

Manawatu Car Club Inc

MAGAZINE

JULY 2016



Something for Everyone

EDITORSPEAK...

I've just read an excellent article by UK writer Andrew Frankel, who writes for, amongst others, the English MotorSport magazine. He had, at last, been persuaded to accompany a mate to the Isle of Man TT races. His frank, but balanced insight as a first timer on the Island gave me goosebumps. I have been lucky enough to experience the TT twice, and even if you are not into bikes, anyone with an appreciation for motorsport, speed and sheer competitor self-belief and balls (and that includes the women), should put it on their bucket list.

All the videos in the world cannot prepare you for the outright speed of the riders on the 37 mile road circuit. Nor do they prepare you for the fact that you can sit, as I did, with a pint in one hand and the bikes going past at 180 miles per hour less than six feet away; the ability to be so close to the action is unparalleled. The lap record was broken this year, with the new average speed set at almost 134 mph. That is MILES per hour remember, and includes several first gear corners, a climb of 2000 feet up and over the mountain and all on a bumpy 2 lane road wending its way through countryside and villages. It is insane but hugely exhilarating, even as a spectator. I rode the circuit at dawn one morning, and my appreciation for the risks involved was profound. I asked a privateer rider last time I was there what motivated his return year after year and he replied "it's my passion; it's the challenge of the place, you just don't get it anywhere else, it gets under your skin. That and the sense of satisfaction at the finish line".



John McGuinness, IOM TT 2016

The challenge, as I see it, is more similar in many respects to rallying than circuit racing; you, largely in control of your own destiny, against the clock and whatever the road throws at you. The nod to safety

at the TT is provided by padding around the street furniture, straw bales and some state of the art air fencing on the worst corners, and yes, riders do die regularly when it all goes pear shaped. Its part and parcel of the whole thing, fully accepted by the riders and generally understood by the spectators, most of whom are (or have been) riders themselves. I for one applaud the fact that such an event continues not only to exist but prospers as an uncorrupted contest of skill where racing really is on the edge. The fact that a Kiwi, Bruce Anstey, as a regular on the podium, is largely unknown by the NZ public is a crying shame – these guys are heroes and should be heralded as such. Follow the link to the article -

<http://www.motorsportmagazine.com/opinion/road-racing/agon-y-and-ecstasy-island>

Where am I going with this?? Can I play devil's advocate and suggest falling numbers of spectators at some of our motor racing events and an apparent apathy towards the sport by the general public is due to over sanitizing of the racing?

I'm all for safety, for both competitors and spectators, however I believe there has to be either a real or perceived risk involved, or spectators just won't come. Look at how well received the F5000 cars are whenever they run. They are fast, noisy and the perception is that they are a real handful to drive. Look at how popular rallies can be even when spectator access is so much more difficult than at a circuit. Look at how Haydon Paddon and John Kennard have captured the public imagination (and yes I am cognizant of the home grown, small town boy made good, aspect) and reinvigorated a general interest in rallying. I'm not a fan of the direction Indy Car racing is currently heading, but look at the crowds the Indy 500 pulls. Again, fast cars, incredibly close racing, plenty of overtaking on the circuit and very real risks when mistakes are made. Then look at Formula One in its current form, where so much artifice is added to make some sort of spectacle for the public (because the racing doesn't) that the drivers appear to be merely puppets and the rules are so contrived and convoluted that even the most ardent fans cannot fathom them. Small wonder the Tilke designed stadiums are largely empty and the TV numbers are in free fall, it is not what I would call REAL racing.

The TT experience is extraordinary and the other extreme of the scale from F1. Here is an event that has held to its core values for over 100 years and is

more popular than ever. The spectators are well aware that they could become collateral damage if a rider should make a mistake, however they are prepared to take that risk in order to witness something very special at close hand. And as a result they are incredibly well behaved. The formula itself is simple - it is not a race but a time trial - and easily understood. A bit like the very popular Wanganui Boxing Day racing on the Cemetery circuit, where continuity, accessibility and proximity are the keys to its success.



Ginger Hall, Isle of Man 2011

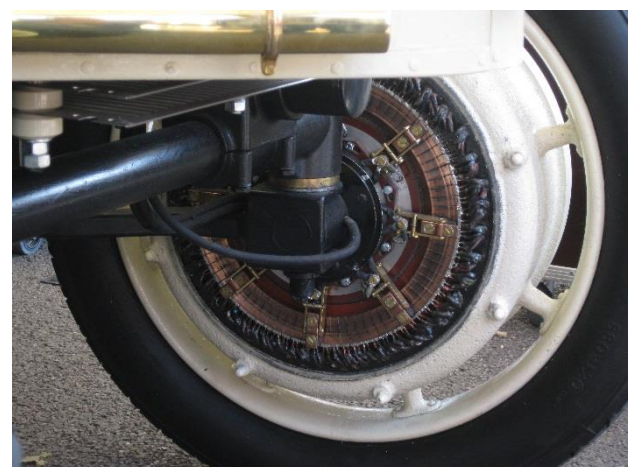
Is it surprising then that processional racing, small fields and poor sportsmanship (rubbing is NOT racing) over the years have turned spectators away from some of NZ's top level motor racing events? We have largely failed to capture the public imagination. Yes, TV may have a role to play in the decline, not only does it deliver (or not) the product to your doorstep, it can cleverly mask the lack of real, paying, spectators. Are declining numbers symptomatic of the end product, the process, our smaller population base or just a reflection on our risk adverse society? In my opinion, yes, yes, maybe and no (given the popularity of more extreme adventure pastimes). Sadly we get just about as many people to our Summer Series rounds as the Grand Prix drags in. Why? In my opinion, because our product offers largely better, excitingly close, but clean, wheel to wheel racing in a wide variety of machinery – therein is your “danger” element. Maybe the Tony Quinn

model of NZ motorsport does have some redeeming features after all.

I firmly believe that motor racing will always have a public appeal, however it is the element of risk taking involved, and it's degree, that seems to engage the public, it cannot simply be manufactured by hype and “hero – good guy/bad guy” demarcation of drivers. Even Joe Public eventually sees through that.

Answers? Well I'm simply not 100% sure, however I would be interested to hear other views on the matter. It is largely a matter of perception after all. Letters to the editor can be sent directly to me at trevor@palmfeilds.co.nz. Don't be too worried about spelling or grammar, that can be sorted, what is more of interest are YOUR opinions and ideas.

Lastly, just a reminder that there is truly nothing new under the sun... the photos show the world's first electric hybrid vehicle, the 1900 Lohner-Porsche, taken at Goodwood in 2011.



MCC Committee Members



President: Richie Arber - 027 2900 668



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Committee:



Jeff Braid



Geoff Boyden



Jill Hogg



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Greg Brown



Danny McKenna



Aaron Walker

Kerry Halligan.
(picture to come)

Noel Beale
(picture to come)

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Archivists: Terry Rush, Geoff Boyden – 0274 447 348

Editor: Trevor Weir

ATTENTION! Track & Yak ATTENTION!

Time: 7pm to 9pm

Date: Tuesday 12th July 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 now have 5 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
Peter Edmond	06 326 9741

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”

Sunday the 5th of June was a great day, not only was the weather awesome but it was a proud day for the Manawatu Car Club with a record number of entries for a first round of a Winter Series. As I stood on the stairs to start the first drivers briefing it was great to see so many faces looking back at me. What was even better was to see so many new faces in the crowd of eager drivers, and also the return of a few, dare I say it, older faces who have returned to the racing scene after taking a few years off. Going by the ever decreasing lap times over the weekend these returning drivers haven't lost their touch at all... so much for the thought that the old pistons may have been a bit rusty as you were all quickly back on the pace and loving every minute of it. Speaking of returning to the track, I hope to be back on it for the second round after having a year and a bit off racing, don't get me wrong it is great to be the “Pit Bi**h” as my wife calls me for her race car, but I don't do watching well so I am looking forward to getting back out there. All of the Winter Series classes were well supported at the first meeting and there was some great close racing right throughout the packs which is what it is all about. Remember it is free to get into the first three rounds of the Winter Series so why not tell your family & friends to pop along and have a look, they don't know what they are missing...

