found that a very short hold-up can send the revised average shooting upward. Drivers generally found 38mph to be adequate, and found also that almost all other traffic was slower.

To be continued



0800 025 552 or 021 509 221
Kevin & Janet O'Connor
admin@geckoenvironmental.co.nz

Suppliers of Port-a-Loos to the Winter Series.

What's Happening?

The truth is "Not a Lot"

The new speed signs were put up around the pit area, prior to the Grand Prix. The old red van has been delivered to a secret location and will not be seen at the track again. The Toyota Caldina has had a birthday, the rear seats have been removed, and a parcel floor has been built in the rear, leaving only the two front seats. The Toyota has been de-stickered and "polished" vacuumed and is awaiting new Manawatu Car Club signage, before hitting the track as the new MCC Track Hack. It will be used for light duties around the Track as it is not road registered.

The Manfield Trust have removed the old toilets from behind the temporary stands and replaced them with a Port-a-com type toilet set up. A far better set up, but they do need better access, rather than old pallets - Maybe something that we can look at undertaking.

We have taken a good load of rubbish away from the grounds of the clubrooms. There is still more work to be done here, but a start has been made.

Unfortunately, we can't make any progress on the other projects we have to do, due to lack of manpower.

There are a lot of critics out there and not a lot of (if any) that want to volunteer some time to improve our facilities.

The world is made up of "givers and takers". I think we have an imbalance in the club that needs to be righted.

Some of projects we have to do will only take an hour or two if we have enough people to help, so if you think that you could donate an hour or two of your time to help us achieve the completion of some of these projects, then please call Geoff Boyden on: 0274-447-348

R.S. Cup Report.

It would seem that the R.S. Cup has been so successful, that we now need new entries for the class. A number of people (myself included) started in the R.S. Cup class, but have now moved up a class, leaving us with smaller numbers in this field. R.S Cup racing is the best entry level racing you can get and the cost to be involved in this class doesn't strain the bank balance that much. A set of tyres will last a full season, a tank of gas will last a full day and the sponsors of the class have provided lunch on race day for the participants of R.S. Cup races for the last 3 or 4 years.

An article has been arranged by Danny McKenna to feature in the Petrol Head Magazine. We want readers out there to know there is a general event available, to those e.g. Mini Stock drivers that can't race in the winter, or father, sons / daughters, who would like to get involved in some type of racing that's low budget.

They say there is no such thing as a free lunch, but if you race in the R.S Cup - Lunch is Free. Contact myself Geoff Boyden - Danny McKenna - Jeff Braid or Craig Patterson on how you can go racing in the R.S Cup.

They say R.S. is an abbreviation for "Real Slow"
However I think it stands for "Real Star".

So come race R.S Cup racing- I don't think you can get a better Bang for your Buck.

“The New Zealand Grand Prix stays at Manfeild”

AFFIRMATION that Manfeild has retained a third consecutive term of host rights to the New Zealand Grand Prix will be rewarded by ongoing initiatives to keep raising the status of country's premier motor-racing event.

“Our track record of strong past commitment to promoting this race with all available resources has obviously already held us in good stead,” Manfeild Park Trust chairman Ben Vanderkolk said in response to national motorsport body MotorSport New Zealand's decision to maintain the hosting status quo.



“It is a matter of immense regional pride that Manfeild has been home to the seven consecutive Grand Prix from 2008 through to the most recent, staged on February 9.

“We are equally proud, now, that in achieving a further, three-year host period we have proven to MSNZ that we have performed, that we are dedicated and that we can be trusted.”

Being meted host rights for 2015 to 2018 was also a victory for Palmerston North-based Toyota New Zealand, whose Toyota Racing Series contests the Grand Prix, and for the community organisations and leaders who supported the race and, of course, the region's strong motorsport fan base.

“We have worked as one to win the day. We have always felt honoured to be entrusted with the privilege of being the venue for a spectacular contest that especially celebrates our rich motorsport heritage, but this reminds that it is a corporate and community effort too.”

Reinforcement that Manfeild remained the best venue for a national championship finale whose increasing international participation hit a record high this year – with 19 of the 22 competitors coming from overseas - did not mean the circuit would be resting on its laurels.

“In thanking MotorSport New Zealand in continuing to entrust Manfeild and the Manawatu region with this race, we would also assure that we will maintain our heartfelt respect for the race and for the motorsport community by continuing to promote this race in new and exciting ways.”

The bid process, which began last year, had in itself stimulated fresh local thought about lifting the event's stature.

The Manfeild Park Trust board has asked to meet with MSNZ at a governance level to discuss the event's future as soon as was convenient.

“One of the matters we would like to consider and agree upon is the term of the grant of the Grand Prix to Manfeild. It has to be said that the term should reflect the extent to which all parties commit to invest in the event.”

Manfeild's past promotional endeavours have included car shows, demonstrations of historic racing machinery, a Grand Prix dinner, a Miss New Zealand Grand Prix and a Friday Family Fun Night that this year included the Manawatu Fireworks' Spectacular.

THE NZGP's importance to the region was strongly expressed in the submission it was required to provide to MSNZ, as part of a decision process that ultimately saw the Manawatu track in competition with three other venues.

