



Manawatu Car Club

September
2015

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

Welcome

Last week we posted a news-sheet, instead of our newsletter, which obviously you are now reading. Why the need for a news-sheet you may ask? Easy answer – we as a car club have so much happening that we didn't have time to get a newsletter together, hence the news-sheet.

Within 10 days, we have held and hosted the "Keeping Up with The Hartley's" function at Orlando Country (more on that further on in the newsletter), Round 4 which was the final round of the Feilding Auto Electrical Winter Race Series at Manfield, Track & Yak on Tuesday night at Speights Ale House in P/Nth, and then topping it off with the Winter Race Series Prize Giving with a catered dinner at our clubrooms. Four Events in 10 days. You ask, are we an active club? Now back the bus up a bit, and we also held an Auto-Cross on the back track on the 23rd August.

In October we have "October Fast" a 1 day meeting (details further on), the M.G. Classic, a 3 day meeting in November, entries are being taken now, and then in December, we have another Catered Dinner at the Clubrooms to Celebrate Christmas, then the First Round of the Summer Series on the 21st December. We also have more Track & Yak evenings and a Multi-Event Weekend, including an Auto-cross, a night rally, and more between now and then.

Mark your diaries, calendrers, phone logs, because we "do" have things happening. It's not all about racing, but we are working hard on having events to include as many members and varying tastes as we can. Don't worry we won't be doing garden tours.

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

Love at the Track

I've been a guest at a wedding held on the main straight at Manfield.

I've witnessed couples come close to divorce at the track, but make up.
I've now witnessed a marriage proposal at the track.

Ant, who races in the R.S. Cup in his mini, had a marriage proposal sign written on the back of his car, to a fellow racer, Bron in her Honda.

It was fantastic to see, and he got his answer when in the final race of the day, Bron had the words "Yes" taped on her car.

Congratulations to you both.
(It made my day as well)

Track & Yack – 13th October 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

May 1949. The Waikanae 50. Another Shattering Beach Race.

The Clinkard Alvis continued to record times about 1min. 24sec. until the twelfth lap, when a drop to 1min 31sec. presaged a pit stop of four minutes for plug changes. Similar trouble beset the Kennedy Austin, but one of the prime factors governing the winning hopes of most of the cars. Several were returning times within a second or two of those needed to hold the eventual winner, but were defeated by stoppages – notably Farland – 4min 30sec. stopped, and Mcmillan, 3min 50sec. including one minute at the water's edge to top a radiator pierced by a flying stone, the organised water supply having been consumed.

Only one car managed the distance without a stop – Halsey Logan's Singer – a performance repeated that of every other race in which the car has run. In spite of the greatly-tinned field the interest of the race continued, and even at the end one or two changes in the order occurred. Kennedy came home first, while both Logan and McMillan would have tied for second, but water shortage in the Delage forced a reduction of pace over the last few laps, giving Logan a minute advantage. Farland followed, and then should have come Cottrell, but he had mistaken the white flag marking the last lap for the finish flag, and the momentary stop lost him fifth place to Clinkard, by a nose. So the final placings were: J. Kennedy. H. Logan. J. McMillan. A Farland. B. Clinkard. O Cottrell. Mackintosh was flagged off, having run 43 laps.

To be continued.

maxtarr

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

ATTENTION! Track & Yack ATTENTION!

Time: 7pm – 9pm

Date: Tuesday, 13th October 15'

Place: Speights Ale House, Grey Street, P.Nth

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

The Next Month's Track & Yak:

Tuesday 10th November

This event will be held at Speights Ale House
Palmerston North until further advised.

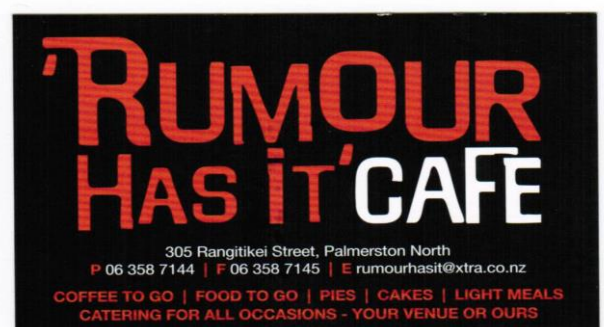
MCC Signage

Look out for our New Manawatu Car Club Sign, which is 1200 x 1200 in size on the fence at Cam Arnott Transport's corner site at Awahuri, just before the turn off to Feilding.

Just letting everyone know we are out and about.



