



Manawatu Car Club

P.O Box 542 Palmerston North
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March
2016

Welcome

Is variety the spice of life? Yes it is and variety is what we at the executive committee of the MCC want to bring to you as members.

A very well attended Auto-Cross was held at Ian Easton's (Jack Jack's) farm on the 8th February, attracting a lot of new entrants to this low cost event. The low cost came from the generosity of the Easton's, who made the land available, and what a great venue it is. Our club members put a huge effort into preparing the track and were rewarded with good weather and a fantastic turn out of entrants. A big thank you to the Easton's for allowing us to add this event to our calendar.

The Grand Prix on the 12/13/14th February was spectacular and gave all our volunteers the opportunity to show their skills, not only to the public in the stand, but to the world, by way of T.V. They do a great job and like the Easton's they have given their time.

Track & Yak brings in members to talk about anything and everything that goes, and is a chance just to catch up. New faces are always welcome and you can attend for free if you don't buy a drink and just come to chat and enjoy the evening.

The IRC on the 19/20/21st of February again brought in more racing to Manfield, with a very large entry list, once again putting the Manawatu Car Club in front of the entrants and the public.

Our Working Bee achieved heaps, and the clubrooms exterior are taking on a new look, but there is still more to come.

All of the above has to be organised by someone and this involves their time or generosity.

So make the best of what is on offer and in the words of the late Peter Brock "Live Life" and enjoy the variety we are making possible for you.

Geoff & Glenys Boyden

Track & Yak

8th March 7pm.

**Speights Ale House
Palmerston North**

Committee Members

President. Richie Arber - 027 2900 668

Vice President. Tim Wilde - 0274 729 664

Committee:

Jeff Braid. Kerry Halligan. Jill Hogg. Trevor Weir.
Noel Beale. Jaron Olivecroma. Geoff Boyden. Greg Brown.
Danny McKenna. Aaron Walker.

Patrons:

Fordy Farland **Deceased.** Fred Parker **Deceased**
Robert Lester. Stan Turner.
Terry Rush. Russell Harris.

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 - 0274 447 348

Editors.

Geoff & Glenys Boyden

Working Bee

Saturday 19th March

8.30am until 1.00pm

Wall Painting – Window Cleaning – Clear out the
Back Room – Start to Build Retaining Wall.

Don't be shy – We need some new faces.

Great Morning Tea.

Contact Geoff Boyden - 0274 447 348

“From the Presidents Pen”

Wow what a month February was, it all started with us receiving news that our application to the Pub Charity Organisation for a grant to help us purchase new radios was a success, then we had an awesome day at the Autocross at Ian (Jack Jack) Easton’s Farm which had a real nice relaxed family feel about it with people sitting on picnic blankets enjoying the cars and the great weather, then it was straight into the NZGP weekend, closely followed by the IRC Meeting the following weekend.

The most outstanding thing about all of those weekends of racing was our Manawatu Car Club volunteers, you guys and girls not only did yourselves proud with your professionalism and dedication to the sport, you also did the Manawatu Car Club proud and for that I thank you. The accolades from the officials of both the NZGP and IRC Meetings about our team was humbling to hear and made me exceptionally proud to be part of this great team.

I also want to say thank you to the many people that congratulated me on making President and for wishing me well in the position, if February is anything to go by our team is off to one hell of a start.

It was great to see so many familiar faces return to Manfeild over the past month, many of whom have not been to the track for a number of years for one reason or another, I truly enjoyed the conversations we had about the past and indeed what the future may hold for the club, the Manfeild Track and the sport. Please keep coming to our events as the sport and Manfeild need you to stay involved.

One of the best and funniest conversations over the NZGP weekend that I had was not really about motorsport or Manfeild at all. I had walked into the stadium with my wife Lydia and our MCC Newsletter Editor Geoff Boyden to have a look around, I got sidetracked as soon as I walked in the door talking to a friend I had not seen for a while so Lydia and Geoff continued on without me. About ten minutes later I noticed Geoff and Lydia talking with Kenny Smith, I finished my conversation and started to walk over to them and as I approached I heard Kenny say “well you should marry me then” to Lydia, to which Lydia replied “I would love to but I am already married... and here is my husband now” to which I said to Kenny “how about we do a swap, you take my wife and I take your F5000...” I believe that was the first time Kenny has not had a comeback, so I have been told, however I am not sure if he didn’t have a comeback or he was thinking about my proposal (let me know Kenny), anyway the wife didn’t have anything to say either, until later, when she asked me if I would have really swapped her for a F5000, no dear of course I wouldn’t...



Lydia and Kenny



Geoff “Scooter” Boyden

Julie Keane took the above photo of Geoff Boyden on his Scooter, Geoff terrorised the pit area over the NZGP weekend with his scooter and his Leaf Blower (he had to borrow a blower as he broke his own one on the first run) blowing the stones and other debris off of the pit return road, the dummy grid and surrounding areas to help keep the pit area clean and debris off of hot race tyres... thanks Geoff. The call of “nice blow job” was heard more than once during the weekend...

Club History

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

Extracts from the Manawatu Car Club Inc.

July 1949

The First Ohakea 1950

Many people wonder how we obtained Ohakea for the Motor Racing. It was helped by the success of Wigram, the popularity of the race with the public and possibly the fact our Club held a sprint meeting there some time earlier. In this instance a Corporal Ian Metcalfe from the Ohakea Air Force Base contacted Mick Page and myself with the object of running a meeting for the Air Force Airman's Fund with the profits to be split 50-50. We were overjoyed at the prospect of running such a huge undertaking.

The organisers of the event were to be the Manawatu Car Club with Mick Page and Bert Parsonage being given the responsibility of organising the event and making sure of its success. The Manawatu Car Club applied to the Association of N.Z. Clubs for the title of Grand Prix and most people were of the opinion that the Grand Prix title meant the best racing machines in that country would constitute a Grand Prix. However, in spite of the rights and wrongs of the title we were surprised that we had been granted it and having obtained it we were determined to make the event an international one, and to that effect we had one entry from Australia.

The circuit chosen was 3.3 miles long utilizing parts of the main runway and using several taxi strips with the pits down one of the smaller runways and opposite the temporary National Airway building with the start/finish line half way up the main straight. This lead to a mass of communication problems during the meeting but as we were able to run transport between the two points, this helped solve some of the trouble that arose during the day.

The gates were another source of trouble. The poor Air Force Personnel were completely over-whelmed by the number of cars which all seemed to arrive at once and future meetings meant traffic lanes in from the gates and professional gate keepers who were experienced in the job. The amount of public that attended varied between 10,000 and 20,000 according to which paper our read, no matter there was more than enough for a very successful day.

To be continued.

maxtarr
ELECTRICAL

Doing all the Electrical Work For the
Manawatu Car Club



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 N.Z. 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 MANZ 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.

New Zealand Grand Prix The Molesworth Trophy

ATTENTION! Track & Yak ATTENTION

Time: 7pm to 9pm

Date: Tuesday 8th March 2016.

Place: Speights Ale House Grey Street P Nth.

Bring your wife, partner, or friend and enjoy a social occasion a chat and catch up on all the news.

Next Month's Track & Yak will be on the
12th April

New Event

Track & Yak Treasure Hunt Rally

We will be starting the evening at Palmfield
Motors on Tremaine Avenue with a
Treasure Hunt Night Rally.

April 12th 2016 - Arrive 6.30pm – 6.45pm for
documentation

First car is away at 7.00pm

Duration of 1 hour.

Finish at the Speights Ale House Grey Street.

This is a great opportunity for members to bring their wives, partners, friends, mates to join in on a low key night rally, finishing at the Speights Ale House for a Track & Yak.

Trevor Weir is the organiser of this event
Please Support another Great Evening.

Clubrooms.

