



Manawatu Car Club

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

October
2015

Welcome

I, like many others subscribe to a number of car type magazines and in particular Australian Muscle Car. There is a monthly article written by well-known Fred Gibson of Nissan fame, headed "Where have all the young guns gone". As he says "where are all the young guns in motor racing supposed to go these days"? In Australia, not only is it difficult to get a race on the track, but most of the racing is in the expensive to run classes. Formula 4 / GT3, it would seem that youngsters coming out of karting would go into Formula Ford, then move up from there, but Formula Ford has dropped away in Aussie along with lower grade saloon racing, and you don't seem to hear about it, so where do the young guns get their race craft.

Here in good old NZ, we still have very affordable racing, whether its track, or rally, and we accommodate the young guns rather well, when they want to have a go. Formula Vee, R.S. or S.F. classes that we run on the track and we also cater for lower grade rally classes. We need to get the young or new drivers out there, learning about their car, how it works, how to make it better, learn some race craft.

We at MCC are doing that quite well, but like everything we need to continue to attract new racers to whatever they want to become involved in.

Another club that I belong to and am involved with is the Motorhome / Caravan Association. This Association has a huge membership with a massive increase in members in the last 5 years. The new younger members have been identified through a survey, they are not so interested in the rally weekend type activities that Motor-homer's are known for, so the executive have been doing a great job in asking members "what do you want". The response has been incredible, the executive have acted and now all types of new activities have been organised – Concerts / Travel Safaris / Motor-racing Events, the list goes on.

So maybe that's something we should do. Ask the question – What do our members want from their membership to the Manawatu Car Club?

Food for Thought!

Geoff & Glenys Boyden

"Track & Yack"
13th October @ 7pm.
Speights Ale House
Grey St
Palmerston North

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

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 race, of about one hour duration, raises a number of interesting points. Ansell, who was winning at the time, speeded up when he could have afforded to hold a constant speed. Cottrell did not know how many laps he had done. Both suffered then from "blind flying".

Two courses of stoppages stand out. Easily the first is the fitting of insufficiently cool plugs, practically all plug failures being due to burning rather than to oiling when the pressure is off. Next comes the failure of fuel supply under demands rates which cannot be duplicated elsewhere. The final observation is that in a one-hour race one cannot afford to stop anyway! All this assumes that motor racing is always a most serious business. We Wonder.

Beach Races.

One amusing incident happened on Waikanae Beach. We were all lined up on the grid for a 5 mile sprint when a false start was signalled. We were reverred back on to the line and a fresh start made and to everybody's astonishment Ewen Faulkner in a Ford V8 special motored off at high speed backwards. This gave me a clear win in this event because his car was a little quicker than mine. In future years all hill climbs and sprints I never ever followed another competition close up to the start point.

To be continued.

ATTENTION! Track & Yack ATTENTION!

Time: 7pm – 9pm

Date: Tuesday, 13th October 15'

Place: Speights Ale House, P.Nth

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

Next Month's Track & Yack:

Tuesday, 10th November 2015.

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

Welcome to New Members August – September 2015

| | | |
|-----------------|------------|----------------------|
| Bayley Walker | P .Nth | Junior member |
| David Hinton | Stratford | Family |
| Paula Hinton | Stratford | Family |
| Jimmy Crombie | Wellington | |
| Maria MacDonald | Porirua | Dean's Partner |
| Dean Owens | Porirua | Maria's Partner |
| Cory Dame | Feilding | |
| Richard Brown | P .Nth | Family |
| Tony O'Brien | Upper Hutt | Owens Paddy's MX5 |

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MCC Palmy Members favourite Café meeting place

R.S. CUP.

The executive confirmed at the last meeting, that entry fees for the R.S.Cup will remain at \$100.00 plus transponder hire for the next Summer Series and the 2016 Winter Series.

The class is growing, but we need more entries going forward as some of the 2015 R.S. Cup racers will be moving up to the next class, this being the S. F. Cup class.

So tell your mates – encourage them to join us, and have a ball, at a very low all up cost. This type of motor racing can't get any cheaper.

This is Massive Bang for your Buck.

Clubrooms Update.

We are almost there with our lounge area. At the time of going to print, we are just waiting on the carpet layer to lay the 2nd hand carpet we have found which is the same as the main carpet. So when complete, it will all blend in. The kitchen unit is installed and tiling completed behind the bench unit and on the floor in that area. Furniture is on the way for the lounge, along with a swinging arm for the TV monitor.

We have just purchased 100 new wine glasses, because after having to hire glasses for a few functions now, we thought the best option is to buy our own.

We are also pricing up some new chairs, as we start the process of upgrading our chattels within the clubrooms.

This month we have had 2 bookings for the use of the clubrooms, and next month will be the same.

Over the summer and with the lounge area complete, it would be good to get back outside and complete the exterior painting, and make a start on the fence between the garage and the bank.

Richie Arber – 027-2900-668, is your contact for the Clubrooms Hireage. Club members will get a price advantage.



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Manawatu Car Club Christmas Dinner

Another First - Christmas Dinner at the Clubrooms.
Mark the Calendar Now! - Saturday, 19th December 2015
Fully Catered Meal only \$35.00 per Person
BYO Drinks - Of your Choice

This will be a traditional Christmas Dinner and a time to
Celebrate 2015.

Danny McKenna and Richie Arber are you contacts to register.

Danny. Phone 027-240-1291 Richie. Phone 027-290-0668

Remember our events sell out fast, so book now!!



MCC Membership Subscriptions

Remember Subs are now due.

Please pay promptly.

Don't get caught without a current MCC membership at your next race meeting as this can be very embarrassing.

Join online at

www.manawatucarclub.org.nz

Wanted-Wanted-Wanted

We need more **Scrutineers** to help with the scrutineering the cars before they go out on the track.

