

Manawatu Car Club Inc

NEWSLETTER

MAY 2016



Something for Everyone

EDITORSPEAK...

Well it's great to be back I think. As was referred to in the last edition, there has been a change in editor, a result of me, in a moment of madness, putting my hand up. I have been here before, starting with a golf ball typewriter and a single side photocopier, later graduating to a computer and better photocopier, how times have changed!!

The first duty I have is a very pleasant one and that is to give well deserved congratulations to both Geoff and Glenys on firstly resurrecting the newsletter, then expanding it into the magazine style format that you see today. They have continued a proud tradition of the club, as the old MCC Bulletin was among the most well-read and highly regarded in the country. An interesting statistic, I recall sending some 450 printed magazines out per month in the 1990's and this email version now goes out to some 1400 recipients.

I also have to say that this is very much a collaborative effort. All I do is pull together the efforts of others and knock it into something that hopefully you all enjoy reading. The huge input of our very own "Mr Motorsport", Russell Harris, is not to be underestimated. This man is a veritable font of knowledge, as evidenced by his varied contributions this month. The two Geoff/Jeff's are also valued contributors, and it's great to have Manfeild news directly from the horse's mouth, so to speak, with Julies monthly input. Richie has the final job of adding his articles and formatting and sending the finished magazine out.

I would welcome other input, so if you have something you think might be worth sharing with other club members, please don't just think about it, send me an email to point me in the right direction, or even consider writing a completed article. Don't worry if spelling and grammar are not your strong points, I can sort that out.

Any snippets of rumour, scandal and otherwise taking the piss that can be used in Grid Torque would be appreciated. Your committee members cannot be everywhere, nor see or hear everything!!

We will be running a questionnaire in the near future to give YOU the opportunity to decide the direction of YOUR magazine. What are your likes, dislikes and what would you like to see more of, or less of?

The club has a fine history, and I believe it's important to recognize that heritage by running a few articles that look back, however it is also vitally important that we keep focused on looking forward and progressively growing the club. We have a great committee in place that is committed to providing not only a fantastic motorsport experience, but a welcoming social environment. The magazine should, I believe, reflect these values.

So I hope that there is something for everyone in this issue, and I look forward to hearing from you (good or bad).

Keep the rubber side down.

Trevor Weir

As my little look back, who remembers the days at Manfeild when the Wanganui Aeroworks top dressing planes would come and give a fantastic aerobatic display, then land on the inside back straight, park up, watch a few races, then fly out again ?? Imagine trying to get that approved in the current Work and Safety atmosphere. Ahhh the good old days!!

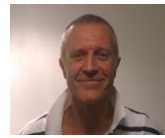


MCC Committee Members

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

Editor: Trevor Weir

ATTENTION! Track & Yak ATTENTION!

Time: 7pm to 9pm

Date: Tuesday 10th May 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.

Race Licences

We have 4 licence examiners within the Manawatu,
these people are:

Richie Arber	027 290 0668
Danny McKenna	027 240 1291
Jeff Braid	027 477 3337
Dennis Martin	021 216 5815

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

“From the Presidents Pen”

Firstly I would like to welcome aboard Trevor Weir as our new Editor of this great Newsletter. Trevor has been a longtime member of the Manawatu Car Club and has also served as the Club's President; he is also one of the club's Life Members. Trevor is one of our many members that has a wealth of knowledge about the club so he was welcomed back onto the committee with open arms back in January 2015 and was re-elected in January of this year. Going by your first edition Trevor you have started out very well indeed...

Well, well, well, what a month April was... We had the first round of our Manawatu Toolshed Track Day Series on the 9th April and the last round of the Canteen Summer Race Series on the following day. Both events were greatly supported and all who competed had a ball. The following weekend we had our Prizegiving for the Summer Series and while attendance numbers were down for this event, due to there being a few things on around the area that people had already committed to and there were a number of winners from outside of the region who were unable to make it, the 50 people who did attend had an awesome time. There was great food thanks to Aaron and his team from Rumour Has It Café, and some great laughs thanks to our MC for the night - Geoff Boyden (who knew there was so much to buying a hat). There were a few highlights on the night, obviously handing out the awards to the class winners and place getters was one, the other was handing out our special awards to our Marshalls and Volunteers, however the biggest highlight for me was being able to hand over a cheque for \$3,000 to Karen Woodfield from Canteen. As you may already be aware we had Canteen stickers printed up which we sold to the competitors during the rounds of the Summer Series to stick on their car, the stickers were \$10 each, obviously we sold quite a few so a huge thank you goes out to all of those people that brought a sticker, your generosity means a huge amount to a lot of people from Canteen. Within that total we had a donation of \$200 from the unveiling of the RWB Porsches at the IRC round in February, they ran a raffle and the proceeds from that raffle were given to us to pass onto Canteen. At the last MCC Committee Meeting your Committee then decided to top the amount up to the \$3,000 figure that was donated. I have attached some photos of the night at the end of my ramblings for your viewing pleasure...

Lots of stuff has been going on behind the scenes in April, the writing of rules and regs for the upcoming Feilding Auto Electrical Winter Race Series has taken a bit of time with the introduction of two new classes (see the report on the coming Winter Series later in this newsletter), we have visited all of our Winter Series Sponsors and have confirmed there much appreciated sponsorship of not only the Winter Race Series overall but also the classes within the series. We are hard into doing up a program for the series which we hope you will enjoy, and are talking with our Marshalls and Volunteers to make sure we have enough people on the ground to run the race meeting in the first place, and so much more.... Thanks to all of those that have been involved in getting the Winter Series ready to go, I know how much time is involved in doing this and I am sure everyone will appreciate it when the line up for their first race come the 5th June.

During my Presidents Welcome Speech on Prize Giving night I mentioned that we were working on a few things to benefit those who are members of the Manawatu Car Club, we already have reduced entry fees to our race meetings for our club members but not everyone of our member's race, so what else is there for our members... Well I am extremely pleased to announce that our good friends at MITRE 10 MEGA on Featherston Street in Palmerston North have offered us a great deal. If you are a Manawatu Car Club Member, next time you go to purchase anything from MITRE 10 MEGA in Palmerston North simply quote our account code “MANCAR” and show them your Manawatu Car Club Members Card as proof of your membership before you pay and you will receive a discount off of the item that you have brought. Discounts vary from item to item but the more we put through this account the bigger the discounts will be in the future, so please use it. MITRE 10 MEGA is a great locally owned family business and we are pleased to have them as part of our MCC family now as well.



We have also been approached by some companies who service the Motorsport Industry in one way or another to advertise in our newsletter, so this month you will see an advert from the team at HGT Precision who manufacture race gearboxes. Richard and John who own the company have assured me that they will give our MCC Members the best price and service available, so if you are interested in one of their gearboxes please get in contact with them and remember to say where you saw their advert.

