

Manawatu Car Club Inc

NEWSLETTER

JUNE 2016



Something for Everyone

EDITORSPEAK...

I was discussing road safety with friends recently and we turned to the topic of overseas drivers and the supposed “horrific record” they have in accident statistics in NZ. I posed the question of whether this was actually real or imagined and was surprised at the reaction I got. The facts appear to support the view that they are not over represented in the statistics, however the perception is something quite different. Whether this hysteria is media driven I’m not sure. What I am sure of is that there is a correlation between poor driving decisions and tourist hotspots. That is statistically proven and given the higher number of tourists unfamiliar with our driving environment in these areas, positively inevitable.

It was recently mooted that a T plate be given to all foreign nationals entering the country to display on their vehicles. The rationale given was that this would allow easy identification of foreign tourists and a tolerance could be given for the possibility of erratic driving. Would this work?? Personally I believe it would put a bullseye target on all our tourist’s backs that is totally undeserved. I’d wager, for example, that almost all the European visitors to NZ drive to a much higher standard than we Kiwi’s do. Sure some of our Asian visitors are not up to our standard, however it is tarring everyone with a very wide brush. I also believe it would be counterproductive in so much as the average Kiwi will fixate on the T plater’s driving behaviour, picking up the smallest mistakes, without ever considering their own. Hell, I’ve made mistakes as a tourist in Europe and been tooted at (and probably sworn at too). I’ve even turned out of a side road deep in rural France and driven 50 meters before it hit me that I was on the wrong side of the road. It does happen to the best of us. Do we want to give the vigilantes even more reason to pursue their aggressive agenda??

What really does make my blood boil is the self - righteous local Kiwi drivers I see every day who ignore (or don’t understand) basic, common, road rules, and lack any form of courtesy to other road

users. There seems to be a common misconception that the rules apply to everyone, however I can break them because “I’m in a hurry”, “I can’t be bothered indicating because you should know where I’m going”, “the light was only just changing from orange to red” Please insert the relevant excuse here.

What can WE do about it?? My firm belief is that the younger you teach children basic car control, basic road rules and instill a sense of spatial awareness, the better. Creating a better driver, be it on the road or the track, is all about education and attitude. As a club we have a long history of being proactive in the education and mentoring of our junior members and encouraging of advancement in their chosen sphere within the sport.

We have a great legacy in the ProDrive programme which exposed hundreds of local high school students to the absolute basics of car control, sight lines and the fundamental laws of physics, as well as the practicalities of ABS. These skills, once learned and practiced become ingrained.

How can we as a club achieve similar results with this highly at risk group?? I’m not sure I have all the answers to that question, however, in my opinion, we, as club members, need to start by telling our friends, family, neighbour’s and anyone else who will listen, what we do, and that we can teach those lifesaving skills in a fun, family friendly, and more importantly, safe, environment. Encourage the youngsters YOU know to come along and have a go at an autocross, Motorkhana or bent sprint. Remember they can compete from 12 years old with parental consent, and can always borrow a helmet and overalls, and probably even a car, if they don’t have one. I know all our competing members will actively encourage this type of participation in our sport, and the survival lessons learned transfer directly to the road environment when their time comes.

Go forth. Shout it from the rooftops. Dare to make a difference. And remember to keep the rubber side down

Trevor

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 7th June 2016.

Place: **Rose and Crown Olde English Pub**

– Terrace End Carpark, 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”

It is Wednesday 1st June as I write this, which is only three days out from the first round of the Feilding Auto Electrical Winter Race Series. I had started my piece a couple of weeks ago when I was in Wellington for ten days straight for business but a lot has happened since then that has lead me to re-write my bit... more on why this is later in the piece.

I am excited about the coming weekend, there is a real buzz out there about our first round of our Winter Series and this is awesome to hear, so we are expecting a large number of entries for this first round, so if you haven't entered yet please do so by visiting our FAE Winter Series website page <http://manawatucarclub.org.nz/find-enter-events/winter-race-series/> this is where you will find all of the regulations for the Winter Series as well as the entry forms.

A huge thank you to all of our Winter Series sponsors, some of who have supported this series for a number of years now and some who have just come on board this year. I cannot emphasize enough that without these sponsors our race entry fees would be quite a bit higher than they currently are so please support them where you can (all of our sponsors will be in our program which you can pick up for free from the office on race day). Please also show your support by making sure you have the correct sponsor's stickers / logos on your car for the class that you will be racing in, some sponsors have changed this year so please double check when you do documentation that you have the correct ones for your class, these will also be available from the office from Saturday afternoon.

Now the reason why I rewrote my piece.

I was very privileged to represent the Manawatu Car Club, along with my date for the evening - MCC Secretary and Committee Member Jeff Braid, at the Motorsport NZ Awards Dinner on Saturday 28th May at Te Papa in Wellington and was extremely proud of what I saw so I thought I would share this with you instead of what I had written. The Manawatu Region and the MCC truly punch above their weight when it comes to motorsport. MCC members were represented on both sides of the motorsport spectrum with MSNZ President Shayne Harris, Race Advisory Commission representative Craig Finlayson, and MSNZ Board Member Raymond 'Crunch' Bennett featuring heavily throughout the night (and indeed during Saturday's workshops and the AGM on Sunday).

Shayne Harris stepped down from six years at the top of MSNZ at the AGM on Sunday and I would like to take this opportunity to thank him for those six years of dedication to the cause. We all know that these past six years have been some of the toughest years in NZ Motorsport history Shayne so appreciate that you need to have a break from the role but are very pleased to know that you won't be going far as you said in your farewell speech. Shayne received a very special award indeed, I will not ruin this here as there is a special write up on this award and more from the awards night later in this newsletter.

Raymond 'Crunch' Bennett was one of three nominations to take Shayne's place at the top but was just edged out by Wayne Christie. Crunch however still remains on the MSNZ Board and Craig Finlayson remains on the Race Advisory Commission, great news gents.