Over the last month, a small group of members worked at the clubrooms on the Monday of Waitangi Weekend. They started the fence up the drive and it was completed by night fall the same day. The fence up from the garage to the bank was erected ready for the palings to go on.

On Saturday the 27th over the course of the morning, the same group returned and numbers bolstered to 9 members in total. Again a poor turnout by members, but the work that was achieved on the day was fantastic.

The fence up the drive was painted. New gates to the driveway to the back track were installed. Double gates to the main driveway have been shifted to give a separate entry into the Clubrooms and the parking area is now closed off to casual uses. The palings went on the back fence from the garage to the bank, and were painted on both sides. A small timber wall was erected off the veranda and the bank was cleaned up and more agapanthus were planted. The tyres on the stop-bank have been reinstated and the posts have been driven for the new retaining wall. The old green fence was removed and resurrected on the paddock side of the garage to tidy this area up as well. A big load of rubbish was taken to the tip.

I had 12 jobs on my list to achieve and we ticked off 8. So 8 out of 12 wasn't too bad especially with only the small number of helpers we had.

We desperately need to repaint the wall facing the track and finish the jobs that didn't get done, so please help us do this at our next working bee on the 19th March.

Thanks to Glenys Boyden for a wonderful morning tea.

Geoff Boyden - Project Convener.



New Chairs Have Arrived



Picture shows 35 new chairs in the clubrooms, making the total of chairs now available at over 100. No more hiring of chairs for events.

MCC CLUB MEMBER OF THE MONTH...

(Every month we will bring you a profile on one of Club Members)

NAME: Samantha Stanley

BORN: Sydney, Australia

OCCUPATION: Senior Business Analyst (also known she who fixes stuff!)

RACE CAR: Subaru Impreza STI 2009

EVERYDAY DRIVE CAR: 1999 Toyota Corolla

DREAM CAR: Nissan GT-R



YOUR BEST MOMENT IN MOTORSPORT: Attending the Great Race at Mt Panorama, pit passes included. I was standing with my mum while she was talking to Peter Brock. My first flying lap at Manfield a few months ago was pretty awesome as well.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? An Air Force fighter pilot because I loved the idea of total freedom at thrilling speed – I didn't actually want to go to war, I just wanted to fly really fast hence me leaving it to the genuine heroes. I haven't yet given up on one day getting my pilot's licence however I think I will be satisfied with a Lear Jet now I can conceptualise how frighteningly insane fighter jets really are. And yes, Top Gun was my favourite movie.

IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE? Nadia Lim because I love her food philosophy and I think she would be fun to have around; Sabine Schmitz because she's an awesome driver and I want her tips for the Nurburgring; Sir Edmund Hillary because he could tell such wonderful stories about his travels and achievements.

WHO WOULD YOU PLAY IN A MOVIE? The Bride in Kill Bill – so cool, so tough and I love that yellow leather suit!

THREE WORDS THAT BEST DESCRIBE YOU... Independent, creative, competitive

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? An Audi RS4 V8 - I may look like a family wagon on the outside but underneath I'm busting to race!

WHAT IS YOUR SECRET VICE? People watching – apparently I pull faces at my victims without realising it. It really embarrasses my family which adds to the fun.

PEOPLE WOULD BE SURPRISED TO KNOW THAT... My first car was a 1964 Volkswagen Beetle that cost me \$50. It was 6 volt, its mod-cons consisted of window wipers and a high beam pedal on the floor and I had to physically hold the gearstick in place when going around corners or it would jump out of gear. I loved it!

FAVOURITE QUOTE... More often in life, we end up regretting the chances in life that we had but didn't take, than those chances that we took and wished we hadn't. *Unknown*

Welcome to the New MCC Members - February 2016

Rob Visser

Palmerston North

Steve Hildred

New Plymouth

Camping at the Track

This year the Boyden's and the McKenna's used their motorhomes as accommodation at the track during the Grand Prix weekend. Arriving on Thursday afternoon and setting up opposite the old Grand Stands just outside the entry to the stadium carpark. Both Danny and I were working the full weekend at the meeting and living on site made the weekend a blast. Our wives joined us for the weekend and we had many visitors over the course of the four days we were there. We had a great singalong in the evening where other motorhomer's joined us, enjoying the weather and the occasion.

Race tracks are seeing the benefits of competitors and the public wanting to stay on-track during a meeting in self-contained motorhomes. It's a growth income stream to track owners as we have experienced at Hampton Downs, where 30 to 40 motorhomes parked inside the track enjoying the weekend.

Geoff Boyden



A selection of Motorhomes that could make your stay at the track that much more fun...

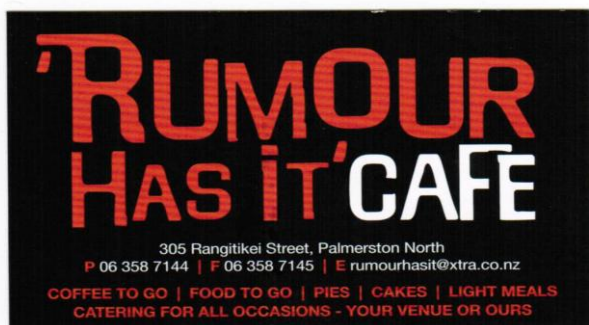
Round Three of the Canteen Summer Series Race

Date: Sunday 10th April

This is the Final Round of the Series

Prize Giving Dinner at the Clubrooms - Saturday 16th April

Come Racing With Us



MCC Palmy Members favourite Café meeting place



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



The 61st New Zealand Grand Prix is behind us – but not so the race; here at Manfeild our attention has turned to retaining this great event beyond 2017.

We have to work fast. As is well known, our hosting contract expires after next year's race, but that doesn't mean we have the luxury of a year to plan how to retain it, far from it. Our understanding is that the sport's controlling body, Motor-Sport New Zealand, will address the issue of future rights as early as May this year, when their annual meeting is to be held. If that is the case, then the bidding process could well open as early as March – yes, this month.

We do not yet have a clear picture of how many venues will seek to present this race. It seems very probable that there will be a pitch from Waikato's Hampton Downs, where the new owner, international businessman Tony Quinn, has begun a major upgrade. I do not doubt that he will present a very persuasive argument and might, indeed, have already begun his campaign to wrestle the premier domestic circuit race staged annually in this country from our control. Mr Quinn is, by reputation, a pugnacious battler but we are scrappers, too! He should not underestimate the strength of local resolve to keep things just as they are.

We've successfully fought this battle twice before; first in 2008 and again in 2013. In those years the Manawatu District Council, the Palmerston North City Council, Horizons Regional Council, the mayors of Palmerston North and Manawatu and local Members of Parliament committed their support. Also commenting in favour and providing elements of professional support were Destination Manawatu, Feilding Promotion and Vision Manawatu.

We know the region can deliver a compelling bid. It has done so before. Nonetheless, it never hurts to reiterate our common passion, so I was pleased when, just a fortnight ago, Manawatu District Council Mayor Margaret Kouvelis again spoke compellingly in favour of Manfeild's present status.

There are many strong reasons why a race that has established as a proven springboard for sending our finest drivers talent into international careers should stay in the Manawatu. One argument of merit is that, while sharing the Grand Prix around other venues might seem democratic, the race actually does a lot better by being in one place.

We have history on our side. Manfeild has been home of the NZGP in its current, Toyota Racing Series-contested state since 2008, but the tie goes back much further. The very first NZGP was staged at Ohakea air force base, just 10 minutes' drive from our venue, back in 1950. Also, our venue is the home circuit of Toyota New Zealand, just as Manawatu is their home region. With headquarters in Palmerston North, this brand – one of the world's largest and also the clear domestic market leader in sale of passenger and commercial vehicles - has substantial investment in our region.

