



# Manawatu Car Club

December

2014

P.O Box 542 Palmerston North  
E-mail: [manawatucarclub@xtra.co.nz](mailto:manawatucarclub@xtra.co.nz)

## Welcome

As we close off another year, it's good to take a little time to reflect on the past 12 months, the highs, the lows, but more importantly the good bits.

Most everyone is working longer hours in an effort to maintain their living style, but sometimes we tend to forget why we work. You either live to work or work to live, and that has always been a hard balance. Whilst most people really enjoy their work, don't forget to enjoy the time away from work, with the family and friends and your interests.

Over the last 12 months our club has been able to offer its members a little more "Bang for their Buck" and in today's modern world, getting more value for your hard earned dollars, is what it's all about.

Our inaugural 4 round Summer Series was a great success, finished off by our return to the upgraded clubrooms for prize-giving and a pot luck dinner.

The Winter Series was again a mighty success, also concluding for prize-giving and a social dinner at the clubrooms, with MC Russell Harris who was also our Winter Series Commentator.

We introduced the Troy Howard Lucky Lone Lap Challenge; we featured again the huge T.R. Truck Show and involved Canteen in raising funds for "Kids with Cancer". We ran 2 auto-Cross meetings, which were a big success on the back track, bringing in new members and new cars.

We've had almost a 100% increase in our membership, which takes the number of members to over 300. The upgraded clubrooms have resulted in them being hired out on 3 separate occasions, bringing in a return on our investment.

Belonging to a car club, doesn't mean "expensive" as not all members want to race.

For 2015 my vision is for the club to focus on events to cater for the wider membership. To involve lower costs for the participating members events that the family car can be used in, so that in these "tight times" you don't have to have that "Race Car – Rally Car – Sprint Car" etc... to enjoy the involvement of belonging to a Car Club and making good use of our Club Rooms, our official Manawatu Car Club Home.

Above all, is the fact that it must be fun for everyone.  
We don't do Stress.

We wish you all a very enjoyable Christmas a relaxed Holiday, Safe travels and we look forward to seeing and hearing from you in the New Year.

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

## ATTENTION! Track & Yack ATTENTION!

Time: 7pm  
Date: Tuesday, 9<sup>th</sup> December 14'  
Place: Speights Ale House, Grey St, P.Nth

## Celebrate Christmas

Bring your wife, partner, or friend and enjoy this spectacular museum, then join us for drinks as we begin to celebrate Christmas.

**Next Track & Yack:**  
Tuesday, 10<sup>th</sup> February 2015.  
Drover Bar, Feilding

**Track & Yack - 9<sup>th</sup> December 7pm.**  
**Speights Ale House**  
**Grey Street, P.Nth**

## Club History

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

Extracts from the Manawatu Car Club Inc.  
Part 10 1947 -48 Years

Paekakariki N.Z. Hill Climb Championship  
-Faulkner, Freeman & Farland Lead.

Faulkner ruled in the Un-limited class, capturing the title on his first run after tremendously hard work on rather low geared steering. Freeman replied well in the Thompson Special in spite of a weight disadvantage, and both were sure they could do better on a second run. Freeman on the second run succeeded in getting the car up to the maximum as far as the Water Trough Nemesis, then went end-for-end at the next curve, restarted and finished, but over three minutes behind. Faulkner then came up with terrific effort in what seemed surely to be a record run. Alas! The new timing set, so far unailing, failed. However, he had F.T.D. and the New Zealand Championship.

To be continued

**Next Newsletter**

**February 2015**

# maxtarr

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## Roadmarking Services Summer Series.

Four Rounds in total - Three rounds at Manfield and one round at Taupo. Same format as last year however breakout times have been changed.

### Please Note!

RS Cup 1.30                      SF Cup 1.24  
IB Cup 1.17                      Classic 1.22

Round 2: 21<sup>st</sup> December at Manfeild.

**This was a great Summer Event last year.  
This year should be even better.**

Details, regulations and entry forms can be found on the MCC Summer Series Website.

(See Jeff's report on Round One further through the newsletter).