Suppliers of Paint to the MCC



MCC Palmy Members favourite Café meeting place

R.I.P Ash Cairns

I first met Ash Cain's in the late 70's or early 80's. I had a beer with him at the old Commercial Travelers Club in Church Street Palmerston North. He had just returned from Australia and had bought Bowater's Rubbish Collection. They had 1 or 2 old Bedford Trucks and went around town picking up rubbish in old wool fadges and drums. But with Ash Cairns it soon went to a far larger operation, with swing bins and large rubbish containers, then onto the big enterprise it became with the refuse Centre up by the Railway Station.



I can't think when I first saw him involved in motorsport, he was just always there, and of course he raced a lot of cars, including HQ's Trans-am lites, and the V8 Utes, of which he was instrumental in bringing to New Zealand.

He was a member of the Manawatu Car Club, but in the last couple of years or so, has lived in Australia, where he passed away.

A great guy to have at any track and will be missed by many.

Rest In Peace.



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Keeping up with the Hartley's

The evening of the 5th September was planned to start at 6.30pm, however it seemed that the anticipation for some guests was just a little too much and the first groups started filing through the door of Orlando Country Club at 5.45pm and from then on it was a steady flow, with all guests enjoying complementary drinks and canapé's until the time arrived when the main doors of the dining room were opened to reveal a spectacular setting styled in black and white, and the evening stepped up yet another level.

Once the 180 guests were seated, it was our very own race commentator and local radio sports man Mr Russell Harris who took control of the evening, with videos and fantastic montage of photos of the Hartley family's racing. This video display was professionally put together by Garry (Magnum) with a business of the same name and these photos gave everyone an insight of the extent of the Hartley's racing careers.

Russell then invited Bryan & Nelson Hartley to the stage where he interviewed each on their racing achievements over the years and talked a little of what they turn out from their business, The Head Shop in Domain Street. This is cutting edge Tec-knowledge and it became very apparent the passion and enthusiasm that goes into whatever they do has an overall effect on the end result of all they put their minds to and turn their hands to. One of the these achievements is holding the land speed record for driving a supped up Mini at Bonneville on the salt lakes at speeds in excess of 150mph. At this point I would say that behind every good man is a great woman and Lynda Hartley has supported the interests of husband Bryan and sons Nelson & Brendon and also joined them on the race track.

Peter Johnson or PJ as he is fondly known was then invited to talk about how Brendon Hartley, along with other NZ motor racing greats, got their first start in competitive motor racing and onto the world stage. It was a wonderful insight into not only the dedication of the competitor, but what the local community is prepared to do and the money that some of these special people personally put in to fund the young inspiring sports people to help get them reach the top of their game.

The main meal of steak or chicken was served and presented beautifully, this tasted just as good as it looked and this was accompanied with salads and a choice of beverages at the tables. Following the meal there was more informative interviews where everyone would have gone away from the evening having learnt something about motor sport, whether this was mechanical, scientific, and geological or about the importance of aerodynamics and so much more. Motor racing is not just about getting in a car and driving it fast.