Richie Arber

Canteen Summer Series Prize Giving Results:

RS Cup

1st Oliver Edmond
2nd Anthony Bell
3rd Greg Browne

SF Cup

1st Graeme Bretherton
2nd Kolin Yannakis
3rd Gerald Watson

IB Cup

1st David Thomsen
2nd Kerry Tong
3rd Leo Van Berkel

GT Cup

1st Rob Trubshaw
2nd Andrew Robertson
3rd Ethan Coleman

Classics Cup

1st Layton Hammond
2nd Geoff Boyden
3rd Leighton Lancaster

Champ of Champs

Oliver Edmond



RS Cup Winners



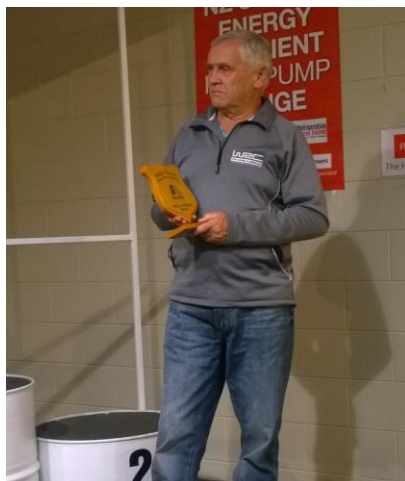
SF Cup Winners with guest



Classics Cup Winners



Karen from Canteen



Noel Beale and Margaret Hawthorn receiving Volunteer Awards



GRID TORQUE...

Another apology. Five versus six drivers have won the NZGP three times. Correct answer is 5, not six as written in the March newsletter. The five named drivers (Jack Brabham, Stirling Moss, Kenny Smith, Craig Baird, and Nick Cassidy) are correct.

Shock news. The MCC President revealed that more than his curiosity was aroused during a recent Face Booking session when he came across footage that included full frontal views of two men playing together in public. What Richie found that excited him so much was the TV3 news bulletin of the sensational Peter Brock versus Rick Lucas (car v helicopter) race at Manfeild in 1996...

Chris Pither was not blamed for his massive shunt at the Clipsal 500. Prodrive Racing Australia boss Tim Edwards says, "Chris got some aero wash and you certainly can't blame him for that, it took the car six inches wider and in the dry that would have been fine. But in the wet that took him away from the dry line and into the wall". Back at the workshop the # 111 Falcon was on the chassis jig for a full two days to begin the repair process...

Better luck at the Australian Grand Prix meeting at Albert Park. Driving one of Prodrive's back-up cars Chris had three race starts and 3 finishes with placings of 14th, 13th and 23rd, maybe his luck had changed? No, when the circus crossed the Bass Strait for the round at Symmons Plain the Super Black Racing FG/X was punted into the barriers after only three laps of the main race for another DNF, again the innocent victim. The team's stock of body panels is quickly being depleted so c'mon you Aussies, our man deserves a break...

The ANZAC spirit really is alive and well on the black stuff. Those Aussies responded to the call and left our man alone at Phillip Island, the outcome was Chris Pither finishing both races (19th and 24th) and no additional work for the SBR mechanics. Here's hoping the spirit remains...

Manfeild Park Trust Chief Executive Julie Keane reported that at the NZGP meeting their data revealed the Saturday spectator attendance figure was 1,019 with Sunday's main programme attracting 2,278 through the gate. An interesting question - how many Manawatu Car Club members attended...

Expensive taste, expensive waste. This year's Formula One podiums don't include Mumm champagne following its parent company's decision to withdraw from the premier (?) category. Estimates suggest that Pernod Ricard paid something like 5 million euros a year for its product to be sprayed in front of the cameras. F1 should follow the Indianapolis 500 tradition with the winning driver being given a bottle of milk to pour over himself, not so messy and so much cheaper. Mumm has strengthened their link with Formula E electric motor racing while F1 reverts to rival brand Moet et Chandon. At Formula E events the popping of the corks would be louder than the car themselves...

Blast from the past. This year's Kumho Touring Car Series across the ditch will have two ex-Tasman Motorsport VE Commodores on the grid in their original Sprint Gas livery. Chassis TSM 003 was a spare car built in 2009, while TSM 002 has very special provenance as it finished second in the 2008 Bathurst 1000 driven by Greg Murphy and Jason Richards, 2.5 seconds behind the Team Vodafone Ford Falcon shared by Craig Lowndes and Jamie Whincup. Because of its significance TSM 002 should be in a New Zealand museum as a tribute to two of our finest touring car drivers...

An oldie but a goody. The recent inaugural 6 hour Production Car Race at Bathurst produced a BMW 1-2 result. History shows that there is nothing particularly unusual about a BMW 1-2 but at Mount Panorama the victorious 335i had 2014 Bathurst 1000 winner Chaz Mostert sharing the driving duties. More interesting was the fact that the 335i was nine years old and had been sitting in the co-driving owner's shed unraced for four years...

Classic and historic racing is in very good health down-under. Here in Godzone we have meetings like the Skope at Ruapuna Park and the MG at Manfeild, in Australia the big one is the Phillip Island Classic. In March the magnificent circuit south of Melbourne attracted a record 540 entries spread over 12 classes, the event also recognised and celebrated BMW's centennial with examples of the Bavarian cars contesting five categories. With 28 cars on the grid the Formula 5000 single-seaters stole the show, now that's what you call a real thunder storm...

Great news for the "gravel rasher" fraternity. In an outstanding initiative the new Hyundai New Zealand Rally Team has brought an exciting new element to the sport in this country with their Asia-Pacific spec 1.8 litre turbocharged 4WD i20 AP4 that will be driven by WRC peddler Hayden Paddon in two events, the Brian Green Property Group National Championship rounds in Otago and Northland. For rally enthusiasts another bonus is that the i20 is something different from the regular Mitsys and Soobys. Teenage students from Hyundai's Pinnacle Mentoring programme are involved with the team that made a great start in the Otago Rally with Paddon and regular co-driver John Kennard finishing an astonishing 9 minutes and 22.1 seconds ahead of the strong field, the biggest winning margin in the national championship in its 41 year history, and more proof of the benefit of competing at international level against the world's best. The burning question is, who will be driving the car when Paddon isn't - was Bondy's name mentioned...

The word is "e", the now accepted abbreviation for electric. Rallycross has become serious big time again in recent years with global series that are attracting both huge crowds and huge television audiences, the concept is brilliant with a "joker" having to be played by the drivers in each race. A senior Volkswagen manager believes that this form of motorsport has big potential for demonstrating the advances in electric technology and suggested that the company would commit to a full factory programme if the regulations were changed to all

electric cars. The question is, will the quiet of electric power turn the fans on...

Treasure Hunt Rally more fun for some than others. Organiser Trevor Weir could be well satisfied with the outcome and even survived the post-event questioning at the Speight's Ale House. 11 starters, 11 finishers, though a couple of crews did take significantly longer than the others. The massive rainstorm during the event was a masterstroke Trevor. The participants learned how important it is to following instructions without reading too much into them and using their powers of observation. Some interesting comments were heard - "I needed a more powerful torch", "I should have known that", "Jeez we were dumb", "How did we get that wrong", "That was a bit of fun" and "Divorce". It was an event with a fun element that aligns with the club's philosophy of something for everyone. Let's do it again, but with more entries...

Arbor Day is the annual occasion when individuals and groups are encouraged to plant and care for trees. In Palmerston North we also have "Arber" Day when individuals and groups are encouraged to hit the road in support of a worthy cause via The Big Rig Day that's backed by Professionals Real Estate. Truck Rentals Rental Manager and MCC President Richie Arber is one of the driving forces behind the event that this year supported Child Cancer and raised more than \$40,000 through gold coin rides around the city's ring road and associated auctions. Over 100 truckies and thousands of people descended on the Railway Land to participate in a day to remember. It was a big ten-four...