Sitting beside Jeff and myself was Noel Beale who has been a MCC Committee Member for a number of years now, Noel also received a very special award (again more on this later in this newsletter) which could not have gone to a more deserving person. Knowing Noel for a few years now he does not show a lot of emotion but this award meant a lot to him as it did to Jeff and I and also to Barbara who was also with Noel on the night. Noel has been a motorsport volunteer long before most of us could even drive a car let alone race one and has been responsible for bringing many other volunteers to the sport so I can say that the sport would be a lot poorer without the Noel's of this world.

The other proud moment was to see Brendon Hartley get two very coveted awards. Unfortunately Brendon couldn't be there on the night but had recorded two videos thanking MSNZ for the awards which were played on the night. What were these awards... well keep reading the newsletter to find out.

One other MCC Member also had a good night and while he is not a Manawatu boy we will still claim him as our own. Brock Cooley received his award for being the NZ Touring Cars Class 2 Champion. I know how hard Brock has worked to become Champion of this class and was pleased to be able to see him receive the award on the night and indeed am looking forward to seeing what the future holds for Brock. He was also announced as one of the 2016 Motorsport NZ Elite Academy Participants on the night which I know he will make the most of.

Something else happened on the night that made everyone who was in attendance shed a tear and I would like to share that moment with you now. Michael Scott was announced the NZ Formula Ford Champion, Michael approached the stage and accepted his award and then started his acceptance speech. Now a lot of people on the night said how much their award meant to them but the award Michael received meant more to him than we could have ever imagined. Michael started his speech and during it thanked his father for his support and told us how much this award would have meant to his father who had passed away suddenly not 24 hours before Michael had stepped on to the stage to accept the award... Needless to say Michael was overcome with emotion at this point but finished his speech with a maturity well beyond his years and received a well-deserved standing ovation as he walked back to his seat. I sit here now with goose-bumps and a lump in my throat just thinking about that moment and wonder what you can say after writing that... the only thing that comes to mind is make sure you spend as much time as you can with the ones that are the most important to you, as you just do not know when they will not be here any longer, Michael did just that and you could see and sense that when he spoke.

There are lots of other things that happened during the conference weekend but the above is what I know mattered the most for me so I thought I would share them with you all, hence I rewrote my bit, I hope you enjoy reading it as much as I enjoyed writing it.

I look forward to seeing you all this coming weekend at the first round of what will be a great Feilding Auto Electrical Winter Race Series.

Richie Arber

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Ray Hartley

BORN: 1956 in Palmerston North

OCCUPATION: Mechanic

RACE CAR: I just sold my 911 and MGF

EVERYDAY DRIVE CAR: Nissan Navara Ute and 2008 GTR Skyline

DREAM CAR: To finish rebuilding and then race the F430 Race Car in my shed

YOUR BEST MOMENT IN MOTORSPORT?

Meeting so many great people

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

A Mechanic and Race Car Driver like my Dad

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

Elvis, Rob Muldoon and Donald Trump

WHO WOULD YOU PLAY IN A MOVIE?

Steve McQueen in Bullet

THREE WORDS THAT BEST DESCRIBE YOU...

Loud, fun and sincere

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

1959 Cadillac Two Door – Big, loud and in grey shish

WHAT IS YOUR SECRET VICE?

That would be telling, it's a secret

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I'm a nice guy

FAVOURITE QUOTE...

Treat people the same way you want to be treated



GRID TORQUE...

Retro look. The more observant would have noticed the “two column” page layout in the May issue of the Newsletter. New Editor Trevor Weir is reliving his younger years by adopting the format that was used last century when the newsletter was printed on glossy paper and carried the name Manawatu Car Club Bulletin...

(I’m sure I was ahead of my time then Russell, just going back to the future!! Ed)

The tears would have flowed from Jandal Pete with the shock news of Volvo’s unexpected withdrawal from the Australian V8 Supercars at the end of the year. There wouldn’t have been a dry eye in the Edmond house, or anywhere else for that matter. It is ironical that the decision has been made with Scott McLaughlin currently a very strong contender for the 2016 Championship title, the young gun is only 27 points behind Mark Winterbottom at the top of the table after the latest round at Winton...

The other piece of shock news from over the ditch shows how the world is moving with electronic media. After 45 years the informative and well-read Australian publication “Auto Action” has ceased publication and that is really bad news for the many people who prefer reading a hard copy. Though the focus was very much on Aussie racing and racers the magazine also covered the major international events across a broad spectrum. The first issue was dated February 24 1971 and the last May 05-11 2016, in between these dates there were 1,686 issues printed. “Auto Action” will be much missed on both sides of the Tassy...

The “V8” logo associated with the Aussie Supercar series has been erased. The airline Virgin Australia has done a deal to secure the naming rights for the next 5 years and the new title is a bit of a mouthful, “Virgin Australia

Championship Supercars”. On this side of the Tasman our national carrier has supported motorsport via sponsorship, but it was many years ago. In 1972 our premier event was the Air New Zealand New Zealand Grand Prix, while on the driver front at various times Air NZ logos were on the cars of four of the country’s top drivers - Jim Palmer (McLaren M4A), Graeme Lawrence (McLaren M4A / Ferrari 246T), Paul Fahey (Ford Cologne Capri RS3100) and the massive American big block Ford Fairlane driven by Robbie Francevic in the 1968 New Zealand Saloon Championship...

The Manawatu Car Club actually has two members competing in the Virgin Australia Championship Supercars. Sharing the grid with Chris Pither is Fabian Coulthard in the DJR Penske stable. Fabian competed at Manfeild earlier in his career driving in the Formula Ford category, his single-seater career in this country highlighted by winning the national championship in 2001 and the 2002 New Zealand Grand Prix at Teretonga Park in a Van Dieman Stealth RF94, this was the first of the four NZGP’s run with Formula Ford cars. The second cousin of ex Formula One peddler David Coulthard (Williams, McLaren, Red Bull) also had two seasons contesting the British Formula Renault Championship driving for the Manor Motorsport team, his team mate was a Mr Lewis Hamilton...

