



Manawatu Car Club

June
2014

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

Welcome

Welcome to all the members and friends of the MCC, with the start of the Feilding Auto Electrical Winter Series and the Pot Luck dinner in the now clean and tidy clubrooms, (still lots of work to do to get it back to its former glory) what a great start, and a great success the dinner was.

Come to the track and look out for the Troy Howard Lucky Lone Lap Challenge at the lunchtime throughout the Winter Series, it's going to be quite a draw card.

These days when the Budget is announced, I tend to think, we will again have a big shuffle of the money cards, a bit more will go here because less is going there. I don't sit with my ear glued to the radio, in great hope, but always read the details in the newspaper the next day. What a surprise to read that car registrations will be reduced, and the motorist will be a little better off due to a reduction of ACC levies. So for somebody with a collection of cars, or more than the normal two that most families have, there will be a saving. So this year the budget did bring a little smile to my face.

I was "gob-smacked" when I heard the numbers of road accidents, particularly in the central South Island, caused by overseas tourists. A number of fatalities, major accidents and huge costs to our medical system due to tourists not knowing our road rules. The Government will run an inquiry, survey, reports, which will take the normal long time, during which there will be more accidents.

My two answers to the problem:

1/ Before an overseas tourist can take possession of a hire vehicle, they must watch a video on driving in New Zealand, whilst in the Hire Company office.

2/ Paint more direction arrows on the road, as a reminder of our left hand rule.

My opinion of this is we don't need a referendum we just need to stop it happening now, so that no more families suffer. Overseas drivers don't understand our road code or our sometimes challenging road conditions.

See you at the next Track & Yack.

Geoff & Glenys Boyden

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 TALK

Event	2014
Feilding Auto Electrical Winter Series R1	7 - 8 June
Road & Track R2	22nd June
Feilding Auto Electrical Winter Series R2	5 - 6 July
Back Track Autocross / Gymkhana R1	20th July
Feilding Auto Electrical Winter Series R3	2 - 3 August
Back Track Autocross / Gymkhana R2	23rd August
Feilding Auto Electrical Winter Series R4	6 - 7 September
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

Feilding Auto Electrical Winter Race Series

The Feilding Auto Electrical Winter Race Series is without doubt the best club race series in New Zealand. It will follow the same successful format as per previous seasons in that it will be run on the Sunday of the first full weekends of June, July, and August, with the final round run on Father's Day in September, which will include again this year the TR Group Truck Expo & Show & Shine. A full test day will be run on each Saturday before the Sunday allowing racers to get their eye in for the next day's racing.

The Race Day format of a one day meeting with qualifying and three races is, we believe, perfect, so why mess with perfection.

All of the classes from last year will remain, these are: RS Cup, SF Cup, IB Cup, GT Cup, MX5 Cup, Formula Libre, Classics and the European Cup.

Pricing also remains the same as last year for MCC members - \$175 per round if you have your own transponder, \$195 per round if you need to hire a transponder.

We urge all drivers to either enter on line at www.motorsportmanawatu.org.nz or please go online and print out the entry form and have that with you on the day to save the volunteers in the track office a lot of time and stress.

We look forward to seeing you all there for the first round this Sunday, 8th June.

**Track & Yack 10th June @
Speights Ale House P. Nth. 7 to 9pm**

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

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

Hill Climb Saddle Road 1948.