The shed of all sheds. Does your shed have a Porsche 911, Nissan GTR, Aston Martin Vantage GT3, McLaren MP4 12C, Lamborghini Huracan and a Benetton Formula 1 car sitting side-by-side?? The mega dollar shed of Tony Quinn at the Highlands Motorsport Complex does and this array of supercars has been joined by a ballistic missile in the form of the new Aston Martin Vulcan, named after the famous Avro delta-wing bomber. Quinn's new toy is purely a track car that cannot be used on

public roads (Ferrari's 599 XX, Enzo FXX and LaFerrari FXX K are also track only limited editions). Reputed to cost \$4.2 million the Vulcan is one of only 24 built and the all carbon projectile is powered by a 7 litre 820 horsepower V12 that propels it from zero to 100 k's in 3 seconds with a top whack of 320 plus. According to a New Zealand Herald report a special resource consent had to be obtained from the local council to start the car, let's be grateful that permission was granted because a high revving V12 is probably the greatest sound produced by an automobile engine, none of the great composers ever wrote music that good. Oh, by the way, a hot lap "Vulcan Experience" is available at \$5,000, a bargain...

New Murph's turf. A surprise entry in the 2-day Rally of Otago was Greg Murphy driving a Vauxhall Chevette of late 1970's/early 80's vintage. Murph started the event at # 45 and ran as high as 35th overall before his rally ended five stages from the finish with the car off the road and too badly damaged to continue. With typical honesty Murph accepted full blame - "It was a balls up on my part". Fans will be pleased that his loyalty to The General remains and the next outing in the car is the Canterbury Rally at Queen's Birthday Weekend...

There's a new thundership coming that is sure to get pulses racing. From Australia details have emerged about an exciting new single-seater project that is a modern version of an old classic and will be seen on race tracks next year. The name says it all, Formula Thunder 5000. Under development for the past two years the car is based on a proven design by Californian firm Swift Engineering, the same company who built the highly successful Formula Pacific/Atlantic cars. The category will have one-make chassis, engine, gearbox, wheels, tyres, brakes and shock absorbers, the fuel injected motor is based on a production stock block quad-cam V8 that will produce around 570 horsepower with excellent reliability. The FT5000 is a sensational looker with an airbox similar to Kenny Smith's Lola, a subtle acknowledgement of yesteryear, and the prototype

is due to be tested in the coming weeks. Expected cost is AU\$240,000, so start saving...

Happy chappy, no, very happy chappy. On this side of the Tasman seeing was believing for one motoring enthusiast over the weekend of 16/17 April. Can you imagine the excitement in the Edmond home with Scott McLaughlin and his GRM Volvo absolutely dominating the V8 Supercar round at Phillip Island. Jandals would have been flying everywhere with Pete singing Abba's hit "The Winner Takes All" at the top of his voice, mind boggling!! For Scotty it was the perfect weekend with a new lap record, two pole positions and two wins, it doesn't get much better than that. Question now is - will we see Pete's Volvo S40 painted S60 blue and carrying # 33 in the Winter Series...

Out there. The place to be seen is on the weekly "Out and About with Sue Wilson" page of the Manawatu Standard. Starring in the 21 April edition were Geoff and Glenys Boyden, snapped at a Bayley's Palmerston North Real Estate Client Function in appropriate pose with wine glass in hand. A retirement lifestyle certainly has its benefits...

You might like to ask Greg Browne why his committee name is Father Browne? Apparently a comment made and taken totally out of context!!



MCC CLUB MEMBER OF THE MONTH...

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

NAME: Bron Kokich

BORN: A long time ago in Hunterville

OCCUPATION: System Support Specialist

RACE CAR: Hondungarari and Mini7

EVERYDAY DRIVE CAR: VW Beetle

DREAM CAR: Chevy Pickup Truck



YOUR BEST MOMENT IN MOTORSPORT?

Hands down has to be when Anthony passed me in the qualifying of the last round of the 2015 Winter Series with a marriage proposal signwritten on the back of his Mini7

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?

I haven't grown up yet.....

IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE?

My deceased parents and Mr Peter Brock

WHO WOULD YOU PLAY IN A MOVIE?

Uma Thurman in Kill Bill

THREE WORDS THAT BEST DESCRIBE YOU...

Short, fiery redhead LOL

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?

A dodge viper - sleek fast and graceful

WHAT IS YOUR SECRET VICE?

Jelly tip ice-cream

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I was sole charge of a communications base in South East Asia for the NZ Defence Force

FAVOURITE QUOTE...

I have two quotes I live by: "Get up, dress up, turn up and if you don't like something, change it" and "If you can't change it, change the way you think about it"



CLUBROOMS & PROJECTS...

We had another Working Bee at the Clubrooms on the 9th April. The same number of helpers as the previous month, and we achieved a good morning's work.

Further exterior painting was completed, weeds sprayed, road-grass mown, steps built into the new retaining wall in front of the tyres, a gate was swung between the clubroom's building and the shed and the back room which is to be the new archives room was cleaned out. The west wall in this room was stripped, not revealing too much dampness, as first thought, plus more trophies were cleaned and we had an excellent morning tea provided.

Last Friday evening we stacked old plastic pallets against the inside of the retaining wall, which now has re-strainer wires holding the wall in place. When the metal, which has been delivered is placed in the wall, we will have some drainage through the pallets, which will also help to take pressure off the wall.

At our next Working Bee we want to place the metal (with a tractor and bucket) behind the retaining wall to start building this up. We also want to take out the ceiling, in new archives room, plus more painting is still to be done. Morning tea will be provided.

Over at Manfield Park, we have made good progress on tidying up the Refueller Bar. The entire interior has been re-painted a new shelf has been built along the back wall, the fridges have been moved and work on the plumbing will be happening.

Work at Manfield Park Track, can only take place when we can work in with what is happening at the track.

Geoff Boyden

Photos top to bottom

1. The new look Refueller Bar with everything freshly painted and in place.
2. The chequered flag theme continues
3. Graham "Harley" Davidson happily polishing trophies



KEEPING UP WITH THE HARTLEYS...

Defending the World Endurance Championship title got a little harder for the trio of Mark Webber, Brendon Hartley and Timo Bernhard when the # 1 Porsche 919 Hybrid crashed out of the opening round at the fast Silverstone circuit in England.

The two Porsche 919s started from the second row of the grid behind the Audis. Starting the race, Webber ran third in the early laps but had taken the lead by lap 16 before handing over to Brendon who was scheduled for a double stint. The lead was extended to a comfortable 44 seconds when the # 1 car pitted for fuel and tyres after 55 laps. Brendon regained the lead but his race came to spectacular end on lap 71 while overtaking a slower GT car, the 919 nearly rolled in the collision with the Porsche 911 RSR that provided dramatic in-car footage of the incident, fortunately no driver injury, unfortunately it was race over - the Stewards of the meeting deemed Brendon responsible.

Brendon - *"Hugely disappointed. Mark did a mega job getting the car into the lead, the car was awesome. I had high speed contact with a GT car before the 3 hour mark. Passing traffic with more than 50 km/h speed difference is never straight forward but very easy for critics to point fingers. It is normal for the prototype cars to pass around the outside of turn 2 as the normal racing line is just half track to making the braking for the next tight right. It's my job as a LMP1 driver to read the car in front and get around safely, I didn't. It is of course the right of the car in front to take whatever line they want. It all happened very quickly and in hindsight I would have done it differently. I will learn from the experience"*.