Toyota NZ's investment in TRS is incredible; they quite literally created this class; funding the development of two cars – the original FT40 that served so well for a decade and, since last summer, the new FT-50 – and put huge effort into attracting the attentions of top drivers from around the world.

Manfeild and Toyota NZ have a long and close association, starting from the days when the circuit was chosen for local market product development. Toyota NZ has expressed clear preference for Manfeild as has the TRS patron, Rangitikei-born former Formula One driver Chris Amon, who helped design the circuit. We also like to remind that Grand Prix weekend delivers a significant financial windfall to the local area, with the recognised potential to pump significant direct spend into the regional economy.

Regardless of how you feel about motor racing, it remains one of this country's larger sporting events, unique in being a spectacular contest that celebrates our rich motorsport heritage. It attracts overseas' investment, media exposure and international participation. Viewership statistics for TRS are phenomenal. The series also screens in 83 countries.

Manfeild's ongoing survival does not rely on this event's retention; we are a multi-events facility and our value to the region – determined by a 2012 Business and Economic Research Limited study to be worth almost \$53 million – is a collation from many different avenues. Nonetheless, the NZGP is one of the top 10 activities by attendance at Manfeild, an assessment that does not simply reflect fan attendance but also competitor involvement.

Hundreds of motorsport teams staying for up to four nights generates significant financial benefit from spend on accommodation, restaurants and retail in Palmerston North and Feilding alone.

I would also like to take this opportunity to thank all Manawatu Car Club members who assisted over the weekend of the Grand Prix, without your assistance and expertise the meeting would not have run as smoothly. We look forward to working with you all again on this great event in 2017.

Julie Keane
Chief Executive Officer

BRENDON HARTLEY - OUR WORLD CHAMPION PART 2

In a new year with high expectations and armed with their new weapon, Porsche began the eight round 2015 WEC series with a DNF in the Silverstone 6-hour, but confidence was partially restored with 3rd place at Spa in Belgium.

The Le Mans 24 hour race saw the Webber/Hartley/Bernhard car finish 2nd in a Porsche 919 one-two result, Wanganui driver Earl Bamber shared the winning car to make it a historical event for New Zealand, emulating the 1966 event when Bruce McLaren and Chris Amon won ahead of Denny Hulme and Anglo-American Ken Miles in their Shelby-America Ford GT40s.

Following the iconic French Enduro Porsche introduced a new aero set-up for the 919 that proved to be the game winner. The Aussie/Kiwi/German combination scored four successive wins at the Nurburgring (Germany), Austin (Texas), Fuji (Japan) and Shanghai (China) which meant the championship would be decided in the final race at Bahrain in a head-to-head between Porsche and Audi for the FIA trophies.

When the championship finale ended after a very dramatic six hours, the chequered flag fell on the # 18 Porsche driven by Marc Lieb/Romain Dumas/Neel Jani while the # 17 car struggled home in fifth place after a series of technical problems centred around the engine's electronic throttle, a total of 9 laps was lost in the pits and there was never a shortage of drama and nervous tension in the entire Porsche team as the clock counted down, every second and every minute seemed forever!!

After 66 hours of racing Messrs Webber, Hartley and Bernhard had won the prestigious WEC by just 5 points and Porsche had clinched the Manufacturers Championship over arch rivals Audi.

Brendon - *"It was almost a fairy tale ending to the season with our sister car winning the last race and us winning the world title".*

"I was six years old when I started racing go-karts and always dreamed of being a world champion. I am extremely proud of sharing this moment with Mark, Timo and the entire Porsche Team Every single person in the Porsche Team contributed to this. I will never forget this day, I am very proud".

For the team from Weissach there was very good reason to celebrate, it was Porsche's first world title since Derek Bell raised the silverware back in 1986 when Brendon was just three years old!!

In an Auto Action magazine interview soon after the Bahrain race a jubilant Mark Webber was asked "You had more experience in building a championship campaign than your co-drivers. Did that help you?"

"We did 12,800 kilometres of racing and I would like to see how many backmarkers we passed, how many pitstops we did, how many changes of conditions, calls on strategy, penalties. The team got things wrong, drivers got things wrong, but that is endurance racing. Porsche and Audi took it into uncharted territory, it was all new. For me, it made me see the bigger picture - what are the things that could cost us the championship? We had great pace, the three of us were driving awesomely, and it was just a case of giving it more (space) in traffic for example, and we wanted to make sure the car didn't know which driver was in it. We knew tactically who would drive when, we knew which driver liked certain track temperatures and we worked around that. There was no ego in the car, in qualifying or in the races".

So 20 years after winning his first trophy on the outskirts of Palmerston North, the Manawatu Car Club's young gun was in Paris on 4th December for a truly gala occasion, the Federation Internationale l'Automobile's Annual Prizegiving.

A FIA media release said - *"The winning crew of the 2015 World Endurance Championship were all first time champions. Mark Webber, the battle hardened Formula One veteran taking on a new challenge, Brendon Hartley, the young and raw talent, matured by endurance racing, and Timo Bernhard, the experienced Le Mans winner."*

There were further accolades for Hartley and Webber in the same week, this time at the Grand Connaught Rooms in London's Covent Gardens, this occasion was the British Racing Driver's Club annual awards that recognises the achievements of its members.

First presented in 1929, the BRDC Gold Star is the club's most coveted award and is decided by a points scoring system from results in international races regardless of the racing category, Formula One world champion Lewis Hamilton was the 2015 recipient.

A Special Gold Star can be awarded at the discretion of the BRDC Board for Outstanding Achievement in Motorsport. In front of 300 guests Mark Webber and Brendon Hartley were called to the stage to be recognised with a presentation from BRDC President Derek Warwick who won the French classic in 1992 driving a Peugeot. In a special gesture Timo Bernhard was also invited to attend.

In the excitement of the World Endurance Championship, we should also remember that earlier in the year Brendon had been presented with this country's most prestigious award, the Jim Clark Trophy which recognises the Most Outstanding Achievement by a New Zealand Driver. The acknowledgement came in a year when Scott Dixon won his fourth Indycar title, Hayden Paddon was proving to be a serious contender in the World Rally Championship and there were the heroics of Shane van Gisbergen, Fabian Coulthard and Scott McLaughlan in the Australian V8 Supercar Championship.

The good news continued with Brendon, Mark and Timo having their contracts extended for Porsche's LMP1 WEC title defence that begins at Silverstone in England on 17th April in the car carrying # 1.

2015 was quite a year for the 26 years old who still calls Palmerston North home...

Russell Harris



BRENDON HARTLEY AT DAYTONA – NO FOURTH TIME LUCKY

Winning the 2015 World Endurance Championship made Brendon Hartley hot property on the international market, and top American team Target Chip Ganassi Racing were quick to seize an opportunity in completing their driver line-up for the famous Rolex 24 hours of Daytona.

TCGR are as big as they come, running nine teams in four series - IndyCar, NASCAR, United SportsCar Championship and the Global Rally Cross Series. The record books show that winning is the name of their game and they were the defending Daytona champions!!!

Brendon had previously driven at Daytona for the Starworks Motorsport team based at Fort Lauderdale in Florida, but without success. In 2013 their 5-litre Ford powered Riley Prototype retired after 441 laps, for the next two years the Ford was replaced by a 5-litre V8 BMW; however the change of engine didn't bring a change in fortunes with three successive DNF's. If there was highlight it may have been in 2015 when one of Brendon's co-drivers was Rubens Barrichello who competed in a record 322 Formula One races (11 wins) driving for Jordan, Stewart, Ferrari, Honda, Brawn and Williams.

The 2016 Daytona defender was based on the previous year's winning 3.5 litre V6 Ford EcoBoost Prototype with a driver line-up of extraordinary talent in both TCGR cars. The # 2 car was driven by the reigning champion quartet of Scott Dixon and fellow Indycar racer Tony Kanaan together with NASCAR stars Lyle Larsen and Jamie McMurray, they had a troubled race and were classified 13th, 28 laps behind the race winners.