A weekend in West Australia turns the tide. The Virgin Australia Championship Supercar round at Barbagello Raceway marked a milestone for Chris Pither with his first Top Ten finish of the series. Taking advantage of the changing Saturday weather conditions our man qualified the IceBreak (Iced Coffee) SBR Falcon in 8th place on the grid and ran as high as seventh in the first 50 lap race before dropping one place at the checker. In some respects Sunday was even better, the # 111 Falcon topped the qualifying times until inside the final 2 minutes

of the session but was bumped back to 4th fastest and second row of the grid to be top kiwi for the 84 lapper, he was also faster than the sister Pro Drive Racing Fords driven by Chaz Mostert and defending champion Mark Winterbottom. Chris set the fastest lap in the early stages of the race proving that he could mix it with the big boys and run with them, when the chequer fell after 200 kilometres of fast and furious racing he was in 14th place. The outcome from WA was extremely positive and justified SBR's decision to drop Andre Heimgartner in favour of our man. Chris Pither has come a long way since making his tin-top debut 13 years ago driving in the HQ Holden Series, one swallow doesn't make a summer, but...

Maintaining the momentum. Two weeks later at the Winton circuit in New South Wales Chris Pither picked up a valuable 102 championship points with a pair of 18th places, while Fabian Coulthard beat his club mate to the finish by 4.3 seconds in the first race of the weekend before starting from the front row in Sunday's 67 lap main race and finishing 3rd to make the podium, his best result with DJR Team Penske. Next up is the long trip to the Northern Territory and the Hidden Valley Raceway near Darwin, so spare a thought for the team's transporter drivers with the vast distances they have to cover...

Did you read the exclusive interview with Tony Quinn in the Manawatu Standard's Friday April 22 edition? Journalist Damien O'Carroll wrote an outstanding article and few could disagree with what Mr Quinn had to say. It would be fair to suggest that his comments apply to all sports with one of the key words being "entertainment"...

The May Track & Yack at the Speights Ale House brought a "new" face to the solitary MCC table. Grant Robinson has switched from the Central Districts Car Club to the MCC, obviously in the best interests of furthering his motor racing

career. Grant has been seen on track for many years at the MG Classic meetings at the wheel of his 1.6 litre Toyota powered Lotus 7. The car was purchased over 20 years ago and built over a nine year period as finances allowed, it's a quick little jigger with outstanding handling qualities and obviously a lot of fun to drive...

It's an oldie but a goody with a kiwi link. The lightweight two-seater open top Lotus 7 was designed by the legendary Colin Chapman and produced from 1957 until 1972 with more than 2,500 sold during that time. The original cars were powered by the 1172 cc Ford side-valve engine of Prefect/Anglia fame, performance was a top speed of 130 km/h (80 mph) with 0-100 k's in 16.2 seconds. A factory built car cost 1,157 pounds while in component form the chassis/body parts were 399 pounds, engine/gearbox 100 pounds and BMC rear axle 27 pounds. In 1961 the introduction of the Super Seven brought bigger and better engines and a dramatic improvement in performance. After Lotus ceased production Caterham bought the rights and offered both kitset and fully built cars, Christchurch firm Steel Brothers Limited also had official rights to the "7" and sold 95 UK kits in this country, the last in 1979. The most extraordinary statistic in the "7" story is that more than 160 companies have offered copies, five being in New Zealand - Frazer, Almac, Leitch, Lynx and Wilco...

New Hogg on Planet Earth. 1st May was arrival day for Logan Hogg, son of proud parents Gareth and Louise. Logan entered the world two weeks ahead of schedule and at the official weigh-in the lil' Hogg tipped the scales at 7lbs 11ozs. In fisherman language, if it was a trout you wouldn't throw it back...

Motor racing aligns with James Bond 007. The spectacular high-tech Australian GT Series cars feature "escape" hatches in the roof above the driver, however there is no "eject" button. The device was seen being used for the first time at

the Barbagello Supercar Championship round when an Audi had a massive frontal into the barriers, it certainly simplified the difficult extraction of the injured driver, a brilliant idea...

Getting the drift. Recording a speed of 304.96 km/h is pretty impressive, recording 304.96 km/h at an angle of 30 degrees is really impressive!! That's the speed recorded as the new Guinness World Record for the fastest ever drift. The car used was a specially prepared Nissan GT-R that was pumping out 1030 kW, delivered through the rear wheels only. The new record was set using a 3 kilometre long runway at the Fujairah International Airport in the United Arab Emirates and only three record attempts are allowed, no pressure then...

Wonderful stories emerged at the MG Charity Classic Meeting at Manfeild on 15 May thanks to Jeff Braid's pit lane chats on the PA system that got the right information from the right people. Competing was one of the original Mistral sports cars that were a kitset vehicle produced in Christchurch in the late 1950's. The attractive fibreglass body covered a simple chassis with an 1172cc Ford side valve engine under the bonnet, Jeff's chat revealed that owner/driver Clive Martis actually lives in Palmerston North. Before Clive acquired the Mistral it had a variety of engines including an 1172 cc Ford fitted with the rare Elva overhead valve conversion, at some stage this special motor found a new home in a racing hydroplane speedboat. So the Martis car is as the Mistral was first offered...

Healey swapper. For many years Chris White has been a regular at MG meets in his Jensen Healey, at this event he appeared in a 1953 Austin Healey 100 that had been in his garage for 19 years and needed an outing to blow out the cobwebs. Jeff also found out why David Glasson's new Juno sports car is so quick, in the back of the lightweight racer is a 3.7 litre Mazda

V6. The man with the mike revealed a different story at the conclusion of each 6 lapper...

