

Manawatu Car Club Inc

NEWSLETTER

APRIL 2016



Something for Everyone

Welcome

Prior to us publishing the Manawatu Car Club Newsletter for the first time in September 2013, there had not been a newsletter published for many, many years. We offered to kick-start this project and were willing to take on the task for six months. We are now into our third year as editors and although we are proud of our achievements in building up a bulletin that is being emailed to 1500+ MCC members and friends, we feel that it is time to pass the reins to someone more skilled that will set out a newsletter more professionally, and that the MCC can be truly proud of.

The newsletter has been a key factor in building up the Manawatu Car Club in the last three years, increasing its membership, highlighting existing and new events along with profiling club members and activities. Whether you read it in its entirety or choose to read out of it what interests you, we hope that each and every one of you who has received the newsletter over the past 30 months has enjoyed being part of the Manawatu Car Club in some way.

We have a dynamic team on the committee who are committed to delivering you a car club with a wide variety of events, which in itself will increase membership, build moral, and creates spectacles for the public to enjoy.

As we sign off as your editor and produce our last newsletter, we sign over to your new editor, and wish him all the best.

We thank all those who have contributed to the newsletter in the past and encourage you to have your say. It is your newsletter and we should be publishing things that are of interest to you, as well as events past and present.

Geoff & Glenys Boyden

MCC Committee Members

President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664



Secretary: Jeff Braid - 027 477 3337

Committee:

Jeff Braid.



Geoff Boyden.



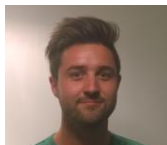
Jill Hogg.



Trevor Weir.



Jaron Olivecroma



Greg Brown.



Danny McKenna.



Aaron Walker.



Kerry Halligan.
(picture to come)

Noel Beale.
(picture to come)

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

“From the Presidents Pen”

Wow, how the month of March came and went so quickly, it feels like only yesterday I sat down to pen my piece for the March Newsletter. I said to my workmates at Christmas “Happy Easter... because you know that will be here before we know it...” well Easter was just on a week ago now as I write this... oh how time flies, so I will now say “Merry Christmas and Happy New Year”- I know many of you out there will be going yip that’s true while others will be cursing me for saying it, either way it will be here before you know it so we have to make the most of each day and occasionally stop and smell the roses and treat ourselves. What better way to treat ourselves than to go racing next weekend on the 10th April at the last round of the Canteen Summer Race Series, why not make it a family affair and bring the other/ better half and the kids, or a mate or two, and just enjoy the day out together. Then the following weekend you can take your partner out for a cheap date night and attend the Summer Series Prize Giving at the MCC Clubrooms, \$40 will get you a top notch meal and dessert for two and you can bring your own drinks along so that keeps the price down as well. There are guaranteed laughs on the night and I hear a few special guests are going to make an appearance throughout the night, so why not come and socialize with us, we would love to have you there...

At our March Committee Meeting we finalised portfolios for the Committee. Each Committee Member is in charge of a certain area of the club, ranging from Marketing through Financial Planning to New Events and onto Projects and everything in between. Each portfolio has an intention attached to it and each Committee Member has come up with a goal, or goals, they would like to achieve this year for each of their portfolios. There were some great goals announced at the meeting and some great thoughts flowed from that discussion, so watch this space for some different and exciting things from your committee. Some of these things you have already seen in action like the two recent Autocrosses and we have a Night Trial Treasure Hunt coming up on the 12th April, and there will be more. Always remember all of our members make this club, so if you have an idea please do not hesitate to contact one of us to share your idea, or feel free to come and see one of us at the next race meeting, you will see our photos in this edition of the newsletter to help you identify who your committee is to make that easier for you to do. Remember there is no such thing as a stupid idea; it is however stupid not to share it, you never know your idea could be the beginning of something great for your club.

Lastly I would like to say a huge thank you to Geoff and Glenys Boyden for putting the MCC Newsletter together for us since September 2013, I can still remember that committee meeting back in 2013 where Geoff mentioned that we should start up the newsletter again and there was a resounding agreement from the committee at the time that because Geoff was the one who brought it up he should be the one to put it together, I am still not sure to this day what he said to Glenys we he got home but somehow he got her in on it as well. I can also remember Geoff saying at the same meeting that he would do it but only for 6 months then someone else would have to take it over, well that 6 months turned into 2 ½ great years (time management issues Geoff?). I know how much effort both Geoff and Glenys put into the newsletter, making sure stories come in on time and that the content is a good mix for young and old alike, they have certainly done themselves and this club proud and for that we thank you. I would also like to thank everyone that contributes to the newsletter on a regular basis, Russell Harris, Jeff Braid and Julie Keane write something for us nearly every month, and while we love getting articles from them we would also welcome articles from anyone else, so if you have a story or memory to share please do not hesitate to send something in, you can do this by e-mailing it to me at richie@trgroup.co.nz and I will make sure I pass it on to the new editor.