It has been a busy period behind the scenes since the last newsletter, we have attended the IRC (Independent Race Classes) and Pro 7 AGM's, we have started to work closely with Manfeild Park regarding planning for the NZ Grand Prix meeting in Feb '17 and the work on the TR Group Truck Expo / Show & Shine event that will be happening in conjunction with the final round of the Winter Series on the 4th September is all but finished with all of the Expo sites within the Manfeild Park stadium being taken up. All that and we have also started planning the celebrations for the 70th Birthday of the Manawatu Car Club which happens in June '17, so there is plenty of exciting stuff happening at the moment.

We have also had a couple of informal talks with Geoff Short of Speedworks who has secured the promotion of the Premier Classes for the coming year. Geoff has some great ideas about how we should be doing things and these seem to fit with what many of us have been saying for a few years now, which is lets everyone sit down and nut out a motorsport calendar that we all agree with and lock it in place for 3 years minimum, this gives certainly to the sport and lets everyone know when and where they will be racing for three years, which just makes sense I believe.

But the main focus right at the moment is the second round of the Winter Series this coming Sunday where I look forward to seeing all of the faces I saw at the first round and more (check out the number of new club members a few pages on, wow!)... Please do remember you are all welcome to join the BBQ at the Refueller Bar after the racing has finished on Sunday. Now where did I put my race boots...

Track & Yack - 12th July @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Bryce Hogg

BORN: 09/04/1994

OCCUPATION: Electrician

RACE CAR: Mazda MX5 cup car

EVERYDAY DRIVE CAR: Week Car; Nissan Van (company van), Weekend car; Honda Integra Type R.

DREAM CAR: Honda NSX Type R

YOUR BEST MOMENT IN MOTORSPORT?

Winning Champion of Champions in the Winter Series in 2015.

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

I wanted to be a police officer as it always seemed like a fun job to do when I was small and cute and then I could race on the road legally.

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

I would invite both of my Granddads, to show them what I have achieved. And my Dad to join us.

WHO WOULD YOU PLAY IN A MOVIE?

Tyrese Gibson

THREE WORDS THAT BEST DESCRIBE YOU...

Family, Honest, Fun

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

A Dragster, its all go for 3 seconds then you need a rebuild.

WHAT IS YOUR SECRET VICE?

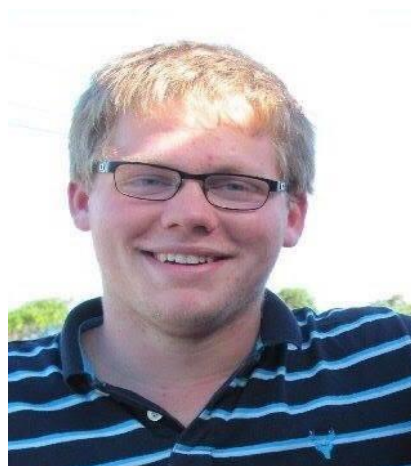
Working on cars and a small amount of Xbox

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I placed second in the New Zealand Electric On-Road Mini National for Radio Controlled Minis in 2010. And I am spending many evenings in the garage tinkering away on a new project.

FAVOURITE QUOTE...

Oh yea nah nah



Winning formula. Great weather + great crowd = great outcome for great cause. For a number of years TR Group has been one of driving forces behind one of our region's most popular and successful fundraisers and the 2016 event in April reached a new high. The Big Rigs Day draws truckies from all points of the compass for the gathering that supports the Child Cancer Foundation. Based from the Railway Land near downtown Palmerston North, the rides took people around the city's inner ring road, so they got a really big bang for their buck. The atmosphere is simply amazing and it's with some reluctance that engines are finally silenced and the day is over. The final figure for this year's Big Rig Day combined the rides, various auctions and a staggering amount from the Lions Clubs BBQ that cooked throughout the long day, the result was a record \$49,560.74. A brilliant outcome for all concerned and oh so close to the magic 50 grand mark...

A tale of talent emerges. Feilding Auto Electrical co-owner Kathy Allen was a bit of a Sporty Spice in her younger days. When she was an 8 year old living at Frankton in the Waikato and told she had to play a winter sport Kathy opted for table tennis. Obviously it was a good call, because after relocating and in her first year as a teenager (13) she represented Manawatu at both Junior and Senior level and was the reserve player for the New Zealand Under 18 team. In more recent times highlights include North Island Over 40 Singles and Mixed Double titles (2005), winning the Over 35 Mixed Doubles at the National Table Tennis Championships (2004), NZ Veterans Over 45 Mixed Doubles (2004) and Over 35 Teams gold medallist at the 2003 Masters Games in Wanganui. Tennis and hockey also figure in Kathy's CV, it shows how little we really know about our fellow club members, and our key sponsors...

Richie Arber is a tosser. The MCC President spoke publicly about this attribute at the June Track and Yak at the Rose & Crown, maybe it was the new environment that caused him to confess?? There are several definitions of what the word means, in Richie's case "tosser" is a reference to the fact he plays the noble game of darts. Further investigation reveals that both Arber's are keen followers of televised sport's latest global phenomenon to the extent they attended all three nights of the Auckland Darts Masters in mid-June that attracted eight of the world's top professionals, including Richie's hero Phil "The Power" Taylor. Unfortunately he was eliminated in the quarter-finals. As you would expect from people with such standing in our community the Arber's fully immersed themselves in the atmosphere that is an integral part of these events, they did us proud...

Bragging rights from a very, very young age. One of the first gifts that new born Logan Hogg received was a micro sweater, emblazoned across the front was his message to the world - "My Dad is faster than yours", it's understood that Gareth didn't make the purchase. The club's new Dad seems to be taking parental responsibilities very seriously because his MX5 remained in the garage for the opening round of the FAE Winter Series, but he was involved in the meeting as one of the scrutineering team ...

What do Sir Mark Todd and Lydia Arber have in common? Answer - Both have grooms for their mounts. Richie has the responsibility of presenting the Peugeot 206 in pristine condition for each outing and for the FAEWS opener the RS Cup Pug had new wheels painted in a carefully selected gold colour. The driver expressed concern about getting them dirty with brake dust, obviously living in fear of a grumpy groom!! Words might also have been spoken about the Pug incurring a 20 second penalty for a Breakout in Race 22...

Busy weekend. In a last minute decision Scott McCaskie invited karting mate Ryan Yardley from Christchurch to share the driving duties at the opening round of the 2016 Mahindra North Island Endurance Series at Taupo. They qualified their 1984 BMW 320i in 25th position for the preliminary 1-Hour race and crossed the finish line in 15th place and 3rd in class. The venerable Beemer was in elite company too with the podium places reading Porsche, Ferrari, Porsche. To maximise a weekend of circuit racing it was back down SH1 and the FAEWS at Manfeild. When Sunday ended Ryan had the "who was faster" bragging rights by a very narrow margin which isn't particularly surprising as the Cantab raced in last season's Toyota 86 Championship series and was named Rookie of the Year...