## AGM

The Annual General Meeting of the Manawatu Car Club Inc. is to be held on the 28<sup>th</sup> January 2015 at the Manawatu Car Club Clubrooms on Kawa Kawa Road in Feilding. Starting at 7.30pm.

This is your opportunity to attend and hear or ask questions of your club.

It is also the time that the club elects its committee.



Suppliers of Paint to the MCC



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## **THE NEED FOR SPEED**

Grant Dalton is best known for his exploits on water as a successful Round-the-World yachtsman and head of recent Team New Zealand's Americas Cup campaigns.

If you're into adrenalin rushes you wouldn't think that there could be anything more exciting than the ultra high-tech and ultra-fast 53mph/86kph 86 foot AC72 catamarans that raced at San Francisco in the 2013 challenge, but it seems that wasn't quite enough to satisfy Grant's need for speed, his other "fix" comes from racing on bitumen.

For the past couple of year's Grant Dalton's name has featured in programmes when the Central Muscle Cars are racing at Manfeild and other tracks. His choice of vehicle is a 1970 Chevrolet Camaro in Marlboro livery that pays tribute to former top racer Red Dawson. One of the sports true characters, Dawson's career sadly ended at Manfeild following a major crash at the wheel of the Chev Monza that replaced his Camaro.

But it doesn't end there.

Grant Dalton also switches from Nomex to leather to race on two wheels riding a Kawasaki Ninja ER6 propelled by a 649cc parallel twin that pumps a healthy 71bhp/53kW - it's a road bike that runs in the Formula 3 class.

Obviously there can be much more than sea spray in the face when you live life in the fast lane...

Russell Harris

## **A Member Lost Too Soon**

Terry Bradley, old-time volunteer and racer, lost his battle with cancer on Saturday the 29<sup>th</sup> November 2014. Terry was such an enthusiastic, positive person, who just loved motor racing and all things cars.

Rest in Peace Terry  
The chequered flag of life has just been waved.

You ran a great race.

## **NEW VOICE AT MANFEILD**

A feature of the MG Classic Race Meeting is the presentations to selected drivers following each event, recognising an outstanding drive or a car of significance or bodywork shine or colour or whatever - it's an important link between competitors and spectators.

The 29th running of the MG Classic Race Meeting in mid-November introduced a new face to the role of pit lane commentator, Manawatu Car Club Secretary Jeff Braid.

During the course of the weekend Jeff was required to choose one driver to receive the coveted bottle of Eden wine or a package of Mothers products from each of the 44 races without showing bias towards favoured cars or MCC members!!

Thanks to doing the necessary "homework" he was on the mark too, picking the right people and right cars for the right reason while his interviews were brief and informative, but it was not always an easy task.

It was an inspired choice by the MG people in Wellington to involve Jeff...

mcc.mag.1

Russell Harris

## **Manawatu Car Club Subs**

All members are reminded that the annual fee for membership to the Manawatu Car Club was due on the 30th September 2014.

We have set one price of \$90.00 for full membership.

Prompt payment would be truly appreciated. Your fees help to keep the club alive and allow everyone to keep racing.

Payments can be made by Direct Debit through the MCC Website.

Alternatively Payments can be made to Craig Patterson, Committee Member at Mag & Turbo on Featherston Street opposite the Countdown supermarket.

You will be issued with a membership receipt upon payment being made.

***Thank you for being part of this great club!***

## Projects & Clubrooms



It is very quiet on the projects and the clubrooms front.

New French Doors for the clubrooms have been ordered from Burne Aluminium in Feilding. They won the race for the best price to supply and install. These will most probably be completed in January.

Also in the New Year, we will need to have a tidy up Working Bee around the clubrooms and the bank will need all the rubbish removed and the gardens will need weeding etc...

We have submitted an application for funding to the Central Energy Trust for funds to purchase a number of electrical items, including 2 heat-pumps and a new HWC. We are waiting to hear if we have been successful in our submission. We should be advised of the outcome sometime this month. So fingers crossed.