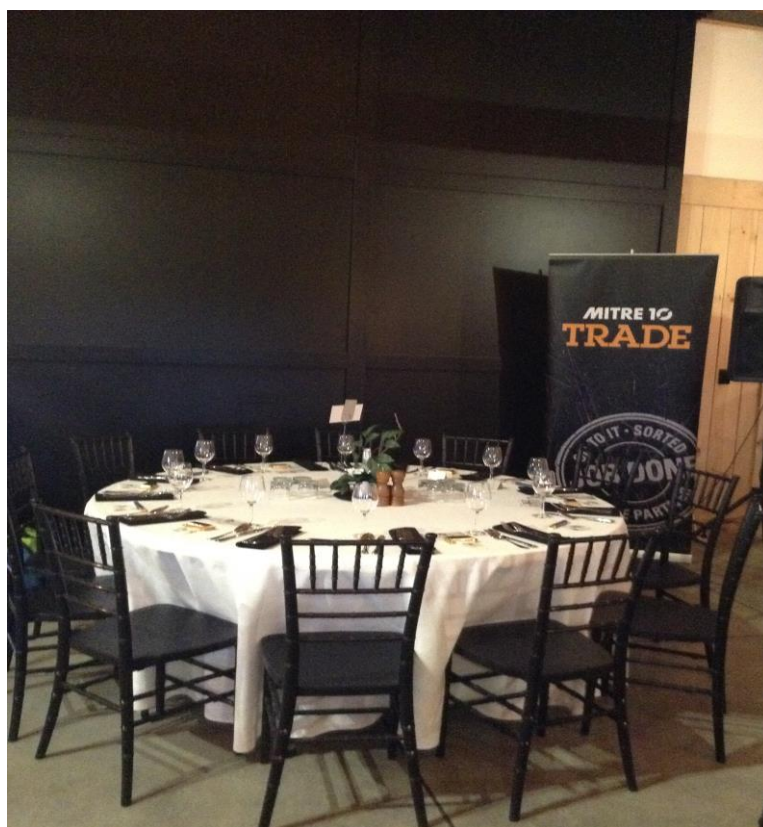
After dessert came the pre-recorded interview with Brendon Hartley and Russell Harris. This was shot in Brendon's home in Monaco in a relaxed but informative way, where Brendon talked about his years of karting in the No 28 go kart, to mixing it with the big boys and having just come second in the 24hour Le Mans. His first race suit as a young child was on display and there was talked of selling or passing this suit onto another child when Brendon outgrow it, however Brendon's aspirations were extremely high even at a very young age and he suggested they keep the suit in case he ever became famous. Brendon also won his Maiden World Endurance Champs Victory for Porsche at Nürburgring with co-drivers Timo Bernhard and Mark Webber. They took out the six-hour endurance race the week after the interview was staged in the new Porsche 919 Hybrid. We also learnt that Brendon is a veteran F1 Simulator driver amongst many other achievements. Brendon's partner Sarah joined him on the couch later in the interview and gave her views on their lifestyle in Monaco and living life in the fast lane.

The more formal part of the evening closed at around 11.00pm, however many stayed on to socialize and inspect more closely the two Porsche that had been delivered down from Auckland especially for the evening and were on display. These were sponsored by Porsche NZ, whom also supplied posters of Brendon with his winning car.

This evening would not have been the success it was without the sponsorship and support of some very generous people and companies. Porsche NZ. / Keith Marriott L.J. Hooker Palmerston North. / Mite 10 Mega Palmerston North. / Ernie Stevens, EEL Engineering Taranaki. / Whittaker's Chocolate's. / Russell Harris MC. / Brian Green. / Garry, Magnum. / Sarah & Gus Orlando Country and of course the Hartley Family.

"Keeping Up With The Hartley's" evening was a celebration for one of our own local motor racing families, of their world breaking individual and family achievements, and members of our Manawatu Car Club. So thank you once again to the Hartley family, our sponsors, and to those who attended the evening. We hope you enjoyed it. It just goes to show what the Manawatu Car Club has to offer back to the community.

Glenys Boyden





Sold Out!

PRIZE GIVING DINNER

A celebration of a Great event, The Feilding Auto Electrical Winter Series Prize Giving is to be held at the Clubrooms 120 Kawa Kawa Road Feilding.

Join us for a Celebration Dinner.

- Date Saturday 12th September
- Time 6.30 pre-dinner Drinks & Nibbles
- This is a 2 course Dinner Evening (not pot luck)
- Cost \$35.00 per person
- It is BYO Drinks only
- For your tickets please contact Danny or Richie
- All tickets must have been paid for by now
- Danny Phone 027 240 1291
- Richie Phone 027 290 0668

We request all the 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 will know this of course at the end of Round Four.

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

No Cooking required!

New / Old Car on the Track

Danny McKenna, has just re-built for his own use, Ash Cairns' Commodore Cup Car. It is now powered with a supercharged Holden V6 and painted yellow. This will be a car to watch in the future.



Note in the photos, the dashboard accessories, it started out as a full roll.



Where the MCC go for all Event Equipment Hire

Clubrooms

Over the last month, the old bar area has been completely gutted. A new ceiling has gone up, with exposed rafters and it has been insulated, as have the new internal walls.

The adzed timber work that Bruce Turnbull (of Saka Cars Bunnythorpe) turned out by hand so many years ago has now been carefully removed from the bar and re-installed, retaining our heritage, as a feature to dado height on the back wall of the lounge which we are now creating.

The area is completely painted, new lights fittings have been installed and we are waiting on a new small kitchen unit to arrive and be fitted for the coffee bar, then the new floor coverings to complete the room.

This will be set up as a small lounge, conversation area, with T.V., where you can sit in comfort, have a drink, coffee etc... This already is giving a different look and feel to the Fordy Farland Room.

The embankment has been feed some "Nodding Off Juice" supplied by Leighton, so we are looking forward to a brown bank arriving, then we will be needing more agapanthus to plant to cover the area to stop weeds growing.