Surprise star of the day. It wasn't a driver but a car of huge significance in motor racing history. It was the single seater rear engine RA Vanguard that was designed and built by the legendary Hec Green in 1950. Green will always be remembered for building the most advanced and unique "specials" this country has seen in his Christchurch workshop that featured little more than two lathes, a milling machine and the normal workshop equipment. Hec Green's thinking was so advanced that his ideas were reality years before both the famous Cooper and Lotus grand prix teams. Richard Anderson has done an incredible rebuild of the car, unfortunately his day was abbreviated because of mechanical issues. There are many extraordinary New Zealand "specials" up and running, they span nearly 70 years, so how do we get them all to Manfeild for a real nostalgia meeting that would double as a history lesson for the younger generation...

Boyden BMW team expands. Geoff Boyden's # 66 Castrol liveried 325i has been a familiar sight for several seasons, not so the 1987 E30 320i that's the new weapon of choice for Ben Boyden. For Ben the Beemer must be a big contrast to his V8 Castrol/Russell Ingall Holden Commodore in terms of outright performance. When comparing laps times, generally Geoff was around 5 seconds quicker than Ben, however it must be taken into account that the 325i has a 3 litre engine compared to the 320i's 2 litres, also the 325i is seven years younger and had considerable development over the years, that gap will narrow...

Ballistic missile. In his first race at the MG Charity Classic meeting Ross Thurston started on pole position because he was the fastest qualifier in practice. The red lights went out and the heavily tweaked Mitsy Evo took off like a space rocket on steroids in an impressive display

of what four-wheel-drive does for acceleration and cornering. Racing Rossco built up a huge lead before the call came "Houston we have a problem" and the mission was aborted. A gearbox failure meant it was trailer time, but on a positive note Mr T made significant savings on fuel and tyres...

Subtle reminder. Ian Easton has a wonderful sense of humour and life is never dull in the world of "Jack Jack". His 1968 Ford Mustang is a serious piece of race gear and proving to be extremely competitive, as it should be in the hands of a man who has raced everything and anything in a career nudging 45 years. In a reminder of his past he has a message on the back of the car for the benefit of tail-gaters - WARNING EX STOCKCAR DRIVER...

Family bragging rights. Jason Easton made his four wheel track debut double teaming in the # 11 Mustang. The former national Formula 3 motorcycle champion was impressive and certainly enjoyed the experience. The rookie posted the fastest lap times in the car but Jack Jack won more races. That raises the question, which is more important...

Same face, very different vehicle. Scott McCaskie made his circuit racing debut in last season's SsangYong Actyon Sport Ute Racing Series that had 30 identical Utes in the hands of amateur drivers bashing each other into submission, the experience would have been a massive contrast to racing his kart at the Shirriffs Road track. Scotty was back at Manfeild for the MG Charity meeting, this time at the wheel of a 1984 BMW E30 320i. It's probably a little too

early to suggest that the SsangYong Ute qualifies as a classic...

Frustrating time. Manfeild CEO Julie Keane and her team have been forced to delay their presentation to Motorsport New Zealand to retain the New Zealand Grand Prix at the circuit after next year's race. Apparently the delay revolves around the appointment of a promoter for this year's championship series. It's now a matter of watch this space...

Who is the luckiest Manawatu Car Club member? The answer must be Fabian Coulthard. It seems that driving for DJR Team Penske has its perks in the form of a trip to attend the world's biggest single day sporting event, the Indianapolis 500. This year is even more special because it's the 100th running of the race and what an occasion it will be with all the glitz and razzmatazz that only America can deliver. Roger Penske's cars have been driven into Victory Lane sixteen times at the famous Brickyard and will be heavily favoured to win the centennial race, no doubt Fabian's boss will have organised one of the best seats in the house for our man to witness the historic occasion...

NEW CLUB MEMBERS

A big welcome to our newest members

Corey SHARP	Rotorua
Rianna O'MEARA-HUNT	Porirua
Cameron DYER	Feilding
Julie Anne MOODY	Eketahuna
Graham MOODY	Eketahuna

GRID TORQUE XTRA...

Missing In Action. Reading through the MG Charity meeting entry list post-event and reflecting on the racing revealed that car # 59 didn't take to the track. Subsequent enquiries revealed that Jonathan Hogg is awaiting shoulder surgery and the stunning BMW CSL "Batmobile" was confined to barracks. Naturally disappointed at missing the Feilding Auto Electrical Winter Race Series, Jonathan's target is to be on the grid for the MG Classic Meeting in November. It would be a travesty of justice if one of BMW's most revered cars wasn't on track at Manfeild in the centennial year of Bayerische Motorenwerke...

Thanks for the memory Mr Weir. The photograph of the Wanganui Aeroworks crop dusters at Manfeild is a further reminder of how innovative Manfeild was in terms of entertainment. The Harding brothers enjoyed legendary status in the agricultural world and their displays at Manfeild were never short of breath-taking. If you never saw the three ship of turbo-prop Fletchers, close your eyes and picture this. You are sitting in the higher levels of the grandstand, the aircraft fly down the front straight from west to east in wing tip to wing tip formation, and you are actually looking down on them - like the limbo, how low can you go!! The view was even more impressive for those in the admin building and better still from the commentary box...

NATIONAL RECOGNITION FOR MANAWATU MEN...

The Amokura Gallery at the Te Papa Museum in Wellington was the venue for two important motorsport functions, with highlights including four Manawatu people being recognised by their respective national organisations...

At the Motorsport New Zealand Awards on May 28th, for the second successive year Brendon Hartley was named recipient of the prestigious Jim Clark Trophy that recognises the most meritorious performance by a New Zealand driver during the year at a national or higher level.

The Jim Clark Trophy is this country's premier award and is in memory of one of the greatest drivers of all time. Driving for Team Lotus Jim Clark was the World Champion in 1963 and 1968, his outstanding grand prix record was 25 wins from 72 starts with 33 pole positions. He won the Indianapolis 500 in 1965, the first driver to win the "500" in a rear engine car, and also raced saloons (won 1964 British Touring Car Championship in a Lotus Cortina), sports cars and an American NASCAR during his career. Jim Clark was a regular visitor to New Zealand, claiming the Tasman Series Championship on three occasions (1965, 1967, 1968), and twice winning at Levin. Tragically he was killed during a Formula 2 race at the Hockenheim circuit in Germany in April 1968.