In spite of adverse weather on the Monday an interesting collection of cars appeared for the day. There was a large entry from those who had rallied to Palmerston on the previous Saturday, including all the quainter cars of the group, and several new arrivals. Early to arrive was Ewen Faulkner with Morris Major chassis bearing V8 motor and what seemed suspiciously like tractor tyres on the back. He had fitted the car with the minimum coachwork as required by club rules, a firewall, metal bonnet, and "coachwork" completely surrounding the driver, three enormous eight by one planks of white pine nailed together, which came un-nailed on the journey to the scene and were refitted with tin plate at the corners. However, it is always a struggle to finish these things, and Ewen will perhaps forgive the remark that this example of Stone Age motoring is now giving way to neat little sports body. He blipped the motor, make some remark about big-ends, then proceeded to storm the hill anyway. Captain Cyril Slad-Jones arrived with his F.W.D. B.S.A special in tow, marvellously without pilot. A truck universal joint and drive shaft connected the B.S.A. which steered through a linkage to the truck rod. We will provide a photo of this at the next sighting. Now appeared H. Proctor, who had driven from Wellington in his Riley-Bugatti speedcar, a very particular specimen with four speeds, hydraulic brakes, and immature centre-lock wheels, and then came Mr Cottrell, Sen., in a most exposed Austin 7. Some will remember the Cottrell junior's appearance at the N.Z.S.C.C. beach race in April last with an Austin 7, in which he lapped at a winning speed until stopped by broken fuel lines. Next move was the appearance of father at the club with the remark that this wasn't all going to be left to the young fry, and the club seniors at subsequent meetings soon gave up the attempt to establish whether Dad had Junior's motor, or whether the Senior chassis had been borrowed for the day. We understand that a widening circle in their neighbourhood are now doing things to Austin's. Pardon this digression into the activities of these interesting people, now busily engaging in last minute efforts to get all four to run together throughout the range. All through the day they worked, but success eluded them this time. Then appeared N. MacKintosh with a Chrysler Special, a handsome old car with fabric body and Chrysler 70 motor, one of the heroes of early days at Muriwai, now happily in the best hands.

To be continued

TROY HOWARD MOTORS **Lucky Lone Lap Challenge**

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

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

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

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

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




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

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Suppliers of Paint to the MCC

Pot Luck Dinner

Our guest speaker Russell Harris put it in the right light when he said in his after dinner talk, "When you have the next Pot Luck Dinner, you may have to look for a bigger venue.

With an advertised gathering time of 6.30pm and something like 40 people already seated at 6.15pm, panic was just starting to set in as to whether we would have enough tables and chairs to accommodate everyone. An approximate count gave us around 70 guests for the evening and what an evening it was. Weather wise it was a shocker, but inside the clubrooms, with heaters on and all the folk, we were soon taking our jackets off.

This was a celebration of the beginning of the Feilding Auto Electrical Winter Series, and an evening to recognise and introduce plus thank our sponsors, and that we did. It was also a time to introduce the Troy Howard Lucky Lone Lap Challenge and to show off the Troy Howard RX8 that will be used in the challenge.

Dinner was fantastic, with a great variety of different dishes to choose from. Russell Harris spoke after dinner, and as always was very interesting and entertaining.

There was also an historic to current power-point presentation running on the screen for everyone to enjoy. It was great to see the club members, wives, partners, and friends all enjoying the evening, and all agreed that we should have a repeat, maybe for the prize giving at the end of the Winter Series.

Lost and Found

If you are missing a White Plastic Bowl from the pot luck dinner or a Small Clear Pyrex Dish, then contact Geoff on 0274447348

They were left after the evening finished and are waiting to be collected.

ATTENTION! Track & Yack ATTENTION!

Another 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 10th June 2014**

Place: Speights Ale House – Grey Street
Palmerston North

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

Next Month: Drovers Bar – Feilding

Pot Luck Dinner Photos



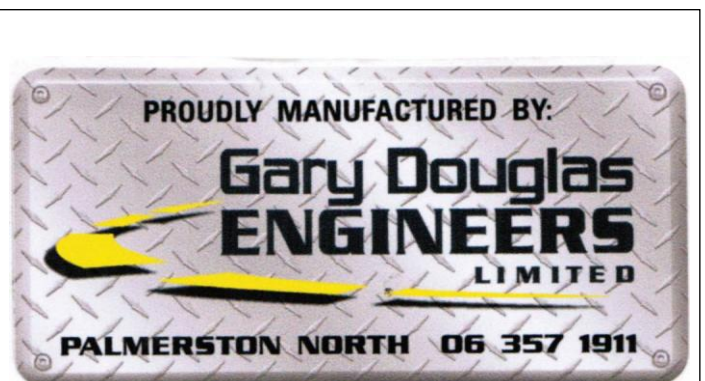
The calm before the storm...



Enjoying the huge variety of food



Checking out the Troy Howard Motors Lucky Lone Lap Challenge Car



Proud supplier of the steel for our podium.