The rear exterior wall is now on its 3rd and final coat of paint, and work on this is only happening when the air temperature is above 10deg, so it has been a bit slow going.

The ½ Formula Ford that is to go on the exterior wall of the clubrooms is still at the paint shop, being readied for a fresh coat of paint, then it will be fixed to the wall.

In the last month we have had 2 one day rentals of the clubrooms and a wedding is booked for next month. The rooms are looking good and now being used for many functions as they should be.

New Special Sponsor

We have a new sponsor it would seem - "GREEN ACRES". To be awarded the "Green Acres" sponsorship and have their high class sticker affixed to your car, you have to continually spin off the track into the grass at great speed.

The first recipient of the sticker is Geoff Boyden's BMW. And now Nick Beauchamp is also a member of the club with his spectacular grass cutting at the entry to the front straight.

With the sponsor's sticker on the back of the car, it will be an indication to other drivers around, that you can get a little over enthusiastic and have a L.O.T. (loss of talent) moment.

Caught on camera by
Angela Carson

Green Acres



Feilding Auto Electrical Winter Race Series Round 4 Report

Series Wraps Up In Sunshine

It was the wettest winter on record for the Manawatu, but the first Sunday of each month from June to September stayed dry for the best club race series in the country.

Formula Libre is for open-wheel race cars and sports cars but all eyes have been on the Formula First battle this year. Despite suffering from the flu, Brook Reeve showed his class by leading Brodie McKonkey and Chris Symon over the line in race 1. Symon took a well-earned win in race 2 from Reeve and McKonkey with the first four cars separated by only 0.5sec. In race 3 the order was Reeve, McKonkey and Symon. The top six cars were covered by just 0.918sec! The Formula Libre Cup goes to Craig Greenwood who took advantage of Reeve's absence in Round 2 by collecting a good point's haul and staying consistent all season. Reeve claims second over rookie Liam Lawson who will definitely be one to watch over summer.

And with summer just around the corner, more GT Cup cars finally came out to play. Glen Smith debuted his Crawford Ford, Ross Thurston revealed his recently repaired Evo Lancer, Steve Hildred had his classic Monaro back on track for the first time since a major engine rebuild, John Rush showed off the new front bodywork of his Escort V8 and Craig 'Zippo' MacIntosh once again wrestled with his rabid Evo Lancer.

Race 1 saw the 4wds of Thurston and MacIntosh launch off the line and lead through turn one but the superior speed of Smith's Crawford gave him an easy win over Thurston and MacIntosh. Race 2 reverse top 10 was again a Smith-Thurston 1-2 with Hildred third. Race 3 handicap went to John Rush who miraculously found four seconds a lap and made the handicapper throw all his calculations in the bin. Adam Newell was second with a fast-finishing Smith third. The GT Cup went to Craig Bartosh in his Capri having a quiet day, Shaun Sheldrake second and Mitch Kerr third despite sitting out this round

IB Cup produced the biggest field of the meeting. Dave Scott scampered off in his Ford 302 V8-powered MX5 to win the first race from Ross Gordon in the Sentra and Peter Edmond in the Volvo. In Race 2 Steven Metcalf held on to his reverse top 10 advantage and led Scott from series leader Dave Thomsen, who prevailed in the handicap race over Troy Howard and Grant Anderson. Thomsen took the IB Cup from Edmond, who had a frustrating season with car issues, with Metcalf third.

Matt Tasker took his fourth win of the season in race 1 of SF Cup, ahead of Kolin Yannakis in the Volvo 850 and Matt Smith in the Trueno. Tasker had win number five in the reverse top 10 race 2 over Graeme Bretherton's Commodore and Yannakis. Neil Rush won the Handicap from Bretherton and Jeff Cooley. Tasker won the SF Cup after a season-long tussle with Daniel Hettterscheid who had a horror meeting, first with a flat tyre then a collapsed wheel bearing. The Celica was on the trailer for race 3 effectively handing the championship to Tasker, whose season-winning margin was only 66 points. Neil Rush was third in the Integra.

Racing within SF Cup were Andrew Johnson and Geoff Boyden who were the only entrants in the European Cup. Johnson had three out of three wins and takes the title with a near clean-sweep from Boyden.

