



Manawatu Car Club

March
2015

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

Welcome

Glenys and I have just returned from the week long ACD (Auburn-Cord-Duesenberg) Rally, held in the Hawkes Bay, after Art Deco. We have been attending and participating in Art Deco for many years now and in particular the Saturday morning rally hosted by the Hawkes Bay Branch of the Vintage Car Club. This year being the same; however the following ACD Rally was also hosted by the HBVCC on several occasions for the ACD social events. The HBVCC have recently built brand new clubrooms on land at Meeanee, next to the speedway and the Hot Rod Club. What a fantastic facility they have built approximately 2 / 3 years ago. But what really got me was the spirit of the HBVCC members. They hosted us for a dinner one evening plus a barbeque, their members preparing the meal in the club room kitchen, operation on the bar, waiting on the tables, doing the clean-up etc... They catered for 90 people and what a fabulous evening we had as guests. This club seems to have an endless supply of very keen members, eager to be involved in club activities. They even have a name for the catering team, Derk's Kitchen.

My mind was racing as to what we could achieve with our own clubrooms. HBVCC have a monthly dinner, which again is prepared by members, definitely Food For Thought.

VCC members are generally an older age group, and we too have older members who maybe could show the way, on our own guest facility in the MCC Clubrooms. So as our Clubrooms are moving into a second phase of its up-grade, we all need to look to the future use of our "Home".

We now have a 2nd contributor to our newsletter on a regular basis, along with Russell Harris; Manfield Park will contribute a monthly up-date on the happenings at the Track and the Park. Whilst we as Manawatu Car Club focus on racing on the Track, lots of other activities happen at Manfield Park. Coming up is the Annual Field Days, which is a big contributor to the annual budget of the Park. And whilst we are discussing budgets, remember that Car Registrations get cheaper in July, purchase enough to get you to this date, then go onto the cheaper rate. The savings could get you into the Field-Days, or buy a hotdog and chips at the next race meeting organised by the Manawatu Car Club.

This great advice comes free to all readers.

Geoff & Glenys Boyden

Committee Members for 2015

President - Graham Buchanan – 027 497 5675

Vice President - Richie Arber – 027 2900 668

Secretary - Jeff Braid – 027 477 3337

Committee:

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

Patrons

Fordy Farland (Deceased) Fred Parker (Deceased)
Robert Lester Terry Rush Stan Turner

Life Members

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

Archivists

Terry Rush Geoff Boyden

Editors

Geoff & Glenys Boyden

ATTENTION! Track & Yack ATTENTION!

Time: 7pm – 9pm

Date: Tuesday, 10th March 15'

Place: Speights Ale House, Palmerston North

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

Next Track & Yack:

Tuesday, 14th April 2015.

Drovers Bar

Feilding

**Track & Yack - 10th March 7pm.
Speights Ale House
Palmerston North**

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

The N.Z. Sprint Championship
"The Three F's Take First Place"

Two other V8 drivers represented the host club, D. Fenwick, with V8 saloons, and J Hayley, with a light truck. Particular interest for the onlookers centred on the glittering supercharged Auburn of A.K. Luttrell. This Auburn is a luxurious rather than light sports type of car and the figures returned represent real performance for a car of the size. In addition to the centrifugal type blower, the car has a two-speed transmission. Having tried acceleration on the lower ratios in his first run, Alton Lutterell thought he might try some subtlety such as changing from second, low ratio, to second, high ratio, while in flight. This definitely does not work in a sprint.

Between the car runs, the motor-cycle section of the club staged runs, the fastest of which was that of W. Double with a stripped H.R.D. - 14.7 seconds, and R.A. Gibbons, H.R.D. completed 15 seconds. A further contest between four matched pairs of cars and cycles resulted in a win for the former.

The timing was by tenth-second stop watch, pressed by a solenoid actuated by current passing through a road switch. At the finishing end, a photo electric circuit is broken by the car, and this through a relay interrupts the carrier wave of a ZCI transmitter.

The ZCI receiver at the starting point converts this signal into the necessary tap on the stopwatch knob. Few failures occurred. However we commend to speed organisers the device used here - a red flag marshal one hundred yards from the start, who flagged them back the timer missed the take-off.

To be continued.

Roadmarking Services Summer Series.