So who is the new editor you ask, well he is a long time member of the car club, you could say he is a life member, all I know is that he has big shoes to fill but I am sure he will be able to do it... no pressure!

Richie Arber

Club History

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

**Extracts from the Manawatu Car Club Inc.
July 1949**

Ohakea Grand Prix

Sound Tactics Gain Title for McMillan

The Grand Prix over 108 miles, being 30 laps of the circuit, had drawn an excellent list of 23 entries, of which Roycroft, with the supercharged racing Austin from Auckland was a non-starter due to breaking the crankshaft at Wigrim and in consequence wrecking the engine. Spares being unobtainable he spectated from one of the pits.

Harrison with the Tiger M.G. and Jack Tutton's M.G. were other non-starters, likewise Mrs Lupp who had decided to overhaul her M.G. rather than race on this occasion as she had been enjoying a very busy period.

Of the other nineteen, all but Cogan got to the line apparently in good order and condition where they lined up on the starting grid waiting for Cogan's car to get going. Unfortunately despite a considerable delay, the field could not be held up longer so the 18 actual starters were despatched with a snarl of exhausts on their way, with the exception of Ken Hermus, whose low gear unfortunately passed away on the line and delay occurred while he sorted out another. The crowd by this time had swelled to large proportions and was well distributed around the circuit, although strangely enough the two most interesting, and for the drivers most difficult corners, were left almost unattended except for the marshalls and attendant wireless transmitter crews. These boys, mostly from the army, rendered excellent service passing messages from all points of the course to the central control of the race at the start and finish line on the main straight.

First excitement was on the third corner from the start when the Ford of Laurie Powell while in the front, spun right across the track. This brought out the yellow flag which most of the drivers failed to see having already passed the Ford, which promptly set out after the field again.

To be continued.

ATTENTION! Track & Yak ATTENTION!

Time: 7pm to 9pm

Date: Tuesday 12th April 2016.

Place: Speights Ale House Grey Street,
Palmerston North.

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

**This 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.**

Please arrive at 6.30 – 6.45 for documentation
The first car will be away at 7.00pm
The duration of the event is approx 1 hour.
Finish is at the Speights Ale House Grey Street.

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

PS: Bring a Torch!

**Trevor Weir – 0274850322 is the organiser
of this event**

**Please Support what will be another
Great Evening.**

Clubrooms Working Bee's.

Unfortunately another very small group attended but worked incredibly hard at the last working bee on the 19th March.

The retaining wall was completed, except for the bracing. – There is still a lot of work to be done in this area, but it's started to evolve, thanks to Geoff Boyden, Richie Arber, Dave Edmond and Bob Cory.

The 3rd coat of paint was applied on the clubroom wall facing the track, and our two painters Jill Hogg and Noel Beale started painting the wall beside the front door.

Mark Alan installed the twin element HWC during the week, and replaced the drain to the exterior. It all looks excellent. Bryce Hogg from Max Tarr Electrical wired up the HWC to have it all working properly.

Harley has started polishing all our trophies that are in the cabinets and what a difference that has made.

A very large mirror has been put up in the "Snug" over the sink which reflects some great light and makes the area even roomier.

During the week we decided to clean out the Refueler Bar at the Manfeild Track and are starting a refresh of that area, inside and out. With the ideas we have, the old Refueler bar will have a new lease of life.

Glenys Boyden provided the morning tea, Over Catered, so we need more helpers to work with us and enjoy the morning teas.

"Come Work With Us"

Next Working Bee

Saturday 9th April
8:30am until 1:00pm

Wall Painting – Window Cleaning
Clean out the Back Room.
More Work on the Retaining Wall.

It would be great to see some new helpers
If you are able to help then contact
Geoff Boyden 027 444 7348

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Peter Edmond – affectionately known as “Volvo Pete”

BORN: The usual way in 1953

OCCUPATION: Dismantler – Specialised Autos

RACE CAR: Volvo S40

EVERYDAY DRIVE CAR: Toyota Van

DREAM CAR: Overfinch Range Rover

YOUR BEST MOMENT IN MOTORSPORT: Waking up alive after crashing a F1 Tunnel at Lake Karapiro.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?
A Pilot as I loved planes.

IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE?
The wife (of course), and Bill and Hilary Clinton.

WHO WOULD YOU PLAY IN A MOVIE? Anything or anyone opposite Scarlett Johansson

THREE WORDS THAT BEST DESCRIBE YOU... Shorter, wider and heavier...

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Diplomatic Car, they can go anywhere with no problems.