"How Bizarre". The chart topping song released by New Zealand group OCM in 1995 would have been the theme song for the Mahindra North Island Endurance Series 3-Hour race at the Bruce McLaren Motorsport Park. While the 1-Hour race was run in perfect weather conditions with hints of a light mist when the chequered flag fell, it was a different story for the 3 Hour as the mist got heavier and heavier until it was fog. The race started on time but the field was forced to run a total of 2 hours and 28 minutes behind the safety car because of the limited visibility, making the required pit stops and driver changes along the way and blowing planned strategies out of the window - how bizarre. A Chev Camaro GT3 took the honours ahead of a NZ Super Tourer Holden Commodore and an Audi R8 GT3, Manfeild hosts the third and final round on Saturday 23 July, mark it in your diary now...

FAEWS provides day of contrasts. These meetings do prove that variety is the spice of life with their colourful grids and generally close racing, in the opening round it was a little too close in one race with three Formula Firsts climbing over each at the hairpin. Head timekeeper Jacquie Mannes was pretty well on the mark in the handicap races with the closest finish margin being 0.020 seconds. The sight and sound of the GT cars was something to savour with Cameron Jones back on the track in the fearsome RX666 going head-to-head against the Crawfords of Kerry Halligan and Adam Newell. They were super quick too with the Halligan Crawford Pontiac setting the fastest lap at 1.03.800, that's an average speed of 170.972 km/h which is bloody fast in anyone's language...

Hey, taxi. Seven six cylinder Commodores and Falcons lined up on the rank for the new Taxi Cup category and there's no doubt that number will grow because of the all-important affordability factor. Leaders of the pack were Craig Schofield (Holden) and Kerry Tong (Ford) who swapped places so often people lost count, their closest finish was Tong's win in Race 9, just 0.222 seconds as they crossed the line side-by-side!! For the record Schofield won the two other races while it was welcome back to former HQ Holden national champion and stockcar driver Paul Whitcombe as one of the new recruits to return to the fold. It was top quality racing, expect more of the same in Rounds 2, 3 and 4...

Swappers. The relationship between Anthony Bell and Bron Kokich has developed to the point where they are prepared to swap their RS Cup cars. At the FAEWS meet Ants was in the Honda Civic and Bron in the Mini, but who got the better of the deal? In the first scratch race Ants finished four places ahead of Bron but in the second the Honda got a hefty punt in the esses which sent the car careering across the infield and losing huge ground on the field. Bron won the final handicap 6-lapper with Anthony 7th, checking lap times revealed that the Mini is definitely quicker than the Civic. Based on the times and results recorded this might have been a one-off swap...

RS Cup first race drama. Michel James was on grid position # 3, all revved up, and ready to go. The lights went out but the familiar blue Holden went nowhere because the differential couldn't take the strain. Thankfully drivers took the required evasive action and the stricken HQ was towed from the grid. Michael had come to race, and race he would thanks the assistance brother Stevie. The Bush Wackers fitted their spare diff and the "Mayor of Woodville" was back in business for the next RS Cup race before finishing his day on a high with second place in the Handicap and first male driver...

The ocean continues to giveth. There was relief all-round with the news that Ray Hartley was able to carry over his unused fishing quota to this year's FAEWS. The awarding of the now iconic chocolate fish to a driver in each race is a very integral part of these meetings, not surprisingly Ray is very reluctant to reveal any details of his fishing spot...

FAEWS quickies. Unhappy chappy. A particular Volvo driver was less than amused about being pinged 10 seconds for an alleged jump start. He agreed with the suggestion that it's not his fault if he is blessed with faster reactions than the other IB Cuppers. Ian Easton and his Mustang only had one race thanks to a rare transmission failure, no spare, no racing. MX5 pedaller Scott Wild made a big impression at the wheel of the "777" car, but defending FAEWS MX5 Cup champion Bryce Hogg dominated the day and served notice that he wants to remain Boss Hogg in 2016. The Formula First single-seaters lacked quantity in numbers but not quality of racing with the winning margin in two of the three races less than half a second, Callum Crawley and Kaleb Ngatoa being the leaders of the pack after Dylan Smith's involvement in the first race incident ended his day. The new Penrite Saloon Trophy

Series class drew 10 entries for its initial outing and shared a split grid with the Classics Cup, Dean Curtis clocking the class fastest lap of the day. The promised period liveries appear to be a “work in progress” at this point, the obvious exception and standout was the stunning TicTac BMW M3 of Warren Dunn...

Minties Moment of the meet. It came in Race 16 for the IB Cup class. Louis Kuriger in his STARCAR had a massive slide and spin on the front straight and miraculously came to halt without hitting anything, the nose of car was only centimetres from the inside wall. The incident happened on lap 4 and with the car remaining stationary in a dangerous position the race was flagged a lap short of the scheduled six. It's great that Louis is running the diminutive racer but it raises the question, where are all the other STARCARS hiding...

STARCARS remain alive and well in Oz. On the other side of the Tasman the Aussie Racing Cars category (STARCARS are the kiwi equivalent) is stronger than ever and the racing is thrill-a-moment stuff as the short wheelbase lightweight racers tend to have rather “nervous” qualities and there is no shortage of nudge-nudge. Based on the American Legends category and introduced in 2001, ARCs have very strict technical specifications and exceptional performance thanks to a combination of a 1.3 litre Yamaha motorcycle engine producing 125 bhp and a weight of 515 kilograms, 0-100 km/h in 4.9 seconds and a 230 km/h top speed. They look the part too, albeit in miniature, with the 3.0 metre long silhouette cars having a variety of the bodysells, currently more than a dozen variations are available ranging from a 1940 Ford Coupe and FJ Holden to the likes of Mercedes Benz, Ford Mustang and Chev Camaro. Maybe the ongoing success revolves around the ARC category being sold to Queensland-based Keltic Motorsport in 2012, the company is owned by father and son Tony and Klark Quinn, another part of the extensive and expensive Quinn portfolio...

Smokin' it. During the FAEWS lunch break Jaron Olivecrona had the track to himself and his four wheel ballistic missile for a drifting session. The Automotive Direct Nissan Sylvia is a striking looker with the cutaway rear end and absolutely massive rear wing. The Hartley Motorsport tweaked inline six pumps 530 kW and those 700 horses under the bonnet are real thoroughbreds, not ponies. The Manfeild infield section is the perfect set-up for displaying the art and Jaron was right in the zone. In spectator's words, “visually sensational”, in the driver's words “Killed a set of tyres”. Jaron the Driftmeister stole the limelight, and word is that his car features in the latest issue of New Zealand Performance Car magazine...

MCC boys back on the track in Oz. The Virgin Australia Championship Supercars resumed after a four week break with the Darwin Triple Crown bringing mixed fortunes for Chris Pither and Fabian Coulthard. Following the two early round DNFs Pither continues to impress in the # 111 Falcon and came away from the weekend with 14th and 11th places and no damage. However it wasn't quite the same story for Coulthard who finished a promising 6th in Race 12 of the Championship, but Race 13 proved to be the unlucky number. His DJR Team Penske Falcon sported a new “Taubmans” livery that was severely battered and bent during one of the meeting's many accidents/incidents. The teams cross the border into Queensland for the next two rounds at Townsville and Ipswich, then it's offshore to Kuala Lumpur in Malaysia. The New Zealand round at Pukekohe is still some time away, 4-6 November, but it will be well worth the wait...

Greg Murphy is very serious about gravel rashing. Following his win in the 2WD Rally Challenge class in Rally Canterbury, Round 3 of the National Championship, Murph revealed that he and co-driver Mark Leonard will contest the Brian Green Property Group New Zealand Rally Championship in 2017. The weapon of choice will be a Holden Barina in the new AP4 spec (Asia-Pacific) and a sister car will be driven by Christchurch's Josh Marston. Will this lead to the reforming of a GM Dealer Team New Zealand like was seen back in the 1979, 1980 and 1981 rally seasons running Vauxhall Chevette 2300 HSRs?? This AP4 class has exciting potential and the cars are super competitive, proven when Emma Gilmour became the first female to win a NZRC event when she was victorious in Rally Canterbury at the wheel of a Suzuki Swift AP4. Does this signal that the end of the road is in sight for the Evos and Soobys...