Thanks to Club Member Mark Allan – Plumber, who made a quick dash to the clubrooms, on the Friday of the M.G. Classic to fix an external water leak that was beginning to flood the back area of the clubrooms, thanks Mark.

We have had Max Tarr Electrical at the clubrooms also this month, making sense of some of the lighting wiring. It's been made simpler to operate and all lights are now working. Thanks Max Tarr Electrical.

They also wired up new power-points in the our soon to be equipment store room, so that battery chargers can be plugged in more conveniently.

Over the summer period, we are hopeful that Roadmarking Services will be able to paint parking lines in the car-park (Weather dependent) so our parking area will look very flash.

So I suppose it's not been that quiet on the project front at all.

Geoff Boyden



## Protective Overalls and Custom Embroidery and Printing

Article taken from Motorsport Tech

You get what you pay for is an old adage and it is generally true too as in the world of motorsport quality and performance come at a cost. When it comes to safety it really is no different and protective clothing is probably a very good example in question. As the quality of the garment increases so does the level of protection and so does [unfortunately] the price so be informed and choose wisely. As a rule of thumb, the more you pay for a suit the better the performance of the fabrics will and should be. You will get lighter weight fabrics that perform better in the event of a fire or heat transmission. They will breathe a lot better, be more comfortable to wear and will be more durable.

The driver and vehicle safety regulations (covered under Schedule A of the MotorSport Manual) details the minimum requirements for protective clothing from entry level competitions [ClubSport] through to National and Championship competitions. The most significant piece of protective clothing is the overall [or race suit] and these range from a thin cotton single layer one-piece garment through to a custom made FIA standards compliant race suit although most purchase decisions will normally be made relative to the price in conjunction with the level of intended competition.

So you have made the decision to invest in a new reasonably expensive, premium quality, standards compliant overall and it would be great if you could also add your name and your sponsors logo's to it; but as a certified product just what is allowed? A very good question that unfortunately many don't ask before they head-off to the embroiderer with their design ideas.

For sure embroidery can make a race overall look 'very cool' but unfortunately it is not uncommon to find this embroidery goes through all the layers of a multi-layer suit whereby fusing all the layers together and significantly reducing the suits heat transmission and flammability requirements. This type of modification to the suits specific design will definitely not be 'very cool' in the event of a fire! The manufacturer and/or retailer should be able to provide the best advice relative to their products regarding embroidery and the fixing of badges, although the following guide-lines are those issued by the FIA; "Embroidery sewn directly onto the overall shall be stitched onto the outermost layer only." This does not mean you can embroider through both layers if using FR embroidery thread. If this is not done the certification / homologation of the suit is null and void. Thread used for affixing badges to the overalls and the backing material of badges shall be flameproof and in conformity with the standard ISO 15025 in order to avoid combustion of the badge which would affect the efficiency of the overall. Such thread / badge material should be able to be purchased from any of the approved manufacturers or their agents. Additionally, the garment should not be cut or the badges 'bonded' onto the garment. "Users must ensure that garments are not too tight, as this reduces the level of protection."

The following additional information will always be provided with protective clothing bearing the FIA standard 8856-2000; Instructions concerning repairs and maintenance: Repairs should only be carried out using the same thread as used in the manufacture; it is recommended that garments are checked by the manufacturer regularly, and advise on explaining the requirements for badges and embroideries.

**IN CASE OF DOUBT ABOUT EMBROIDERY AND/OR THE TYPE OF BADGE AND/OR HOW TO AFFIX TO THE OVERALLS, IT IS HIGHLY RECOMMENDED TO CONTACT THE MANUFACTURER FOR ADVICE.**

And lastly be aware, when buying [any] safety apparel or equipment, exactly what you are actually buying; if the price is too good to be true it may not be the real deal! Always deal directly with the manufacturer or one of their appointed agents as opposed to buying 'on-line' where the origin / authenticity of the product cannot be easily assured. You can check all overalls homologated under the FIA standard 8856-2000 as they will appear on the FIA Technical List which can be accessed here – [http://www.fia.com/sites/default/files/regulation/file/L27\\_Approved\\_clothing\\_materials\\_35.p df](http://www.fia.com/sites/default/files/regulation/file/L27_Approved_clothing_materials_35.pdf)

Current and authorised FIA approved suits feature new holographic 'destruct on removal' labels which carry a unique serial number for each suit, a system introduced by the FIA for 2013 to help prevent counterfeit suits being sold as FIA-approved on the global market.