In RS Cup Ben Boyden won the scratch race in his wife's Corolla from Ryan Cooksley's Escort and Simon Wellum's Laser. The timekeepers pinged five drivers for break-outs with Mike James and Oliver Edmond both exactly 0.022sec too fast! Cooksley won race 2 from Boyden with NZV8 driver Brock Cooley relegated to third for breaking out by 0.04 sec in the Corolla. Bron Kokich had a popular win in the handicap and also won the heart of fellow RS Cupper Anthony Bell, who popped the question in the pits! Anna Wild was second with Boyden third. The RS Cup is Cooksley's from Mike James in the HQ and Ben Boyden, who will need to find another car as wife Tammie will be back racing in her car next season.

MX5 Cup race one was a cliff-hanger with the lead swapping between Bryce Hogg and close rival Jeremy Hoskins all race long. Hogg won from Hoskins but only by 0.109sec with Gareth Hogg third only 0.677sec adrift. Richard Skilton took race two from Bryce Hogg and Derek Smythe, who can now throw away his rookie status. Career win number two went to air-punching Tim Wilde in the handicap with Blair Murray second and Gareth Hogg third. Jerry Hoskins

was in the mix early but dramatically dropped off the pace and slowly toured around to finish for at least some points. Reports filtered back that the gas station-owning Hoskins had forgotten to re-fuel the car for the last race! The MX5 Cup goes to Bryce Hogg with brother Gareth runner up and the unlucky Hoskins third.

Fourteen cars lined up for race 1 of Classics Cup. Layton Hammond proved he's coming to grips with his rapid Zetec Escort Mk1 by winning from Alan Limmer in the Porsche 930 Turbo and Grant Rivers in the Mustang. Hammond negotiated the field to take race 2, with Tom Lancaster second in the Capri and John Gray third in the Corolla FXGT. The order changed in the handicap with Lancaster leading Gray from Hammond who peeled of a 1.19.072 lap in the chase. Hammond owns the Classics Cup again from fellow Escort-mounted Ross McKormick and Philip McQuoid in a Ford lock-out.

Throughout the 2015 Feilding Auto Electrical Winter Series the Manawatu Car Club hosted 132 individual drivers on four fine race days in the wettest winter on record. The SF Cup had the most variety with nine different makes with a range of fwd, rwd, 4wd mid-engine, normally aspirated, turbo-charged, four cylinder, five cylinder and six cylinder engines, proving we have a race class for everyone.

The Committee thanks all the competitors who raced with us this season. We hope you enjoyed our events and look forward to your support over the summer and of course next year's Winter Series.

Jeff Braid
Secretary



Manawatu Toolshed Back-Track Autocross-Motorkhana Series Round 2

A damn cold, damn wet and damn windy week led up to the second round of the MTBTAM Series. Maybe some people were damn crook too, because only sixteen drivers turned up and paid their money to have fun on the Back-Track at Manfeild.

Using the same format as last round we set up two Motorkhana tests and split the competitors between them. Once everyone had their three runs we swapped over to the other two tests and did the same. We had eight rookies who had never done cone work at all. Some had a little difficulty finding their way or working out left from right. Kaye and Jacquie were in fits at some of their antics. Only six got clean point-scoring runs and two cars left on trailers

After the motorkhana Craig O'Brien in his MIVECS Mirage emerged as leader, followed closely by Leon Cast in his Corolla GT sedan and Lee Jenaway in his 180SX.

After lunch we set up the autocross course with various chicanes and the finish gate. Competitors got three laps at speed and three runs to set a best time. Leon Cast pipped Craig O'Brien by only 0.58sec to win with Lee Jenaway third.

In the end Leon Cast and Craig Obrien tied for first place on points with Lee Jenaway third.

	First Name	Surname	Motorkhana Points	Autocross Points	Total Points
1	Leon	Cast	67	75	142
2	Craig	O'Brien	75	67	142
3	Lee	Jenaway	60	60	120
4	Paddy	Hanna	54	39	93
5	Simon	Monteith	49	42	91
6	Ken	Shaw	45	33	78
7	David	Scott	Incomplete	54	54
8	Aaron	Walker	Incomplete	49	49
9	Bayley	Walker	Incomplete	45	45
10	Bramwell	King	DNS	36	36
11	Jacob	Basley	Incomplete	30	30
12	Brent	McDougall	Incomplete	28	28

By the last few runs the wind and rain came back and made things miserable. We were going to run in the other direction for fun but it got too wet and slippery. We called it a day and packed up.