Size isn't everything, or is it? The impressive Borg-Warner Trophy was first presented to the winner of the Indianapolis 500 in 1936 with the name of Louis Meyer the first to be engraved. Meyer began the Indy tradition

by celebrating victory with a bottle of milk, in the same year the official pace car became part of the winner's prize, another tradition that continues. For the 100th running of the "500", toy car manufacturer Hot Wheels created a special Borg-Warner Trophy to mark the historic occasion, and it was very impressive. 2.7 metres high and weighing 70 kilograms, it is insured for NZ\$1.92 million. For obvious reasons rookie race winner Alexander Rossi was not required to hold the trophy aloft and would have also been relieved that the bottle of milk was normal size...

Question for the boffins. Why do drivers racing on oval tracks not get giddy, particularly on the shorter tracks?? Oval racing involving different motorsport disciplines is hugely popular in the United States, the major races are of long duration at very high speeds - so how do the drivers "unwind" post-race?? This year's Indianapolis 500 winner Alexander Rossi's average speed was 268.171 km/h (165.53 mph), in NASCAR Martin Truex Jr averaged 260.26 km/h (160.65 mph) in the Coca Cola 600 at the Charlotte Motor Speedway in North Carolina. Bristol Motor Speedway in Tennessee is a NASCAR ½ mile high bank "short track" with the lap record standing at 14.813 seconds, an average of 209.55 km/h (129.353 mph). The night before the Indianapolis classic there's the Little 500 at the nearby Anderson Speedway ¼ mile high banked paved track, the sprintcar lap record is 10.28 seconds. The race is 500 laps which equates to 202.5 kilometres (125 miles), and like big brother the 33 cars start three wide and make pit stops for fuel and tyres. The common factor in oval racing is left hand corners, the shorter the track, the quicker they come up, drivers describe it "like flying jet fighters in a gymnasium"...

Is Lego the new symbol of success?? The Danish company's new "Speed Champions" series should have wide appeal to petrol-heads who enjoy being creative with the little blocks. Included in the range are the McLaren P1 and Ferrari 458 GT2, while for the more adventurous constructor there are two Formula 1 offerings, a McLaren Mercedes MP4-29 with pit stop and the Ferrari F14 T with Scuderia Ferrari transporter. Most impressive of the "Speed Champions" is catalogue # 75876, a Porsche multi car pit lane set-up featuring the 919 Hybrid and 917K. Brendon Hartley was presented with a personal set that had a special driver figure with his trademark long blonde hair, a nice touch!! Lego says suitable for ages 7-14 years, ignore that...

Spotted. In front of a Tremaine Avenue business sat a very racy looking car, very low and very wide with a striking orange and black colour scheme. Closer inspection revealed it was an Aston Martin Vantage with its flanks boldly displaying the words "MIKE Racing". A google search (what else) reveals that "MIKE Racing" is a Malaysian-based team that was formed in 2009 and races in a variety of categories with a variety of cars - Suzuki Swift, Porsche 997, Mercedes Benz SLS AMG GT3 and a Lamborghini Gallardo Super Trofeo. The obvious question must be - what is the Aston Martin doing at a Palmy garage...

Bitter irony. One of the reasons Porsche became famous was their brilliant four, six, eight and twelve cylinder engines for road and track that were air-cooled. The hopes of a Le Mans 24 hour victory for Brendon Hartley, Mark Webber and Timo Bernhard ended with a water pump problem...

A quick quote from virgin racer Scott Wild (yes, I still can't believe that in his long car club career he has never before been a competitor in an actual race meeting) after his day playing in the ~~hairdresser~~ MX5 class - "Gosh (he spelt that with a capital F) it was awesome !!"

The club has sustained significant increases in the costs of running circuit events recently, with Manfeild track hire going up 7% and St Johns costs sky rocketing. While these increases are in line with current economic trends, the Committee has resolved not to follow the trend and to carry these costs for the 2016 FAE Winter Series as a sign of good faith to our competitors.

Have something to share?? Contact Russell at russellharris@clear.net.nz or Trevor at trevor@palmfeilds.co.nz

FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND ONE REPORT

Jeff Braid

Race Day Sunday 5th June 2016. Sunset 4.58pm.

Programme: 107 cars, 31 Superkarts, 8 qualifying sessions, 25 races, half an hour for lunch.

Fit all that in? You'll be lucky mate!

Well, we were lucky mate. With a bit of juggling, merging and squeezing we got it all done as the sun sank serenely in the west. How? Perfect weather, fast track, clean racing and the best bunch of volunteers in the country! That's how.

For 2016 new sponsor, Penrite Oils was introduced, as well as three new classes; Penrite Touring Saloons and Penrite Open Saloons both competing for the Penrite Saloon Trophy, and Taxi Cup, open to normally aspirated 6-cylinder Commodores and Falcons. The Penrite Saloons lined up with the Classics Cup grid and the Taxis shared the MX5 grid.



Layton Hammond headed qualifying the Penrite Saloon field in his Escort Mk1, but it was Dean Curtis in his Escort Mk2 who topped the leader-board with two wins and a 6th place. Layton Hammond is second from Warren Dunn, BMW M3 third. John Gray was the fastest of the pre-78 Classics in the yellow Torana GTR and right on the money with mid- 1.22s. But it was Stephen Marks, BMW who benefitted from the handicapper, scoring two wins. He leads Classics Cup from John Gray with Grant Rivers, Mustang in third

The Taxis ran with the MX5s because they post similar lap times. To keep each field separate the starter released the Taxis by the start lights then held back the MX5s until the last Cab had cleared turn 1. This worked a treat. Unfortunately Leo Van Berkel had already parked his Falcon on the trailer before the first session and of the 7 remaining drivers Craig Schofield emerged as the front-runner after the three races. Kerry Tong was the Falcon meat in the Commodore sandwich, with Paul Whitcombe third. Bryce Hogg swept the MX5s and proved his class,



posting three wins out of three with Alex Corpe second. Surprise third place in the points is Scott Wild driving his boss's car. Looks like you've lost your seat Jerry! Perennial first reserve bridesmaid Tim Wilde is only 19 points adrift in fourth.

Seven Formula Firsts lined up to start Race one. Four cars were from Sabre Motorsport and with owner Dennis Martin laid low in hospital the Sabre team pulled out all stops to get their drivers ready to race. Huge credit to Cherie Clapperton, Peter Morgan and the crew for their efforts. Callum Crawley scored two wins and a DNF over

top qualifier and new-boy Kaleb Ngatoa, who was runner-up twice but also DNFed in race 2. Speedsport Scholarship winner Dylan Smith was third in race 1 but failed to finish either race 2 or 3. Alex Hawley's 1st, 3rd and 4th placings has him second in the points. Bayley Walker had annoying brake issues yet still bagged 2nd, 4th and 5th place points to lie third in the series. Travis Day had a meeting to forget, finishing the day with a big round duck egg. Better luck inn Round 2 Travis.

In RS Cup Dean Jones, Corolla and Sean Browne, Starlet Turbo were both already 50 points in the hole for breaking out in qualifying. It was too much to overcome and they didn't help themselves by doing the same in all three races. The timekeepers were kept busy handing out 17 time penalties to RS Cup drivers! The cruellest was to Lydia Arber who broke out by 0.11sec to be demoted from first across the line to second place in the opening scratch race. An inspired move had Bron Kokich swapping from the Civic to the Mini, which she totally drove the wheels off!



She is now joint leader of RS Cup with Rob Visser, Corolla, with Dave Jenkins, Starlet only 2 points shy. If it weren't for time penalties Lydia Arber would have been on the podium instead of fourth.