The pole sitting Audi R18 won the race 46 seconds ahead of the sister # 2 Porsche 919 shared by Neel Jani, Romain Dumas and Marc Lieb, but the drama continued when the winning car was disqualified

following post-race scrutineering, the thickness of the undercar skid block didn't conform to the LMP1 Technical regulations. Excessive wear with unexpected up and down movement of the car caused the problem and in the interests of the sport Audi chose not to appeal the decision, this handed victory to the # 2 Porsche that had also been involved in a collision with a GT car and suffered a puncture which necessitated an extra pit stop when just 6 seconds behind the leader.

The second race of the nine round WEC series will be raced at the Spa Francorchamps circuit in Belgium on May 7th.

Meanwhile, back here in Kiwiland, a week earlier Bryan Hartley was behind the wheel at the Robertson Holden International Speedway. The Stockcar Legends meeting brought together 33 of the country's best drivers from yesteryear, each driving a "loaned" current Superstock. There was a place on the grid for one wildcard entry with Bryan being the invited driver, a recognition of his contribution to the sport both as a driver and engine builder.

This was Bryan's first actual stockcar race. Starting well back on the grid he was an impressive 4th at the flag in the first heat, spinning out seasoned veterans in the process. In heat 2, after several off-track moments and thinking the left rear tyre had punctured he retired to the infield, no points and no final. The tyre was found to be normal, apparently the car has an inherent handling problem that they are now trying to sort, it explains why the regular driver spun out so often in a car that was among the fastest.

Elder son Nelson hasn't been idle either, when not busy building race winning engines he's working on the evolution version of his radical sprint car for next season that begins in October. He is also building up a second sprint car with a conventional Maxim chassis for a two-car team, the second driver being young brother Brendon - when his Porsche commitments allow of course...

2016 FEILDING AUTO ELECTRICAL WINTER RACE SERIES

Most think that going motor racing is an impossible dream, but the Feilding Auto Electrical Winter Race Series, promoted by the Manawatu Car Club, can turn that dream into reality.

Here is what it takes for any man, woman or child (12yrs and older) to come racing with us.

1. Join the club.
2. Learn the rules and gain Competition Licence
3. Buy a race car
4. Go racing!

Here is what it costs:

Club Membership	\$90 Adult, \$90 Family, \$35 Junior under 18,
Licence fee	\$185 C1 or C2 Circuit Licence
Medical Certificate if required Junior drivers 12-16yrs must submit a Junior medical Examination form	\$45 + the cost of your GP's medical report
Club Member Entry fee per round	\$100 for RS Cup \$200 for all other classes
Non-Club Member entry fee per round	\$190 for RS Cup \$220 for all other classes
Timing Transponder hire per round	\$20
Competition Vehicle Log Book	\$30 *One-off cost
Safety Structure Homologation Fee	\$250 *One-off cost
Double-layer Race overalls	\$400-\$800

To apply for a licence a driver must first be a member of a MSNZ affiliated club. The candidate registers at Motorsport Online and registers for a Licence Examination. The fee can be paid by direct credit or credit card. It is now a matter of swatting up on the rules and sitting the test with a Licence Examiner. The Club has three examiners and the test can take up to 2 hours to complete.

The rules are found on the Motorsport New Zealand website:

<http://www.motorsport.org.nz/resources/motorsport-manual> - It is a thorough and complex handbook but your examiner will be able to direct you to the relevant sections to study. The exam is multi-choice with an oral test that requires a 100% pass rate. Motorsport is dangerous, safety is paramount, so it is absolutely essential you know the rules. Also if you break the rules you may be penalized or fined by the Clerk of the Course. New drivers must attend the New Drivers Briefing at the first three events they enter.

You will need double-layer fireproof overalls or better. Single layer race suits may be used only with fireproof underwear. Balaclavas, race boots and fireproof race gloves are highly recommended. Don't skimp in this area.

Cars racing in the Winter Series must comply with Appendix 2 Schedule A Safety. These are rules that govern the minimum standards for the preparation of vehicles entering motorsport competitions. There are lists of Safety Critical, Safety Non-Critical and Non-Safety items on the official entry form. Be familiar with them. These are items that may be checked at auditing by the Scrutineer.

Roll protection, such as a half-cage or roll cage is advisable but not essential for registered and warranted road cars. Roll protection is mandatory for all other competition vehicles. It is recommended

a race seat and 4, 5 or 6-strap safety harness to approved standards is fitted, although for club racing the standard seat and a 3-point seatbelt is allowed. A minimum 0.9kg powder fire extinguisher in a metal bracket with two metal locking straps must be bolted within easy reach of the driver.

After the first round a Log Book is required for all vehicles competing in this series. It is simple to do and costs \$30. It identifies your car and documents its competition history with relevant safety notes from the scrutineer. The driver must present their vehicle log book at documentation or cop a fine of \$50.

Before you choose your race car you need to decide which class you want to race in. There are four open club classes based only on lap time to choose from, as well as six other groups with specific rules and restrictions. If you 'break out' you earn crippling time penalties and points deductions that can put you to the back of the field, so you need to choose a class that matches your car.

- RS which stands for Real Slow at 1.30.00 based on the fastest lap set by a UCOL Motorsport Course Toyota Starlet,
- SF which stands for Slightly Faster at 1.24.00,
- IB which stands for In Between at 1.17.00
- GT for unlimited faster than 1.17.00.

Cars in these classes only need to comply with Schedule A to race. There is no wheel, tyre, engine, price or year of build restriction. The other classes are listed in the table below.

Class	Break-out time	Lap Speed	Eligible Cars	Wheels	Tyres
GT Cup	No break-out	173km/h	Schedule A	Free	Free
IB Cup	1.17.00	141km/h	Schedule A	Free	Free
SF Cup	1.24.00	129km/h	Schedule A	Free	Free
RS Cup	1.30.00	121km/h	Schedule A	Free	Free
Formula First Cup	No break-out	142km/h	Formula First. Note: Other open wheel race cars and clubmans sports cars may race but will not score points	Per Formula First articles	Per Formula First Articles
Winter MX5 Cup	No break out	129km/h	MX5 Racing NZ	15 x 7 maximum	Toyo R888 205/50/15
Taxi Cup	No break-out	134km/h	Normally aspirated 6cyl Falcons or Commodores	Free	Free
Classics Cup	1.22.00	133km/h	Pre 31st Dec 1977 Engines from the same manufacturer and era with same no of cylinders	2" larger than OEM	DOT rated or road tyres. No slicks allowed
Penrite Saloon Trophy	1.17.00	141km/h	Group 4 Touring Saloons from Jan 1978 to Dec 1995 Open Saloons pre 31 st Dec 1985 Engines from the same manufacturer with same no of cyls but can be from a more modern era. Gated gearbox	Touring Saloons-1" larger than OEM to maximum of 17 in. Open Saloons-15" maximum	DOT rated or road tyres No slicks allowed

Open-wheelers and clubmans sports cars will be racing in Formula First Cup races, but will not score points. They will get plenty of low pressure seat time. Formula Ford, Formula Suzuki, Fraser Clubman, Redline Sprint, etc will all be welcome.

MX5 Racing NZ will be competing for the Winter MX5 Cup. These drivers provide some of the closest and most exciting racing in the Winter Series. The strictly controlled class makes it a true driver's championship. With a couple of ex-winners retiring the trophy is wide open this year.

One of the newest classes is Taxi Cup for normally aspirated 6cylinder Falcons and Commodores. The rules are deliberately simple to make participation easy. The emphasis will be on fun and a sense of comicality as enjoyed by the Taxi Racing Team from Napier. There may be unofficial penalties for taking things too seriously.