WHAT IS YOUR SECRET VICE? Baked Alaska

PEOPLE WOULD BE SURPRISED TO KNOW THAT... That for most of my working life I went to work wearing a suit.

FAVOURITE QUOTE... Bombs Away!!!



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

This is an email I received after meeting with this gentleman in February.

Hi Geoff

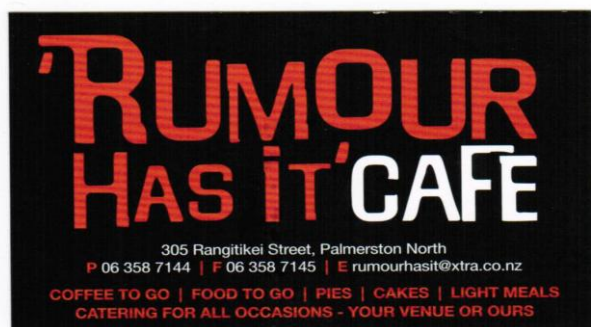
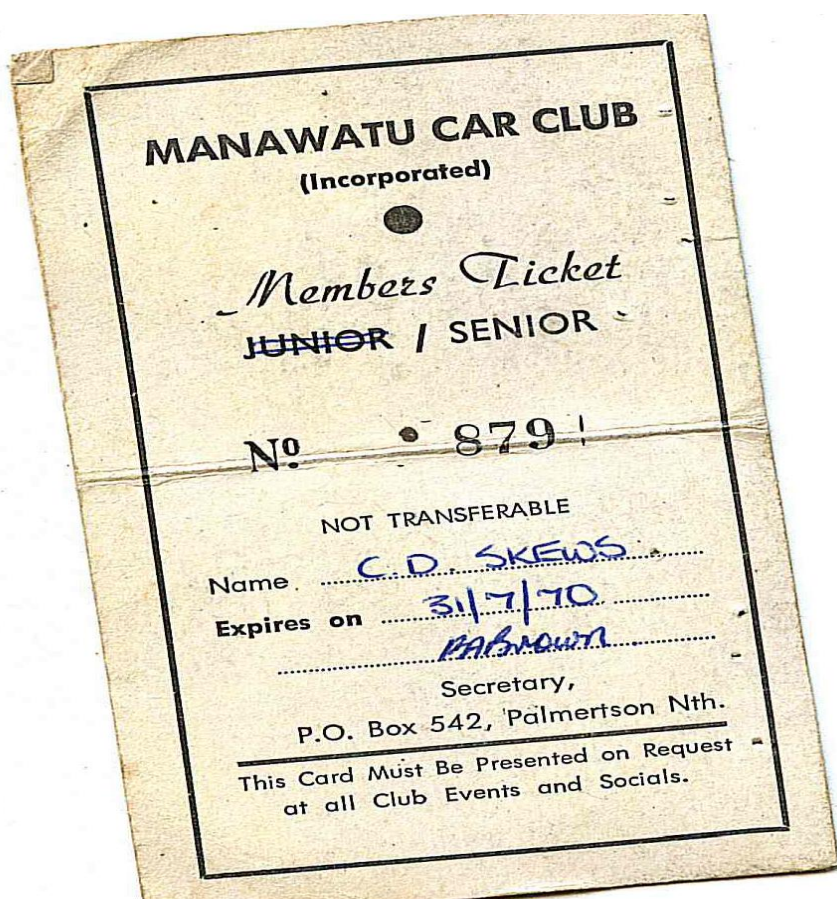
We met at Kennedy Park over the Art deco weekend where I said I was a former member of the Manawatu Car Club.

Please find attached my original membership card.

I have been looking for a clipping my mother had when I won a night rally organised by Brian Green and Barbara in 1969 but I can't find it (yet).

I am now living in Ohope and coming up 70 this year.
I drive a little Almac these days for "pleasure".

Cheers Chris Skews



MCC Palmy Members favourite Café meeting place



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

Welcome to New MCC Members March 2016

Simon Munro
Will Cook
Brian Kouvelis
Jacob McIntosh
Gregory McIntosh
Katie McIntosh

Porirua
Ashhurst
Awahuri
Palmerston North
Palmerston North
Palmerston North

Race Licences

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

Richie Arber	027 290 0668
Danny McKenna	027 240 1291
Jeff Braid	027 477 3337

and

Dennis Martin	06 355 4055
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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.

The Sound M.G. Charity Classic

Entry Forms are now on-line for this meeting
15th May 2106
Entry Fee \$150.00

2016 Manawatu Toolshed Track Day Round 1 Sprint Meeting

Saturday 9th April - Manfield Racetrack

This is a great opportunity to “have a go” in your car, without having to
worry about cars around you.