In SF Cup Matt Smith had a meeting to forget, breaking out in both qualifying and race 1, detonating his engine in the process and ending up collecting no points at all. 2015 SF Cup winner Daniel Hetterscheid, Celica carried on where he left off last year, leading the SF Cup standings over Neil King, Civic and Nick Beauchamp who moved up from RS Cup in his Corolla in third.

IB Cup has a different look this year with the Taxis moving out. Justin Allen bolted the slicks on to the Pro7 Plus RX7 and was instantly on the pace, posting a 1.17.773.

But it was Scott Blain, Focus RS who triumphed on the day, winning the last race and heading the points from Justin and class sponsor Geoff Spencer, who also found more pace in his BMW, in third place.

Probably the most pleasing class to see this round was the GT Cup. Three current GT1 cars headed a field of 14 thundering monsters. Kerry Halligan set the bar in the Crawford Pontiac with a sizzling 1.04.735 lap in qualifying, backing it up a best race lap time of 1.03.800. That is seriously fast! Adam Newell ran consistent 1.05s all day in his less developed Crawford Ford. Cameron Jones had a best lap of 1.04.891 in the RX666 but was running mostly 1.06sec laps. Best of the rest was Tony Satherley on 1.11.369. With two wins and a third Kerry Halligan leads the GT class. Cameron Jones is second, helped by a storming win in Race 2. Adam Newell is only four points back in third place. It is also great to see sponsor Ernie Stevens back racing with us in his XY Falcon V8 Supercar



after replacing his broken engine with a brand new one from Ford Racing. Nothing fell off, it's all in one piece, so we will see you at Round 2!

The Superkarts also completed Round four of the NZ Championship Series at this meeting. The fastest 250 International kart posted a best lap time of 1.07.027, quick enough for fourth place on the GT Cup grid! With five different Superkart classes all running together there was always somewhere to look, with races within the race.

So ended Round 1 of the 2016 Feilding Auto Electrical Winter Race Series. A mid-winter day of perfect weather standing out like an oasis.

We think of Dennis Martin who is still in hospital but is improving slowly. We wish him all the best in what will be a long recovery. We look forward to having Dennis back at the circuit mentoring our future champions.

JB

Photos for this article kindly supplied by Stew Wood

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BIG CAT PROWLING....

Think of the archetypal 1950's sports racer, and it's probable that the image you conjure up will be either a Jaguar or Ferrari as these fully embody the style of the time. We have been fortunate to have had many cars of this wonderful era visit NZ over the years, and none more so than Jaguar XKC404.

OKV3 was the third 1954 factory works car, which ran at Le Mans with Peter Whitehead and Ken Wharton driving. Sadly it retired with gearbox issues after running in 2nd place until the early hours of Sunday morning. It then won the Reims 12 hour race running at an average of 169 kph on the French road circuit. The car was also used by works test driver Norman Dewis at the Brighton Speed Trials (26.14 seconds on the standing kilometre course) and displayed on the Jaguar stand at the Brussels Motor Show. It competed as a factory entry in the 1955 Daily Express Silverstone race, driven by Mike Hawthorn (where it finally limped to 4th when a water hose let go, after leading by a substantial margin and setting fastest lap), and the Goodwood 9 hours, driven by Duncan Hamilton and Tony Rolt (where it retired with a shorn distributor drive).



The car was sold off by the works to John Coombs who on sold it and it eventually ended up with John Love in Southern Rhodesia for the 1960 season. The car had a chequered career in Africa and was eventually crashed by Neville Austin at the Kyalami 9 hour race. A restoration was begun and during this the car passed to Paul Hawkins (the English Lola T70 racer) who shipped the car back to England. The restoration was completed by Temple Panels and the car was sold again. The next owner took it to the Prescott hillclimb and crashed it yet again!! This time

a complete rebuild was done back at the Jaguar works, and the car made its next



appearance in May 1968. It was successfully raced for its owner by well-known historic racer Martin Morris in 1969 and 1970, before once again sustaining crash damage in 1971.

Morris, who owned ERA R11B and the ex-works C type Jaguar LFS672, then bought the car, rebuilt it and raced it very successfully for the next two decades. It was never put on a trailer, and was driven to events it was entered in, including its 9 race NZ campaign, where it covered some 4000 road kms. The car was timed at the Le Mans Retrospective at 187 mph, the highest ever speed recorded by a D type on the Sarthe circuit. Morris died in 2006 and the car passed (I believe) to his 2 sons, Martin and David.

Like grandfathers axe, this car may have been well used and suffered fairly significant damage over the years, however it still largely retained its original components – and it sounded glorious.



TW

2016 LE MANS 24-HOUR...

The story of the 84th running of the French classic will be remembered as one of the most extraordinary races in motorsport history, a story of delight and disappointment, a race that reminded us of the old adage - "to finish first, first you must finish".

From a New Zealand perspective there was special interest because the race celebrated 50 years since the famous Ford victory in 1966 in the fabled GT40 driven by Bruce McLaren and Chris Amon. Appropriately Ford returned to the Sarthe circuit with their new GTE Pro class challenger with Scott Dixon co-driving one of the Ford Chip Ganassi Team USA cars.

It was a critical race for the defending WEC champions, Brendon Hartley, Mark Webber and Timo Bernhard to get their season back on track after the disappointments of the opening rounds in England and Belgium.

Practice and qualifying went to plan for Porsche with the pair of 919 Hybrids topping the times in every session to lock out the front row of the grid, the 15th time that Porsche has achieved a one-two result in qualifying at Le Mans, the fastest time was set Neel Jani in the # 2 Porsche with Timo Bernhard half a second slower in the # 1 car.

The script of the race tells that dominating qualifying didn't translate to the race itself, and no one could have predicted the emotion and melodrama, it was like a Hollywood blockbuster movie as the story of Le Mans 2016 unfolded and came to a dramatic climax in the closing minutes.

Right from the start it was a Le Mans with the difference, beginning behind the safety car because of the heavy rain, when the field went racing it was game on at sprint race speed between the Porsches and Toyotas with frequent lead changes as strategies came into play, while the Audi R18s were unable to maintain the same level of pace. The # 1 Porsche spent periods leading until it made a scheduled pit stop at the 8 hour mark and Brendon took over for his second stint, after completing one lap he was called back in by the team who had detected an overheating problem. The Porsche mechanics found the source was the engine's water pump, it took an agonising amount of time to effect repairs, time that translated to 38 lost laps.



From that point it was a matter of achieving the highest possible placing to gain points in both the Drivers and Manufacturers Championships - 29th after 18 hours, 17th after 21 hours, 13th and 5th in the LMP1 class when the chequered flag fell after 24 hours. The three drivers lap times showed they certainly had the pace to win, it simply wasn't to be.

The # 5 Toyota Gazoo Racing TS050 Hybrid driven by Anthony Davidson, Sebastien Buemi and Kazuki Nakajima dominated the final hours and led comfortably as the clock ran down, but with victory less than 3 minutes away the car came to a halt on

the pit straight going into the last lap, handing the win to the # 2 Porsche 919 of Neel Jani, Marc Lieb and Romain Dumas.

The dramatic finish to the race has been well documented through the various media mediums and electronic devices, for Toyota it must have been a bitter pill to swallow and the taste would have worsened when the # 5 car was unable to complete its final lap in accordance with the rules, was disqualified, and not classified in the results despite the fact it actually covered more laps than its sister car that was placed second!!