Brendon was allocated the # 1 car with an exceptional trio of team mates that brought a truly international flavour. When the flag finally fell they were in 5th place overall, albeit 11 laps down, but our man had finally made it to the finish. His team mates on this occasion were as diverse as they come, each had an impressive CV.

Alexander Wurz (Austria) 41 years old. 11 years in Formula One (Benetton, McLaren, Honda, Brawn) 2 x winner Le Mans 24 hour race 1996 & 2009, winner 12 Hours of Sebring, winner 6 Hour Spa-Francorchamps. 3 years Toyota LMP1 (28 starts/5 wins). Wurz came out of the retirement for the Daytona race.

Andy Priaulx (Britain) 41 years old. BMW Factory Driver 13 years, European Touring Car Champion, 3 x FIA World Touring Car Champion, winner 12 Hours of Sebring, Formula One test driver, DTM Touring cars, Australian V8 Supercars (K-Mart Racing, Walkinshaw Racing, Triple Eight Racing).

Lance Stroll (Canada) 17 years old. Graduate of the Ferrari Driving Academy, won the 2014 Italian Formula 4 championship, 2014 FIA European Formula 3 Championship one win, 17 top-six finishes. Winner New Zealand Grand Prix at Manfeild and the Toyota Racing Series, 16 starts, 4 wins, 10 podiums. 2016 development driver for the Williams Martini Formula One team.

When you analyse the combined achievements, the drivers of the TCGR # 1 car were an awesome foursome...

Russell Harris

PORSCHE IN AOTEAROA AND OUR REGION...

This year's New Zealand Festival of Motor Racing at the Hampton Downs circuit celebrated 60 years of Porsche in New Zealand, and the occasion had very strong links our region.

The first road model Porsche arrived in this country in 1956, a 1500cc 356 Super Continental, and was raced extensively in saloon or production sports car races in both the North and South Islands. Driven by Alex Stringer the diminutive blue car appeared at the inaugural Levin meeting in 1956, in 1960 two variants of the 365 were on the grid at Ohakea, then two years later Colin Giltrap (now Sir Colin and NZ Porsche Distributor) also raced a 356 at the RNZAF Base. Despite their modest engine capacity and power output, the aerodynamically efficient cars from Stuttgart achieved considerable success against much more powerful opposition, even on the ultra-fast airfield circuits of Ardmore and Wigram.

Coincidentally, also in 1956, Australian Frank Kleinig raced a factory quad-cam 1.5 litre Porsche 550 Spyder at Ardmore and placed 9th in the NZGP that was won by Stirling Moss in a Maserati 250F, Moss had a double success at the meeting as he had earlier won the Sports Car Handicap race in the Kleinig 550.

Fast forward 60 years, and on occasions like the NZFMS the cars are meant to be the stars, especially when they "loaned" by a famous museum, but the 2016 event also gave enthusiasts the opportunity to meet the two kiwi drivers who starred on last year's international sports car scene, one a World Endurance Champion, the other a Le Mans 24 hour race winner. For Brendon Hartley and Earl Bamber it must have been a homecoming to remember, their first opportunity to meet their army of "down-under" fans face-to-face. Also present was Greg Murphy who co-drove a Porsche to a GT2 class third place and 14th overall at the 1996 Le Mans classic with Bill Farmer and Englishman Robert Nearn.

For many who attended the NZFMS seeing the WEC 919 Hybrid LMP1 "display" car would have been a highlight, but there are few competition automobiles that match the sight and sound of a Stuttgart racer. The Porsche Museum shipped out a 1998 World Sportscar Championship (WSC) LMP1 Prototype, the evolution version of the car that won Le Mans the previous two years, and a 1977 Martini Racing liveried FIA Group 5 specification 935 dubbed "The Whale" - genuine excitement machines in anyone's language.

Factory pedallers Messrs Hartley and Bamber were the designated drivers of the "wunder wagons" and on the first weekend older brother Nelson had the privilege of riding shotgun with Brendon in the twin-turbo 935 during one of the track sessions.

What were his impressions??

"I was wearing shorts and T-shirt and had a helmet that was several sizes too large, so Brendon wasn't driving it that hard. Also it has to be remembered how old and precious the car is and that the turbo boost had probably been wound back.

I could see why they called it "The Whale, it didn't seem to handle that well and really struggled in the tight corners with the locked diff. It was obviously built for Le Mans with great acceleration and it was very fast in a straight line, it definitely had get-up-and-go and made a whole lot of noise. It only had a four-speed gearbox and it was interesting watching Brendon coping with double de-clutching heel and toe downshifts.

It was the first time that I had been with him on a race track, I did ride on the back of his scooter in Austria when he was 16 years old – the only time I've been frightened".

The talented Hartley brothers are very close, and top of their joint bucket list is racing against each other at the Knoxville Nationals in the USA, the world capital of sprintcar racing...

The 4-day Knoxville Sprintcar Nationals are a huge challenge with more than 100 teams chasing the 25 grid positions for the Saturday night 50-lap championship final. The 2016 winner's cheque is worth US\$150,000, the runner-up receives US\$75,000 and it scales down to the drivers classified 23rd, 24th and 25th each receiving US\$9,500, the meeting's total prize money pool is US\$985,000.

Situated in the state of Iowa, the Knoxville Raceway has a crowd capacity of 24,172. The semi-banked track is ½ mile (0.8 km) in length and the lap record is 14.407 seconds, set by Australian champion Brooke Tatnell in 2006. By comparison, the Arena Manawatu track is 0.43 km long and the sprintcar lap record is 12.8697 seconds, established last December by American World of Outlaws racer and current New Zealand Champion Jonathan Allard.

Obviously Knoxville is very very fast...

The factory Porsche 550 Spyder that raced in New Zealand in 1956 returned to Australia and had a successful competition career that included winning the Australian Hill Climb Championship. Today the fully restored Spyder is part of the impressive Fox Classic Car Collection in the historic Queens Warehouse in Melbourne's Docklands precinct. During the sixties the car was offered for sale for 1,500 pounds (NZ\$3,000), a world record was set in 2012 when a 1955 Spyder was sold at the Gooding & Co Amelia Island auction, the hammer finally fell when the bidding reached US\$3.685 million!!!

In 1993 legendary New Zealand engineer/driver Graham McRae began building accurate replica Spyders at a factory in Auckland. 38 cars were produced before ill-health halted the programme.

Russell Harris

Race Licences

We now have 3 new licence examiners within the club, these people are:

Richie Arber 027 497 5675

Danny McKenna 027 240 1291

Jeff Braid 027 477 3337

and

Dennis Martin 06 355 4055

who is also a licence examiner and has been for a number of years.

For your race licence or renewal please contact any one of these MCC members who are keen to get you out on the track.

Pub Charity Grant Application a Success!

Some truly great news arrived in the mail early in February with the confirmation that our grant application to the Pub Charity Organisation to help pay for some badly needed new radio's was a success.

Pub Charity approved a grant of \$15,000 to put towards the purchasing of 36 new radios and associated headphones, chargers etc... which had an overall cost of close to \$40,000, with the Manawatu Car Club providing the balance of the funds needed to complete the purchase.

MCC President Richie Arber said this was "a great way to start a busy month of motor racing at Manfeild" and "the grant allowed us to complete the purchase of the radios prior to the NZGP meeting which was an awesome result as the old radios had seen better days and the new ones (radios) will see us have a lot better and clearly communication with our volunteers which will help to keep them safe on and around the race track and aid them to better help the competitors".