If you are a mechanic, or think you have the expertise to be a scrutineer then please contact Danny McKenna at Danny's Autos - 25 David Street Palmerston North. Phone 027-240-1291 He will be pleased to hear from you, and will explain the process to go through to be a qualified scrutineer.

Be Involved = Contact Danny Today.

Hirepool

EVENTS

Where the MCC go for all Event Equipment Hire

OctoberFAST! Race Report.

It was always going to be a tough ask to fill race grids on the first weekend of October for the start of a long summer campaign. Some IRC classes have opted for the bright lights and glory of the re-organised 'Premier Series,' leaving the rest to stay calm and carry on.

As a result only three IRC classes opted to race at Manfeild and because of the reduced numbers OctoberFAST! was cut down to a one-day club meeting to make it affordable to everyone, including the Manawatu Car Club. The entry fee was reduced to \$250 and entrants were offered free testing on Saturday within Round 2 of the Manawatu Toolshed Track Day Sprint Series.

Eighteen Formula Firsts rolled out in qualifying for Round 1 of their 8-round Championship Series. Veteran and reigning champion Michael Shepherd led the timesheets with Brody McKonkey and Bramwell King very close behind; in fact the top six cars were covered by less than 0.5sec. Local Chris Symon was the popular winner of race 1 with Shepherd second and McKonkey third. Last year's Rookie of the Year Brook Reeve left the track while leading, but recovered to take sixth place. Hard-charging King copped a time penalty for passing under yellow and was relegated from fourth to fifteenth. That penalty must have surely made the red mist rise, because in Race 2 King executed an outstanding move into the esses, going from fourth to first and then held on to win, but by only 0.027sec from Reeve with Shepherd a close third. Race 3 would be another blinder with within an eleven-car scrum shuffling the order every lap. Shepherd prevailed to take the win and the points lead in the Championship. Reeve snatched second with King only 0.005sec behind in third. The top ten cars were separated by less than 3sec and if that's how this series is going to continue, we are in for a vintage year in Formula First.

The newly renamed Dinsdale Drywall NZ Six Series attracted NZ1 Bronson Porter to begin the defence of his title, along with nine others including a contingent of taxis from Hawkes Bay. A disappointing five HQs fronted up. Qualifying had Craig Schofield head the timesheet with Porter a lowly fifth. Lincoln Prouting led the HQs from Linda Torrens and Janine Douglas. Damir Skoric was towed in without completing a lap after failing to trace a mechanical gremlin that appeared in testing. Race 1 was a Napier Taxi affair with Porter caught in a double sandwich of Kerry Tong and Craig Schofield in front and Leo Van Berkel and Grant Anderson behind. Skoric fixed what was a blocked fuel line and won HQs with Lincoln Prouting second and Janine Douglas third. Race two had Schofield in front of Porter and Van Berkel. Skoric took out race 2 in HQs from Prouting and Torrens. Race 3 Had Porter finally show some form and win from Schofield and Cooper. Skoric made it three out of three in HQs from Prouting with Janine Douglas finally making the podium. Anthony Allen had a rubbish weekend circulating at a snail's pace at the back of the field, but still scoring points that may be handy later in the season.

Ten Super Mini Challenge cars qualified consisting of five Miglias, two Mini 7s, two Open and one Star Car. This is a far cry from when Mini racing was in its prime and hopefully will improve as the season progresses. If your car is a mini, looks like a mini or is about the size of a mini then you're welcome to race with them. As expected the Star Car of Louis Kuriger was fastest over Steve Midgley's Hayabusa-powered mini and Trent Dixon's Miglia. But Race 1 was Midgley's over Kuriger by 0.467sec with Kevin Townsend third in his Open mini. Race 2 finish order was Midgley, Townsend, Kuriger. In the Race 3 Handicap Tony Axel prevented a Midgley clean-sweep with Kuriger third again.

OctoberFAST! was to host the first round of the K-Sports Sedans series, an open class for production-based cars with a factory steel A-pillar. Despite invitations sent far and wide only eight cars would arrive and drive. Mitch Kerr headed the timesheet in his Evo from Chris Coleman's Mazda6-Holden-V6-Turbo monster and Pete Edmond in the Volvo S40. Both Kerr and Coleman broke their cars in Race 1 gifting the win to Oliver Gordon in Dad's turbo Sentra from Paul Ives' Batty and Edmond's Volvo. The Evo and the Mazda6

were on the trailer for the rest of the day. Race 2 was won by Anton Bryant in his turbo MX5, after replacing his broken trans with Huw Allen's spare gearbox the night before. Gordon was second with Ives third. Ethan Coleman's radical mini DNFed with broken power steering but would be out for race 3 regardless. Paul Ives won the handicap race from Bryant and Edmond as Gordon failed to take the grid. Hopefully K-Sport Sedans will gain momentum as summer approaches. Further rounds are at Taupo at Halloweenfest on October 31st-November 1st, Taupo 16th January Wellington Anniversary weekend, and back at Manfeild in February.

The Allcomers hardly came to play with only seven turning up. Jeremy Hoskins was the sole MX5 to pay up, so the obvious thing was to merge. Ross Gordon won race 1 from Justin Allen, who is getting more familiar with his RX7 Pro7 Plus, from Brad McDonald in a similar car. Oliver Edmond showed no fear with the Volvo 850, coming fourth. Race 2 had Gordon win again from MacDonald and Allen. Kolin Yannakis was favoured by the handicapper with a close win from Oliver and Gordon.

The spring weather held out for us with yet another fine, dry day to add to the Winter Series tally. Those who came to race had a good time and went home happy.