Brendon - "Our Porsche felt awesome from the word go and we had a very good start to the race. It was heart breaking when we had to pit the car after eight hours but that is racing and all part of Le Mans. Everybody showed fighting spirit to get our car back on track and bring home valuable points. Timo, Mark and our entire number 1

crew were incredible over the 24 hours, thank you. I had mixed emotions at the chequered flag, on one side I was happy for the sister car and for Porsche, and on the other I had a sinking feeling in my stomach for Toyota. We all know what effort every person in pit lane has put into this race, that was a tough way to lose. Amazing effort by the whole Porsche team and to the number 2 crew for taking the fight to the last lap. Less than 12 months until next year's Le Mans!"



Brendon would have had special thoughts for Buemi as the pair flatted together in Austria when both were part of the Red Bull programme running Formula Renault cars.

Le Mans 2016 brought mixed outcomes for the other three New Zealand drivers - Earl Bamber was in the winning car last year, twelve months later his race lasted 140 laps before the Porsche Motorsport 911 RSR retired.

In the GTE Pro class the Ford Chip Ganassi Team USA cars finished first and third, split by a Ferrari 488 with all three cars on the same lap, Scott Dixon made the podium in the 3rd placed Ford GT that was 20th in the overall standings. Richie Stanaway co-drove an Aston Martin Vantage in the same category, the car finished 24th overall and 6th in the class, 3 laps behind the leading trio.

For Le Mans Brendon had a special helmet honouring the McLaren/Amon win 50 years earlier with the design featuring the helmet colours and pictures of the kiwi pair, unfortunately the race result didn't do the superb artwork justice.

Like last year Bryan Hartley watched the race from pit lane, a week later father and son crossed the English Channel for the annual Goodwood Festival of Speed, one of British motorsport's most popular events where the crowd is capped at 150,000 people!! Since the 1997 festival a manufacturer has been recognised with a spectacular sculpture erected on the front lawn of Goodwood House with BMW this year's featured marque.

No doubt Brendon will again be driving/demonstrating something very special, in 2014 it was the Porsche RS Spyder LMP2, last year the Le Mans winning Porsche 919 Hybrid - expect a personal view of Le Mans and Goodwood from Bryan in next month's issue...



This year's sculpture at Goodwood was probably the most outrageous yet and featured 3 significant BMW cars, an F1 car, a Le Mans car and a 328.



The story of Le Mans ... despair for the Toyota team, victory for the number 2 Porsche

RH



Russell Harris' mention of Hec Green and his wonderful RA Specials in last month's Grid Torque triggered the memory cells and resulted in some frenzied digging through my photo files and result !!

The photo above shows 3 of the RA series cars on the grid at Wigram in 1953. Second from the left on the front row is Hec Green himself in RA4, the white car on the last row is the Harold O'Neill owned RA3 and to the right is Wally Darrell in the original RA1. This photo accurately sums up the premiere level of NZ motor racing in the 1950's, comprising a mix of genuine European race cars and lots of home built specials of varying degrees of sophistication. If my research is correct (and older members feel free to put me right if I have mis-identified anyone), the front row is (left to right) George Smith in the well-known Gee Cee Ess, Hec Green, Herb Gilroy in his A40 Special and Ron Roycroft in the famous, ex Nuvolari Alfa Romeo P3 C 50005. Behind them (left to right) are Doug Haigh in his Citroen Special, John Jacobsen in his JJ Mercury Special and Frank Shuter in the Edelbrock Special. The final row features (left to right) Les Holden's Jaguar XK120, Ernie Sprague in his Mercury Special, O'Neill's RA3 and Darrell's RA1.

Hec Green and Jack Brewer were partners in a Christchurch engineering business, and both were keen racers. The original RA1 came about after Green bought a Wolseley Hornet 14hp Special, one of only 60 or so made, that had been imported damaged from the UK. This car was rebuilt onto a single seater, Green designed, chassis and featured a camshaft, high compression pistons and a freeflow all designed and hand made by Green for the 6 cylinder 1600cc engine. The car was sold to Durrell as a rolling chassis and I'm not sure what it was powered by in this photo. This car eventually became the Ace III which is still active in historic circles.

RA3, Harold O'Neill's car, was built from a Fiat 1100 as a 2 seater, to which O'Neill later added a 6 cylinder Chev engine.

RA4 resulted from the acquisition of data and information from the British War Office, most of which was Auto Union sourced repatriation material. The car featured a 2.2 litre Standard Vanguard engine with a Wade supercharger attached. Initially the car used Citroen gearboxes, however these proved fragile and Green and Brewer designed and built their own 3 speed transaxle to overcome the problem. It also had an innovative rubber band front suspension and oleo-pneumatic rear. Green went on to build RA5 which featured a self-built 2 litre twin cam, twin ignition engine.

Not in this photo, but pictured below was RA2, a single seater built for Pat Hoare using a Vauxhall 12HP, four cylinder motor with a Shorrock supercharger which was later bought by Ron Rutherford who installed a Zephyr Six motor. This car is now the 260M and also still active in historic racing.

Alan Dick has documented much of the fascinating history of these remarkably advanced cars.

TW



Pat Hoare aboard RA2

70th ANNIVERSARY OF THE MANAWATU CAR CLUB 1947 TO 2017

**KEEP A WATCH ON THIS SPACE AND FOLLOW US ON FACEBOOK FOR FURTHER DETAILS
AND PLANS FOR THIS SPECTACULAR CELEBRATION**

THE WEEK THAT CHANGED THE FACE OF MOTOR RACING...

In motor racing, this country has produced many outstanding drivers and designed/constructed cars that could match or better the world's best, much less remembered is that the global face of the sport changed forever nearly 50 years ago here in New Zealand, and it involved one of the best known names in motor sport.

When Lotus entered grand prix racing in 1958 the cars were painted in their own version of British Racing Green and carried a longitudinal single yellow centre stripe, making them very distinctive. The same livery was used on all factory Team Lotus cars across racing categories that included Formula 1, Formula 2, Formula Ford, Formula Junior, Indycar and Sports Racing.

The team was very successful in Formula 1 racing thanks to a series of innovative car designs combined with attracting leading drivers, the record book reveals 78 grand prix victories, six Drivers World Championships and seven World Constructor's Championships with an Indianapolis 500 victory thrown in for good measure.

During the 1960's Jim Clark, Graham Hill and Jochen Rindt raced here in the Tasman Series driving the Lotus 49T, the F1 car with its Ford Cosworth DFV V8 engine reduced in capacity from 3.0 to 2.5 litres, the Team Lotus cars were the ones to beat with their closest challengers the Ferrari 246T's in the hands of Chris Amon and Derek Bell.

In the 1968 Tasman Series Amon won the New Zealand Grand Prix and a week later held the winner's trophy aloft at Levin. Following two DNF's Clark stopped the red steam roller with victory in the Lady Wigram Trophy, but it is what happened in the week between Levin and Wigram that would lead to dramatically changing the face of motor racing.

At Levin the sole 49T was in the familiar green/yellow Lotus colours, but at Wigram the car appeared with a striking and completely new look. Lotus boss Colin Chapman had secured a lucrative sponsorship deal of 120,000 pounds (NZ\$240,000) from Imperial Tobacco, and at Hutchinson Motors (Ford dealers in Christchurch) Clark's car was transformed to a red, white and gold livery with prominent "Gold Leaf" branding - it signalled the beginning of sponsorship in motor racing outside of America.



For the four Australian rounds of the series Clark was joined by Graham Hill in a second Gold Leaf Team Lotus 49T, Hill proving to be a very effective team mate with three podium finishes in the four races. Clark won the series ahead of Amon, the pair providing the closest ever Tasman finish in the Australian Grand Prix at the Sandown Raceway near Melbourne when Clark crossed the line 1/10 th of a second ahead of the Ferrari.