The next Clubsport Basic Event is the Multi Event Weekend on Saturday 7th and Sunday 8th November. It starts with Single-car and Dual- car sprints on the 3km circuit on Saturday. This is followed by a night trial/scavenger hunt leaving from and returning to the Clubrooms. Sunday morning starts with a motorkhana with tests laid out on both circuits and the weekend finishes with a massive Autocross that takes up most of the 4.5km long circuit.

Entry forms and regs will be out soon.

Jeff Braid

Manawatu Toolshed Back-Track Autocross-Motorkhana Series Round 2





A PAST catchphrase for Manfeild - 'seeing is believing' – springs to my mind whenever there is public debate about the worth of our venue.

Those of us most deeply immersed in this facility would, of course, always argue that the economic benefit of our events adds many tens of millions to the regional economy each year. We suggest this must be acknowledged when looking at the profitability and viability of the Park and when considering its future.

We also acknowledge, nonetheless, that some people will always have difficulty 'seeing', let alone 'believing', this. Some, for that matter, might even harbour scepticism about whether Manfeild Park is of any particular benefit to our region.

Fortunately, there is much evidence to suggest those critics are very much in the minority. The level of usage that our facility enjoys is one simple barometer to showing that Manfeild Park is valued by many, many thousands of people, not just within our region but also beyond.

The two focal points of user attention are, quite properly, the biggest attractions of our facility.

Foremost is our historic racing circuit; the impression that there is hardly a weekend when it is not utilized for some sort of motor vehicle activity – mainly club racing – is entirely accurate. In fact, the calendar for 2015 shows just one free weekend for the entire year. We have every expectation of this being filled before the Christmas break. The circuit is also used extensively during the week, for testing, special events and, of course, the almost-weekly role as a police driver training centre.

The next highest usage element is Manfeild Stadium. This 7200 square metre structure presently enjoys about 65 percent occupancy; not bad by regional standards but assuredly still not enough to satisfy our ambitions. So, we continue to chase new opportunities and, funnily enough, one of the great selling points going forward is to use current and past undertakings with this facility as an illustration of its versatility. It's all the easier to relate the potentials to possible future users when we can point to what was ostensibly designed as an agri-events building being also highly-suited to so much more: From a military tattoo (complete with castle) and the astounding Eventa wearable arts extravaganza to concerts and car shows. Plus, of course, there are all the traditional exercises, such as a diversity of equestrian events (dressage, showjumping, quarter horse competition and so on), rodeo and the Best of Beef exposition.

Our outdoor arena is another area of high usage and so too our sets of suites within the stadium and overlooking the circuit. We also have a variety of outbuildings plus sales yards - often used for calf sales – and, of course, the oval is utilised extensively by local dog-walkers (and also for hireage). Our Manfeild Stadium carpark is home to a market on the last Sunday of every month.

So, yes, overall the place is far from under-utilised. The next question will be: 'With so much going on, why the issues with income?'

It's a valid point. To address this, I'd first point out that a facility of this size and scale raises unique complexities; ongoing costs are large, diverse and simply unavoidable. One of the greatest risks of any facility is to allow maintenance programmes to run late, or be deferred, due to a lack of operational budget. A base commitment by Manfeild Park Trust has always been to ensure maintenance will not be deferred to the point where it becomes unaffordable.

Also, if we recognise that if Manfeild is to keep moving forward, it must also keep developing. It is a matter of simple fact that nothing of any value or quality is cheap and Manfeild is committed to a vision of being a facility of highest quality.

We have major funding projects on our agenda, the most pressing being the completion of the circuit reseal and pit area. This alone carries a cost of just under \$500,000. The requirement to provide race lights, additional safety fencing and keeping this part of the facility to latest compliance all comes at significant cost.

Activities at our venue categorised as high risk also require particular responsibility. Health and safety legislation brings a significant impact and added cost that cannot be ignored.

This is not to suggest that we face insurmountable odds. Far from it; the mood here is one of enduring positivity, because we know Manfeild Park has already achieved much and has potential to lift its game all the more.

Any impression that we are under-utilised is misplaced. This financial year we will host more than 380 individual events; many are high-profile, a high count involve significant numbers of attendees and more than half could be considered to be of regional importance and benefit.

The facility is also being used by the community it serves. Presently more than 70 percent of our clients are from our region, and that's great: We see ourselves as a Manawatu asset. We love to see local people using this facility.

However, a reality is that most of those activities are non-profit undertakings by non-commercial entities and this, of course, has effect on the level of expected income. Another ongoing factor that affects our operation is that our settlers are meted 45 days per annum free of charge. This generous historic allowance comes at an estimated cost of \$300,000 per annum to the venue.