Outgoing MNZ President Shayne Harris deservedly received a President d'Honneur, only the fourth time the award has been presented since its inception in 1977, the last occasion was in 2010.

Manfeild Crash Rescue Chief and MCC Committee Member Noel Beale received a Distinguished Service Award, a recognition of his long and outstanding work that began with his involvement at the Wellington Street races 1986. Noel joined the Manfeild crash/rescue team in 2000, 8 years later he was promoted to Crash/Rescue Chief. A full story of Noel's comprehensive motorsport involvement appeared in the March issue of the MCC Newsletter.

The highlight of the gala occasion was three drivers receiving the ultimate accolade by being inducted into the Motorsport New Zealand Wall of Fame - David Oxtan, Jim Palmer and Brendon Hartley. Oxtan and Palmer both enjoyed long and distinguished in both single-seater and saloon racing, while Brendon represents a the new generation of young drivers who have the opportunity of competing on a global stage at the highest level, and last year became only New Zealand's second motor racing world champion, Denny Hulme being the first in 1967.

Like last year the man himself was unable to attend because of the date clash with the Monaco Grand Prix, Brendon and Sarah's apartment overlooks one of the corners so they enjoy a rather exclusive view of the racing below and the mega million dollar yachts moored in the harbour. Like last year very proud father Bryan accepted on his behalf on another special night for the Hartley family.

A week earlier, Palmerston North motorsport personality Tim Gibbes was honoured at the Motorcycling New Zealand awards, named as one of the additions to the Motorcycling New Zealand Hall of Fame, others included engineering genius John Britten and the legendary Bert Munro.

On two wheels Tim was a successful grand prix motocross racer, won 6 International Six Days Trials gold medals and was a motorcycle stuntman in the movie that made Steve McQueen famous, 'The Great Escape'. In 1961 he established the iconic annual Woodville Motocross event that this year celebrated 55 years, and introduced electronic lap scoring to the sport in 1999.

Seeking a fresh challenge, Tim Gibbes turned to rallying in 1973, two years later he was instrumental in bringing Rallycross to Manfeild. On the track, in 1974 he raced a Fiat 124 Sport in the popular Castrol GTX Series and teamed with Ken Cleghorn in a 2-litre- Toyota Corona in the 1976 Benson & Hedges 1000 at Pukekohe, finishing in 21st place with the Coronas winning the class Team Prize.

In 2011 Tim Gibbes was presented with a Motorsport New Zealand Distinguished Service Award, this latest accolade is richly deserved by a man who has made a huge contribution to motorsport at local, national and international level.

Congratulations to all four recipients, they have done the Manawatu proud...



Noel and Barbara with Noel's Distinguished Service Award

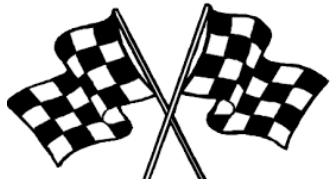


Shayne Harris receiving his award



Bryan Hartley receiving both the Jim Clark Trophy and the Wall of Fame Trophy on behalf of his son Brendon Hartley





It's the Big One...

Feilding Auto Electrical Winter Race Series

Round 1 – Sunday 5th June
Round 2 – Sunday 3th July
Round 3 – Sunday 7th August
Round 4 – Sunday 4th September

Saturdays prior will be a TEST DAY – DRIVER-TRAINING – AND DRIFT PRACTICE

Driver Briefing at 9.00am sharp – Qualifying and Racing starts soon after.

R.S. Cup Entries ½ price entry fee – Only \$100.00 for MCC Members

Prize Giving @ MCC Clubrooms Saturday 10th September

Thanks to our Marshalls, Volunteers and Sponsors.

Thanks team, we couldn't do it without you.

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CLUBROOM'S & PROJECTS...

On Sunday the 1st May we had another working bee at the clubrooms. Sunday morning appears to suit more people, so we intend holding a further working bee on Sunday 29th May.

On the 1st May, we started replacing the road-front fence, which was showing its age. We have started to replace this with a four rail, plus capping rail style fence, this will tie in with the fence up the drive that we have just completed. We have got about 1/3 of this now completed with a team of 4 lead by Mark Allen, and already you see a whole new look taking shape. We will continue on with the remaining work on the 29th May.



*The start of the new road-front fence.
Looking great.*

More painting was completed on the exterior by a team of 2 painters, and this has also improved the appearance of the exterior. Due to the cooler weather, painting will stop on this until the warmer days arrive again.

More work was completed on the retaining wall, metal was placed on the inside of the wall, and access stairs were built to this area. Fencing is the next big project here to fence this area so access to the track can't be made.



*Greg from Penrite and Danny
spreading metal in the retainer wall
ready for the fence to be installed.
Action shot, leaning on the shovel.*



*Steps now built leading up to the top of the retaining wall.
Great view of the track.*

The clubroom windows were cleaned inside and out, and this made a huge difference. Harley once again spent hours cleaning and polishing the trophies and Lorraine provided a yummy morning tea.

Over at Manfield Park, the Re-fueller Bar is almost complete on the inside. Water is now back on, and the wastewater has been re-connected. The MCC have approved the purchase of a water urn so that we have a permanent urn at the Re-fueller Bar. We are awaiting the go ahead to start on the exterior. This will make a huge difference to the look of this tired old building, if we can get the work done.

Over a couple of wet days, I built four pallet bar leaners, three to go into the coffee area beside the dummy grid and one to stay outside the Re-fueller Bar. These got well used at the MG Classic race meeting, which was great to see.



*Bar leaners built and have now been put into action.
Working well.*

We have affixed to the interior walls of the Re-fueller Bar, twelve current local motor racing pictures. Have a look as your car may be in these great shots.

Right now we are working through pricing for a complete new roof for the clubrooms. With fingers crossed we may be able to do this.