The new Lotus livery first appeared in Europe a month after the Tasman series concluded, ironically it was in the Formula 2 race at Hockenheim that claimed Clark's life, and was first seen in Formula 1 in the second round of the 1968 world championship at Jarama in Spain, a winning debut with Graham Hill beating Denny Hulme's McLaren.

Gold Leaf remained the Team Lotus sponsor until 1971 when Imperial Tobacco introduced a new brand that would become one of the most synonymous with motor racing, John Player Special, or simply JPS.

Following Chapman's bold initiative other tobacco companies soon realised the massive potential for brand exposure via motor racing and the television and media coverage the sport received, while the teams themselves realised that there was a potential major source of income that could produce a win-win situation for both parties.

New Zealand was soon playing the sponsorship game with a dozen cigarette brands being seen on cars and trackside hoardings at different times from 1969 onwards - the names of Rothmans, Lexington, Cambridge, Marlboro, Craven Mild, Winfield, John Player, John Player Special, Chesterfield, Peter Jackson, Peter Stuyvesant and Benson & Hedges come to mind.



In a number of instances the sponsorship related to a single car, others to multi-car teams or teams that covered several racing categories - it brought unprecedented colour and raised the sport's presentation both on and off the track. Posters, banners, flags and merchandise were all part of the package that brought the new level of professionalism. For the benefit of spectators, and themselves, Benson & Hedges had left and right handed flags so they read the correct way in relation to the wind direction!!

For many years the Peter Stuyvesant, Peter Jackson and Benson & Hedges brands provided major sponsorship of major motor racing series in this country but on 1st July 1995 all tobacco sponsorships ended and signage was removed, the result of government legislation.

Whatever opinion people have about smoking, the massive contribution that tobacco companies made to sport world-wide should never be forgotten, their dollars often made the impossible possible...

RH

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PROJECTS & CLUBROOMS

At our most recent MCC executive meeting I reported that we had a “NIL” attendance at our last working bee. I would have been there alone if I hadn't have made a couple of quick phone calls to enlist the help of Mark Allan and Peter Crawford who were willing to help out. They both did a great job and the three of us managed to erect another 1/3rd of the road-front fence. This leaves the last 1/3rd still to complete.

I'm at a loss on how to go about getting a skilled crew of people together for working bee's for the benefit of our club, which is also your club.

For the club to progress with improvements to the clubrooms, grounds, and also at Manfeild park I need help. We need some skilled people on these working bees and maybe that is where the problems arise. The experienced and skilled people seem to be the older members who have probably done their time on working bee's over the years and don't want to be doing that all over again, which is fair enough.

There seems to be only two options left, and that is for me to hand pick a couple of members to help slowly chip away at the projects and eventually get all the work completed, or I suggested that I can oversee or manage the projects we have planned and then pay to have this work done for us.

This just could be a sign of our modern times. But if we continue along these lines it wouldn't take too long before our working bank account would read OD.

What happened to that great and very true saying of “You only get out of something what you are prepared to put in”.

It wouldn't take very much of an effort from you to help me go from this to this!



GB

Or should that be G Bee?

MANFEILD OCTOBER 1976...

Here's a few more snaps of the Sports Sedans from the October 1976 Manfeild meeting, plus some ...



Jack Nazer and Miss Victorious make an interesting story.

Nazer started racing in 1961, coming from a speedway background, and competing initially in a '38 Chev Coupe, then a series of Anglia's which culminated in the famous "Breadvan". This was a heavily modified car which had a roof chop, a droop snoot nose, and a distinctive fastback, with a Lotus twin cam engine providing the power. Nazer led the 1967 NZ Saloon Car Championship in this car until being pipped to the title by Robbie Franicevic in the Custaxie. In 1969 new regulations were announced to International Group 5 specs and Nazer took a break, returning in 1969 with a self-built Escort initially using the TC engine from the Anglia then later an FVA. Nazer raced the Escort for several years and was always there or thereabouts but never managed to win the National title.

With MANZ relaxing the rules to allow basically a silhouette type class, and after discussions with Jim Stone (yes, that Jim Stone of Stone Bros Racing fame) they set about acquiring the parts for an FD Victor shell that had been purchased on the basis of its wheelbase. The ex-Neil Doyle Begg FM2 donated a 5.0 litre carbbed Chevy engine and wheels, and the Radisich M10A McLaren donated suspension and other components. The car was completed in time for the 1974/75 NZ Saloon Car Championship. Teething problems with the axles, handling and braking hampered the car this season but it was steadily developed. A switch from carbs to fuel injection, and later to a 355 Chevy from McLaren USA resulted in some strong performances and its maiden win was at Manfeild in October 1975.

An off season rebuild resulted in lowering of the rear of the car, a new nose, new flares, new alloy bonnet, boot and doors, a new 600hp McLaren engine and new sponsorship from Brambles NZ Freighters. After a very tight season in which the PDL Mustang and others proved very strong adversaries, consistency paid off and Nazer took the title that had eluded him for so long. In 1977, with Cossack sponsorship, consistency paid off again against the quicker PDL Mustang, and the title also went his way after a season long struggle.

When MANZ (Motorsport Association of NZ) changed the rules for 1978 to exclude the big bangers and restrict the championship to 2.0 litre cars, a great number of very good cars were



rendered obsolete overnight. The 3 year old car was put up for sale and languished in the for sale ads for several years (at one point \$7000 would have bought the rolling chassis) until it was eventually sold and put into storage. The car was not seen again until Craig Stacey took it to the Amon Festival at Hampton Downs in 2011 in “barn find” condition.



The Halliday brothers Capri was a home built car created from a Capri road car, with a quad cam GAA Cosworth V6 (putting out a little over 400 hp), a ZF gearbox and an Atlas diff imported from the UK. The car was built along the lines of the then current works RS3100's and made its debut at Baypark in December 1974. It suffered a massive crash at the Baypark Easter meeting in 1975 when the brakes failed and it went off the end of the back straight at approx. 150 mph. Don Halliday sustained severe back injuries and the car was badly damaged. The car was rebuilt for the 1976 season with works style box flares (as per the Fahey car), a new front spoiler and an RS3100 rear spoiler, and another 30 odd hp. Another car that had no home after the rules were changed, it was sold engineless to Wellington's Danie Lupp who installed a Jaguar V12 running on carbs. He sold the car, again engineless, to the late John Osborne, who raced it with a Chevy V8 and Muncie gearbox. The car was totally destroyed after a fuel pump leak while testing ended with the car consumed by fire.



Photos - the first 5 photos are from October 1976 showing Miss Victorious with Brambles signwriting removed and the Halliday Capri. Next is the Victor, victorious at Manfeild in 1975, in its first incarnation, followed by 2 shots from the Pukekohe January 1976 meeting, featuring the PDL Mustang 1. Finally, below is Nazer in April 1977 taking out one of the Manfeild flag stands at the end of the front straight.

TW





MY work vehicle is a recreational vehicle – I’ve never taken it off road and probably never will. But I guess I could. The lift in sales of sports utility vehicles in New Zealand has been impressive. Last year this type accounted for a whopping 33 percent of new vehicle sales and the rate to date this year is almost on par.

As demand has risen, so the variety has broadened. There are all sorts of choices, from the car-based to the fully-configured serious mud machines.

So they’re on the map. And, with that being the case, we here at Manfeild can only see positives from the next vehicle show that will be hosted here, one dedicated to vehicles that are great for exploring our wonderful land.

My confidence in the Central Districts Four Wheel Drive Club’s off-road vehicle show this Sunday being a big and interesting occasion is founded on past experience; this is the second year of this event.

The first was a relatively small but very friendly occasion and the effort that the club put into displaying their vehicles was impressive.

This Sunday’s event has stepped up; clubs from all around the lower North Island are likely to be represented along with a broad selection of off-road-associated organisations – from the Low Volume Vehicle Technical Association to talk about how to ensure modifications are level through to military vehicle collectors.