Last Round
Sunday April 12th at Manfield

Your last chance to gain points and to get a Podium
Let's make the last round a big one, before we pack up
and wait for the Winter Series Racing Program

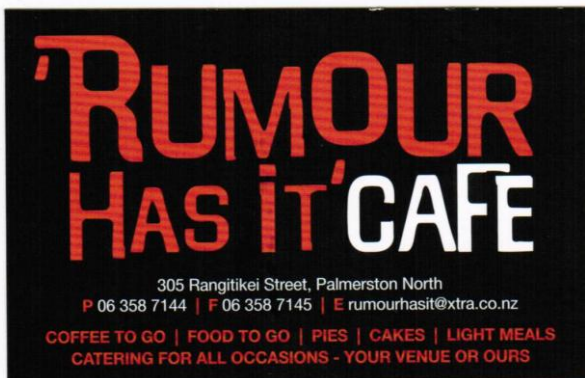
Membership

Our newsletter is sent electronically to 1400 members and friends of the Manawatu Car Club now every month. We have just over 300 financial members, an increase of around 100% in the last 2 to 3 years.

We have had a return to the club of past members who are joining again with our new found enthusiasm. This increase includes our volunteer's memberships, who pay no fees as a volunteer for Race Track Events.



Suppliers of Paint to the MCC



MCC Palmy Members favourite Café meeting place

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

Projects and Clubrooms

With a Working Bee happening this weekend, we are hoping to seal the exterior wall of the clubrooms facing the Track, in an attempt to stop moisture seeping in and blowing the interior paint off the walls. We also need to prime and undercoat the revels on the new exterior doors, ready for final painting. We need to cut down the last of the willow trees and plant the remaining agapanthus, along with the removal of rubbish along the fence line being a priority.

Before we can fit the Heat Pumps, and so the units can be installed up on the flat roof area over the kitchen, the roof area, which is still leaking, we hope to fix this as well once and for all. Once this is done the Heat Pumps can be installed ready for the winter.

Two clear-light panels on the garage roof are about to start leaking, so they are to be replaced with long-run iron at the same time as the roof of the Clubrooms is repaired.

The storeroom is now completely cleaned out, ready for shelving to be made and set up for all our timing equipment. The wall between the storeroom and what was the bar has been partly removed so a new wall can be constructed.

Once we have a plan completed of the carpark, Kerry Halligan of Roadmarking Services has undertaken to paint parking lines on the seal. The green paint that once was the radio controlled car track has reappeared so this will be painted out again at the same time.

A 1200x1200 sign is also to be erected on the front wall of the Clubrooms, with our Manawatu Car Club Logo on it.

So all in all we are making very good progress. We just need your help and enthusiasm to get these jobs done.

Geoff Boyden

Manawatu Car Club Race Calendar 2015

April 2015

Saturday 11th: MANAWATU TOOLSHED OPEN TRACK DAY 3km circuit
Sunday 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 OPEN TRACK DAY 1.5 & 3km circuit

July 2015

Saturday 4th: TEST DAY AND DRIFT PRACTICE
Sunday 5th: WINTER RACE SERIES ROUND 2 - One-day club race meeting
Sunday 19th: 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
Sunday 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
Sunday 20th: MANAWATU TOOLSHED OPEN TRACK DAY 1.5 & 3km circuit

November 2015

Saturday 7th: MANAWATU TOOLSHED OPEN TRACK DAY & TEST DAY 3km circuit
Sunday 8th: SUMMER RACE SERIES ROUND 1 - One-day club race meeting

December 2015

Saturday 19th: MANAWATU TOOLSHED OPEN TRACK DAY & TEST DAY 3km circuit
Sunday 20th: SUMMER RACE SERIES ROUND 2 - One-day club race meeting

Working Bee

7th March: 9.00am – 1.00pm MCC Clubrooms



- Remove an old fence.
- Remove rubbish.
- Weed the bank.
- Bring a weed-eater to cut the roadside grass.
- Spray weeds around the clubrooms.
- We need a truck or big trailer to take the rubbish to the tip.

Contact Geoff Boyden on **0274 447 348** to let him know you will be able to help with this Working Bee or just turn up at the MCC Clubrooms at 120 Kawa Kawa Road, Feilding at 9.00am this Saturday.