This event will need careful review however, if the Club is to continue to provide a place to race. These events are expensive to run and need to pay for themselves before we open the gates. It is unreasonable for the organising club to subsidise the competitors in their chosen sport. The IRC model is the best for this level of competition and needs to be fully supported by all its members.

The next IRC round at Manfeild is on February 20th-21st only a week after the NZ Grand Prix.

Jeff Braid



GARY "MAGNUM" RODGERS P.I. (PHOTOGRAPHIC IMAGES)

One of the keys to the success of the "Keeping Up With The Hartley's" dinner were the images projected onto the big screen to support the spoken word - they say that a picture is worth a thousand words, those words are very true with each image bringing back a memory.

It was a major task that took countless hours searching for photographs and video footage via various mediums to put the montages together, it required a full understanding of the function's objectives, and the person responsible had to have the necessary passion for the project.

Long-time friend Gary Rodgers not only had the right credentials, by sheer coincidence he also had special links with the main players, the preparation for the various segments revealed a number of facts.

Gary raced against Bryan Hartley in karts, and his first employment was at Sovereign Motors, co-owned by Bryan and Murray Trotter (Troll) - the premises were on the site now occupied by BP Rangitikei Street. Gary's natural ability working on things mechanical, especially with a motorsport connection, took him to Europe in 1990 as a race engineer for a team based at Graz in Austria, but he wasn't the only New Zealand mechanic in the outfit. The team ran cars with Austrian drivers in three categories - Formula 3000 and Opel Lotus Formula single-seaters and a Mercedes-Benz 190E 2.5 Evolution in the DTM Touring Car Series, the rookie kiwi on his first OE was aligned with the Opel Lotus cars which were similar in concept to our Toyota Racing Series (TRS) and powered by a 1.8 litre Opel engine.

So what has this got to do with "Keeping Up With The Hartley's"?

The team was known as RSM Marko and the owner was Dr Helmut Marko, the same man who became head of the Red Bull Driver Development Programme and signed a contract with Brendon to race Formula Renault 2.0 Eurocup in 2006, an association that would last for the next 5 years and include Formula 3, World Series by Renault 3.5, GP2 and the ultimate experience as Formula One test and reserve driver.

The spanners have long gone in favour of cameras and lenses that led to the creation of his own business, Magnum Images - www.magnum-images.co.nz/gary@magnum-images.co.nz

Palmerston North Boys High School is on his client list and again there is a link - Gary, Nelson and Brendon are old boys of the school, Bryan was educated at Queen Elizabeth College.

Magnum Images is derived from Gary's long-time nickname, "Magnum".

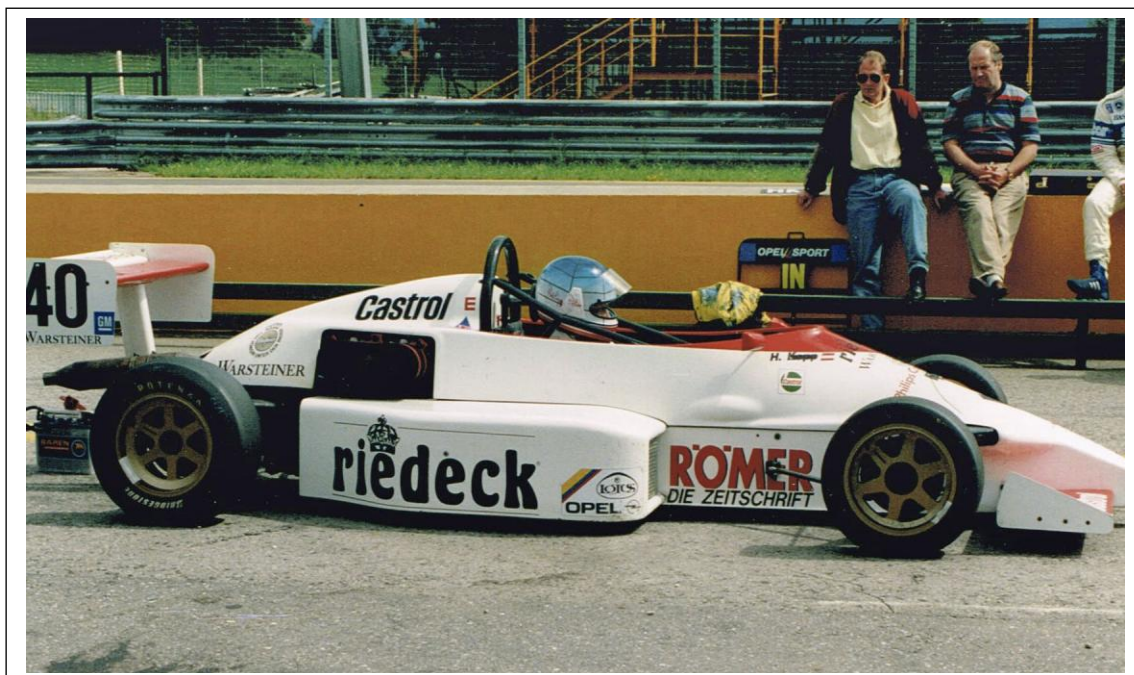
Back in 1982 older brother Robbie went to England and among the gifts on his return was a Ferrari cap that for many years was worn 24/7, now very faded it remains a treasured possession. At that time there was a hugely popular television series called Magnum P.I. that was set in Hawaii. It starred Tom Selleck in the lead role of Private Investigator Thomas Sullivan Magnum, but Selleck wasn't the only star of the show, the other was an open targa-top Ferrari 308 GTS Quattrovalvole, red of course!! The precious cap and the programme were linked together through the famous Prancing Horse emblem and the nickname evolved...