“Motorsport is a significant contributor to regional economic benefit generated by the Park. Manfeild generates approximately \$23.4 million of economic benefit to the region annually from its wide range of events and activities.

“As a signature event of both national and international standing, the Grand Prix returns economic benefit to the community directly.”

Toyota New Zealand's investment in the Toyota Racing Series had lifted the event to an exciting level that would continue with the new racing car that debuts in the 2015 season.

“Toyota Racing Series has delivered a landmark competition for international single seater motor racing in New Zealand. Drivers who do well here are very well equipped to move into the tough sphere of overseas' motorsport.

“TRS is now entering a new era with a wholly new car and we are delighted that its NZGP debut will be at Manfeild.”

The NZGP is one of only two Grand Prix held outside Formula One and is also traditionally the first Federation Internationale de l'Automobile (FIA) international calendar event.

Presidents Report for the AGM - 2014.

The last year has been a year of many changes for the club. It has been the start of a new era for us moving on from having a paid employee to running it ourselves. We have moved on from a precarious money situation back to a more stable position in the last few months.

The Winter series still remains the backbone of the clubs activity with another successful series run this year culminating with the Father's Day Truck Show run alongside the final round. The efforts of Richie Arber towards the show made it the success it turned out to be. At the end of the series our motorsport manager left to a new business venture and I would like to take this opportunity to thank Julian for his effort over the last 6 years and wish him all the best in the future.

The committee picked up where Julian left off. They have moulded into a vibrant and enthusiastic unit. Tim Wilde has taken on the Finance portfolio and Jeff Braid moving into the Secretary role. Geoff Boyden has taken up the projects role with enthusiasm and his and others work on the scrutineering shed at Manfeild is to be commended. They have built a lock up for the track gear we own and now the gear is stored over at the track instead of having to be taken over from the clubrooms each meeting. Geoff has other projects in mind so keep watching this space.

These projects have helped to improve our relationship with the Manfeild Park Trust. The joint venture with the trust for the 2013 NZGP left a lot to be desired and as a result the committee decided this year to provide services for a fixed price rather than taking a risk as to the financial outcome. The 2014 NZGP was the last of the current allocation and our performance was under scrutiny. We lifted our performance to new heights and provided a professional touch to the task in hand. Everyone who worked at this year's NZGP went about doing their jobs to the best of their ability and they are to be commended for this. These efforts by everyone will have gone a long way to securing the event for another 3 years I am sure.

We ran a training session for Rescue Marshalls last November. This involved setting alight a car wreck over by the back track. This provided a realistic situation for them and the skills that they had were increased by this training. The Rescue and Flag teams have been commended for their work on the NZGP and IRC meetings held recently. This leads to the motion we are going to discuss regarding membership for these people. They give their time freely to the club for little reward. Their efforts are greatly acknowledged by the Committee and myself.

The committee decided to start running a Summer Series similar to the Winter Series. This started slowly with the first round attracting some 35 entries. By the second round this had doubled. Encouraging; despite what the sceptics said about its ability to succeed.

The 40th anniversary of the inception of Manfeild was marked by a Dinner with some 300 people attending. It was an enjoyable evening with guest speakers and a lot of reminiscing done and stories were told. Thanks to Terry Rush and his organising team for bringing together the celebration. Look forward to 50 year celebrations.

The clubroom leases to the RC club and the Army Cadets were reviewed last year. The RC club chose to leave and take all their stuff with them. The Cadets are under a new lease. This involves them manning the gate at race meetings and providing lunches at some events, a winning situation for both parties. The clubrooms are badly in need of a working bee to clean up the place and this is on our project plans.

The club has gone back to its roots and has resurrected The Manawatu Car Club as its identity and has put Motorsport Manawatu to rest. This has been met with enthusiasm and approval by most members and will remain our identity in the future.

I would like to thank all of the committee members for their commitment and enthusiasm they put in over the last year. If we can continue with these qualities in the next year the club will prosper.

Graham Buchanan – MCC President.

The Refueler Bar is proving popular



The Refueler Bar after the NZGP



John McIntyre talking to "Crunch"



Our very own Editor – Geoff Boyden

ATTENTION! Track & Yack ATTENTION!

A Casual get-together for all members and friends of the Manawatu Car Club.

Time: 7pm to 9pm - Stay as little or as long as you like.

Date: Tuesday 11th March 2014

Place: Drovers Bar Feilding

There was a great attendance last month with over 20 members attending during the evening. We want to get a regular attendance of at least 30, so come along and support your club.

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

Next Month: Speights Ale House – Grey Street Palmerston North.

FOR SALE! FOR SALE! FOR SALE! FOR SALE!

Do you have a race car or race parts **"FOR SALE"** and want to get it out to as many people as you can. Drop us a line to manawatucarclub@xtra.co.nz with a brief description of the car or the part/s you have for sale and your contact number and we will include it in our newsletter when we can.

For Sale: MKII Ford Escort 2 Door Body Shell
Contact James O'Regan - 027-481-4435

For Sale: 1990 Lancer - EVO3 running gear.
Trade Me Reference: #649926299



Contact Richie Arber - 027-2900-668

For Sale: Mitsubishi EVO 7
Trade Me Reference: #686971388



Contact Richie Arber - 027-2900-668

Come Racing With Us