A huge thank you goes out to the Pub Charity Organisation for contributing to this project and to Kerry Halligan who spent countless hours researching what were the best radios to purchase and for then setting all of them up and for making sure everything worked in unison when all of the new equipment turned up only a couple of days out from the NZGP.



A bank of six of the new radios in the new charger



Thanks Pub Charity

GRID TORQUE



Auf Wiederschen Germany, 'ello 'ello France. Lydia Arber has crossed the border for the coming Winter Series with the Mercedes Benz CLK 320 replaced by a Peugeot 206 that has been seriously worked on in key performance areas, appropriately the Pug carries the race # 206. The switch also means adjusting from automatic to manual transmission. The Merc remains on the Arber property as the back-up car...

Word is that Peter Edmonds has all the necessary elements to build a "super" Volvo, if he so desires. The heart of such a car could be the Yamaha designed V8 engine that is the basis of the motor in the Volvo S60's run by Gary Rogers Motorsport in the Australian V8 Supercar Championship. Now the question is - How strong is the desire of "Jandal Pete"??

Former MCC member Chris Pither has secured the Super Black Racing drive in this year's Aussie V8 Supercar Championship, replacing Andre Heimgartner. Pither was in the GRM Volvo squad for the 2015 Enduro races at Sandown and Bathurst before driving the #111 Ford Falcon in the final two V8 Champ rounds at Phillip Island and Sydney, the former V8 Ute champion impressed enough to get the 2016 SBR gig. Heimgartner has picked up the final available drive with Lucas Dumbrell Racing...

It's disappointing news that Earl Bamber won't be defending his Le Mans 24 hour title following a joint decision by Audi and Porsche to only enter two cars each in the LMP1 category. Bamber remains an integral part of the Porsche factory team and will be campaigning the new 911 RSR in the LMGTE category, his 2016 programme includes the United States Sports Car Championship series...

Word is that "treading water" is the latest get-fit fad. Well known people around town, including Manawatu Car Club members, have been seen at the Lido complex indulging in the aquatic sensation. Apparently it's not for the faint-hearted as you can't touch the bottom of the pool and a good workout is 60 minutes. Could it become an Olympic sport in 2020 with a MCC member in the NZ team, maybe a water treading gold awaits??

A combination of members from the Manawatu Car Club, Classic Car Breakfast Club and the Ferrari Owners Club (Wellington) provided the vehicles for the charity rides on the eve of the 61st New Zealand Grand Prix. They ranged from a Hillman Imp to a \$700,000 plus Ferrari F12 (the line-up included six other Ferraris and a Lamborghini Diablo) and the latest Kenworth K200 Aerodyne courtesy of Truck Rentals - there was something for everyone!! The gold coin rides supported the Heart Foundation and went well into the hours of darkness, an amazing sight with no street lighting and headlights pointing in all directions as drivers negotiated the circuit. When the fun ended more than \$550 had raised for a most worthy cause, that's a lot of rides at the cost of a gold coin. A big bonus on the night was the Ohakea based Biggin Hill Historic Aircraft Centre WWII Grumman Avenger performing its display at 8pm as the sun was setting. Amazing aircraft, even more amazing backdrop...

Art Deco Week. This event is arguably the highlight on the Hawkes Bay social calendar and is attended by people from all around the country, most dressed appropriately and many driving correct period vehicles. For one high profile MCC lady member it was the perfect backdrop to celebrate receiving the Gold Card - no names, but congratulations Mrs B...

Damn those Aucklanders. An exciting element of the build-up to the start of the New Zealand Grand Prix was the appearance of Brendon Deere's Supermarine Spitfire. PV270 is flown by Feilding resident Squadron Leader Shaun Perrett but due to time constraints the famous WWII aircraft was limited to just two reverse direction high-speed low-level passes over the circuit before heading back to its Ohakea base. Two weeks earlier at Hampton Downs noted aerobatic pilot Doug Brooker gave the spectators a full-on display in his rare two-seater Spitfire that flies out of Ardmore and does commercial rides for those with deep pockets. It seems to be a strange coincidence that poses the questions - did Tony Quin hear of Manfeild's pre-GP plans...

The same Mr Quin is a very busy man with the completion/redevelopment of the Hampton Downs complex which is costing the Scottish-Australian magnate a very considerable amount of money. However, what he is spending is peanuts when compared to the plans for major facility renovations at two of America's premier tracks. The Indianapolis Motor Speedway in spending \$92 million, a figure that becomes little more than petty cash when compared to the Daytona International Speedway's \$400 million upgrade. Imagine what a small percentage of that would do at Manfeild...

Lord Manfeild (aka Vern Marshall) attended the first day of the IRC meeting at Manfeild on 21 February, coincidentally it was his birthday (The number of years is believed to be somewhere between 73 and 75). Word eventually got out about the significance of the day but Vern had left the track before his mates could organise a celebratory drink. Someone dared to suggest that Vern might shout - Yeah Right!!

It might be only seven years old since Independent Racing Classes Incorporated (IRC) was formed, but what a magnificent seven. Its success is a remarkable story for the North Island based organisation that embraces ten racing classes together with the Auckland, Taupo and Manawatu Car Clubs. There are highlighted quotes in an IRC article included in the 2013 Motorsport New Zealand Official Season Guide, one in particular says it all - "A good show is vital to the IRC success". Surely that's a message that applies to all events, motorsport and otherwise...

A bright blue light and the letters "SC" can be baffling to some people and at the IRC meeting could have cost a victory. The driver in question thought he saw a bright blue light with two letters and after seeing the phenomenon slowed his pace. He was leading the race and when the gap to the following cars rapidly diminished he assumed it must have been some sort of alien spacecraft so resumed racing at full speed again and went on claim a popular victory. Post-race Jack Jack was reminded that SC is the abbreviation for Safety Car, in his instance it translated to "Semi Confused". He was later heard mumbling something about bloody modern technology...

16 year old Canadian Lance Stroll won the 2015 New Zealand Grand Prix and overall TRS Series. Since that success he became one of Brendon Hartley's co-drivers in the Daytona 24 Hour race and has been confirmed as the development driver for the Williams Martini Formula One Team. 16 year old Englishman Lando Norris won the 2016 New Zealand Grand Prix and overall TRS Series. The teenager from Bristol is the youngest Karting world champion (15 years old) and this season will be contesting the Formula Renault 2.0 Cup, the series that was an important stepping stone in the career of Brendon Hartley. The Manfeild name may have special significance for rising stars...

If you are interested in the history of motor racing in our region, and you should be, the March 2016 issue of New Zealand Classic Car magazine is a must read. Levin was this country's first permanent track and ran meetings (local, national and international) from January 1956 until its closure in December 1975. Five pages of pure nostalgia with photographs that revive many memories. In its heyday six grand prix world champions raced on the short circuit (originally one mile), few would have forgotten the experience...

Russell Harris

A JEWEL IN OUR MOTOR RACING CROWN

One of the most talked about cars at last year's MG Classic meeting at Manfeild was a very distinctive BMW, a replica/reproduction of the fabled CSL that raced back in the 1970's with considerable success on both sides of the Atlantic.

Based on the 3-litre CSi coupé, the CSL first appeared in May 1972 and was a homologation special to make the car eligible for racing in the European Touring Car Championship, the "L" in the designation meaning *leicht* (light). The engine capacity was slightly increased to enable the car to run in the "over 3-litre" category, the body was lightened by using thinner steel for the main unit covered by aluminium panels and lightweight Plexiglass side windows while the interior was devoid of soundproofing and trim, even the power-steering was removed to save weight.

During the same year BMW pulled a masterstroke by luring Jochen Neerpasch, head of the Ford Cologne Racing Department, to Munich - BMW M Sport was created, so was a new ETCC challenger.