Initially Taxi Cup and MX5 Cup will share a split grid with a significant gap between classes. If the numbers grow to more than 15 cars each we will create another race.

The overall aim of Classics Cup and the Penrite Saloon Trophy Series is to preserve some Manfeild's rich motor racing heritage, not in a museum but out on the track. These cars represent a golden age of motorsport and bring back fond memories of glory days.

Classics Cup will be restricted to pre Dec 1977 cars with limited modifications. It is a return to the original Fujitsu Classic rules. Only these cars will compete for the Classics Cup. This is the home of Escorts, Capris, Minis, Datsun's etc that were the bread and butter of saloon racing in the '60s and '70s.

The new Penrite Saloon Trophy Series will be open to Group 4 Touring Saloons from Jan 1978 to Dec 1995 with restricted modifications to meet Thoroughbred and Classic rules, and Open Saloons up to Dec 1985 also with restricted modifications. These classes will represent Group C, Group A, NZ race saloons, Euro Touring Cars, Allcomers, Retro Classics, Shellsport and other saloons that do not meet the Classics Cup rules. With replica sponsors livery on these cars this should be a very colorful grid. The emphasis on the Penrite Saloon series is on car presentation and period correctness.

Classics Cup and Penrite Saloon Trophy Series will race on a split grid as well. If the numbers grow to 15 cars each or more we will create another race. The Penrite Saloon Trophy series coordinators are Geoff Boyden, Danny McKenna, Ben Boyden, with assistance from Bruce Dyer and Bill Richie.

So those are your choices and there are plenty.

For help and advice:

Jeff Braid 027 4773337 manawatucarclub@xtra.co.nz

Round One of the Feilding Auto Electrical Winter Race Series

Date: Sunday 5th June

This is the First Round of a Four Round Series

Prize Giving Dinner at the Clubrooms - Saturday 10th September

Come Racing With Us

Penrite Saloon Car's

We are very excited to bring a different twist to our Winter Series, by adding the Penrite Saloon Car's Series.

Geoff and Ben Boyden, Danny McKenna, Bruce Dyer and Bill Richie have been discussing this new series for a short time.

Bruce Dyer is the Director of the Historic Saloon Cars, that race mostly at Hampton Downs, and you will see these cars on display and racing at the MG Classic in November here at Manfield.

Danny is a Chief Scrutineer and Bill is a Chief Steward.

Ben and I race at Hampton Downs at the Festival, in the Heritage Touring Cars and the seed was sown for us here at Manfield to establish a class similar to the group Bruce is involved in, and the Group Ben and I race in, with rules, but less strict than the HSC.

From this we have secured a Premium sponsor in Penrite, so the 2 classes that will all run together will be.

Penrite Open Saloons

Penrite Touring Saloons

The emphasis on these cars will be presentation and being period correct.

The rules are as per the information sheet 2016 Feilding Auto Electrical Winter Race Series. Whilst we are all out there to race, sponsorship, and care of the cars will be of utmost importance.

The aim is to put on a good show for the spectators in the stand, with colorful cars, livery that has the "wow" factor and racing that is close and exciting.

What would excite us even more, would be to see some of these cars come back out of the shed and back on the track.

A quote from Dale Mather's – '69 Boss Mustang owner "We spend half an hour racing and 7 ½ hours displaying our cars" talking to people, having photos taken. "The Cars are the Stars".

So don't just think about it. Contact the Penrite Saloon Cars coordinators Geoff Boyden 027 444 7348. Ben Boyden 027 283 0894 Danny McKenna 027 240 1291.

If you think this Series is going to be for you – there is no cost to be involved - it is just the Standard Winter Series Pricing.

Complete the invitation to join us. We can take a photo of the car at the 1st round, if you haven't got one.

Please Note: This only applies to the Open & Touring Saloons, not the Classic's as Gordon Smith is the coordinator for these cars.

Penrite Saloon Car's

Full Name _____

Address _____

Phone number _____

Email address _____

Car Club _____

Licence number _____

Car Make _____

Car Model _____

Car Year _____

Class Entering

Penrite Open Saloon ☐

Penrite Touring Saloon ☐

Attach 2 colored photos of the car

1/ Side Photo

2/ Angle Photo showing Front & Side

Does your car qualify under the Published Regulations Yes ☐ No ☐

If No, list the Modifications for the coordinators to consider if eligible under the invitation to enter criteria / rules

If Yes, then please complete the form and return it back to us to participate.



Harrisville Dirt Autocross

When: SUNDAY MAY 8TH 2016

Time: 8:00 am – 5:00 pm

Where: Harrisville Speedway
65 Tangimoana Rd, Bulls



Dirt autocross using the outer and inner ovals of Harrisville Speedway.

Three-lap pursuit challenge to finish the day with cars starting on opposite sides of the oval.

Road cars, BOS cars and competition cars all to “Schedule A Safety”.

Clubsport Basic event - Anyone over 12yrs old can have a go!

\$50 entry fee.

Entry forms and regs at http://manawatucarclub.org.nz/event/harrisville-dirt-autocross-and-grass-motorkhana/?instance_id=938 or phone Jeff Braid for more details.

WHAT IS A CRO?

You see them wandering around at race meetings, usually with a radio in their ear and a piece of paper in their hand, but you've never had any dealings with them at all.

A CRO is a Competitor Relations Officer. This official acts as a neutral go-between for competitors and officials to assist in solving problems at a race meeting or rally.

If the Clerk of the Course wishes to call a competitor to a hearing, issue a decision from an inquiry, or notify a driver of a penalty, the CRO is dispatched with paper. If a competitor has a grievance or a problem during a race, or even a general inquiry, then the CRO is the one to see. At Manfeild the CRO office is usually the Track Office.

Those chosen for this role are deemed to be familiar with the rules of the sport and can advise competitors on the correct course of action. Often issues are sorted out before an official inquiry sheet is filled in.

In motor racing there is a major difference between an Inquiry and a Protest. It is important for drivers to know the difference between these terms as set out in the Motorsport Manual.

*Schedule Z 19.1 **Inquiries** into any part of a race may be lodged with the Clerk of the Course on the **Race Inquiry form** within thirty(30) minutes after the completion of the race concerned. It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable. A competitor will have the right to formally protest on the subject of the inquiry.*

Inquiries are lodged with the Clerk of the Course via the CRO. The important thing required with an Inquiry is evidence. It is not enough to accuse a fellow competitor of a breach of the rules without eyewitness accounts, video footage or other proof. Inquiries are free to lodge but the decision of the Clerk of the Course stands. If you disagree with a decision you may protest but there is a fee.

*NSC Part IX 108, 109, 110(3) **Protests** against decisions of any official of a Meeting or an Event must be lodged within sixty(60) minutes of the decision being notified in writing to the Competitor or in the case of Competitors where the Entrant is not also the Driver, the Entrant's representative.*

Protests are lodged with the Stewards of the Meeting via the CRO, along with the Protest Fee of \$425. Again evidence is essential and the CRO can advise you on the relevant rules you need to know.

The CRO is an agent for both the competitors and the officials.

Jeff Braid

'RUMOUR HAS IT' CAFE

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FORMULA ONE SUPREMO HAD LINKS TO LEVIN CIRCUIT...

The first Levin International meeting was held on 18 January 1958 with 11 of the 12 cars entered facing the starter for the 10 lap race, it was a genuine global entry that included two Australian drivers and four from the United Kingdom – almost half the field were from overseas.