67th Motorsport New Zealand Annual General Council Meeting Report

In line with current MSNZ/s policy to hold the AGCM in different parts of the country, the annual gathering was held in historic Dunedin at the magnificent Town hall on the Octagon.

As Craig Paterson and I flew from Wellington (leaving from Palmy was ridiculously expensive) we were unsure as to whether anything big would happen this year, as is the norm for these meetings. How wrong we were.

The first item on the program was the Circuits Commission held on Thursday afternoon. A few polite discussions followed the set agenda but ended in a bombshell. The circuit owners had met for lunch and collectively decided that unless V8 SuperTourers, NZV8TC TLX and TL, resolve to come together and compete with each other as one race, then the circuits will not allow their circuit to be used by any of those classes individually. It was clear that this stance was unanimous and firmly supported. Maybe this will be the catalyst to resolve the V8 impasse, maybe not, but it has sure added a new angle to the debate and launched the AGCM with a bang!

The latest generation Nautech flag point lights, although bright enough to sear your retinas, paled into the background with the circuit owners' resolution. We checked how they work and see these as the way forward for safety. We need them at Manfeild.

The Volunteer and Training Workshop revealed that the sport has no unified training program or materials to assist new volunteers, the officials training programs are a still work in progress and there is a general apathy to sharing information and resources between clubs. The increasing number of events further stretches an overworked volunteer base. This area must be a priority for the sport as so much of the running of events relies on unpaid workers.

The Finance Workshop reported a loss for the year despite major retrenchment at MSNZ. In general income was down leading to a poor result. Depreciation of the Possum software and defence of legal action taken against the sport added to the red ink. Clearly something must be done to redress the balance. The only option is to increase charges to meet the outgoings. Licence fees, participation levies and other charges will be reviewed.

Rally New Zealand also reported a loss but was able to draw on reserves to balance the books. The APRC Rally only drew six entries to Rally Whangarei this year making that FIA event far from viable. However the is to continue running an APRC Rally to keep the FIA on board in the hope of running Rally NZ in the WRC. The chairman PJ Johnson stressed that fewer events with multiple rallies within them are the way of the future due to the expense and the huge manpower requirements. He also announced the establishment of a Maramarua Forest Rally Trust to provide funds for road maintenance within the forest. This is in response to Regional Council's tightening up on road closures and may be a model for others.

The Clubsport workshop endorsed the clubsport championship and hillclimb championship despite low numbers. Permits issued and competitor numbers are following a five-year downward trend nationally. Drifting is still not understood but there is some work being done in the background. The most positive item was an interest in reviving Rallycross. We suggested that once the Manfeild back-track is separated from the 3km circuit it would be an ideal venue. Hampton Downs has heaps of clay to play with and the Trax Motorsport Park, under the guidance of Motorsport Bay of Plenty, is designing a purpose-built rallycross track. Watch this space...

The Organisational Review picked through the draft constitution and refined or repaired various clauses and passages to present to the AGCM for ratification. This was a boring but necessary burden that would later end in disappointment.

The Race Commission reported a challenging year, with the country still wrestling with the aftermath of the Global Financial Crisis. Competitor numbers were down although the 2K Cup, the BMW Series and the South Island Endurance Series were highlighted as performing well. Mention was made of the indebtedness and reliance placed on our volunteers for the great work they do to keep our sport running.

The Rally Workshop reported a successful 2013 with a wide range of events with good fields. Some of the junior drivers are making their name at the pointy end of the sport with impressive results. This stems from the Junior Rally Program and the progression of these drivers from 2wd cars to 4wd. The proposed Regional Rally Car homologation for the Asia Pacific region is still in progress. These cars are designed to be cheaper to build and on par performance-wise with the current front-runners. As Group N homologation runs out they will become the premier class. Special praise was offered to volunteers and officials who make so many events happen successfully and safely.

So on to the main Annual General Council Meeting. The Manawatu Car Club is strongly represented at the top table with Shane Harris and Crunch Bennett both re-elected unopposed as President and Vice President and Sam McNeill joining Craig Finlayson on the race commission with a strong endorsement from the floor. Under threat of withdrawal from MSNZ by a marque club the Capitation Levy was increased from \$5 to \$10. The motion to adopt the draft constitution required 75% of the Council to vote for it to pass. This was a total of 35 votes. The result was 31 for the motion and it was lost. After 18 months of work and the chance to bring the Sport into the 21st century, the meeting decided to remain with the status quo by four votes.