Race around the track at your own speed

For further information Contact Jeff Braid 027 477 3337

Pryces Line Easter Autocross



Good Friday was a forecast to be wet with 80mm of rain on the Wednesday before.. I crossed my fingers and toes, hoping it wouldn't come to much. Thursday I spent the afternoon setting up in overcast conditions, with dark clouds on the horizon... what will Friday bring? Thursday evening was spent answering Facebook messages if our event would be on in the wet, also having a message from a competitor from Kimbolton telling me how hard it was raining. Oh NO!!

Friday morning dawned, a little overcast, and some how Halcombe had dodged the rain. The track was damp from the dew, but hard and fast...

We had 35 competitors register, 2 of which had never driven before. Lots of double driven cars, some with 3 drivers. Only 7 trailers in the car park so most were the owners daily drivers. Cars ranging from \$40,000 HSV, to the \$50 Mirage Sean and I were thrashing. I also had two other cars competing from my farm fleet, with friends at the helm. A keen young man from Wellington even turned up in his dirt track Charger Streetstock from Wellington, the essence of this kind of club motorsport.

The track was smooth, set on a 20 acre paddock gifting us with a 1.8km track. The dirt held up well, only rutting up in the last of the runs. There was little advantage to having horsepower or 4wd as the results proved. The fastest of the 4wd on pipping the fastest 2wd by 4 seconds. The track certainly gifted the daring with big smiles, wild slides, and the odd 2 wheeling moment.. quite awesome!! Our learner drivers loved it!

The whole day ran very smooth. The odd broken peg, flat tyre and usual breakdowns kept PK and the crew busy and entertained. Halcombe Pony Club came to the event with their BBQ and kept the hungry tums filled and watered.... Raising money for their trip down south for a National Horse Event. Many thanks to our Land Owner Neville Kreegher for the use of his paddock...NOW to find another one!! Also thanks to Aaron from Rumour Has It Café for the Voucher for Neville and his wife. Overall the event was a huge success thanks to our volunteers, clubsport competitors coming from Taihape to Wellington and the luck of the weather gods !! See you at the next one. (Results on the MCC website and Facebook page)

maxtarr
ELECTRICAL

Doing all the Electrical Work For the
Manawatu Car Club

Prize Giving Dinner

Canteen Summer Race Series

Saturday 16th April 2016

At the MCC Clubrooms – 120 Kawa Kawa Road Feilding.

This is a fully catered Meal

The Manawatu Car Club Committee voted to discount the meal to MCC Club Members to show our appreciation of your support.

MCC Members - \$20 per person

Non MCC Members - \$30 per person

This is a great value meal starting at only \$40 per couple

BYO Drinks

All cutlery, plates and glasses will be provided

We would love to see you there.



“Come Socialize With Us”



ONE of the many wonderful aspects of Central Districts Field Days is that it provides a great opportunity to meet up with people and discuss broader aspects of Manfeild Park's operation.

That was my experience during the most recent event; I spoke with a lot of people – a lot of them familiar to me but also a lot of new faces – and had some great conversations.

Two aspects that came up were the financial state of the Park and also our vehicle fleet. It seems there are still some people out there who think that Manfeild is in a parlous situation. They also wonder about how it is that we can run brand-new Toyota vehicles when they assume we are troubled.

I was able to set their minds at ease and will gladly do the same with any readers today. Firstly, Manfeild is clearly in a position where we are working toward a target of financial independence. That is a long journey and we have much ground yet to cover; but we are heading in the right direction.

Yes, we have loans we have to address, but in respect to our income stream I am happy to relate that we are making profit. This is modest gain; but for five out of eight months in this financial year we have been ahead of our forecast. The February outcome is the most recent I can report; it was a positive position that places us eight percent ahead of budget. This is a great outcome because, in past years, the start of the year has historically been a more challenging period.

As to the vehicles? Well, there's a simple explanation: The provision of vehicles for staff relates to a wider sponsorship agreement with Palmerston North-based Toyota New Zealand.

Our relationship with the country's No.1 selling car brand is hardly new – Manfeild has been part of the Toyota story since our circuit was used for product testing back in the 1980s, when Toyota cars were assembled in this country and locally tuned for our driving condition. For the last 10 years, of course, that friendship has progressed to TNZ having a racing circuit suite – the perfect location from which to view, at Grand Prix time, their landmark Toyota Racing Series.

Anyway, Toyota NZ provides us with new vehicles that are on a regular replacement rotation. However, as a result of being asked about this, we have determined to make this association clearer with signage on the vehicles.

Back to the Field Days. The rainy start last Thursday, March 17, was one that everyone could have done without, as much as the precipitation would have been welcome for our farmer friends, we could have done with a little less of it during the biggest single event we host annually.