The most striking feature of the M Sport road car was an aerodynamic package that included extended wheel arches, a large front air dam, air flow splitters on the front guards, a spoiler above and behind the roof's trailing edge and a controversial large rear wing - the latter wasn't fitted at the factory because wings were illegal on German roads. The "kit" was in the boot and owners fitted the device after they crossed the border, having to remember to dismantle it before re-entry!!

For visually obvious reasons the BMW was nicknamed the "Batmobile", only 39 cars were built, and the pinnacle of the car's racing career was in the 1973 European Touring Car Championship that pitted the CSL against Ford's Cologne Capri, a series that many observers regard as the best ever saloon car racing, it was certainly spectacular.

Still running the "non-wing" car BMW won the season opener at Monza but Ford won the following two rounds in Austria and Sweden. It was in Round 4 at the legendary Nurburgring circuit that the upgraded "winged" M Sport Batmobile made its competition debut and the race clearly illustrated that the aero kit was much more than show - drag was significantly reduced while lap times on the ultra-long and demanding circuit were down by a remarkable 10 seconds!!

Chris Amon and Hans-Joachim Stuck headed a BMW trifecta in the 6 hour Grosser Der Tourenwagen, averaging 158.5 km/h over 42 laps of the 22.7 kilometre (14 mile) circuit, Niki Lauda set the fastest lap at 8 min 21.3 secs after taking pole position with 8. 17.8, an average speed of 165.30 km/h!!

For Ford it was game over, with victories in Belgium, Holland, France and England the final score was 6-2 in favour of the Bavarians.

It was also a time when cars attracted the stars during a golden period. Besides Amon, Stuck and Lauda the BMW line-up included Formula One drivers Ronnie Peterson, James Hunt, Brian Redman, Vittorio Brambilla and Arturo Merzario. Add to that list Aussies Peter Brock, Allan Moffatt and Brian Muir and touring car specialists Toine Hezemans and Dieter Quester who won the 1973 ETCC title. Ford weren't short of F1 stars either with Jackie Stewart, Emerson Fittipaldi and Jochen Mass carrying the hopes of the blue oval badge in the works RS Capris.

Because of a global oil crisis that saw racing activities greatly reduced, 1973 was the last of the truly great years of the era. However, there was still considerable activity back in Munich as the BMW CSL had further under bonnet upgrades with a final engine capacity of 3.5 litres producing 480 horsepower, and the daddy of them all, a 3.0 litre twin turbo version developed for Group 5 racing and won three races in the 1976 World Championship for Makes. Its power output was a whopping 750 bhp at an equally impressive 9,500 rpm!!

Quickly wind the clock forward 35 years.

Enter the Hogg family who were brought into the serious side of motorsport by building a Lotus 7 replica, a 4 year project that began in 2006. The Lotus was followed by one of Bruce Turnbull's Bunnythorpe built

Saker sports car, this example being propelled by 2.5 litre Subaru WRX motor that produced 360 bhp at the wheels, more than enough to keep the driver alert at all times.

Motor racing is definitely in the Hogg genes. Back in England Jonathan's dad was a mechanic and his mother worked in a bookshop, collecting his "Motorsport" magazine each month led to romance and marriage. They would bike 25 miles to the meetings at Brands Hatch, camp overnight, watch the racing then bike 25 miles back home again, they were true enthusiasts.

Jonathan recalls watching racing at Brands Hatch and on one occasion at Silverstone, of the cars he best remembers the 3.8 litre Mk2 Jaguar was the stand-out.

Here in Palmerston North building the Lotus and Saker led to visions of one day owning one of the great racing saloons of the seventies, a BMW CSL or a Cologne Ford Capri, and at the 2012 New Zealand Festival of Motor Racing celebrating BMW Motorsport at Hampton Downs the seeds were sowed. On display was an unfinished replica BMW CSL built by Andy Culpin, the owner of Race FX. Originally a CSI it was a spec car built for sale, it was cobbled together, hadn't run and had a \$65,000 price tag, as is!!

Jonathan realised the first part of his dream in 2013 when he acquired the rolling body shell and rear end that included the differential via Trade Me, which proved to be the easiest part of the exercise. Andy obtained the necessary componentry to complete the project with the key item being a 24-valve M88 engine, a story in itself. These motors are extremely rare so the only option was to buy a complete South African spec BMW 745 (automatic transmission and one of only 50 built) that had been parked-up for six years. So they had the correct engine complete with fuel injection and also stripped out the power steering, water pump, various brackets and other bits and pieces, the remainder of the 745 was surplus to requirements. To complete the drive-train a correct Getrag 5-speed gearbox was located in Invercargill.

Andy Calpin built up the left hand drive car over a nine month period and in September 2014 Team Hogg took delivery and ran the new toy at the MG Classic meeting, the first drive in anger. The next 12 months proved to be very frustrating and the car was almost fully rebuilt to overcome numerous problems with the fuel system and a broken gearbox, there wasn't good news in the engine department either with obvious signs of serious piston damage.

Graeme Miller at B & H Engine Services rebuilt the classic in-line 6 cylinder with new pistons and high lift cams, the opportunity was also taken to upgrade other areas - BMW specialist Kane Barry rebuilt the gearbox, big AP Racing brakes (same as the V8 Utes) dramatically improved the stopping power and 17-inch 3 piece replica BBS wheels were fabricated by Wellington company 41 Degrees. Visually one of the biggest improvements was replacing the green Perspex windows with clear Lexan.

With all the problems solved and one year after its debut the eye-catching BMW CSL was back on the track at the 2015 MG Classic and turning heads. Initially the car was included in the Allcomers class, but by fitting a passenger's seat it became eligible to run as a Classic!!

For Jonathan it was about learning to drive the car to extract the maximum performance, adjusting to the driving position and right hand gear changing, the latter is not easy as the Getrag box has a dog leg first to second shift. But most importantly the lap times steadily improved as the meeting progressed so everything was heading in the right direction.

Now the priorities are continuing to get the car 100% right mechanically and fit the correct interior that includes a genuine M Sport dashboard.

Visually, the CSL's distinctive factory livery is based on the car that won the World Championship of Makes round at Spa in 1976 driven by Amon and Stuck, but wait, there's more!!

The project remains a work in progress, looking ahead the plan is to remodel the bodywork on the last evolution version that won the Daytona 6 Hour race in 1976 co-driven by Englishmen Brian Redman and John Fitzpatrick and American Peter Gregg, the car will look very different and even more spectacular.

So why is # 59 the adopted Hogg race number?

Apparently it was his allocated number when he raced radio control cars back in the mid-80s. It was also the race number on the CSL that won at Daytona in '76, and if you believe in lucky numbers Gregg won

three successive Daytona races in cars carrying # 59, twice in Porsche Carrera RSRs before the BMW victory - could it be an omen of good things to come.

So, is this the most exciting classic car to appear in recent years??

It's hard not to say YES...

Parts for the BMW are sourced from Peter Hogg at European Parts Specialists, Auckland.

The photographs taken at Hampton Downs are through the lens of Alison Hogg of Media 77 in Auckland.

Jonathan, Peter and Alison are not related in any way, purely coincidental.

Russell Harris



IRC Round 4 Manfeild Report

OVER 200 DRIVERS RACE AT MANFEILD

Only one week on from the NZ Grand Prix, the Manawatu Car Club hosted over 200 drivers who took to the tarmac at Manfeild Park Raceway for Round 4 of the IRC Summer Race Series.

Ten classes of the most diverse race cars in the country competed for honours in their respective race series.

Topping the bill was GT1/GT2. Local drivers Kerry Halligan (Crawford Pontiac), Cameron Jones (Trans Am Rotary Turbo), and Ross Thurston (Lancer Evo) had a horror weekend, each suffering mechanical issues. Meanwhile Hawera's Glen Smith (Crawford Porsche-pictured) cleaned up, with two wins and a third from the three races. Despite spinning off at the hairpin in race 1, Smith was able to haul in Carl Hansen (TVR V8) right on the line by only 0.043 sec. In Sunday's races, Smith overcame brutal handicap times, to finish third in race 2 and, no doubt helped by a lengthy safety Car period, first in race 3.