When it comes to SFI certified garments it is not so easy as there is no published list of manufacturers who buy-in to this 'quality assurance specification' although you could email the SFI Foundation directly.

And as always, advice may be sought from the MotorSport Technical Department by phoning 04 815 8015.

There is a list supplied by SFI as below of manufacturers associated with their particular programmes but this one is only for suits, gloves boots etc... There is another for neck restraints

<http://sfifoundation.com/wp-content/pdfs/manufacturers/3.2A%20Manufacturers%20List.pdf>



## 29<sup>th</sup> MG Classic Motor Race Meeting

Mid November heralds the popular MG Classic Motor Race Meeting, capably organised and run by Ron Robertson and the Wellington MG Car Club and supported by the Manawatu Car Club.

Classic car enthusiasts from all around the country make the annual pilgrimage to Manfeild to drink in the atmosphere and enjoy the show.

This year over 250 cars competed in 44 races, from historic single-seaters, squadrons of BMWs, slow and not-so-slow classics, Pre-65 Saloons, Central Muscle Cars and NZ sports cars, including a near-priceless McLaren M8F.

In the absence of Steve Donnell I was chosen (press-ganged) to stand by the start line in pit lane, award a bottle of Eden bubbly and have a short chat to a deserving competitor after each race, not necessarily the winner. Having observed Steve in past years I had an idea of how it worked, but it was not until I was flung in the deep end that I realised how challenging a task this was; How to choose from nearly forty identical E30 BMWs, or pick a stand-out Central Muscle Car had me digging deep, but by the end of the weekend I was on a roll.

Several first-timers to Manfeild scored a bottle, the first MG to cross the line was awarded one and of course Warwick Mortimer got one for sharing his magnificent McLaren M8F with us. The deep-chested roar of its 8.3litre Chev V8 will be a lasting memory. Another honourable mention is Todd Moffatt who put on a great show in the Jaguar XK120 silhouette race car. The V12 quad turbo finally hit its straps and showed some of its potential. With a bit of sorting this will be a seriously quick car.

Nelson Hartley won three out of three races in the 2.0 litre Honda-powered Juno sports car, outpacing the massive V8s of the McLarens with a light weight chassis, sophisticated suspension and ground-effects grip. After six laps there was daylight from the top two cars to the rest. Race car design has come a long way in 40 years.

Always amusing is the snail vs the tortoise vs the sloth at the back of the slow classics group; Trevor Dixon in his Humber 80, Geoff Brader in his MG TF and Neil Moore in his Jowett Jupiter dicing like Fangio, Moss and Hawthorn, but in slow motion, swapping the lead, diving for the inside, going three-wide into the hairpin and having a ball!

The only low point was on Saturday afternoon with the coming together of the two very fast Open Class BMWs of Aaron Harris and Dan Slater on the run to the line. This left two broken race cars and quite a mess to clean up. Both drivers were given the all-clear by the medics.

It was indeed appropriate that a woman should win the Sybil Lupp Memorial Invitation Handicap Race. Margaret Goodwin crossed the line first in a confidence-boosting run in her orange Camaro to take the trophy and the wine. Tiny Joanne Kapua struggled with no power steering for much of the race in her massive Ford Thunderbird which got her a bottle as well.

The final race of the weekend was the Eoin Young Final Farewell Memorial Race in honour of the esteemed motoring journalist who recently passed away. In past years he would have reported the event to the world.

So another MG Classic is over. Next year is the 30<sup>th</sup> and we can expect to see even more special cars at yet another exceptional event.

**Jeff Braid**

## Roadmarking Services Summer Race Series 2014-2015 Round 1 Report

Driving over to Manfeild early Sunday morning through a heavy shower of rain had me hoping the clouds would clear and the sun would shine for Round 1 of the Roadmarking Services Summer Race Series.