We are continuing on with the retainer wall, front fence, and stripping out the archives room.

Still lots happening. – It would be great to see some more helpers at our working bees, so if you can fit in 2 - 3 hours when they are on, please let me know.

Geoff Boyden 0274 447 348

RALLYCROSS AT MANFEILD...

With the current interest worldwide in Rallycross, those with a long memory may recall the series that ran in the mid 1970's on a purpose built circuit within (and incorporating) the Manfeild circuit. For those that are younger, here's a quick look back at the 1975 / 76 events. Apologies for the photo quality however these are 40 years old!!

Initially sponsored by Dansby Scott, entries were always very good, with not only the dedicated Rallycross specialists appearing but also many of the then current national championship competitors mixing it with club rally competitors out for some practice and exposure for their sponsors.

Looking back now, there were some very significant vehicles competing at the time they were just current cars or old bangers !!



Local Kimbolton farmer Alan Mitchell had his newly built Escort BDA at the autumn 1976 meeting. After a 4th place finish in the 1975 Heatway Rally this car was built using all the best equipment. A well-known car it went on to compete at the top level for many years, many of which with Matt Thomas in the silly seat.

Another local competing at the same event was Tim Gibbes in the ex-Works Mk 1 Escort he had acquired from the UK for use in the Heatway Rally in 1976. This 2 litre Hart BDA engined car still wore its British number plates under the NZ ones (SYW847M). Interestingly to note the service crew members were Garry Price, Graham Miller (B&H), Don Lowe (Bunnythorpe Garage) and one Russell Harris. Captured in this photo is a much

younger Brent Kennard (kneeling). Hey, we all had hair in those days!! This car went on to be competitive in the local rally scene.



Alan Woolf is shown here in the spring 1975 event, in his BMW. I've always wondered if this was the same car that Paul Adams campaigned in earlier Heatway Rallies and whether that car was the one Lin Neilson raced, though I think that was red or orange?? Either way it was effective and reasonably exotic at the time.

The only other venue to have a permanent rally cross course at the time (if my memory is correct) was Hamilton's Mystery Creek, using a circuit that has now become part of the National Feildays roading network. The track there featured a man-made water splash from diverting a stream, whereas Manfeild relied on the local weather to provide "challenging" conditions for the competitors. Spectator numbers were quite reasonable as it was a chance to see rally cars close up without having to tramp miles up a country road or into a forest.



Wellington's Tony Street in his Mk 2 Escort RS2000, with Tim Nuttall's Mk 1 to the right. Newer members might take note of the original Manfeild pit wall which stood for many years, though water filled 44 gallon drums are probably not considered very safe now days. Clearly fashions have changed too!!



Another local entry was Chris Cowan in GG41, the Corolla Levin TE27 that was one of a team of 3 entered for the 1973 Heatway Rally (These vehicles were registered with consecutive numbers GG41, GG42 and GG43). These cars were imported by Toyota NZ and built into "works spec" rally cars for a Team Toyota entry that year. Using the 2TG twin cam engine these were quick little cars and quite an improvement over the previous locally built cars run by the likes of Colin Taylor. This car was a well-known local entity and remained in its original colours until Chris crashed it badly at a Mangahao Dam gravel sprint. Sadly it was later dismantled and never repaired to my knowledge. The other 2 cars both survive, have been restored (and improved) and are currently in tarmac specifications.



Brian Audas was very quick in his lightweight Mini Cooper S, and in the often wet conditions front wheel drive was a distinct advantage. (Manawatu and sunshine in the same sentence – a Tui moment??) I believe this car was running a 1275cc initially, and it later grew into a big horsepower, 1380cc beast that ran very well at Mystery Creek.



Note also the two wheel brigade in the background of the photo. Yes, the local motorcross competitors were invited too though the mud at this particular event proved a real handful for them as traction was at a premium. The track used the infield section where the jetsprint course was later developed, inside turn 1 (or Coke as it was known then). Mud being dragged onto the track was an issue and much brushing and hosing down had to be done to remove it and make the track raceable, sometimes by the Fire Brigade as an "exercise".

Trevor W

2016 WORLD ENDURANCE CHAMPIONSHIP...

Things aren't quite going to plan for the defending WEC champions Mark Webber, Timo Bernhard and Brendon Hartley after the opening rounds in England and Belgium, with two races and only 1.5 points on the board.

The Porsche Team quickly moved on from Brendon Hartley's spectacular exit from the opening round at Silverstone in England and qualifying for Round 2 in Belgium went exactly to plan with the 919 Hybrids locking out the front row of the grid. In the WEC the average of the respective fastest laps of two driver's counts for the grid position and the ultra-fast and demanding Spa-Francorchamps circuit is one of Brendon's favourites. In the # 1 car Brendon and Timo Bernhard were the qualifying drivers and took pole position with 1 minute 55.793 seconds, 8/10ths quicker than the sister # 2 car.

Bernhard was impressed by his 26 year old co-driver - *"Brendon did a mega lap and so I knew what I had to deliver"*.

As for the race itself, Brendon was the start driver and built up a solid lead before the first pit stop to hand over the car to Bernhard after 23 laps, but the German suffered a puncture on lap 37 that would have massive consequences following the long 7 kilometre drive back to the pits with the flailing left front tyre. Mark Webber took over with a new nose on the car but on lap 45 the new tyre was damaged, apparently related to the earlier puncture, but the problems were more deep seated as the front gearbox has also been damaged. It took the Porsche mechanics an agonising one and a half hours to effect repairs and the car finally resumed racing 51 laps behind the leader!! Webber and Bernhard pulled back two laps before Brendon drove the final stint and crossed

the line in 27th place and fifth in the LMP1 Hybrid class.

The # 2 Porsche 919 Hybrid driven by Romain Dumas, Neel Jani and Marc Lieb won the opening round in England and finished second in Belgium behind a Team Joest Audi R18 to take the lead in both the Driver and Manufacturer Championships, the only consolation for the # 1 car was getting its first points on the board and Brendon setting the fastest lap of the race.