We put immense effort into promoting Manfeild to a local, national and international audience; we seek to speak loudly to our community through this column, through our press releases and via our website. I am always willing to speak to groups or organisations to assist with the understanding of our great venue.

What we also encourage is for the community of which are a part to engage with us at this level. If you know, and enjoy Manfeild Park, then please spread the message. If you hear of an idea or activity that seems suited to Manfeild, please recommend us – and don't be shy to share with us. We want to be part of any conversation.

We want to encourage people to come and see what we have happening here and be proud of what happens in what we believe is a little piece of paradise in the Manawatu.

So my sign-off this week is a rallying call: Become a Manfeild ambassador; spread the word. You know you want to.

Julie Keane

General Manager

GLOBAL MEGASTARS VISITED MANFEILD...

In late 1988 two of the world's best known sporting greats spent time at Manfeild during a day-long visit to our region as a rest and recreation time-out during their New Zealand tour.

They were, and probably remain, the most glamorous and dynamic pair in sporting history, winning their first world championship in 1981, but it was their gold medal performance at the 1984 Winter Olympic Games at Sarajevo in Finland that they will always be best remembered for - their names were Jane Torvill and Christopher Dean.

The English duo took the art of ice dancing to an unprecedented level in terms of flair, grace and technical brilliance, their routine to the music of Ravel's orchestral masterpiece *Bolero* will never be forgotten.

But why was Manfeild included in their one-day itinerary?

In reality, Manfeild was the prime reason for leaving their Wellington base because of Christopher Dean's passion for motor racing, and he had driven a Formula Ford single-seater at home.

The outing was arranged at short notice and included a public greeting in the city, jet boating on the Manawatu River through the Gorge, followed by a helicopter flight to Manfeild and an all-too-brief session at the wheel of Phillip Drummond's Formula Vee single-seater. Christopher was in his element and quickly adapted to the unfamiliar car, proving to be very quick in the short time that was available, while Jane took great interest in her skating partner's need for speed.

It was another of those special days in the history of Manfeild, away from public eyes.

Their transport for the day was a luxurious European Ford Granada Scorpio saloon powered by a 3-litre Cologne V6 engine, appropriately it carried special temporary number plates, "T AND D"...

P.S. Phillip Drummond is now a barrister in Palmerston North, his father, Dr Jack Drummond, was the Manfeild track doctor for many years and was also a racing driver.

The # 90 Vee was one of three built in Wanganui by Chris Abbott and the aptly named Kerbside Racing Developments team, the cars being named after members of the Abbott family - "Alva", "George" and "Andrea".

"Alva" (# 90) was initially raced by Chris Abbott who won the national championship in 1982. Later, under the Drummond/David Pither partnership, "Alva" was driven by Phillip Drummond and brothers Robbie and Gary Rogers for several seasons. The car eventually found its way to the South Island when the Formula Vee category crossed the Cook Strait.



*The special
Torvill & Dean
number plate
which they
proudly took
back home
with them*



*Our very own
Russell Harris
with Jane Torvill
and Christopher
Dean*

SIZE ISN'T EVERYTHING...

Round 3 of the Feilding Auto Electrical Winter Series again produced some outstanding racing, but a big talking point for some related to an analysis of lap times and average speeds, seeing was almost disbelieving!!

Checking the record books for the 3.03 kilometre circuit makes interesting reading, during demonstrations or testing three cars have posted a sub one minute lap time - Kenny Smith has broken the barrier twice, in his Formula 5000 Lola and a Leyton House March Formula One car, the other was Johnny Reid in the A1GP car.

2015 Le Mans race winner Earl Bamber holds the Toyota Racing Series (TRS) lap record at 1.03.820, Cameron Jones the fastest overall in the "tin tops" with a 1.04.616 lap in his Camaro RX666, New Zealand Land Speed record holder Owen Evans clocked a best 1.06.720 in his Lighting Direct Porsche back in 2003 while Andrew Stroud is the fastest man on two wheels with a lap of 1.05.343.

In Round 3 of the FAES the fastest lap of the day was 1.07.113 – in comparison to the above times it appears nothing to get over excited about, what puts the time in true perspective is the fact the vehicle was powered by a 250cc motor!!

Alex Gearry clocked the sensational lap in the second Superkart race of the day, if the time hasn't impressed you maybe the lap average speed of 162.542 kilometres an hour does!!