Russell Harris

P.S. Karl Wendlinger drove the Formula 3000 car and later raced in Formula One, Sports and Touring Cars. The driver of the DTM Mercedes-Benz was Franz Klammer who was a national hero at the time, but not for his motorsport involvement. Klammer had won the gold medal in the Super G Downhill ski event at the 1976 Olympic Games at Innsbruck in his home country.



Opel Lotus Spa Euro Race – Belgium. At the Spa round of the World Series of Opel Lotus the cars were painted in the colours of the competing countries - many years later the same concept was used in the A1GP Series!!



Philip Peters, Österreichring – Austria. The Opel Lotus that Gary race engineered. The two men sitting on the pit wall are Dr Helmut Marko and Philip's father.

A Blast from the Past.

Entry list from the Shell Saloon Car Championship
Timaru / Manfield / Baypark / Pukekohe 1987 featuring a few of our locals

RACES 3 & 9

Duration 8 Laps



Acorn Lodge Motels

CLUB & RALLY TROPHY RACE

0-1300cc 1301-1600cc 1601cc and Over
Class Trophies and Sparkling Wine

| No. | Driver/s | Sponsor/Entrant | Car & c.c. | |
|-----|----------------------------------|---------------------------------|-----------------|-------|
| 1 | RUSSELL BYNE | R. BYNE | Toyota Corolla | 1600 |
| 2 | KEN DOUGLAS/ ROSEMARY DOUGLAS | KENNY ENGINEERING (Levin) | Mazda RX3 Coupe | 2292 |
| 3 | STUART PATTERSON | S. PATTERSON | Ford Escort | 2600 |
| 4 | WAYNE MOORE | SPEED EQUIPMENT (Wgtn) | Mazda RX3 Coupe | 2354r |
| 5 | TREVOR JAMES | WELLINGTON MOTORDROME | Fiat 131S | 1608 |
| 6 | ALVIN WATSON | A. S. WATSON | Datsun | 1270 |
| 7 | STEVE BOND | FIBREGLASS DEVELOPMENTS | Hillman Hunter | 1290 |
| 8 | REX HARRIS | R. HARRIS | Toyota Starlet | 1290 |
| 9 | DAVID WILD | WEB GRATING | Ford Escort | 2000 |
| 10 | NIGEL HOPGOOD | N. HOPGOOD | Mazda Capella | 2292 |
| 11 | EUGENE CHILDS | KNIGHTS RACING | Ford Escort | 1600 |
| 12 | BLAIR STEER | B. STEER | Mazda RX3 | 2063 |
| 14 | BILL MACPHERSON | W. A. MACPHERSON | Ford Cortina | 1998 |
| 15 | KEVIN TOWNSEND | HOME MOTOR COURT | Riley Elf | 1293 |
| 16 | ROSS THURSTON | R. THURSTON | Datsun Coupe | 1270 |
| 17 | STEVE ELLWOOD | S. ELLWOOD | Datsun Coupe | 1200 |
| 18 | TERRY HEALEY | TEL RACING | Ford Cortina | 1500 |
| 19 | DON McLEAN | D. McLEAN | Datsun 2602 | 2753 |
| 20 | GRAHAM MILLER | B & H ENGINE SERVICES | Datsun | 1172 |
| 21 | TERRY JENSEN | AUTO ACCESSORY CENTRE | Datsun | 1290 |
| 22 | PHIL KETTLE | WATERBED SERVICES | Hillman Hunter | 2000 |
| 23 | ALAN HARVIE | ALAN HARVIE PANEL & PAINT | Laser Sports | 1498 |
| 24 | PAULINE MALCOLM | PACIFIC SAUNA/DENIS REICHENBACH | Hunter | 1725 |
| 25 | PETER LUNDBERG | ALAN HARVIE PANEL & PAINT | Ford Capri | 3000 |
| 26 | GRAEME TOOMER | AUTO ALIGNMENT (Wgtn) | Ford Escort | 1598 |
| 27 | DOUG HOGG | GENERAL FINANCE | Mazda RX 7 | 2063 |
| 28 | DAVID YANKO | D. YANKO | Vauxhall Viva | 4900 |
| 29 | ROB PAULIN | SPEED EQUIPMENT/TRI JACK | Mazda RX3 | 2400 |
| 30 | COLIN SINCLAIR | C. SINCLAIR | Datsun P510 | 1596 |
| 31 | PAUL MULDOON | P. MULDOON | Mazda RX2 | 2292 |
| 32 | NICO SIELING | ROTACON RACING | Audi Coupe | 2200 |

| No. | Driver/s | Sponsor/Entrant | Car & c.c. | |
|-----|----------------|------------------------|--------------|------|
| 33 | STAN CODLIN | S. CODLIN | Consul 315 | 3000 |
| 34 | GRAEME SKILTON | G. SKILTON | Anglia | 1500 |
| 35 | MICHAEL SLACK | M. SLACK | Honda Civic | 1300 |
| 36 | IAN EASTON | I. EASTON | Valiant VG | 4200 |
| 37 | IAN McCAFFER | I. McCAFFER | Chevette | 4400 |
| 39 | KEVIN SIMPSON | SIMPSON AUTOMOTIVE/BP | Ford Escort | 1740 |
| 40 | JIM STEWART | Motor Machinists | Lancer GSR | 1600 |
| 41 | GRANT TAYLOR | INDEPENDENT ROADMAKERS | Datsun Coupe | 1480 |
| 61 | BARRIE BOULD | B.D. BOULD PLUMBING | Leyland Mini | 1300 |
| 77 | NEIL DEIGHTON | N.K. DEIGHTON | Chavenger | 4840 |
| 90 | RUSSELL DUE | R.J. DUE | Torana | 4200 |

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4th 5th Time



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An Unbelievable Find - A message in a Bottle, well almost.

A MCC book was washed up on a creek bank in Western Australia from 1952.