Fortunately, Friday and Saturday were much better days and the wet weather certainly didn't seem to keep the crowd away. The organisers have signalled that the attendance this year was just under 30,000 people, about 20 percent up on the 2015 count – a great success, then!

This year also brought New Zealand Agri Investment Week, an inaugural series of forums, showcases and agricultural events that sequences into the Field Days; I believe the combined effect of these plants seeds of opportunity that could reap a bountiful harvest for the Manawatu.

Several of the bigger conferences and investment showcases on the Agri Investments' schedule were hosted at Manfeild and were well-attended. I had the privilege of attending several of these functions, there is great work being done in this sector at the moment.

I'd suggest this involvement, plus the ever-strengthening status of CD Field Days – this year hosting 565 national and international exhibitor displays – is something all of Manawatu can celebrate and potentially benefit from.

Manfeild is busy again this weekend with another annual activity, the Baptist Youth Camp. A very full programme of interdenominational religious and social activities will occur from tonight (Thursday, March 24) and early afternoon of Easter Monday for around 1600 teenagers aged from 13 to 18 from the central and lower North Island plus their leaders and adult helpers.

Attendees bring their own accommodation, which means Manfeild becomes a tent city, and everything is on a grand scale – especially meal times. In past years' breakfast has been a 40-minute constant serving.

Being for a high school aged audience, the programme naturally lays on plenty of fun activities – a talent quest, lots of sport, a top team competition pitching youth groups against each other, paintball, buskers and band concerts every night.

There's a serious side, too, with attendees this year being asked to consider social issues within New Zealand culture and also listen to motivational speakers, care is taken not to overly impress the Christian ideologies that have obvious importance during this period. Participants are not necessarily church attendees and the Christian message is totally optional.

Manfeild being a large and secure site is obviously a draw; the green-field areas are brilliant for the outdoors activities while the stadium has become not only a sanctuary away from wet weather but also becomes the perfect location for the mass activities, notably the nightly concerts. Another draw for Manfeild being chosen is Feilding's renowned friendliness; the greater community has always been very welcoming of this activity.

Julie Keane
CEO

GRID TORQUE...

An apology. In this column in the last issue it said that that Chris Pither was an ex-member of the Manawatu Car Club - wrong. Chris is a fully subscribed member. The Palmy born and raised racer is a former V8 Ute champion and is not short of experience in V8 Supercars. He was brought into the Gary Rogers Motorsport Volvo team for last year's two big endurance races and secured the Black Racing drive for the 2016 V8 Supercars Series, sadly his debut for the team at the Clipsal 500 in Adelaide was an expensive exercise. After an encouraging first race in which he placed 16th from 22nd place on the grid, the second race ended prematurely when Chris lost an argument with the concrete wall, the big hit was measured at a 23g impact, ouch!! The car's chassis was a possible write-off, so there was no Race 3...

For some the month of January ended in a spectacular way in the Wairarapa thanks to the 4-day Cruise Martinborough event that attracted nearly 250 participants. The people were in charitable mood too with Wellington's Ronald McDonald House Trust the beneficiary from a fund raising "Bacon-Buttie BBQ". Daily runs in a region known internationally for the quality of its vineyards would have been spectacular with the mix of classic, retro and modern vehicles on the road, but the gathering in the town's square for the "Show 'n Shine" was the event's highlight. A panel of three judges that included Wairarapa's favourite motorsport son Aaron Slight had eight classes to adjudicate, the oldest winner being a 1933 Ford Coupe that won the Best Ford category and the newest a 2016 Corvette Z06 that was judged Best Modern. One Manawatu Car Club member who went home happy was Danny McKenna, no trophy, but he did pick up one of the cash prize draws to help with the expenses...

Testing is an important part of any form of motorsport. Here in New Zealand the time available is often restricted to a single day, partially to keep cost down. It's very different scenario in the world of Formula One where teams had 8 days of pre-season testing available at the Circuit de Catalunya in Barcelona. Over those days the Petronas Mercedes team ran a total of 1,294 laps, the equivalent of 19.6 Spanish Grand Prix on the same track...

Life member Vern Marshall has had a knee replacement to improve his both mobility and stability. Knowing the man he probably re-organised Palmerston North Hospital and overhauled Mid-Central Health during his short stay. You can't keep a good man down for long and Vern was seen out and about at the Easter speedway meeting at the Central Energy Trust Stadium...

What does a factory Porsche driver do that's different from the norm? Goes to Finland to take the lucky owners of the new Porsche 918 supercar for an experience of being driven on an ice track at high speed. It was also a first time experience for Brendon Hartley to drive on an ice surface with spiked tyres. Also read in the Manawatu Standard that Roller Hockey is making a comeback in Palmerston North after an absence of more than a decade and did you know that the same Brendon Hartley was a Manawatu representative in the sport. Is there no end to what this young man can do...