After just 9 minutes and 7.2 seconds the 2.2 litre Cooper Climax driven by Jack Brabham crossed the finish line, followed by Scotland's Archie Scott Brown in a Lister Jaguar and the smaller capacity 1.7 litre Cooper Climax of Bruce McLaren. Only the first six cars actually covered the full 10 laps with Scott Brown setting the fastest lap at 52.8 seconds.

Behind the trio were Ross Jensen (Maserati 250F), Ron Roycroft (Ferrari 375) and the impressive Palmerston North driver Syd Jensen in his diminutive Cooper Mk X powered by a 500cc ex-works Manx Norton motorcycle engine.

Seventh and eighth were two Alta engined B-type Connaughts driven by Englishmen Roy Salvadori and Stuart Lewis-Evans, there was nothing particularly significant about the cars or drivers, though both Salvadori and Lewis-Evans had Formula One experience. Winding the clock back nearly sixty years, what was significant, though not at the time, was who owned the two cars.

Bernard Charles Ecclestone, the same Bernie Ecclestone who for many years has probably been the most powerful man in world motorsport as Chief Executive of Formula One, and probably the wealthiest with a current net worth of US\$3.1 billion.

Many may be surprised to know that Bernie did actually race himself. In 1949 he ran a Cooper Mk V in the British 500cc Formula 3 series with modest success and later entered one of his Connaughts in the 1958 Monaco Grand Prix but failed to qualify, he also entered the British Grand Prix but put Jack

Fairman behind the wheel - obviously he was much more successful as a businessman!!

Based in Surrey, England, Connaught Engineering built both road going sports cars and single seaters from 1949 through to 1957 and were very innovative. They were the first grand prix team to have their own wind tunnel, albeit crude by today's standards, and in 1953 the works A-type Formula 2 cars were fitted with American fuel injection to increase the power output of the Lea-Francis engine - a first for a GP car, a year ahead of the Mercedes Benz W194. Connaught only achieved moderate success in racing and the name is best remembered for Tony Brooks' famous victory in 1955 in the non-championship Syracuse Grand Prix on the island of Sicily, it was the first grand prix win by a British driver in a British car since 1923!!

In 1956 English privateer Leslie Marr brought a "streamliner" B-type Connaught to New Zealand. Powered with a 3.4 litre Jaguar motor the striking looking car featured one-piece all-enveloping aerodynamic bodywork. Marr placed 4th in the NZ Grand Prix and 3rd in the Lady Wigram Trophy, but retired from both the NZ Championship Road Race in Dunedin and the inaugural Southland Road Race - at Dunedin the car was out after the first lap with underside damage sustained by grounding on the bumpy circuit, at Ryal Bush the car was out at the first corner because of a driver error, that allowed Marr to again watch the racing from a spectator's perspective!!

It's another fascinating chapter in the story of our country's motorsport history ...



OVERCOMING ADVERSITY...

During the 50's, 60's and 70's New Zealand hosted many of the world's best drivers, an astonishing list that included world champions Jack Brabham, Denny Hulme, Jim Clark, Graham Hill, John Surtees, Jochen Rindt and Keke Rosberg.

All these drivers, and many others, will be remembered for their brilliance and achievements and most remain household names in our part of the world, but there was one driver who was arguably the most special of them all, a man who gave a new definition to the word determination - Archie Scott-Brown was one of the most extraordinary drivers to get behind the wheel of a racing car and one of the sport's forgotten heroes.

Archie had the right pedigree as both of his parents had been racing drivers, but when he was born in Paisley, Scotland, he was severely deformed. Archie had the trunk of a tall man but his legs were exceptionally short and lacked shin bones, he stood only 5 feet tall. He also had deformed feet and had to wear special shoes, his right arm terminated just below the elbow with a vestigial thumb and palm, but he simply regarded himself as being deformed, not handicapped or disabled.

Following many painful operations, incredibly he overcame all these factors and an unusual balance to play numerous sports that included tennis, soccer, golf, fencing and billiards, in cricket he was left hand fast bowler, but it was his deeds in motor racing that stand above all his other achievements, driving one of the most powerful cars of the time.

Right through his relatively short career his problem wasn't a lack of skill or courage, it was with race organisers who constantly rejected him on medical grounds, particularly in Europe. Through sheer determination to succeed Archie eventually obtained a full racing licence and began his racing career in 1951 driving a MG TD. He moved onto a series of Lister sports car powered by MG, Bristol and Maserati engines before graduating to Formula

One and to drive for the works Connaught Formula One team in the 1956 British Grand Prix, he was holding 7th place when a rear hub collapsed, then seven weeks later he took provisional pole position for the Italian Grand Prix at Monza but was forced to withdraw because of licensing issues. The following year BRM invited him to drive in the British Grand Prix, but acting on good advice he declined the offer.

ASB might have turned down BRM in 1957, but he certainly didn't make the same response when Brian Lister offered him the drive in the new works Lister Jaguar MVE 303 that would soon gain legendary status as one of Britain's finest sports racing cars. It had been designed around the engine and transmission of the D-type Jaguar but had a more sophisticated chassis and was considerably lighter, the 3.8 litre engine developed 300 horsepower which propelled the car from 0 to 100 km/h in 4.2 seconds, very quick in those days. The Lister Jaguar was nicknamed *Knobbly* because the car had a very low frontal area with an extremely large hump to cover the engine, there were protruding fenders and the aluminium bodywork looked like it had been shrunk wrapped around everything, it certainly had an aggressive stance and with all the bumps and humps the name was most appropriate.



1957 was a remarkable season with 14 races that produced 11 wins, a second and 2 DNFs, the speed of the combination being best shown in the British Empire Trophy race where MVE 303 was a full two

seconds faster than the factory Aston Martins. What really endeared Archie to spectators and the media was his attacking driving style and extraordinary car control, he was a true master of the classic four wheel drift and forced himself to be the best by sheer willpower.

One of the team mechanics said *"He was never without a smile and a word for everyone. He was not at all fussy like some drivers we had, he put his faith in his team and got on with the job of driving, and he drove so well because he wasn't afraid of the Lister, he'd put it into a corner hard, bring out the tail and drive through it"*.

When you look at the statistics, what Archie achieved is all the more remarkable because he could only drive with his left hand, in MVE 303 the steering column was lengthened, the manual gearbox had an extended gear lever that was very close to the rim of the steering wheel, the seat was well forward and the foot pedals extended. This created a problem when a co-driver was required for the longer races but Archie solved the problem by having the seat further moved back to a normal position and using cushions for himself!!



ASB was also an extremely versatile driver, best illustrated at the International Trophy Meeting at Silverstone in 1956. Driving a DKW Junior he finished 9th overall and won his class in the Production Touring Car race, placed 6th in the Unlimited Sports Car race in a Lister Maserati and capped off the day with second place in the International Trophy behind the Vanwall of Stirling Moss.

The spectacular Scott Brown/Lister Jaguar combination came to New Zealand for five major races in 1958 and our people soon took notice of the little man who was a heavy smoker and raced wearing a "lucky" red scarf. In the New Zealand Grand Prix at Ardmore Archie was forced to retire with a collapsed right front suspension, a week later at Levin, the most demanding of our circuits at the time, the Lister Jaguar crossed the finish line in 2nd place splitting the Cooper Climax single seater cars of Jack Brabham and Bruce McLaren. Seven days after Levin Archie went one better with a Lady Wigram Trophy trifecta with pole position, fastest lap and victory ahead of Ross Jensen (Maserati 250F) and Stuart Lewis-Evans (Connaught) - one of the most memorable sights in our racing history was seeing the diminutive Scotsman drifting the car through the daunting superfast sweeping Bombay corner on every lap, it was watching a genius at work.