Hi Tom,

I received the booklet today and I am sure our archivists will be delighted to add it to our collection of memorabilia. I have included them in to this reply.

I looked up your location in the far south-west corner of WA and wonder how this relic could have possibly made it into your hands. I guess this will remain an unsolved mystery.

We are grateful to you for finding this treasure. I am sending you a Manawatu Car Club sticker as a small token of our appreciation. See the attachment.

Kind regards

Jeff Braid
Secretary
Manawatu Car Club
027 477 3337

From: [Thomas Black](#)
Sent: Wednesday, July 22, 2015 2:53 PM
To: [motorsport](#)
Subject: [The Manawatu Car Club Newsletter] May 1952 magazine

Hullo

Astonishingly I found a copy of your May 1952 Car Club Review washed up where our winter creek overflowed after some very heavy rain. I have no idea whose it might be as there are no Kiwis living up stream from me.

The mag is quite legible and complete. Would you like me to post it to you? If so let me have an address. There is an obituary for one of the then members which deserves a new audience!

Regards

Tom Black

IP: 139.216.136.155

5/08/2015

This is a copy of the email sent to our club after Tom found the MCC magazine washed up on the creek bank in Western Australia.

Tom found this and was interested enough to contact the club and mail the booklet back to us for our archives to be added to our memorabilia.

This MCC Booklet will be framed and displayed in the clubrooms.

This treasure of the MCC 1952 booklet was washed up in Western Australia recently and returned to our club.



Tyresoles

NOT A RECAP —
— NOT A RETREAD

Prove Their Worth at OHAKEA

GEORGE SMITH

Winner of the Grand Prix

USED TYRESOLES

NOEL DICKSON

Winner of Saloon Car Handicap

USED TYRESOLES

EWAN FAULKNER

Third in Sports Car Handicap

USED TYRESOLES

JAS J. NIVEN & CO. LTD.

CHURCH STREET

PALMERSTON NORTH.

CAR CLUB REVIEW



Published by
The Manawatu Car Club
Inc.

VOL. I NO. 3

MAY, 1952

ALVIS

3-LITRE SALOONS—A Masterpiece of English Engineering.

RENAULT

750 c.c. SALOONS—Small Car with Big Car Performance.

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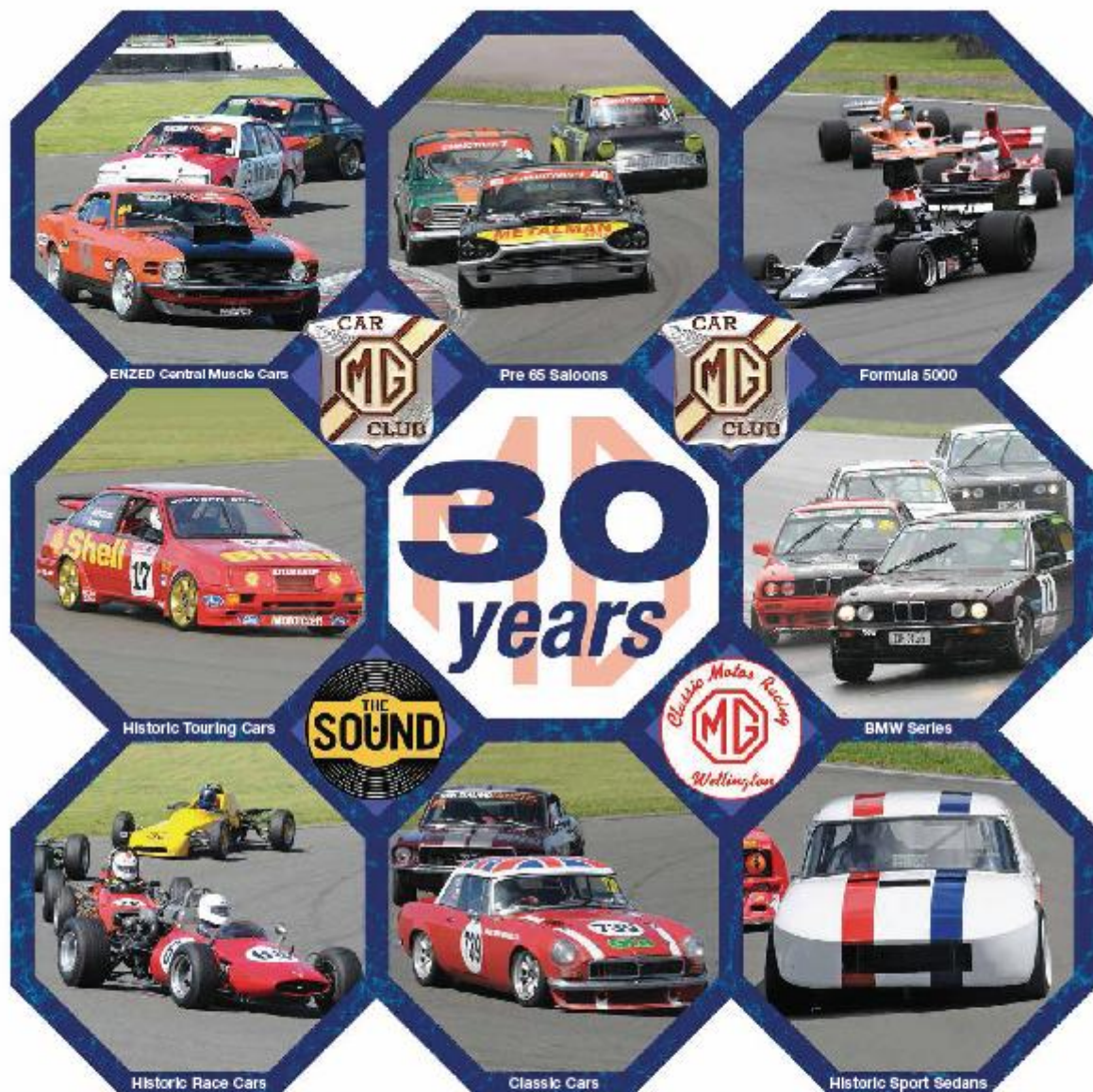
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THE SOUND CLASSIC MOTOR RACE MEETING

MANFEILD 2015

FRIDAY 13 TO SUNDAY 15 NOVEMBER

FEATURE RACES-

Including: F5000, Historic Touring Cars, Pre65, Central Muscle Cars, The Sybil Lupp for Classics, BMW Series and more...