In the March newsletter the item headed "Club History" related to the inaugural New Zealand Grand Prix that was raced at Ohakea in 1950. To quote "we were determined to make the event an international one, and to that effect we had one entry from Australia". Driving a 1250cc supercharged MG Special, Garry Cogan was fastest in practice but the Aussie failed to make the start because of engine problems...

The Ohakea airfield circuit was only half a kilometre short of being twice the length of Manfeild and the Grand Prix was a 30 lapper or 174 kilometres if you prefer. John McMillan won the historic race but from a local perspective the interest was in the third placed car driven by Fordy Farland who was

heavily involved in the setting up and management of the Manawatu Car Club and eventually became one of the club's Patrons. Fordy drove a roadster bodied Singer Buick, a mix of Anglo-American componentry that was typical of the many "specials" of the time. The simple formula saw a 1939 4074cc straight 8-cylinder Buick engine shoe-horned into a 1936 Singer 16 chassis, the engine being mated to a pre-selector Armstrong-Siddeley gearbox. Fordy raced the car with some success and recorded his last win at Levin in 1957. The car was sold two years later and met a sad end, destroyed in a rail crossing accident...

The early bird doesn't always catch the worm. A local motorsport enthusiast had everything very organised to attend the 2016 Australian Grand Prix, he had paid for the air tickets, paid for the accommodation and paid for the grandstand seats which later arrived from the AGP office. He was viewing the telly on Friday 11 March, switched channels and there was motor racing on the big screen. Having been there before he quickly recognised the Albert Park circuit in Melbourne, thought it all a bit odd and checked his tickets. Horror, his flight and accommodation were booked for two weeks later!! Lessons learned - booking early can mean cheaper deals, but don't trust provisional dates when calendars are released, and check all your tickets to see if the details are aligned...

Brian Green, the owner/trainer/driver of the Brian Green Property Group, has expanded his support of motorsport. In recent years the Brian Green Property Group has been the naming rights sponsor of the New Zealand Rally Championship, not surprising considering his long time involvement with rallying. Brian expanded his brief by including oval racing at the Robertson Holden International Speedway with sponsorship of the North Island Sprintcar Championship raced on Easter Saturday. He picked a real winner because the 25 lap Championship race was nothing short of sensational...

Following a career that began in 1992, Jeff Gordon retired from NASCAR competition at the end of last year as one of the all-time greats of oval car racing. During those 23 years he had four NASCAR championship titles to his name, won the Daytona 500 three times and the Brickyard 400 at Indianapolis on five occasions, the last in 2014. If you want to compare your achievements with the legendary 44 year old Californian here are two questions to answer.

Question # 1- How many races have you done in your career?? Jeff Gordon competed in 797 consecutive NASCAR race .

Question # 2 - How much prize money did you earn?? Jeff Gordon has won the most prize money in NASCAR history, more than US\$150 million.

As impressive as Gordon's achievements are, one thing he hasn't won is a MCC Winter Series chocolate fish...

Staying in the Land of Uncle Sam, this year's NASCAR Daytona 500 rewrote the record books. Toyota won the biggest and most important race of the series for the first time and the 101,000 sell-out crowd saw the closest finish in 58 years that the race has been run. Driving the #11 FedEx Express liveried Camry Danny Hamlin took the flag ahead of Martin Truex Jnr and Kyle Busch in a spectacular Toyota 1-2-3 result. After 200 laps (500 miles/810 kms) the top 20 placed cars crossed the line covered by just one second, with the winning margin ten hundredths of a second, less than 6 inches. Incredibly, that ranks as only the seventh closest winning margin in Sprint Cup history...

Russell Harris

NEW ZEALAND GRAND PRIX ON TOUR...

Manfeild is currently working through the process of retaining the New Zealand Grand Prix after its present contract to run the event expires in 2017. You will have read about CEO Julie Keane and her support team preparing Manfeild's bid that will be presented to MotorSport New Zealand, possibly alongside that of at least one other likely contender.

With Toyota New Zealand being based in the region, and with their full support, Julie has a very strong case for the retention of the event at Manfeild, but there are many factors that are taken into consideration during the decision making process, there is a great deal at stake and the people at MotorSport New Zealand have to make the right decision for the right reasons.

If you step back and look at the NZGP meeting in its entirety, and accept the structure of the event and its associated programme, finding a compelling reason to relocate the race is difficult. There are so many variables that are not controlled by the host circuit, and people must not be swayed by what they read or hear in the various media.

Taking time to look back at the history of the New Zealand Grand Prix is an interesting exercise, and significant to our region because the first NZGP was raced at RNZAF Ohakea in 1950 and involved the Manawatu Car Club. Over the past 66 years the Grand Prix has been held at seven different venues, there has been four years when our country's premier race hasn't been held, and there was a name change following the inaugural race!!