The trek further south down SH1 to the 6th Dunedin Road Race on the bumpy wharf circuit brought no reward when the differential failed on the 7th of the scheduled 36 laps, then it was onto Invercargill for the inaugural Teretonga International meeting where Scott Brown finished 6th. It had been a successful campaign with 2 wins, 2 seconds, a sixth and 2 DNF's, the extra two races were in sports car events, Archie liked to get his money's worth!!

1958 was also a year of tragedy with three top British drivers who raced in New Zealand losing their lives in motorsport events.

Peter Whitehead who brought the first Ferrari to this country in 1954 and had numerous successes here over a four year period, including winning the Lady Wigram Trophy three consecutive times and twice finishing second in the NZGP. Peter was killed in a crash during the Tour de France, ironically he was in the passenger's seat with his brother Graham driving, Graham survived.

26 year old Stuart Lewis-Evans began his brief Formula 1 career with Connaught before switching to the Vanwall team. In 1958 he had two podium finishes before he died as a result of burns when his Vanwall caught fire after crashing in the season-ending Moroccan Grand Prix.

Archie Scott Brown died after a fiery crash while challenging for the early lead in a sports car race at the Spa Francorchamps circuit. For those who believe in superstition Archie was born on a Friday the 13th and he had a toy black cat mascot wearing a "Cambridge" blue bow tie, he didn't take it to Belgium that fateful day...

A record of 71 career wins (15 in international competition), 34 second placings and 12 thirds is clear proof of the talent of a driver described by legendary 5-time World Champion Juan Manuel Fangio as "*A phenomenal pilot with an uncanny degree of car control*".

There is a Memorial Plaque at Snetterton, his home track, the epitaph reads "He represented everything that was best in the sport". William Archie Scott Brown proved to the world that with sheer determination and the will to succeed people can overcome adversity, he was truly an inspiration...

- Twenty examples of the Lister Jaguar *Knobbly* were built with either Jaguar or Chevrolet V8 engines. In 2013 the prototype car sold at RM Auctions in Monterey for US\$1,980,000.

- In 1984 Paul Leuch acquired a Lister Jaguar *Knobbly* in the livery of the famous Scottish privateer team Ecurie Ecosse and raced it with considerable success on New Zealand circuits, including Manfeild. Sadly the car was destroyed in a major fire at Leuch's Auckland workshop in 1987.



NEW MEMBERS

Welcome to the following new club members

Charles Hopkirk	Taumarunui
Korde Brough	Masterton
Mark Guillard-Soloman	Masterton
Jarrold McPhail	Palmerston North
Grant Robinson	Palmerston North
Daniel White	Paraparaumu
David Scott	Wellington



MAYBE this is something of a reflection of that adage about never judging a book by its cover, but one particular question that arose during a conversation with our community's seniors really seemed to come out of left field.

The query related to one of Manfeild Park's well-known proposals for ongoing improvement and creating new opportunities for our Feilding facility and came up during a general discussion at the conclusion of an address I was invited to give to the Probus Club of Makino.

My talk covered Manfeild's history, the Manfeild Park Trust in its original and current form, the challenges we face and those we have overcome.

I reminded that Manfeild Park is an active, vibrant place that hosts a far greater count and diversity of events than perhaps they realize (380 last year alone) and spoke of the regional benefit and importance of major events we host – citing the New Zealand Grand Prix as a great example of a weekend that creates a massive international interest.

Anyway, at the conclusion, it was question time. We covered the issues of our loans, of our community presence and involvements: A lot of issues that have, of course, been the subject of past columns.

Then came the surprise question: What, I was asked, was the potential of Manfeild realizing its expressed hope of creating a skid pan adjacent to our circuit?

As I say, it was a surprise, insofar that it's a query that tends to come from a rather different audience than one in which the majority of attendees would be aged 65 and above.

However, clearly I was wrong; obviously there is a broad, positive interest that reaches all the way to our older community in our hope of developing an area which is designed to allow vehicles to operate with a sustained loss of traction, wheel-spinning and sliding, not just as amusement but also for driver training purposes (to show how traction control can be regained by either technology or driver involvement).

However, it was asked in earnest and I was pleased to tell the person who had raised this issue that we certainly have not given up on this idea. We do want to build a skid pan and I'd also be delighted if the person who raised this came out to use it. I suspect the invitation will be taken up.

Another idea raised was in relation to how Manfeild promotes its upcoming events. The acknowledgement from the audience about the relevance of Facebook and other social media tools for communication reminded that we should not think our elders are highly computer and internet savvy.

Nonetheless, I was reminded that sometimes the old ways of doing things are still highly valid, and in that respect I took onboard a suggestion that having a noticeboard at our main access, even if it is just a blackboard, would be worthwhile. Again, it's something we are seeking to address.

Something else from a great afternoon: A LOT of people read this column. That, in turn, reflects the ongoing importance of community newspapers. Also, everyone loves the name; 'Manfeild Matters' is more than just a tidy alliterative. It also reminds, I was told, that Manfeild really does matter to the region. A nice thought to wrap up a very entertaining occasion.

Meantime, Manfeild is now looking toward the 2016 instalment of the Tru-Test Beef Expo, on May 13-17.

This annual event attracting bull breeders from throughout the country this year seems to go from strength to strength. In addition to the National Genetics Show and Sale, activities include Future Beef (for the youth aged 5 - 24) and Hoof and Hook competitions, agricultural seminars, trade sites, a Farmlands interbreed dinner and, for the public, a Country Extravaganza on the Saturday night. This will feature a performance by 2015 NZ Country Music male artist of the year Cam Scott.

The 2016 event has a fresh draw of an Allflex NZ Champion Heifer show and sale. This gives breeders the opportunity to show the best female genetics and allow other breeders a chance to bolster their studs with genetics not previously available to them.

The expo also features the "Champion of Champions" national title, sponsored by PGG Wrightson and awarded to the top bull across all entered breeds.

Eight beef breeds are represented and with New Zealand held in high regard as one of the world's best suppliers of quality beef it is a notable achievement to have an entry at Beef Expo and the highest accolade to be a prize winner.

For the second year, the expo activity will be shown as a live web-cast, thus opening it to the interest of a much bigger audience than the sizeable crowd that prefers to come to Manfeild.

Don't forget to call me on 027-6599-666 if you have any thoughts about Manfeild. Also, to keep up with the latest news, check out the Manfeild website.

Julie Keane
CEO



TRACK N YACK NIGHT TRIAL...

What a great turnout for the inaugural night trial tied to the popular Track n Yack evening. 9 car loads of enthusiastic members headed off into the dark (and ultimately wet) night armed with a list of instructions, cryptic clues and questions, and almost all came back right on cue after a 60 minute cruise in the depths of the Manawatu countryside.

The event format is simple. Drive, look out for the answers to the questions and have fun (and, it should be added, preferably don't use any minor interpersonal interpretation difficulties as grounds for a divorce!!). There are right answers, wrong answers and a huge allowance for creative answers if they can be successfully argued. For example Jill Hogg rightly claimed that the answer to the question "Name the hidden road ? " was not "Richardsons Line" but "I can't tell you, it's top secret" !! The Browne's logic behind their answer to "Roberts American brother? " (the correct answer was John F

Kennedy) being General Motors was also rewarded with an extra point.