Admission:

Friday: Practice - Adult & Children - FREE
 Saturday: Adult - \$20 Children under 14 - FREE*
 Sunday: Adult - \$20 Children under 14 - FREE*
 * Children must be accompanied by an adult.

9am start
 9am start
 9am start



The Secretary, MG Classic Race Committee, PO Box 154, Wellington

www.mgcarclub.org.nz



The Sound MG Classic Race Meeting
The Biggest 3 Day Meeting Ever
Friday 13th to Sunday 15th November 2015, Manfeild Circuit

Greetings to all past and intending new drivers to the 30th continuous running of the MG Classic Race Meeting.

This first newsletter is a bit late as we wanted to make sure all of our ducks were in the correct row. The biggest problem was getting Flag marshals on the Friday: We still require a few more, so if anyone would like the best seat in the house on Friday afternoon, please contact Ron Robertson.

This is going to be a huge event with several new groups coming on board. New and exciting cars from the South Island are coming over the ditch for the first time.

Applications to enter and the associated Regulations governing the meeting are enclosed but additional copies will also be available on the MG website <http://www.mgcarclub.org.nz/>.

As a large entry is expected, and the grid capacity is limited, intending competitors are encouraged to submit entries as soon as possible to avoid possible disappointment. The feature race for Saloons will be the Sybil Lupp Memorial Invitation race for British sports and saloon cars. The presentation of the cars running in the T&C Classic time groups only gets better each year, with more cars coming along with more trim fitted. Really good to see.



The classic sports and saloon grids will be defined as close as possible with Appendix 6 of the Motorsport Manual Appendix 6, Schedule T&C. Vehicles entered under Schedule T&C will be asked to present current Certificates of Description at documentation. The other groups, including the "Alternative" group, will run according to their own specific rules and regulations.



A relatively new group to the North Island is the HISTORIC TOURING CARS this is a great class in the South Island. Sponsored by Silvester Clark Engineering being made up of Genuine Group A cars. These are cars with great history and famous drivers and include some ex Wellington Street Race cars. Mixed with the North Island cars this will be a



group to follow. They will be putting on a great display in the main Stadium Car Park. The Historic Sports Sedans are a group of the older cars that are forming to preserve the heritage of cars like the Custaxie, the Wayne Huxford Capri, Tony Boyden's Red Camaro, the Sprague Zephyr and many more.



The Sound MG Classic Motor Race Meeting

The work for the 30th running of the MG Classic Race Meeting at Manfeild is well under way now. Again this year we are sponsored by THE SOUND Manawatu. The meeting is THE SOUND MG CLASSIC MOTOR RACE MEETING [Tell all of your friends].

We have had a great response from all groups and classes, The line-up of cars this year is stunning and all classes have cars that need to be mentioned but this is only a newsletter and not a novella.

We have to thank all the Drivers coming over the ditch from the South Island, It is a great trek with cars coming from as far south as Invercargill, [Give that man a Speights].

The newly formed Historic Touring Cars have a great display coming to Manfeild, many for the first time. These are all genuine cars, many with huge history in Europe and at the Wellington Street Race. The ZAKSPEED ESCORT of Gary Wilkinson must be seen. This is a car we are very lucky to see as it languished in a barn for many years, only by chance to be found while on holiday in Asia.

Another great car is the CAN AM car of Warwick Mortimer, The sight and sound of these old Can Am cars is sheer Poetry in motion.

The V8 Petrol heads will be in 7th Heaven, We don't only have the ENZED Central Muscle Cars but the crowd deafening Formula 5000 with the World famous Kenny Smith out there beating up all the teenagers [It's really good to see young drivers having foot stomping tanties with their mummies in the pits].

The Pre-65 are an amazing group from the T Bird to the tiny Mini you never know is 1000cc going to better 7000cc in the right hands.

The Historic Field is big this year with several new cars coming out for the first time. Formula Junior's from the States and Europe.

The fast Radicals and Juno's will be out to blow away some of the big Saloons in the David and Goliath groups.

The Classics are a diverse group of cars, some have long history like MG, Triumph and Alfa to name just a few, some like the MR2 and MX5 are now only being accepted by some, it is not long ago when the Datsun 240Z and Toyota Celica were not at the top of everybody's list. We forget how fast and pretty some of the little cars were and just how expensive they are now. The DeJoux Mini and Ford Bread Vans are not to everyone's taste, but I thank them all for still getting out there and putting on the best show that they can at what I think is one of the best meetings around.

This is made possible by all the Marshalls and Volunteers. It is the people on the ground working 12 hours a day for a Bread Roll and a can of Fizzy who really make the day.

Many Thanks and I hope to see you all out in November having a great time.

Ron Robertson

Multi Event Weekend 7th / 8th November 2015

The Weekend will consist of 4 events with points awarded for results in all 4. It is open to any car including BOS/2K Cup type cars and Mum's shopping basket, subject to normal scrutineering and the vehicle having a fire extinguisher as per Schedule A. Helmets and overalls are also required to meet Sch A specs. The same car must be used in the 3 circuit based events. Classes will be as per the sprint series (Na; FWD, Na; RWD, forced induction 2WD and RWD over 3.8litre, and forced induction 4WD)

A Club Sport License is required for the day events

Saturday sprint as per normal.