So who has hosted the NZGP?

Despite the success of the Ohakea meeting there was no race in the following two years but it returned in 1953 at the Ardmore Aerodrome in South Auckland under the name New Zealand International Grand Prix, the word "International" was later dropped from the title name.

Ardmore remained the home of the race until an increase in flying activities made the airfield unavailable, the Pukekohe Park Raceway was created in record time and the race switched to the new circuit in 1963 where it remained until 1991, although there was one occasion during this period when the GP was held at Wigram to coincide with Christchurch hosting the 1974 Commonwealth Games.

Manfeild first came into the picture in 1992 and staged the event until 1995, races that produced two winners with high local profiles, Greg Murphy took the flag in 1994 and Brady Kennett the following year.

There were no races in 1996 or 1997, it went south to Ruapuna Park for the next two years then back to Pukekohe for a single year. There was no race in 2001, but the trophy headed back across the Strait to the deep-south when the Teretonga Park circuit ran the event from 2002 through to 2007.

Re-enter Manfeild in 2008 until at least 2017, and hopefully beyond.

Along the NZGP journey there have not only been venue changes, there have also been seven different Formula categories. In the early years the race ran as a Formula Libre category, basically "run what ya bring", before racing got a lot more serious in 1964 with the introduction of the Tasman Formula, arguably the greatest period in this country's single seater racing history because of the drivers who competed, the list of GP winners included four F1 World Champions who collectively won the race seven times during the era.

The Tasman Series continued with the most exciting cars of all, the thundering Formula 5000's, that drew and wowed big crowds from 1970 to 1976, followed by a down size to the more agile 1.6 litre Formula Pacific cars that contested the race until 1993. During that period the category ran under two other names though the cars remained the same, in 1983 they were known as Formula Mondiale, for the final two years the name was changed to Formula Atlantic.

Twelve months later came the bigger "down-under" V6 Holden powered Formula Brabham/Holden cars that lined up on the grids for a 7 year stint.

Many younger motorsport followers might be surprised to know that during Teretonga Park's tenure, from 2002 to 2005 the GP was contested by Formula Ford cars, thankfully 2006 saw stability return with the arrival of the "wings and slicks" state-of-the-art Toyota Racing Series cars based on the International Formula 3 regulations. The 1.8 litre Toyota powered Tatuus TRS racers became the country's premier single-seater category and restored the credibility to the name New Zealand Grand Prix.

The record books show that six drivers have their names engraved on the trophy three times - Jack Brabham, Stirling Moss, Craig Baird, Kenny Smith and Nick Cassidy, while eight drivers have won twice, including the dynamic Finn Keke Rosberg who went onto win the F1 World Championship in 1982. Perhaps the most interesting fact about the multi NZGP winners is that Kenny Smith won in cars in three categories. In 1976 he drove a Formula 5000 Lola T332 Chevrolet to victory, in 1990 his Formula Pacific Swift Cosworth crossed the line first and his 2004 success came at the wheel of a Van Dieman Stealth Formula Ford.

There have been a great number of changes since that inaugural race in 1950, it's an event that has seen world champions and the world's best drivers competing against New Zealand's best in cars that have provided spectacle and excitement. Times have changed and in recent years the Toyota Racing Series has brought a new generation of young drivers to our shores as part of their career building and their participation has re-established our premier race as a truly international event. They all have aspirations of one day racing in Formula 1 but only young Russian Danill Kyvat has made it (Toro Rosso and Red Bull), Brendon Hartley came so close and Canadian teenager Lance Stroll could achieve his dream in the near future.

The good ol' days may have gone, certainly the memories of earlier NZGP's haven't faded with the passing of time, but we should also be appreciative of what we have now and look forward to what we will have in the future...

Russell Harris



THE V-FORCE NEEDS YOU...

The heading might read like a recruitment banner, in fact that's what it is. It is disconcerting to read of the disappointing turn-outs for the club working bees that are aimed at further improving the club facilities for everyone's benefit. The transformation of the Clubrooms and its environs is extraordinary, and a tribute to the forward thinking, planning and determination of Bob the Builder (aka Geoff Boyden).

It's acknowledged that the timing on Saturday mornings does not suit many people because of work, sport or other commitments, our club currently has more than 300 members and some have travelled from outside the region to assist with the working bees that have had the main focus on the clubrooms - the reality is that the MCC committee genuinely needs help to complete the scheduled improvements.

Getting the required work done is a numbers game, the higher the number the less time it will take. Remember that much of Manfeild was built with voluntary labour, it gave members the opportunity to be part of the ambitious project, and it was a lot of fun along the way. The MCC members did it in the early seventies; can they do it again in 2016???