Ian 'Jack-Jack' Easton had brake issues and found the wall on practice day Friday in his brand-new old Mustang, prompting an all-nighter to get to the track for the first GT3/GT4 race on Saturday. From last place to ninth was a pretty good effort in race 1, followed up with a 14th in the reverse grid race 2 and a very popular win in the handicap race 3. Charles Rollo in the Toyota Levin was runner-up with Marvyn Towers in the world's widest MGB third.

NZ Six ran the North Island Round of their national championship series, with Hamilton's Bronson Porter and Auckland's Darren Swinburne locked on equal points going into race 3 on Sunday afternoon. Either driver could have won, but tiny error by Swinburne at the hairpin was enough to give Porter the slimmest of margins, crossing the line a mere 0.238 sec ahead to keep the title. Wayne Christie took the third place trophy home to Christchurch. Bruce Kennedy won the Wisemen Trophy for HQ Holdens in memory of HQ stalwart Ash Cairns.

Super Mini Challenge ran four classes on their grid, but it was the Mini 7 Championship that was at stake with Mark Mitchell only having to finish race 3 to take the silverware. This didn't happen. The race start was aborted with Mitchell stranded motionless on the grid with a broken driveline. Greg Gordon claimed the prize with a classic drafting move to pass Nick Bartley right on the finish line. The tale of the tape said 0.021 sec! On the final count-up only four points separated them.

A series of misfortunes to drivers at other race meetings kept Pirelli Porsche numbers down this year. Matt Whittaker set the fastest time in qualifying and all three races, showing he is coming to grips with his milk-chocolate white 997 GT3. By winning race 1, placing fifth in race 2 and runner-up in race 3, he took top points. Christchurch's Sue McLachlan was rewarded with a win in race 2 and Robert Dong was just able to hold out a rampant Whittaker to win race 3.

Pro7 is enjoying its 25th year as a MSNZ Sanctioned Series and it's easy to see how the class has lasted so long. With Pro7 Plus, RX8 and MX5 classes within the class, there is always a race within a race. Local Pro7 Plus driver Justin Allen ended up with a third and two fourths, but it was NZ1 Scott Harrison who took the round. RX8 driver Thomas Hanaford made a huge effort to repair his car after a massive shunt at Hampton Downs in January. He was rewarded

with a pack of toilet rolls at drivers' briefing. After some very close racing, Palmerston North MX5 racer Gareth Hogg won the MX5 Manfeild Trophy for top points score over his brother Bryce, with Nigel Edger third.

Two grids of 2K Cup cars raced on Saturday only. The 44 drivers drove their \$2000, 2000cc cars for two 2000 second races- hence the 2K name. Many drivers made the journey to Manfeild in their road-registered race cars, coming from Hamilton and Auckland where the series is thriving. Kane Collins, Mark Wheeler and Mark Mallard were the class of the field, ending up 1,2, 3 in the combined race on Saturday afternoon.

Other classes at the meeting were SS2000 which combined with K-Sports Sedans, NZ Sports Cars, and the Honda Cup. Round 5 of the IRC Summer Series is at the Bruce McLaren Motorsport Park in Taupo at Easter.

The Manawatu Car Club's next event at Manfeild is Round 3 of the CanTeen Summer Race Series on Sunday 10th April. So far this summer drivers and sponsors have donated over \$2,000 to support young people living with cancer. Spectator admission is free and all donations go to CanTeen.

Jeff Braid



Easton's Autocross 8th February 2016

After spending 2 hours Sunday in the Manawatu sunshine erecting pegs and bunting with my son, Sean, we left the paddock somewhat parched and sweaty. Arriving a little late the next morning, after stopping to help a competitor change a trailer tyre, we were a little perplexed at what the cattle had done overnight. To be expected I guess? Re- setting the track took about an hour, watching the traffic roll into the pits in awe.

Forty-five entrants, coming from as far as Hamilton, Wellington, and Southern Hawkes Bay. Of them, 8 ladies, first timers through to NZ Club-sport Champions. This is "gonna be good". A great turnout, a 1.7km circuit with 30 odd corners, and magnificent weather. "What more could the club ask for".

After a short Briefing we all climbed into the myriad of vehicles for a look lap. An SS VZ commodore (really)?, sacked out BMW's, a drift car, purpose built rally cars, and beaten up BOS cars make up the impressive line-up of wannabe Hayden Paddon's. After a lap you would think following the cones wouldn't be an issue. Yeah Right. Lol.

First run down, 11 either got lost, cheated or broke down. That's what it's all about... fun, skids and a memory test. Some took up to 3 runs before they finally "got it" funny to watch, easy to beat. It was great to see so many family's at lunch time on Picnic Blankets, under gazebo's and chilling under the shade of trees. Some did a run to Shannon to get lunch.

I had decided that some "just for fun" prizes were needed. My business GT Oil donated most of them, and some goods donated from Central Auto Parts were in the prize pool.

At days end, with smiles all around prize giving was held. Alan Groves from Wellington stole the show, winning over all in his Turbo Impreza. A \$50 oil pack, some brake fluid and a beanie, were his bounty along with his certificate.

Certificates in all classes were handed out 1st through 3rd, these went down well. The balance of novelty prizes handed out rounded off a great afternoon.

"Dirtiest Vehicle" 2 litres of car wash went to Keith Stewart, even though he swears he washed his car the day before. sure yeti?

"Minties Moment" (Minties and roll of loo paper) went to "Tall Guy" in an EA Falcon that struggled to stay in a straight line all day.

"Most Lost Award" went to Tom Rolton from the King of Cars (but not autocross). His gift bag included felt pens and a Cars colouring book for his kids to show him how to stay between the lines.

"Are you Blind"? This was a straight forward choice. Ian Stewart in another Impreza tried running me over, whilst I was miles from the track, wearing a fluoro vest, taking photos. Apparently the car was lost. A can of Glass Cleaner for his spectacles was his prize.



“Slowest recorded lap” was Scott Hodgetts, receiving a calendar (to record his laps) and some octane booster....

“Bossy Co-driver” award was gifted to the only co-driver left at prize giving, Gemma Johnson. Very happy with her Duct Tape and ear plugs. There was some debate who should have what within the race team. “Married bliss”?

As the team started to pack up the track markers, Neil Roots decided a lap on his mountain bike was in order. A top effort of about five and half minutes, rewarded with a Total Oil bottle opener. Madness in the 30 degree heat.

To finish the day Gareth Stanley made good use of the empty paddock to take his youngest step daughter on some driver training. Perfect place for it. I look forward to her entry at the next autocross.

Thanks to Keith and his team of Marshals, his equipment, and friendly banter. We couldn’t do it without the team of Club helpers to make these events run so smooth.

Biggest THANK YOU of all to Ian Easton, your property is an awesome venue. So good to have you help get behind our Club-sport Events. Jason did a great job with the paddock prep too!

Again thank you to all the competitors and families that came along. Mark “Good Friday” on the calendar for the next one, based in Halcombe. Remember anyone over the age of 12 can do these events, with parental consent.

See you ALL there.

Greg Browne Event Organiser



Noel Beale, Resume of Motorsport Volunteering

In 1986 Noel was a fully trained Rural Fire Officer with several years of experience in fighting scrub fires; this led to an invite to assist as a fire marshal at the second Wellington Street Race.

1986 Assisted as fire crew in a response vehicle at the second Wellington street race.

1987 -1994 attended the Wellington Nissan Mobil 500 as either a track marshal or in a fire response vehicle. 1996 Final race in Wellington, operating a Fire rescue vehicle.