The remit to hold the AGCM in Wellington each year was passed. To hold it elsewhere costs MSNZ upward of \$15,000 more. The remit that Club codes will be included on the MSNZ website was passed. A remit to reduce event fees to a cost per car basis was lost. That ended the 67th AGCM on a whimper but as the weather closed in there was certainly plenty to talk about.

Jeff Braid - Vice President/Secretary

Distinguished Service Award

Awarded to Craig Finlayson

Citation

An enthusiastic volunteer for a number of years now, Craig wears many hats within the Sport. An "A" grade Clerk of the Course, Competitor Relations Officer, Steward and a member of Race Commission, Craig gives many hours of his time to the organisational side of motorsport.

Craig has also been an integral member of MotorSport NZ's Race Championship Series since 2006 fulfilling several roles. This began as the voice of "race radio" before progressing to lead the race control team and then as race director for the NZV8 Touring Cars category for the 2013/14 season.

Craig excels in all his roles within the sport; particularly of note is his approach to emergency management; Craig sets the benchmark for race control management and is a truly deserving recipient of this award.



Last weekend in Dunedin Craig was inscribed on the MotorSport New Zealand Honours Roll 2014 with this Distinguished Service Award.

**The Manawatu Car Club Congratulate
Craig**

Come Racing With Us

The Job of a Race Director

The last seven months or so have been a very busy time for me as Race Director for New Zealand V8 Touring Car championship class. Travelling the length of the country, with rounds in November at Pukekohe, in January back to back rounds at Teretonga (Invercargill) and then onto Levels (Timaru), February - Manfeild at the NZGP meeting, March saw a round at Taupo before the season finale at Pukekohe the V8 Supercar round which I also was the Clerk of the Course for this event (I have another report about this event for another issue).

So how did I become a Race Director? I have just finished my eighth season as part of the Motorsport New Zealand Race Management team for the Championship Series. During this time I have held a couple of positions, firstly being the Race Radio Operator/Announcer then onto leading the Race Control team. At all these events we have had an Event Director - Graeme Robertson - or Robbo as we all know him, who manages the whole meeting and series and everyone else has a specialist part to play in the team.

About this time last year Motorsport New Zealand decided to move away from having an Event Director and his assistants to more of an FIA title by having a Race Director for each Championship class. Robbo was appointed for the Toyota Racing Series and the "86" series and I was appointed to the NZV8TC class. With all three classes we had the same Driving Standards Observers - Chris Adams and Bob Cullinane.

How does the role of a Race Director work? The role is to manage the class on track and off track, operate Race Radio, handle any inquires, conduct any post-race investigations which were handled by Bob and Chris from their findings that have been passed on to me, and if required apply penalties, and through the day work on a report which is submitted to the Stewards of the meeting each day, working with all the "local" track officials, Robbo, the Technical Department, Class co-ordinator and Amanda and Brian from Motorsport New Zealand.

A typical round would see me do a lot of the preparation for the event at home before the round, a few things that I did was ensuring the paper work was correct for that meeting, making sure that all the sessions were in accordance with the championship articles, write a drivers briefing and make notes for the team mangers briefing. I would leave home on the Thursday to attend the senior officials briefing with Robbo on the Thursday evening. Friday is test sessions and meeting rides. Saturday is the busiest day of the meeting with meeting rides, another test session, team mangers and drivers briefing, two qualifying sessions and a race. Sunday, two races. Home first thing on Monday morning before heading back to work. There would always be phone calls and emails to answer from competitors/ team mangers regarding that round in the following days.

The class had a great bunch of guys to work with and it was pleasing to see the titles for both classes in the NZV8TC to be decided at the final round.

What's coming up in the next couple of months for me? I'm an assistant Clerk of the Course - managing the control room for the Origin Windows Number 1 North Island Endurance Series which has rounds at Taupo, in June, Manfeild on the 28 June and at Pukekohe in July, also there will be some race commission work to carry on with and of course a chance to be a part of the winter series.

By Craig Finlayson