Prize Giving Dinner & Awards Night

A celebration of a Great Event.
The Roadmarking Services Summer Race Series Prize Giving is to be held at the Clubrooms at
120 Kawa Kawa Road Feilding.



The programme for the night will be -

- Prize giving
- Marshall Awards
- A Retirement Award
- Plaque Unveiling Ceremony

JOIN US FOR A POT-LUCK DINNER

- Date: Saturday 18th April
- Time: 6.30pm Pre Dinner Drinks
- This is a Pot-Luck Dinner
- Bring your own Plates & Cutlery
- It is BYO Drinks Only (No Bar)
- Bring your own Glasses
- Please Bring a Meat & Vegetable Dish & enough food for you and your group.

This system works really well and has been very popular.

We request Series Sponsors and Class Sponsors to attend.

We also request that all those who have been advised they will be receiving awards, to be present at this event, you'll know this of course after round 4.

Because of the huge success of these dinners, we require you to reply to us by RSVP to reserve a place at a table.

There will be a cut-off point on numbers, so please let us know ASAP.

Pot-Luck Registrations:

To: Richie Arber – Ph 027 2900 668
richie@trgroup.co.nz

Geoff Boyden – Ph 0274 447 348
ggboyden@xtra.co.nz

We want you to attend

**A NIGHT NOT TO BE MISSED.
COME DINE AND SOCIALISE WITH US**

POTLUCK DINNER



THE STREETS OF WELLINGTON (PART 2)

With fond memories of the unpredictability and entertainment value of the inaugural event, the Manawatu Car Club team were back for the second running of the Wellington street race in 1986. Mobil became a naming sponsor to create the Nissan Mobil 500, it was also the first leg of a two race series with the second round a week later at the Pukekohe circuit.

The 1985 winning Volvo 240T returned with Robbie Francevic joined by top Swedish driver Thomas Lindstrom, the car qualifying on the front row of the grid alongside the Ford Sierra XR4Ti of Englishman Andy Rouse and David Oton. Both cars were among the 18 that failed to finish, also among the list of DNF's were the pair of highly fancied Whittakers liveried TWR Rover Vitesse V8's that had been shipped out from England.

On a day that mixed sun and light breezes with heavy rain and squally winds, the winners were Peter Brock and Allan Moffatt in their Mobil HRT VK Holden Commodore SS, a lap ahead of Dick Johnson and Neville Crichton's Ford Mustang in unfamiliar black/gold JPS colours. Third was the Volvo 240T of Per-Gunnar Andersson and Dave McMillan, 9 laps behind the victorious Australians.

For the first time the Manawatu Car Club was represented in the big race. Bryan Bate was a late entry which meant his name was omitted from the official programme.

In an impressive street debut Bate and co-driver Dennis Roderick placed 3rd in the 1600cc class and 7th overall in a Toyota Corolla GT, the remarkable and well driven Toyotas finished 4th, 5th, 7th and 8th - four David's among the Goliaths in the top 10!!

Bryan recalls *"We had no expectations; the focus was to finish by keeping the car on the island. Because of the bigger and faster cars there was one eye on the mirror all the time and keeping my line, but I always thought that the onus was on them to safely pass me."*

That 1986 meeting also saw the single-seat Formula Pacific cars included on the support programme, there was a 16 car field that included five American drivers and the MCC's Bryan Hartley at the wheel of his STP Ralt RT4.

Fast forward twelve months and 1987 was a special year for motorsport in the country's capital city with two endurance car races on the calendar.

The first was held in February on an extended 3.228 kilometre circuit with the "glamour" entry being the pair of the TWR Jaguar XJ-S HE V-12's in the hands of Tom Walkinshaw/Win Percy and Armin Hahne/Denny Hulme. The Jaguars had finished first and third in the 1985 James Hardie 1000 at Bathurst, but the big cats weren't well suited to the tight and relatively narrow waterfront track and neither finished.

There was also a very different Coventry link at the meeting in the form of two Waiouru-based Scorpion light tanks. Powered by a 4.2 litre Jaguar petrol engine the tracked Scorpion was capable of better than 80 kilometres an hour and the pair completed a "demonstration" lap of the circuit - their lasting impression was a blank round fired from the 76mm gun to signal the start of the race, it was heard all over the city!!