2000 joined the Manfeild Recue crew as a marshal, travelling from Wellington for each meeting. This included various race meetings for cars, trucks, bikes and sidecars. Noel has been first response marshal on a quad bike since 2006.

2008 Promoted to Crash Rescue Chief at Manfeild, a position still held today.

During this time I have either assisted with, or for the last 6 years conducted training sessions on safety around the circuit, vehicle and driver recovery, and extinguisher training, including live fire practices on wrecked vehicles. Noel has encouraged all Rescue Marshalls to have an RSR log book, and has kept records of attendance at Manfeild events.

2001 – 2007 attended the V8 Supercars at the Pukekohe ITM 500, assisting the chief Rescue Marshal Clive Marple.

2007 – 2009 A1 GP Taupo, attended as a Rescue Marshal.

2008 to 2012 attended the ITM 400 Hamilton Street race, first year as a Fire Marshal, then driving an FIV for the final three years.

2004 Joined the Manawatu timing crew, attending National and club rallies throughout the North Island, still an active member of this team.

WRC Rally New Zealand 2008, 2010 and 2012 assisted as member of a timing crew.

Rally Nelson 2009 as timing crew.

2011 and 2014 assisted as a block marshal for the Targa Rally in the Wanganui area.

2012 and 2014 assisted at Wanganui Cemetery Circuit, as crash recovery crew.

Became a Manawatu Car club committee member in 2012, and actively assist with club activities, working bees etc...



Trevor Gould, My Manfeild History...

After many years of attending Manfeild as a spectator, I was invited by Clive Marple, who was driving the Fire Truck at that stage, to become a rescue marshal. At that time, 1985, the club was looking for more marshals for the second Wellington Street Race which they were organising crews for. I became part of various crews, from marshalling on points to being part of FIV vehicles from then, until the meeting was only run at Pukekohe.

After Manfeild was no longer directly involved with the Street Races, Clive was in charge of organising marshals for the Wellington events. When he transferred to Auckland, I helped him from the Wellington end, organising things for him where I could. When Wellington finished, I travelled to Pukekohe for the V8s and helped in various crews.

At Manfeild, I was initially part of the Fire Truck crew, and then ended up at Castrol for many years. After that, I climbed the ladder (literally) to assist in Rescue Control, which at that stage was on top of the Timing Room, up a vertical ladder, through a trap-door, and into a "room" where it was "two's company, three's a crowd". I ended up doing several meetings on my own, and when there enough marshals to spare, (rarely) there may be two of us. In later years I had regular assistance which has continued when we moved into the Tower Block. No need now to bring heaters, or fans, depending on the weather, just adjust the heat pump!

Over the years, I have been fortunate enough to be awarded the Alwyn Davies Memorial Trophy for marshals in the 1990s, Long Service Recognition from the club in 2013, and recently a plaque from the MG Car Club for "Service as Volunteer and to Classic Car Racing". (See February 2016 Newsletter page 10).

I enjoy the atmosphere and being involved in the meetings.





Events Calendar

March

5	Mini Pikes Peak Clubsport Champs	Wanganui	Rangitatau East Road (5.5km) South Island (Invercargill)
6	Clubsport Champs Mini Pikes Peak Sealed Sprint	Wanganui Levin	South Island (Invercargill) Rangitatau East Road (5.5km) Kaihinau Road
13	Gravel Sprint	Wairarapa	Puketiro Road
19	Gravel Sprint	Dannevirke	Otaria Road, Dannevirke
20	Sealed Sprint	Wellington	Alexandra Road
Good Fri 25	Autocross	Halcombe	Pryces Line

April

2	Hillclimb (Nth Island NZ round)	Hawkes Bay	Taumaranui
3	Hillclimb (Nth Island NZ round)	Hawkes Bay	Taumaranui
9	Sprint / Race Manawatu Track day testing	Triumph Manawatu	TaupoTrack 3 Manfeild
10	Race (Summer Series)	Manawatu	Manfeild
16	Gravel Sprint	Dannevirke	Tararua Road, Pahiatua
23	Gravel Sprint (Day/Night)	Wairarapa	Tea Creek
24	Gravel Sprint	Wairarapa	Tea Creek

May

8	Gravel Sprint	Levin	Gladstone Road
14	Targa Bambina		
15	Targa Bambina		
16	WMSA Meeting		HVMC Clubrooms
21	Gravel Sprint Sealed Hillclimb	Dannevirke Wanganui	Nae Nae Road, Mangamarie Pukerimu Road (1.6km)
22	Sealed Hillclimb	Wanganui	Okoia Hill Road (1.5km)
29	Intermarque Sprint Rally (Tarmac)	Taupo	Manfeild Taupo

Canteen Stickers

During the Canteen Summer Race Series and the recent IRC round at Manfeild (thanks Kate), competitors were asked to donate to Canteen by way of purchasing a "Canteen Sticker" for \$10ea to stick on their racecar. Competitors could buy as many stickers as they wanted to but each one was \$10.

We have had an overwhelming response to this request and have raised \$2,064.30 to date by selling these stickers. If you are wondering why that figure is not divisible by 10, some people put in extra money that they had in their pockets.

The Manawatu Car Club and Canteen would like to say a huge thank you to all of those competitors who have donated to this worthy charity; your names are listed below (if the person's name appears more than once they have brought the stickers at different race meetings):

Brett Tasker	Kylie Baxter	Leighton Lancaster
Eddie Arnold	Paul Greaney	Todd Wheeler
Oliver Edmond	Geoff Boyden	Dave Jenkins
Troy Howard	Peter Harwood	Graeme Bretherton
Simon Manthel	Grant Anderson	Tom Lancaster
Ross Graham	Craig Larking	Denis Churcher
Ian Easton	Neville Bradshaw	Graeme Watson
Layton Hammond	Peter "Kaos" Ward	Bron Kokich
Matt Smith	Lydia Arber	Finian Foote
Tracey Stringer	Russell Keeler	Peter Beauchamp
Dave Thomsen	Roy Timperley	Nick Beauchamp
Tony O'Brien	Bernard Verryt	Andrew Johnson
Ben and Tammie Boyden	Dean Jones	Kolin Yanakis
Nick Chester	Mitch Osborne	Tim Wilde
Glenn Smith	Sue McLachlan	Geoff Boyden
Darrell Harris	Simon Barry	Greg Browne
Scott Carswell	Thomas M	Richie Arber
Shane Parsons	Anton Bryant	Richard Clulee
Shaun Judd	Paul Smith	Rob Trubshaw
Mike Judd	Wayne Christie	Craig Schofield
Greg Gordon	Alan Ferguson	Leo Van Berkel
Marc Barlow	Peter Coleman	Grant Anderson
Rob Trubshaw	Richard Clulee	Kerry tong
Gareth Trubshaw	Adam Newell	Craig Larking
Simon Rollinson	Kerry Jones	Peter Harwood
Phil Pace	Hans Ruiterman	Richard O'Brien
Jacob Mitchell	Kathy Allen	Sue McLachlan
Gay Wilson	Mark Mallard	Ethan Coleman
Kevin Hopkins	Nigel Edger	Mark Wheeler
Roger Smith	Greg Spark	Darren Swinburne
Anthony Allen	Andrew Johnston	Brad McDonald
Matt Whittaker	Pete de Joux	Boyd Norwood
Oscar Drummond	Gavin Cox	Robert Wallace
Matthew Smith	John Stewart	Chris Fraser
Neill Mallard	Steve Thomas	Glenn Martin
Mark Mallard	Brent Thompson	Paul Mack
Shane Whitley	Skippy	Marvyn Towers
David Allison	Norm McLeod	10 x anonymous donors
Mike Wallace	Mitchell Osborne	John Ryall
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