Hope turned to joy as the skies cleared. We had merely arranged for Nature to wash the circuit clean for our keen club racers; we even got the wind to blow-dry the tarmac as well.

Slowly the competitors and crews arrived, cars were unloaded and pit bays set up.

Forty entries meant we merged RS Cup with SF Cup and Classics/European Cup. IB Cup and GT Cup would run alone. With only three grids we were able to run an extra race for all classes and still go home early. This was pretty popular with the competitors, some of whom had come from Wellington, New Plymouth and Napier.

The merged group had Andrew Johnson in his BMW 325i and Wayne Jensen in his Mustang within 0.2secs of each other's lap time in the 1:22s, with Gareth Hogg nearly 2.0secs back in his slick-shod MX5 and Leighton Lancaster in the bubble-arched Mk1 Escort and Richard Ramson in the other Mustang less than 0.02 apart. Further down the field eight cars were within 1.7seconds and the four RS Cup cars spanned only 1.4secs. This looks like fun!

All four RS/SF/Classic/Euro races had races within races, with each class scoring their own points towards their series titles. Unfortunately Andrew Manderson bolted on the good semi-slicks and smoked the RS Cup break-out time by nearly 4secs per lap, earning huge time penalties. The car is for sale by the way.

Nearly half of the meeting's entry lined up for the Geartech IB Cup, with Trevor Strong top qualifier but not by much; only 1.3secs covered the first seven cars. Sadly one of the Team Taxi Racing Commodores was on the trailer and heading home early, after leaving an expensive oil trail past the start line.

Peter Edmond, Nick Brough and Trevor Strong all found 1:17s in the first race, finishing in that order from a scratch start. The reverse top 10 saw Chris Turnbull win in his Honda S2000 from Edmond's Volvo and Rob Trubshaw's Lancer. The handicap went to Trubshaw with Noel Anderson's Civic second and Andrew Wasley's Integra third. Race four finishing order was Brough, Strong and Turnbull, with Edmond having lost a bit of pace for fourth.

Three GT Cup cars entered but only one took to the track for the first race. Ernie Stevens incredible Falcon XY 'V8 Supercar' suffered from an horrendous driveline vibration and Tony Satherley's WRX decided to lynch the diff control software, leaving front, centre and rear diffs locked. Ernie was out for the day, but Tony uploaded a fix to the diff controller from the internet and was able to start race 2 and 3. (I am shaking my head...) It is a privilege to have a GT Prototype car like Kerry Halligan's Crawford Pontiac at our club race meeting. It is a pretty amazing piece of kit standing still and is seriously impressive at full noise. A fastest lap time of 1:04.440 is up there with the best.

Race 1 was Halligan's by default. A time penalty for a jump start in race 2 was not enough to prevent a win over Tony Satherley. For race 3 the handicapper was brutal, awarding Satherley a full lap head start that Halligan was not able to gather in, falling short by 14secs. Both drivers threw in the towel for race 4. These complex cars did not suit a quick turn-around so the day ended.

The circuit stayed dry all day, most competitors got qualifying and four races and everybody was loaded up and headed home before the clock struck three.

Let's do this again next month eh?

Jeff Braid.

## MANAWATU TOOLSHED ROAD & TRACK SPRINT SERIES

If you have always wanted to have a go on the Manfeild race circuit but thought it was impossible, then the Manawatu Toolshed Road & Track Sprint Series is for you. It is in fact two events in one: Clubsport Basic single-car sprints, and Clubsport Advanced dual car sprints; single-car sprinters race the clock, dual-car sprinters race each other.

It is surprising how easy it is to get started. You must be a financial member of a Motorsport NZ affiliated club except for the first two Clubsport Basic events you take part in. This is so people can have a try at motorsport before they commit to club membership. You don't need a specialised vehicle or expensive equipment and you don't need a competition licence to compete in single-car sprints. You can use your registered and warranted road car fitted with a minimum of a 0.9kg powder or 1.0litre foam, 2 x metal strap fire extinguisher. It needs to be bolted in with minimum four self-locking ISO 8.8 M6 bolts with panel washers. The factory lap and shoulder belt is ok and roll protection (a roll bar or a roll cage) is not required.