Post-race Brendon commented - *"I was pretty happy with my first stint and had a 10 second lead before handing over to Timo. We were very unlucky with Timo's tyre puncture which caused a chain reaction of issues which left us in the box for repairs. It was a great job by the team to get the car back on track to complete the 70% race distance to gain the team some valuable points. Lots of positives from the weekend and I was happy with how I came back after the crash at Silverstone."*

The next race in the 9 round WEC is in France, the 84th running of the iconic 24 Hour Le Mans on 18/19 June at the Circuit de la Sarthe that carries double points. Last year was a 1-2 result for Porsche, they will be chasing the same result with Australasian fans wanting a reverse order across the line - hopefully it will be a case of 3rd race lucky in 2016 for the reigning world champion trio...

Russell H



LOST, AND FOUND...

There have been some big accidents at Manfeild over the years on both two and four wheels, some more memorable than others. In one extraordinary incident top motorcycle racer Robert Holden crashed through the “Holden” sign on the top of the banking at what is now Pepsi Max corner; Kent Baigent’s BMW 635 CSi got airborne after contact with another car (*Denny Hulmes Commodore – Ed*) on the back straight and flew through the top of the corrugated iron fence into the neighbouring property the car being a write-off; Greg Murphy emerged unscathed from a spectacular exit over the bank into the trees at Dunlop (Pepsi Max) while leading the reverse direction New Zealand Grand Prix in 1995; but it was a day in October 1976 that will remain the most vivid memory - a day that had two serious major incidents.

Bill Leckie’s Sleepyhead V8 Ford Capri caught fire and his life was saved by the quick actions of crash/rescue man Roger Oppatt who instantly realised the situation and focused his fire extinguisher on the driver, not the car - Leckie suffered serious burns. The second incident involved Red Dawson who lost control of his Chev Monza exiting the Dunlop sweeper and slid off the track onto the infield at high speed. The car hit one of Manfeild’s infamous “ditches” and began a series of spectacular barrel rolls, the accident ended Dawson’s career while the Marlboro Monza was badly damaged.



October 1976 practice session

In 1978 the remains of the car were shipped across the Tasman and rebuilt by K&A Engineering in Adelaide for new owner John Roberts. Driven by John Briggs it enjoyed considerable success and finished runner-up in the Australian Sports Sedan Championship behind the brutal Alfa Romeo/Chevrolet of Tony Edmondson. The Monza returned to New Zealand briefly in 1979 when Briggs raced at meetings at Pukekohe and Bay Park but on its return to Australia Roberts sold the car and it effectively disappeared off kiwi radar, but a story in the latest issue (# 87) of Australian Muscle Car magazine answers the

question of where the Monza went and where it is now.

Roberts sold it to a Mike Griffen who didn’t race it, two year later it changed hands to Jeff Barnes and the car had another extensive rebuild by K&A Engineering during the new owner’s 15 year tenure, highlighted by wins in the 1981 ASSC rounds at Amaroo Park and Sandown.

Scott Carpenter became owner number seven and his plans included restoring the car with assistance from his sister Alli. But ill health intervened and Scott passed away early last year, forcing his sister to seek assistance to complete the task, which led to the story in AMC magazine. Within a few weeks a new owner was found who Alli describes as a “Monza Fanatic” and will give the significantly historic car the TLC that it deserves.

But what was the real significance of the car, apart from the fact that Red Dawson raced it?

October 1976. Left photo – Red Dawsons Chevy Monza leads Frank Gardner (Corvair Chev), Rod Harrop (EH Holden V8), Jack Nazer (Victor Chev) and Bill Leckie (Capri Chev) into Coke (turn 1). Right photo – Nazer leading Dawson. Don't the circuit environs look so much more appealing now ?



The car was chassis # 1001, the first of 14 full blooded race Chev Monza's built over a three year period by DeKon Engineering in Libertyville, Illinois, an innovative company co-owned by Horst Kwech and Lee Dykstra. The cars featured a tube frame chassis and roll cage with computer designed and specially engineered suspension and brakes. The only original parts used from the Monza road car were the roof panels, rear hatch, rear bumper and doors while GM supported the programme by developing and fabricating the first generation of custom fibreglass wide flared body panels, air dams and spoilers for the silhouette racer - sitting on 15 inch wheels with 11.40 inch front and 25 inch rear tyres the cars looked sensational.

Kwech initially raced the car in its debut season in 1975 before selling it to Canadian Maurice "Mo" Carter who contested the SCCA Trans-Am 6 hour race at Watkins Glen, finishing 25th. When it crossed the Pacific Ocean Dawson retained the Carter livery but replaced race number "88" with his own "35" and added the distinctive "Marlboro" decals before campaigning the car for two seasons in the New Zealand Saloon Car Championship Unlimited Class and the Shellsport Championship (1975-76 and 1976-77).

There was another New Zealand owned Monza that also ran at Manfeild, an American built King-Monza that was raced by Art McKee from 1977 until 1981 before it too crossed the Tasman. McKee was the second owner and among the list of previous drivers was Janet Guthrie, the first female to qualify and race in both the Indianapolis 500 and the NASCAR Daytona 500 in 1977.

A superbly engineered replica DeKon Monza was built in Palmerston North by Warren Dixon of Mag Man fame but never raced. The car was sold and the 410 cid fuel injected Gearte alloy engine was removed to complete the restoration of a Palmerston North owned sprint car that was raced by the legendary Steve Kinser in 1990. Today the faded fluorescent pink, motor-less Monza sits in a shed of a well known racer on the outskirts on Shannon.

The most successful Chev Monza that came south of the equator was DeKon chassis "1005" that was raced by Allan Moffatt. The Canadian won the 1976 Australian Sports Sedan Championship, albeit running two different cars, the Monza and a Ford Cologne Capri RS3100.