At the present time the best words that come to mind are those expressed by British Prime Minister Winston Churchill to the House of Commons on 20th August 1940 - *never has so much been owed by so many to so few...*

A BOUQUET...

The Editorial team of Geoff and Glenys Boyden put a great deal of time and effort put into producing the club newsletter every month for the benefit of members. One of the keys to the quality and readability of the last issue was the greater number of contributors combined with the Editor's knowledge and skill in putting it all together.

Life Member Murray Starnes took time out during a holiday in the Philippines to acknowledge the March issue.

Hiya Richie,

I just wanna say that's probably the best magazine I have read for 20 plus years. I'm in the Phills and internet sux so it's taken me a few days to be able to find a spot so I could read it..... god it was worth the wait tho. Actually I read it twice with a stop for a beer and quick swim in between readings my excuse is its 9am and 33 degrees. Huge pats on the back to all concerned.

Cheers

Murray

Remember, it is *your* newsletter. Everyone has a story to tell, so why not share yours???

BRENDON HARTLEY - ON THE PACE FOR 2016...

Late last month the “official” start to the 2016 FIA World Endurance Championship began with a two-day Prologue at the Circuit Paul Ricard in France.

Porsche unveiled its WEC title defender prior to the event and the significantly revised 919 Hybrids ran more than 2,000 kilometres over the two days and headed the time sheets. The # 2 car driven by Romain Dumas, Neel Jani and Marc Lieb ran on the Friday before Mark Webber, Brendon Hartley and Timo Bernhard took to the track in the # 1 car on Saturday to complete the testing.

The most encouraging news was that Brendon set the fastest lap of the Prologue on the 5.791 kilometre long circuit, recording a time of 1 minute 37.44 seconds.

Brendon - *“It was a very successful test. After our recent testing was more on endurance we actually treated the Prologue like a race weekend. We were out on the track on the dot when the session started and looked after improving our performance just like we would do over a race weekend. Of course, it is nice to lead every session but we don’t know what the competition is hiding”.*

Timo Bernhard - *“To me it’s always special to jump into a new car. But having the number one on it makes it even more emotional. We took over the job just where the sister car had finished and benefitted one hundred per cent from what they had found out. This kind of team work is one of our strengths and it also goes when we work on improving the choreography together with the pit crew”.*

Mark Webber - *“Overall it is a positive test. We got the laps in. We don’t know much about the opposition but we prepared as best we can for Silverstone. Before coming here, we hadn’t done much high-downforce work so this was good. The now mandatory bigger headrest to me is not an issue for the driver change”.*

Porsche Team Principal Andreas Seidl - *“Running two cars again was a good dress rehearsal for the team before the first race. There are also some changes to pit stop procedures from the regulations, which we have to practise. The drivers did a lot of testing during recent weeks but at the Prologue they were facing traffic for the first time since the finale in Bahrain. By the end of the Prologue we had achieved the targets we had set ourselves in terms of season preparation. Team and technology are ready for Silverstone”.*

For Brendon it’s his third season as a factory Porsche driver. The new generation 919 Hybrid features new technology and graphics with the coveted # 1 on its nose and flanks. The opening round of the 2016 WEC lines up on the grid at the ultra-fast Silverstone circuit in England on April 17th.

Go Kiwi Go...

POWERHOUSE IN PRINT...

If you are into motorsport technology find a copy of the March 2016 issue of the glossy English magazine RACECAR ENGINEERING and turn to page 38 for a story about Nelson Hartley written by Dr Charles Clarke.

The 5-page story is accompanied by many coloured photographs and the article gives a fascinating insight into the world of this hugely talented and lateral thinking young engineer and the Hartley horsepower emporium in Domain Street.

There is also an article with an in-depth look at Hyundai’s i20 WRC challenger which will appeal to Hayden Paddon fans and by sheer coincidence “The Consultant” writes about modifying the suspension, brakes and steering on a BMW CSL - maybe they had a certain Mr Hogg in mind??

In short, RACECAR ENGINEERING is a must read, hopefully you can find the March issue or order one...



Events Calendar

April

2	Hillclimb (Nth Island NZ round)	Hawkes Bay	Taumaranui
3	Hillclimb (Nth Island NZ round)	Hawkes Bay	Taumaranui
9	Sprint / Race Track Day Series (Round 1)	Triumph Manawatu	TaupoTrack 3 Manfeild
10	Race (Summer Series – Round 3)	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

June

4	Winter series test day	Manawatu	Manfeild
5	Race (Winter Series – Round 1)	Manawatu	Manfeild
18	Rally (Tarmac)	Taranaki	Taranaki
19	Track Day series (round 2)	Manawatu	Manfeild

Come Racing With Us