If your car does not have a MSNZ Competition Car Log Book it will need a safety audit and be checked over each meeting by our scrutineers before you take to the track. It's common sense really.

Ok that's the car. What about you? Minimum requirement for apparel is one-piece 100% cotton overalls with close fitting cuffs and ankles (you can tape these up), socks and closed shoes. Your helmet must comply with the list of approved helmet standards found in the Motorsport Manual Appendix Two Schedule A 4.1. You can find all this on the [www.motorsport.org.nz](http://www.motorsport.org.nz) website. If you don't have the correct gear the club can lend you what you need for the day. You can upgrade to two and three layer race suits and purpose-made race boots later on.

The Manawatu Toolshed Road & Track Sprint Series is listed on our website [www.motorsportmanawatu.org.nz](http://www.motorsportmanawatu.org.nz) advertised in our newsletter and posted on our Facebook page [www.facebook.com/manawatucarclub](http://www.facebook.com/manawatucarclub) . You can enter and pay online or turn up on the day. Come to the track office, fill out and sign an entry form as required by MSNZ. You will be allocated a number and a transponder for the AMB timing system. It is accurate to 0.001sec.

Now comes the drivers briefing. The Clerk of the Course will explain the assembly, starting, finishing and emergency procedures. This is usually done from the start line rostrum. To help new drivers we offer training with few laps of the circuit in a car driven by an experienced racing driver. You will be shown where to place the car, where to brake and accelerate, where to turn in etc. This is well worthwhile and is good for your confidence.

Now it's your turn.

Make sure you:

- Pump your tyres up- 40psi to 45psi for road tyres
- Check all your car's fluids- water, oil, brake fluid- You don't want to run your engine's bearings or run out of brakes
- Get all the junk out of your car- that stuff rolls around under high Gs
- Remove the spare wheel, tools etc- it's all unnecessary weight plus see above
- Place the transponder facing down as instructed- don't forget to bring it back when you finish racing
- Put on your overalls and helmet correctly with zips and velcro straps done up fully, shoelaces tied up etc
- Have a sports drink or water to hydrate yourself

Time to line up on the dummy grid. As a rookie you will be doing a single-car sprint, so you need to line up in single file with the other new drivers. The grid marshal will direct you out on to the track for the warm-up lap. Do a few hard acceleration and braking sequences to warm up your brakes and tyres as you complete the lap. The car will now be ready for action! Take a few deep breaths as you wait in the line. Trust me- you will need to remember to breathe! The starter will wave the NZ flag to start each competitor in turn. You are off!

At the end of the third lap you will be shown the chequered flag and start your cool-down lap. Turn in to the pit entry, run all the way down to the pit loop road into the paddock and park up. Your first run done, and now you are HOOKED!! What's my time? Who did I beat? Who beat me? How do I go faster?

Welcome to MOTORSPORT....



## More on safety apparel and safety equipment

Recently we have written a number of articles on the subject of safety equipment including information about buying protective (race) overalls and another about choosing the right type of safety harness whilst alerting you to [non-genuine] safety products being offered on overseas websites at presumably bargain prices. We thought we would follow this up as it appears that there are far more of these 'fake' items out there than we initially thought so do be careful with what you buy and where you buy it. Honestly, it is NOT possible to buy a new genuine FIA compliant harness for \$20 US!

When the shipping is double the price of the product it has to be a clear indicator that there is something just not quite right! So as previously advised, don't be swayed by price as its probably not the real deal and you may end up with something that [on the surface] looks OK but probably will not come close to matching the performance of the standard. Purchase from a known / recognised retailer who will offer a genuine product with an after-sales service if [for whatever reason] you may have a problem, and more importantly you have a point of contact / return.

All FIA homologated harnesses manufactured from 1 January 2013 will contain the FIA holographic label. This label will be found on one of the shoulder straps.