Earlier in the year (March 1976) and Dawson in the Monza is sitting on pole, alongside Jack Nazer in Miss Victorious (the Victor Chev that was largely a McLaren M10B underneath the most unlikely choice of body shell), and Don Halliday in the fabulous Cologne Capri

So who was the man in Marlboro Monza? The colourful Ian "Red" Dawson first came to prominence racing a 1936 Willys Coupe, not in standard form, as the 2.4 litre side valve four was replaced with a small-block V8 coupled to a four-speed transmission. Next came a Ford Mustang, then another Mustang followed by the stunning gold Kensington Carpets Z28 Camaro and finally the Chev Monza. At different times in the 1960's he also drove single seaters, a Repco Brabham Climax and a Cooper Climax, and for variety there was a T1 Lola Climax sports car that was raced in the 1963/64 season. An acknowledged drawcard at race meetings in this country, Red Dawson never achieved the success he deserved in a career highlighted by being joint winner of the New Zealand Saloon Championship in 1972, sharing the title with Rod Coppins...

Story Russell H, photos T W (except below)



The aftermath ...

DAVID LANGE P.M. – RACE DRIVER

For many years the Manawatu Car Club counted Prime Minister David Lange as a club member. Lange proved to be quite a motorsport enthusiast and while in office was, for a short time, an active competitor. I believe that at the time this was a world first - a current Prime Minister competing in National level motorsport.



Competing in the 1988 summer series at the invitation of Ford, in a Laser TX3i, the team was run by Dave Slater, who doubled as mentor to Lange. Lange had made his competition debut in Adelaide in November 1987 in a Nissan Pulsar SSS in a celebrity race where the car simply wore PRIME MINISTER on the side. The publicity generated was huge with the national press picking up on the story. Talks had already taken place with Ford prior to this and a deal was in place for the summer series. In his autobiography Lange states “It was soon

clear I was not a talent lost to Formula One, but I kept out of trouble and got a close up look at the people who made their lives in motorsport. I liked being part of a team. I could not believe how hard its members worked, or what could be done to repair a motor vehicle if you really set your mind to it. It was a model of management in which you tried as hard as you could to get the best out of everyone “.

Sadly the pressures of politics, and some adverse criticism from those that thought the risks involved in such a “dangerous” sport were too great, saw the end of Lange’s active participation, however the passion for the sport remained.



For many years’ two copies of the Manawatu Car Club magazine made their way to Parliament, one for Lange and another for ex Car Club member Lockwood Smith.

Despite fairly serious health issues David Lange was present at the 50th anniversary celebrations of the Club where he gave a speech laced with his trademark wit and droll sense of humour.

One can only wonder what would have happened if he had remained in the driving seat (figuratively and literally). Perhaps ProDrive might have gained Government support??

Photos - Taken at the Manfeild meeting 1988 where a rather unfortunate shunt (not entirely his fault) at the hairpin eliminated the PM. Roger Terry leading the recovery crew.

TW

**Track & Yack - 7th June @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North**

**DO YOU HAVE A STORY TO TELL?
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**2016 Manawatu Toolshed Track Day
Round 2 Sprint Meeting**

Sunday 19th June - Manfield Racetrack

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Race around the track at your own speed

For further information Contact Jeff Braid 027 477 3337

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2016 FEILDING AUTO ELECTRICAL WINTER RACE SERIES

Class	Break-out time	Eligible Cars	Wheels	Tyres
GT Cup	No break-out	Schedule A	Free	Free
IB Cup	1.17.00	Schedule A	Free	Free
SF Cup	1.24.00	Schedule A	Free	Free
RS Cup	1.30.00	Schedule A	Free	Free
Formula First Cup	No break-out	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
MX5 Cup	No break out	MX5 Racing NZ	15 x 7 maximum	Toyo R888 205/50/15
Taxi Cup	No break-out	Normally aspirated 6cyl Falcons or Commodores	Free	Free
Classics Cup	1.22.00	Pre 31st Dec 1977 Engines from the same manufacturer and era with same no of cylinders	1" larger than OEM	DOT rated or road tyres only No slicks
Nostalgia Cup	1.17.00	Group 4 Touring Saloons from Jan 1978 to Dec 1995 Open Saloons pre 31 st Dec 1985 Engines from the same manufacturer with same number of cylinders	Touring Saloons-1" larger than OEM to maximum of 17 in. Open Saloons-15" maximum	Treaded tyres including DOT-rated per schedule T&C and Schedule A No slicks

The full details of the classes, especially Classics Cup and the new groups Touring Saloons and Open Saloons competing for the new trophy Nostalgia Cup, will be in the Supplementary Regulations posted on www.manawatucarclub.org.nz Please check these or phone Jeff Braid for any enquiries. Initially we will be combining some classes with split grids. If class numbers increase to 15 cars or more we will run them in their own grids.

COME RACING WITH US... RS CUP Incentive

Remember that there is a huge incentive to get into motor racing by way of very cheap entry fees for Manawatu Car Club members in this class (\$120 per round which includes transponder hire). Cars only need to comply with Schedule A and don't need a roll cage, so commandeer Mums car and come and have a fun day of skids. Better still, enter your kids and let them learn what it's all about. This is the most grass roots motor racing you can get and the cheapest in the country. Entries for Round 1 (June 5th) and Round 2 (July 3rd) are open NOW!



Events Calendar

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

July

2	Winter series test day	Manawatu	Manfeild
3	Race (Winter Series – Round 2)	Manawatu	Manfeild
17	Track Day series – Back Track	Manawatu	Manfeild

August

6	Winter series test day	Manawatu	Manfeild
7	Race (Winter Series – Round 3)	Manawatu	Manfeild
21	Track Day series – Back Track	Manawatu	Manfeild

September

3	Winter series test day	Manawatu	Manfeild
4	Race (Winter Series – Round 4)	Manawatu	Manfeild
4	TR Group Ltd - Truck Expo / Show & Shine	Manawatu	Manfeild
10	Prize Giving Dinner	Manawatu	MCC Clubrooms
18	Track Day series (Round 3)	Manawatu	Manfeild

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