Saturday evening (7.00 pm start) a short novelty / scavenger hunt style trial in the Feilding area of approx. 1 hour. Make up a team with your mates as points will be awarded per car load. Nothing too challenging, however make sure you have a couple of dollars on you.

Sunday - motorkhana (8.30 am start) at the circuit. There will be 5 different courses, no backing. Pit area to be the circuit at Higgins corner and the clubrooms will be open for toilet facilities.

Lunch break at the clubrooms with a BBQ lunch supplied at no extra cost.

Sunday Afternoon - autocross (1.00pm start) which involves most of the remainder of the circuit and a few twists. Approximately 4.5kms length, all seal.

Prize-giving and trophy presentation will be at the clubrooms at the conclusion of the autocross.

Costs

| | |
|---------------|---|
| Saturday only | \$80.00 |
| Sunday only | \$80.00 |
| Weekend | \$100.00 - <u>Spot the huge discount and great value offered here</u> |

For any enquiry for this event contact the organizer for this event Trevor Weir 0274-850-322





Nail Biting Finish to Daybreaker Rally Wairarapa

It was four seasons in one day at the Trusthouse Racetech Daybreaker Rally Wairarapa, making for tricky conditions and markedly different special stage tests. But as the rain and mud cleared to a sunny and dusty afternoon, it was the Summerfield siblings who reigned supreme.

Making the most of their road position, Matt and Nicole Summerfield took their opportunity on the first run of the 31km long Ridge Road stage, blitzing the rest of the field by 30 seconds and establishing a 24 second lead over David Holder. It then became a battle between these two for line honours, and a nail biting finish.

With Summerfield maintaining a wafer thin 0.7 second lead over Holder after the penultimate stage, it was to be all or nothing on the last high speed test of North Road. Despite Summerfield setting a reasonable time, it was still a nervous wait at the end. Then the pressure was relieved as news came through that Holder had spun. In fact it was a very high speed spin on one of the fastest parts of the road, and Holder loses 25 seconds in the process.

A fine drive under pressure sees the Summerfields take their first win at a national championship event. For Holder it is his second event back after a huge crash in the first rally of the season. His impressive turn of speed here shows what might have been.

Defending rally champion Richard Mason had looked to upset the front runners in a one off appearance for this season, using an older car. And initially he was doing just that as he slotted into 3rd overall, behind Holder and ahead of Lance Williams. That was until suspected electrical issues stopped him dead in his tracks in stage 4, allowing Williams through.

Then Williams falters on the very next stage with a minor off-road excursion that results in both time loss and panel damage.

The afternoon then sees an impressive drive from Emma Gilmour in her Suzuki Swift Maxi. A string of top times on the Wairarapa roads, including a stage win, sees her take the final podium spot comfortably.

Summerfield, Holder and Gilmour make for a new group of drivers on the podium at the Daybreaker Rally Wairarapa, although for Gilmour she did achieve second at this event in 2012.

In the Malcolm Stewart Classic Rally, the field was dominated by Marcus van Klink in his Group B RX7. Leading from the first stage he extended his lead over the Escort RS1800 mounted Regan Ross on almost every stage. This despite the removal of the left front corner of the RX7 when van Klink tangled with the scenery.

Pre-event expectations had been that Tony Gosling and Andy Martin would also have been in the mix for the classic rally, and after Stage 1 it was shaping up to be a 4 way battle. However Stage 2 changed all that. Gosling finally completed the test after using his co-driver's shoe laces as an improvised throttle cable, but the ensuing 20 minute time loss saw them at the back of the field.

The time loss for Martin wasn't so severe, but 10 minutes stuck off the road had the same effect.

As Ross chased van Klink these two cleared away from the rest of the field, and in the end that left a substantial margin to Bruce Herbert in his Lancer. Herbert though ran his own rally, and consistency brought a fine third, again with a substantial margin to Andrew Keighley in 4th.

Van Klink's pace also saw him the fastest of the two wheel drive competitors. With Anthony Jones in his Escort second, sitting between van Klink and Ross. A special mention goes to Justin Glavish and the mighty 1300cc Toyota Starlet he pilots. 16th overall, 4th two wheel drive, and just 14 seconds behind Ross. A fine effort indeed.

As was commented on at the prizegiving, it was a rally of two halves. Both the tight and technical roads of the Manawatu, traditionally used by the Daybreaker Rally and the more open and flowing roads of the Wairarapa used by Rally Wairarapa. This was always going to provide a challenge for the drivers, but when you add the weather into the mix, the contrasts made the event even more challenging.

With the challenges, a battle down to the wire, and a new look to the winner's podium, the 2015 edition of the Trusthouse Racetech Daybreaker Rally Wairarapa was one to remember.



Fast Facts

Round 6 of the 2015
Brian Green Property
Group New Zealand
Rally Championship

Round 2 of Geartech
Central Region Rally
Series

8 Special Stages

160km of competitive
Special Stages

Matt & Nicole Summerfield in winning style at the Daybreaker Rally Wairarapa 2015
Photo Credit: Jody Seabright.

www.rallywairarapa.co.nz

So what was that...was it a Daybreaker or not?

Sitting in the Recce car on Friday, we both felt confused. I was confused because I couldn't work out if this was a Daybreaker Rally or not. I have won it when it was a final of the NZRC over 10 years ago, driven it as a driver 20 years ago and serviced on it for a couple of mates who introduced me to rallying, 30 years ago. 30 years ago it was bloody cold, 2am, virtually snowing as we serviced at the end of Forest Hill Rd near Aokautere, this year it was brilliantly sunny and clear blue sky when we toured past the end of Forest Hill Rd. on the way to Special Stage 5.