Counterfeit SFI Labels - Now it is not only safety equipment bearing FIA Standards that are affected by 'copy' products, as the SFI have recently issued a number of warning notices advising of similar problems with counterfeit labels. The SFI Certification system essentially achieves the same purpose as the FIA homologation process; that of assuring the quality and performance of the product and when the product is classified as 'safety critical' you want to know that it is going to perform as intended, if that unexpected accident situation occurs. It has to be said that the SFI Certification labels would be easier to 'duplicate' than the current FIA hologram labels so maybe this is something the SFI need to look into. Some recent items identified are race overalls sold under the name of SAWAN SPORTS and gloves sold under the name of SHAYAN INTERNATIONAL. The labels on these products have been identified as counterfeit. More info on this can be found on the SFI website at [www.sfifoundation.com](http://www.sfifoundation.com)

Note: A lot of these counterfeit items like suits, boots and gloves are also logoed with either a second party name or the local retailer so do your due diligence and look up the applicable websites to see if your purchase is a genuine homologated product.

Manufacturer recalls - Whilst on the topic of safety equipment it seems appropriate to raise a related subject, that of recalls by the manufacturer and in particular a frontal head restraint that may crack unexpectedly. The Leatt Corporation (of South Africa) has issued a 'Safety Bulletin' about their Leatt® MRX Head and Neck Restraint System and this information was disseminated through their distributors and dealers who in turn should be in a position to advise their customers accordingly. The item in question is the Leatt® MRX Head and Neck Restraint System so if you have one of these you are advised to STOP using it and contact your point of purchase to return it for a replacement, a refund or a credit.

FIA homologation withdrawals - Also worthy of mention here, although the application of this only applies to competitions where these standards are mandated, is the subject of 'withdrawals' by the standards organisation concerned. A withdrawal [or cancellation of the homologation] can be for many different reasons although the bottom line is that the safety item can no longer be considered to comply with the standard it was certified to so its performance can no longer be guaranteed either. A list of FIA withdrawals can be found on their website under the applicable Technical List with the most recent detailed below. If you have any concerns relative to a withdrawn item then do either contact the dealer from whom you purchased the item or contact the MSNZ Tech Dept for advice.

Buy wisely, you owe it to yourself and your family to ensure your safety and enjoy your motorsport.

FIA Withdrawals (all race overalls);

Manufacturer: ZEAL (PAK)

Model: ZEAL RACESUIT

Homologation No.: RS.226.12

Manufacturer: POWER ON RACEWEAR (UK)

Model: PRO POWER 3

Homologation No.: RS.218.12

Manufacturer: IMPACT RACING (USA)

Model: S-2

Homologation No.: RS.096.05

## **Reduction in cost of Vehicle Licensing**

Information based on an email sent out by the Federation of Motoring Clubs on 14 November 2014. This article is taken from the Tourer, VCC.

For circulation to all members of the Federation:  
Advice from the New Zealand Transport Agency (NZTA);

“On 1 July 2015, the ACC levy component of the motor vehicle licence (“rego”) fee is being reduced by an average of 45% (excluding motorcycles). To minimise the number of months your vehicle is licensed at the ‘current higher levy rate’ you should consider the different licensing periods available, such as three or six months.”

Contrary to advice in a widely circulated email, relicensing fees will be reduced from 1 July 2015, not from 1 April 2015. For some petrol vehicles the drop is about \$132, or \$11 a month, with the cost of relicensing virtually halved.

If a vehicle becomes due for relicensing between now and 30 June 2015, you can take fuller advantage of the decrease in cost by renewing the licence for a shorter, interim period rather than paying the full ‘current fee’ that equates to a renewal of the licence for a further 12 month period; relicense only for the number of months, from when the current licence expires, up to and including June next year. Make sure this interim period of licence renewal expires no sooner than sometime in July, (i.e. not prior to 1 July), because if you need to relicense again on any date earlier than that you will still need to pay the current higher fee rate for the full period of licence renewal you select at that time, not the new lower fee that will apply from 1 July.

### Other information of interest:

While the standard vehicle relicensing form invites you to select from a choice of 12 months, 6 months or 3 months for the licence period, you can in fact apply to relicense your vehicle for any period you choose, from one day to one year.