On this occasion the Manawatu Car Club colours were carried by two teams in the main event.

Richard Lester teamed with Dave Barrow in a Toyota Team New Zealand Corolla FX-GT, but their hopes were dashed after just 21 laps - at least they covered 18 more than the Hahne/Hulme Jaguar.

There was much bigger disappointment for Bryan Bate and Bryan Hartley, their Corolla GT was leading the class by half a lap when the crankshaft broke in the final 30 minutes, *"we were gutted, and vowed to return."*

In the Invitation Historic events Robin Brown's Lotus 7 Cosworth lined up in Class D for sports racing cars up to 1963 vintage, while well-known Palmerston North Alfista Peter Beck contested the Classic Car Invitation races in his Alfa Romeo GTV 2000.

The combination of Brock and Moffatt recorded back-to-back wins ahead of Mobil HRT team mates John Harvey and Neal Lowe - it was to the very last victory for the legendary original Holden Dealer Team and it was another nine years before a V8 powered car won in the Harbour Capital!!

The second Wellington race in October was the 10th round of the inaugural World Touring Car Championship, a series that was dogged with massive problems. On the positive side it introduced New Zealand to a new breed of state-of-the-art touring cars...



The Molesworth Trophy – The history of this trophy is a little obscure but it is believed that in its original form it was imported from England by a New Zealand racing club but never used. The late Selwyn Molesworth (Club Patron) purchased the cup and presented it to the Manawatu Car Club for presentation to the Ohakea winners. At present the cup is on loan to M.A.N.Z. for presentation to winners of the Shell Sport series of saloon races. Its value in 1950 was placed at £200, what it would be worth today is anybody's guess.

**This trophy is held in our clubrooms in a Glass Locked cabinet.
Make sure you view this on your next visit to our Clubrooms**



POSITIVES in agriculture are plain to see as the largest regional Field Day event of its kind comes together at our venue, Manfeild Park.

As I write this, we have 10 days to go until the 2015 Central Districts' Field Days begins, and there's already a fantastic, positive feeling as the site undergoes its incredible annual transition.

This event has been a part of Manfeild Park since the mid-1980s and has obviously grown well beyond the original format. Even the host date has also changed. Those first few were staged in April but it was moved forward in the year because of weather patterns – it always used to be wet in April!

Today's Field Days are simply massive and an obvious barometer of the importance of farming and the diverse agricultural industries to our region, perhaps even more so this year.

We have become used to playing host in recent years to around 500 stands but this year that count has grown again. Does this in turn mean that we might see even more people through our gates? We'll have to wait and see. The beauty of this event is that it has always had something for everyone. We've comfortably coped with 35,000-plus attendees over recent years, so would love to see a new record set!

Field Days' ongoing evolution is fascinating for all of us; you might recall that we have been giving consideration to bringing this event away from what is known as our 'back circuit' – that is, the part of the property that adjuncts onto the main track area – and onto the oval at the South St boundary.

This ideal is driven in the main by our intent to ultimately redevelop the back circuit into a more specialist area for motorsport and driver training; a process that was advanced late last year with the installation of a concrete barrier to separate the back and main circuits, thus creating two distinct areas.

Nonetheless, this project has required some additional planning that means it is unlikely that the site status quo will be altered. Certainly, this year's layout is true to past form, which might seem remarkable given the positioning of that concrete barrier parallel to the back straight.

Actually, what barrier? All 102 concrete blocks have been carefully removed and put into storage to deliver the previous open area. Not a bad job given each block is four metres long, 1.2 metres high and weighs four tonnes. However, if you did not know the wall had previously been there, you would never know now.

Speaking of large and heavy objects – Saturday's crowd is traditionally the largest over the three days and attendees should stick around and come across to the Stadium to see some amazing bovine-taming, cowboy-chucking action at the Parklee Ironman Bull Ride that evening.

As the largest single event hosted at Manfeild, the CD Field Days are clearly not an overnight construct. Even so, such is the versatility of our venue that we are able to also host a major equestrian event, the 2015 Bates National Dressage Championships, also at the Stadium, from today until Saturday night.