20 years ago I had given the Anglia death in the forests of Kariroi north of Taihape in the middle of the night, so when we got to Spur Road... the last stage...just south of Pohangina, the poor old girl was puffing a fair bit of blue smoke. This year it was me who was puffing at the end of the Ridge Road stage as we entered Pohangina, but that was because I was pushing the Subaru through the Pohangina service park as it had no brakes.

10 years ago we had a spin on Ridge Road, but still won the stage and beat Bruce Herbert into second place for the event. Those strainer posts close right on the edge of the road, seemingly beckoning the car towards them didn't get us that day...and they were still there last weekend.

So with a lot of my 35 year history behind us we entered the last round of this year's New Zealand Rally Championship, needing to finish to win the Junior Championship. This was pressure alone, so when we were 3rd overall after the hard part of the event and we were heading to the easier, faster Wairarapa stages...feeling good. Then the rear brakes caught fire, melting the caliper seals and causing us to use 5 minutes of lateness time to fix this...and my smile turned upside down. Rallying is a character-building exercise...

The actual Trusthouse Racetech Rally of Wairarapa/Daybreaker was a good mixture of fast and slow, technical and flowing stages, showing off rural areas of NZ whose roads probably don't see that number of cars in 6 months, let alone at that speed, except maybe when the farmer is heading into town for his speed-dating night...

So at the end of the day we finished the event in a disappointing 6th, but won the NZ Rally Junior Champion, 3rd overall in the 2015 NZRC 4WD Championship....and I chalked up the 20th? Daybreaker I have been involved in. Thanks also to another competitor on the event, in a clapped out sewing machine with dodgy paint that he calls a rally car...because his support for us this year in the NZRC has helped Lance to make the jump to running consistently at the sharp end. Thank you Greg Browne...lucky your oil is far superior to your taste in cars!

And what was Lance confused about at the start of this story? He was confused because he wondered that when he won the NZRC Junior Rally Champion title...does that make me a junior as well?

Crunch



2015 Racetech Daybreaker / Wairarapa Rally

With the two rallies combined this year, with a format of 2 stages this side of the hill run twice, and two in the Wairarapa also run twice, this rally was going to be a blast. Each competitor able to race the clock for overall honours, points for Geartech Central Regions rally Series and the bonus of being able to challenge themselves beating their own previous times on the day.

From an Organizers point of view, only four stages to man / run and clean up after, has got to be the way of the future, with less volunteers available and the local councils almost requiring blood to get consent to run these events.

With the first 2 stages based between Pohangina and Apiti, crews set up in Pohangina and ate some local snarlers from the charity BBQ. The stages were mildly moist at best after overnight precipitation had been organized to keep the dust down. Slippery but entertaining, especially the iconic Ridge Road 30km marathon. Contrasting the Manawatu Mud, the Mauriceville stages were dry, dusty and very fast... awesome!!

At the start of stage 5 many of the rally organizers come over for a yarn (especially when your ride is a bit 2nd hand, it's hard not to start up chit-chat with the guys (and gals) we see at each event. But the unexpected story of this being the last rally these guys will be organizing was a shot through the heart. This team had been organizing the events for 13 years, in the latter years, 2 a year, and they're in need of a well-deserved break.

The community input from local Business's has been huge, and the rally was dependent on this to make it a viable, the Wairarapa think it's time the locals had a break too.

(However, the rally sickness is a hard one to remedy, I'm picking a few will be back at it in a few years... I HOPE).

As a club rally competitor we run further down the field, as the fast boys (usually NZ Rally Competitors) run first, but I think we put on a better spectacle, more mistakes, dents, crashes etc. the crowd pleasers. The officials show no bias towards us, we are an equal to our faster rivals, even if we don't drive \$100,000 4wd jeeps at the pointy end of the field. We pay like any other driver for the privilege of rallying.

Due to the fact I drive a Honda rally car, the most unloved breed of all cars (apparently), Bevan Parker (my co-driver) and I get lots of love thrown at us. We thrive on it.

This rally was a tough one for us. A couple of love taps, some gardening road side spoilt our aero package in Special Stage 3, leaving the old girl blind, and battered in the back. Yes, just the driver finding the limits of our screaming love child. To rub salt into the wound some insulation tape found its way into the throttle body jamming the throttle at full noise. Very exciting!! Stopping for 4 odd minutes mid stage to unjam things was not in the plan, nor was limping to the end of the stage while the engine consumed its plastic smoko. This left the engine down on horses, and an engine check light on for the rest of the day. "Bugger it" I said to the crew, "I'm not stopping" I'm driving it as hard as it will go till it blows and we were thinking we were last by now anyway.

As luck would have it some perseverance / ignorance and character building driving later we emerged 41st from 69 starters. 3rd in class B overall and still 1st in class B in the Central Regions Series. Quite unbelievable and sobering, and we still drove the car back to Palmy at the end.

I LOVE Rallying, not just for the adrenalin buzz, but also the comradely amongst competitors, the great family of organizers, and of course the spectators.

This rally had hundreds lining the road, really great to see. We will miss our local Rally, and can only thank Wairarapa Car Club and the Manawatu Car Club for all those hours involved letting us gravel junkies fulfill our dreams.

Have a good break, and wait for the upcoming "Bring it Back Buck campaign".

Gregg Browne



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

| Date | Events | Venue | Comments |
|-----------|-------------------------|---------------------------|---------------------------|
| 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 |

2015 – 2016 Manfeild Events Calendar

OCTOBER - No MCC events planned.

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

FEBRUARY

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

MARCH - No MCC events planned

APRIL

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

Subject to change and will be updated

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