If it is your desire to use a club-eligible vehicle that is over 40 years old for a one-off special occasion, it is possible to relicense it for only two or three days at a cost of just a few dollars, by using an “Application to change licence expiry date” form, (MR27).

A vehicle over 40 years old is not subject to the “continuous licensing” regime, meaning that it can have its registration placed on hold without the requirement to pay a licence fee for the intervening period since its licence last expired. [Note: There are time constraints on live registrations.] However, if a vehicle is less than 40 years old and is therefore subject to “continuous licensing”, an application to place its registration on hold must be lodged BEFORE the current licence expires or else the licence fee is payable up to the time the “hold” is applied for and an automatic three month licensing fee is charged as a minimum. [NZTA Fact Sheet 49 explains this process.]

With the reduction in vehicle levies from 1 July 2015, the ACC is introducing risk-rating for the passenger vehicle fleet aged less than 40 years. That means that levy reductions will depend on a vehicle’s safety rating as determined by New Zealand and Australia crash data. For the “safest cars”, the ACC levy reduction will be around 66%, from the current standard \$198.65 down to \$66.71. The majority of club-eligible Vehicles aged under 40 years will be classified in Band One of the risk-ratings and will be charged a levy of \$156.71, an annual reduction of little more than \$40.

Risk-rating does not apply to ‘vintage cars’ (i.e. club-eligible vehicles over 40 years old, which is the age definition used in current legislation for a vintage car); these vehicles will enjoy a fixed cut in the annual ACC levy from \$69.53 to \$37.42 from 1 July 2015

## **MANAWATU CAR CLUB RACE CALENDAR**

### **December 2014**

Sunday 7th: Marshals and Volunteers day. Fire and rescue training and a bit of fun on the track  
Friday 12th: Manfeild open test day. Competition cars and bikes  
Saturday 20th: MANAWATU TOOLSHED ROAD & TRACK SPRINT SERIES R5 Final and Prizegiving.  
Sunday 21st: SUMMER SERIES ROUND 2 - One-day club race meeting

### **January 2015**

Sunday 25th: SUMMER SERIES ROUND 3 - Taupo Motorsport Park - One-day club race meeting

### **February 2015**

Friday 13th: NEW ZEALAND GRAND PRIX Test Day. Manawatu Fireworks Spectacular from 6pm  
Saturday 14th: NEW ZEALAND GRAND PRIX Race Day  
Sunday 15th: NEW ZEALAND GRAND PRIX Race Day  
Friday 20th: IRC Round 2 Test Day  
Saturday 21st: IRC Round 2 Race Day  
Sunday 22nd: IRC Round 2 Race Day

### **April 2015**

Saturday April 11th: MANAWATU TOOLSHED ROAD & TRACK SPRINT SERIES ROUND 1. 3km circuit  
Sunday April 12th: SUMMER RACE SERIES ROUND 4 - One-day club race meeting

### **June 2015**

Saturday 6th: TEST DAY AND DRIFT PRACTICE  
Sunday 7th: WINTER RACE SERIES ROUND 1 - One-day club race meeting  
Sunday 21st: MANAWATU TOOLSHED ROAD & TRACK SPRINT SERIES ROUND 2 3km circuit

### **July 2015**

Saturday 4th: TEST DAY AND DRIFT PRACTICE  
Sunday 5th: WINTER RACE SERIES ROUND 2 - One-day club race meeting  
Sunday 17th: MANAWATU TOOLSHED BACK-TRACK AUTOCROSS/MOTORKHANA

### **August 2015**

Saturday 1st: TEST DAY AND DRIFT PRACTICE  
Sunday 2nd: WINTER RACE SERIES ROUND 3 - One-day club race meeting  
Saturday 23rd: MANAWATU TOOLSHED BACK-TRACK AUTOCROSS/MOTORKHANA

### **September 2015**

Saturday 5th: TEST DAY AND DRIFT PRACTICE  
Sunday 6th: WINTER RACE SERIES ROUND 4 - One-day club race meeting

# **Come Racing With Us**