This is also a big event, drawing the best riders in this sport, and no wonder; not only is this an especially crucial competition, but the indoor and outdoor arenas are highly rated from a competitor's perspective for providing the kind of 'big show' environment that they will experience if fortunate enough to compete overseas.

The quality of the venue will doubtless also inspire competition that doubles as a qualifying event for the 2016 Olympics in Rio de Janeiro, and as such is an important step toward Brazil simply because it is in front of an international panel of judges and the national selectors.

Riders will have the opportunity to attend qualifiers until the autumn of 2016 as they strive to impress the Equestrian Sport NZ national selectors and NZ Olympic committee selectors.

Today's programme brings the North Island Challenge Finals from levels one through eight plus the Level Nine National Final while the Bates Championships rounds are staged tomorrow and Saturday. Saturday night delivers the Dressage Musical Spectacular. Entertainment includes the CDI-Y Young Rider Musical Freestyle, the Big Barrel Level 8 Musical Freestyle and then the hottest class of the weekend, the Dressage Stable of Stallions' CDI Grand Prix Musical Freestyle.

The Bates reinforces that our facility is fulfilling a primary role as a centre of excellence for equestrian on a national and international scale. Manfeild circuit is also honoured to have achieved that status in motorsport terms and we have been especially flattered to have received a lot of positive feedback from so many different quarters about how well the New Zealand Grand Prix went. Thanks all. Your words are deeply appreciated!

RS CUP ENTRY FEES SLASHED!

In an effort to get more people out on the track, the Manawatu Car Club Committee has reduced the entry fee for RS Cup competitors down to \$100 per round for the 2015 Feilding Auto Electrical Winter Race Series. Transponder hires remain at \$20 per car, per round.

What is RS Cup you may ask? RS stands for 'Real Slow'. It is the bottom rung of the racing ladder and is designed to introduce new drivers to the thrill of racing as cheaply as possible. The class is sponsored by Diamond Homes and Danny's Auto Services and both Geoff Boyden and Danny McKenna are keen to help anyone get started.

Unlike other series, the RS Cup has no artificial purchase price limit, no engine capacity limit, no tyre restrictions and no threat of exclusion or confiscation by a committee. The only vehicle requirements are that it conforms with Appendix Two Schedule A of the Motorsport Manual and that it is no faster than 1minute 30seconds around the 3.03km Manfeild Park Circuit. Break out from that time and you earn a time penalty that puts you at the back of the field.

Roll protection is recommended but not essential. You can even use your daily driver if you want, provided it is registered and up to Warrant of Fitness standard at the event. Lap and shoulder seat belts are permitted in these cars. Race harnesses and race seats are permitted as long as they comply with the rules. Seek advice first. Schedule A requires a minimum 0.9kg powder fire extinguisher with two quick-release metal straps to be bolted inside the cabin. These are readily available from 'big box' hardware stores.

Drivers must have a MSNZ C Grade Licence to compete. A licence test can be arranged through the Club. The licence fee is \$185 payable to MSNZ. Helmet and apparel standards are clearly listed in the Motorsport Manual under Schedule A- Driver and Vehicle Safety. This gear can be purchased locally from Mag & Turbo or Pro Parts.

All races are six laps. Race one grid is based on qualifying times- the fastest to slowest, race two is reverse top ten based on finish order of race one, and race three is a handicap race based on the second best lap time of the day.

Last year's RS Cup winner was a \$400 Mazda Familia hatch driven within an inch of its life and there were only a handful of points separating the top four places. There is a great feeling of camaraderie in this group and the sponsors even provide a barbeque lunch!

Feilding Auto Electrical Winter Race Series dates are:

- Round 1 Sunday 7th June
- Round 2 Sunday 5th July
- Round 3 Sunday 2nd August
- Round 4 Sunday 6th September Fathers Day

If you want to get involved contact the following:

- Jeff Braid Club Secretary 027 477 3337
- Danny McKenna RS Cup Sponsor and Club Chief Scrutineer 027 240 1291
- Geoff Boyden RS Cup Sponsor and Series Supporter 027 444 7348
- Craig Paterson Mag & Turbo 027 227 2400
- Pro Parts Palmerston North 06 355 2992

Jeff Braid

**Prize Giving Dinner
We want YOU to Attend.**

Come Racing With Us