Gearry's average speed over the 7 lapper was an equally impressive 159.660 k/ph, but the Superkarts do have the advantage of a rolling start

In three of the four races Gearry's fastest laps were in the sub 1.08 bracket, while arch rival Andrew Hall stopped the clocks with a best 1.07.436.

Superkarts are super quick, their cornering speeds are almost beyond belief. They have no suspension and the drivers are only a few centimetres above the track surface, the sensation of speed must be extraordinary...

Angela Carson Captures the Moment



What is Matt Smith hiding from?



Another great SF Cup start...



Going...



Going...



Gone!!!

2015 – 2016 Manfeild Events Calendar

SEPTEMBER

Friday 11th	Manfeild Test Day. Competition cars and bikes
Saturday 12th	Feilding Auto Electrical Winter Race Series Prizegiving and Pot Luck Dinner
Sunday 13th	Intermarque Sprints
Friday 18th	Manfeild Test Day. Competition cars and bikes
Sunday 20th	MTTDS 3 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03k track
Friday 25th	Manfeild Test Day. Competition cars and bikes

OCTOBER - No MCC events planned.

Date TBC	Intermarque Sprints
Friday 9th	Manfeild Test Day. Competition cars and bikes
Friday 23rd	Manfeild Test Day. Competition cars and bikes

NOVEMBER

Friday 6th	Manfeild Test Day. Competition cars and bikes
Saturday 7th	MTTDS 4 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03km track
Sunday 8th	Summer Club Race Meeting 1 Manfeild (Note: May change to IRC meeting and is also the V8 Supercars Pukekohe Meeting date)
Friday 13th	Test Day MG Classic
Saturday 14th	MG Classic Race Meeting
Sunday 15th	MG Classic Race Meeting
Friday 20th	Manfeild Test Day. Competition cars and bikes
Saturday 28th	(reserved)
Sunday 29th	(reserved)

DECEMBER

Friday 11th	Manfeild Test Day. Competition cars and bikes
Friday 18th	Manfeild Test Day. Competition cars and bikes
Saturday 19th	MTTDS Day 5 Driver training, single and dual-car sprints, drift practice, licence testing, 3.03km track, prize-giving afterwards
Sunday 21st	Summer Club Race Meeting 2 Manfeild

2016

JANUARY

Sunday 17th	Summer Club Race Meeting 3 Taupo Wellington Anniversary weekend
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FEBRUARY

Thursday 11th	Manfeild Test Day. Competition cars and bikes
Friday 12th	NZGP Test Day
Saturday 13th	NZGP
Sunday 14th	NZGP
Friday 19th	IRC Test Day
Saturday 20th	IRC Race Meeting
Sunday 21st	IRC Race Meeting

MARCH - No MCC events planned

APRIL

Saturday 9th MTTDS 2016 Round 1
Sunday 10th Summer Club Race Meeting 4
Saturday 16th Summer Race Series Prizegiving

Subject to change and will be updated

Taupo Car Club Winter Series Dates

Round 4 Dual Sprints Saturday September 19th Clubmans Sunday September 20th

Motorsport Events on in The Central Region (Lower North Island)

Date	Events	Venue	Comments
13 Sept	Intermarque Sprints	Manfeild	
19 Sept	Dual Car Sprints	Taupo Motorsport Park	Taupo CC event
20 Sept	Winter Race Series	Taupo Motorsport Park	Taupo CC event
20 Sept	Seal Sprint	Shelly Bay, Wellington	Wellington CC event
3 Oct	Daybreaker Rally Wairarapa	Manawatu / Wairarapa	www.rallywairarapa.co.nz NZRC final round.
18 Oct	Gravel Sprint	Puketiro Rd, Carterton	Wairarapa CC event
24-25 Oct	National Race Meeting	Taupo Motorsport Park	Taupo CC event
1 Nov	Seal Sprint	Blairgowrie Rd, Norsewood	Dannevirke CC event
1 Nov	Seal Sprint	Admiral Rd, Carterton	Wairarapa CC event
8 Nov	Gravel Sprint	Waiorongomai Rd, Otaki	Levin CC event
14-15 Nov	MG Classic Race Meeting	Manfeild	MG Car Club event
14 Nov	Rally	Hawkes Bay Rally	Hawkes Bay CC event
21 Nov	Seal Sprint	Western Line, Wanganui	Wanganui CC Speed Weekend
22 Nov	Seal Sprint	Brunswick Road, Wanganui	Wanganui CC Speed Weekend
29 Nov	Gravel Hillclimb	Dorsets Rd, Mauriceville	Wairarapa CC event

Come Racing With Us