For interest the balls were not on the pickets, but on the gate posts, and yes, they were big ones!!

Winners on the night were Keith, Sarah and Anna Stewart tied with Thomas Good / Nicola Schreurs with 37/39 questions answered correctly. Well done to both teams.

Results:

1=	Team Yeti	
	Thomas/Nicola	
3=	The Boyden's	36/39 + 10 mins late
	The Arber's	35/39 + 15 mins late
5	Team Braid/Davidson	33/39
6=	Team Edmond	30/39
	Team Browne	30/39
8	Hogg Team 1 Bryce	29/39
9	Hogg Team 2 Jill	27/39



Events Calendar

May

8	Gravel Sprint	Levin	Gladstone Road
8	Harrisville Dirt Autocross	Bulls	Tangimoana Rd
14 / 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

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Turnkey gearbox solutions for racers

700ftllb/950nm torque ratings with 1:1 ratio in top gear. Super quick changes with our hand made 7075-T6 billet CNC cased sequential gearboxes.



HGT Precision gearboxes now sold across 10 countries in Circuit, Rally, Drift and Drag applications.

Kiwi Richard Fleming and Brit John Phillips jointly own HGT Precision. Richard's has 24 years of global senior executive experience with his last assignment being the CEO for Goodyear in Asia. John has 25 years of global engineering experience working as a Managing Design Engineer for Macatherm, one of the U.K's largest consulting Engineering companies.

About 3 years ago, John and Richard identified a gap in the market place for premium quality gearboxes at reasonable pricing so set about developing a business model and product range that would enable their vision to become a reality. Our model is "Racer Direct" which provided some good efficiency in terms of Racers acquisition cost of the gearbox. Naturally we work with the Racers Gearbox servicing agent of choice in terms of supplying parts and support commented Richard.

Features

Case	Made from billet 7075-T6 Alloy for rigidity/strength 5 Axis CNC milled.
Gears	Straight cut and continuously ground for best in class DIN 6 finish
Shifter	Remote mount 6061 base & 7075 billet CNC lever with 2 offset options
Bell houses	GM, LS, Ford 2JZ, 1/3UZ SR20, VQ35 ,RB25/26/30 Rotary, BMW etc.
Accessories	1350 Yoke/Slip Yoke, Clutch release bearing, Shims, Gear display



Richard John

HGT Precision have shifted the paradigm on gearbox order delivery times (2 weeks), parts availability (100%) and part delivery times (on courier within 24 hours)

ISO 9001 Manufacturing Processes



The best way to design a strong gearbox is to start with a rigid casing, as the root cause of many gearbox issues is "case flexing". Case flex allows gears to run off true, and bearings to be unevenly loaded causing premature failure. In light of this, the typical sand-casting process used by most gearbox manufacturers was rejected. Whilst cheap, it simply couldn't give us the structural rigidity that we needed. Instead we chose to CNC mill our gearbox cases from 40kg billet blocks of 7075-T6 alloy – aerospace material and the strongest alloy available.

Our gear quality is DIN 6. Gear profiles are finish ground on high technology gear grinding machines, and have uniquely designed profiles for noise and heat reduction. Many other brands of race transmissions only have finished hobbled standard profile gears meaning gear quality is around DIN 10 -12. The lower the DIN number, the higher the accuracy of the gear and the better it performs in extreme conditions. To frame our DIN 6 quality; F1 gears are finished to a DIN 4 standard which shows you just how good our HGT Precision finish really is.

Swiss Design, Engineering and Manufacturing

A family owned Swiss Gear Company with 4th generations and 90 years of experience handles our design & manufacturing. They currently make gears for F1 & Lemans teams along with two of Europe's best-known GT3 racing marques. We were super excited when they agreed to work with us.



Richard Fleming

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Billet 7075-T6 Alloy Casing – CNC milled

Ratios:

4 Speed: 2.44, 1.65, 1.23, 1:1

5 Speed: 2.44, 1.80, 1.42, 1.18, 1:1

2.60, 2.16, 1.80, 1.28, 1:1

6 Speed: 2.60, 1.88, 1.52, 1.28, 1.13, 1:1

Weight: 4 Speed 29 kg , 5 Speed 34kg , 6 Speed 38 kg

Input shafts: GM 26, BMW 10, Mazda 23, Nissan 24, Toyota 14, Toyota 21 spline options


Ratings: 700ftlb/950nm and 12,000 rpm

Shifter: Centre tunnel & right hand side tunnel mount

CR Bearing: Billet center mount hydraulic with shims

Who remembers this???

Street SKILLS LIFESPAN



THE ONLY PLACE TO RACE

NZ SpeedSport highlights each round of the Street Skills Series and profiles each of the racing classes through the five round series.

18 NZ SPEEDSPORT No 66

Peter Brock in a Trans-am Light racing Rick Lucas in his helicopter at Manfeild in February 1996, imagine trying to do this in today's health & safety climate. Be sure to have a look at the video of this great event here:

<https://www.facebook.com/cliff.field/videos/vb.1493838177/10209211511353547/?type=2&theater>



The Secretary, MG Classic Race Committee, PO Box 164, Wellington



18th Annual The Sound MG Charity Classic Race Meeting Sunday 15th May 2016, Manfeild, Feilding

The MG Car Club Wellington Centre and the MG Classic Racing Register once again welcomes participants in The Sound MG Charity Classic Motor Race meeting.

Like last year, this year's event is a one day meeting focussing on classic sports and saloon cars. We again welcome Historic single seaters and Sports Cars. We anticipate 4 or 5 races for each entrant, in an easy, relaxed and uncluttered day.

There will be races for Historic (Schedule K) racing and sports racing cars in the Charity Classic, and an invitation is extended to owners of these cars to enter and help ensure that this becomes a regular event for them. We have already had indications of entry from some very interesting and famous old race cars located in the lower North Island that may not have many opportunities to show their cars being driven in competition. If you have a car that may be suitable, please contact Terry Collier on 021 238 9264 or Ron on 0274 439 969 04 564 8389.

For the races, cars will be divided primarily by speed, but also, as far as possible, with some regard as to type and age. Appendix 6, Schedule T&C (Thoroughbred and Classic) of the New Zealand Motorsport Manual indicates the type of vehicle that the organisers are seeking.

It is not often that classic sports and saloon cars have a full one day race meeting almost completely devoted to their vehicles. There will also be races for cars that fit into allcomers, run what you bring, so here is the opportunity to make a real day of it in the company of fellow enthusiasts. Remember that the governing philosophy of historic and classic Motorsport is one where vehicles from past eras are used in friendly rivalry and where winning is very much secondary to the sheer enjoyment of being involved!

It is also worth reminding entrants and others who support the meeting that this is a fairly unique occasion that combines a celebration of the core spirit of classic motor sport with the opportunity to do something positive for a worthy cause. There are also few amongst us who have not been touched in some way by the hazards of cancer. Entrants and pit crews etc are expected to contribute to our Cancer collection by donating a large gold coin gate entry.

Documentation and scrutineering audits will take place on Sunday 15th May from 8.00am to 10.00am at the circuit. As usual slick tyres will not be permitted for the Classic groups. Allcomers may run slicks. If not sure please ask.

There will also be Charity Rides for the public and no special group has been chosen this year. Drivers will be asked to assist with the lunch time rides.

Classic Motor Racing Committee

MG Car Club (Wellington Centre) Inc & MG Classic Racing Register Inc.

Enquiries Ron Robertson 0274 439 969 or Paul Chipp 027 248 3430