The display area will also include a diversity of vehicles, from the latest showroom models to some vintage gems.

We’ve shown that Manfeild Park is a good fit for all manner of car shows. The annual automotive swap meets for the vintage car and hot rodding movements are great testimony to the venue’s appeal. We see massive crowds at both and the organisers tell us they love our venue.

The four-wheel-drive day offers not only a good opportunity for bargain hunters – with stalls selling a wide range of specialist mud and sludge gear - but also provides a chance for anyone interested in off-roading and off-road vehicles to look at, and judge, the best and boldest.

An added draw of the day is that it ties into some great motor-racing action, with the second round of the Manawatu Car Club’s Winter Series on the main circuit.

We recognise that these events will attract a mutual interest level so, with that in mind, the gates between the circuit and the main Manfeild carpark will be open, to allow easy passage between those areas.

The Winter Series has been fantastic, with the opening round drawing 107 entries including 31 racing carts, whose speed was particularly enthralling.

The racing series is looking really positive and the car club is enjoying a great year, too. They’ve noted that more people seem to be coming back to motorsport and this is reflected in a lift in membership.

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, www.manfeild.co.nz, and our Facebook page.

Julie Keane
CEO

COME RACE WITH US...

It's never been easier to come racing with us than at present. You can, if you have the time and enthusiasm, build your own car up, or pinch Mum's shopping basket for the RS Cup... and enjoy the friendly family atmosphere at our race meetings.

Or, how about these ready-made race cars currently available locally on Trade Me ...



The perfect starter, a Honda Civic RS Cup car for just \$3000. TM listing number 1108921499

or an SF Cup / Taxi Cup car that's a bit different for \$4000. TM listing number 1104042586



or a Pulsar GTi club car that will do track, gravel and grass for \$5000. TM listing number 1103256922



What about a full race Toyota Levin all set to go at \$5500 ono. TM listing number 1105090695



A Toyota FX-GT club car perfect for the track and autocrosses at \$7500 ono. TM listing number 1099993223



A cool 4WD Sierra which has been steadily developed for \$8300 take your fancy? TM listing number 1103244958

This Integra is a proven quick and reliable car looking for a new home at \$9000 ono. TM listing number 1108264202



Here's a lovely AE86 Corolla that would be great for the rest of the Winter Series. Cheap at \$12,000. TM listing number 1106611914



or for something different, a classic Jensen Healey with over 18 years of development and with a mountain of spares for \$18,000. TM listing number 1104520100

As you can see, there is something for everyone, something to suit all budgets, and this selection doesn't even start to consider the projects available. All these are turnkey cars that **YOU** could be racing at Round 2 of the Feilding Auto Electrical Winter Series.

COME AND JOIN IN THE FUN

PERSONALITIES AT MANFEILD...

Over the years the MCC Newsletter Editor has taken or acquired photographs that are very important in recording both the club's and Manfeild's proud history. We have seen examples in his first two issues and for this issue he has produced two photographs that revive memories of a very special day in 1988 - a cool day without ice.

The visitors were global superstars, Christopher Dean and Jane Torvill, the extraordinary pair who won the Ice Skating gold medal at the 1984 Olympic Winter Games at Sarajevo in Finland to the music of Ravel's Bolero, and overnight became the darlings of the sporting world. During their tour of New Zealand they spent a recreational day in the Manawatu based on Dean's love of motor racing (he had driven a Formula Ford in England), the Formula Vee pictured being provided by Phillip Drummond and Dave Pither, father of Chris Pither.



The September 2015 MCC Newsletter has the story accompanied by two black and white photographs, Trevor's images add another dimension as they are taken from different angles and are in colour.

In the group photograph (left) the lady on the left with back turned is Caryll Clausen, the first mayor following the formation of the Manawatu District Council, who held office from November 1989 until October 1995 and was awarded the M.B.E. for services to local body and community affairs. Caryll was an avid motorsport supporter, a true friend of Manfeild, and her son Danny

was a club member who participated in both circuit racing and clubsport events. (*The family farm was also used as an autocross venue - Ed*).

As the second photograph shows, Jane Torvill took a very keen interest in her skating partner's passion for racing. Leaning into the car is Phillip Drummond and the man in the red cap Dave Pither. Now, does anyone recognise the man very keen on getting a close-up shot of the stars?? (*a chocolate fish to the first person who can send me the correct name - Ed*)



The Manfeild visit of Torvill and Dean was kept under wraps as they had a public meet and greet outing in Palmerston North earlier in the day, driving the racing car was for relaxation and a break from performing on ice to packed audiences.

Also with little fanfare, another globally known super star was at Manfeild in January 2012, participating in the New Zealand International Vintage Car Rally that was based in Wanganui.

The man was Nick Mason, a founder member and the drummer in the legendary rock group Pink Floyd, a racing driver, qualified pilot and classic car enthusiast. Mason was competing in the event driving a magnificent and rare 1934 Alfa Romeo, but he also did demonstration laps at Manfeild at the wheel of a Gulf-GT40 Ford. (shown in the photo to the right - Nick is the good looking one!! Ed) As a racing driver he has competed in the Le Mans 24 hour five times with a best result of 18th overall in the 1979 race co-driving a 2-litre Lola Cosworth and is a factory "demonstration" driver for Audi.



Though best known for the band's music, Nick Mason is passionate about cars, both road and racing, and has owned many special vehicles that have been part of his unique stable, cars that are for driving, ranging from a Ford Model T to the LaFerrari. Over the years a number of his thoroughbreds have found new owners, the extraordinary 1953 BRM V16 grand prix car was sold to Formula One boss Bernie Ecclestone.

Mason's "favourite" is the iconic Ferrari 250 GTO, only 39 were built, and his car has outstanding provenance, it finished 3rd overall in the 1962 Le Mans 24 hour and won the Spa 500 kilometre race the following year. Mason purchased the car for NZ\$70,000 in 1973 and it has been regularly used for racing, rallying and as a daily commute. It has also been a great investment when you find that the last auction of a 250 GTO in 2014 saw the hammer fall at US\$38.1 million, while current valuations suggest that a concours condition example could fetch US\$65 million.

In collaboration with Mark Hales, Nick Mason produced an outstanding book that was first published in 1998, covering twenty-one of his cars. Titled "Into the Red", the 176 page book featured superb photography and included a CD with onboard and outdoor recordings of seventeen of the cars at the Silverstone circuit with a simple instruction - suggested volume setting = loud. No further comment is necessary.

(As an aside, Mason is a well-established regular at Goodwood, both at the Festival of Speed and the Revival race meeting and all his cars are regularly "exercised". He set up a company called Ten Tenths which oversees the maintenance, racing activities and external use of the collection. Mason also has a number of more common classics and these, as well as the race cars, are in regular use as photographic props and for film work where period correct vehicles are required. I personally recall Mason punting Audi's wonderful Type C Auto Union up the hill at the 2011 FoS (1936, rear engine 6 litre V16 - these prewar Silver Arrows monsters were, together with the Mercedes, almost unbeatable - look up the YouTube clip from the 2011 FoS if you are interested). I have a copy of "Into the Red" and can agree with Russell, the only way to listen to it is at full volume. If the sound of the 1.5 litre V16 BRM engine doesn't make the hairs stand up on the back of your neck well, you must be dead !!

Ed

Christopher Dean, Jane Torvill and Nick Mason were very welcome visitors who enjoyed their brief time in our region...

RH



LETTERS...

Hi Trevor

I have just had the opportunity to read your June 2016 Magazine. Congratulations, a great read plus refreshes old memories for a past member of the MCC for many years (1958 to 1977).

In fact I joined the day that I turned 15 years old. I also gained my driving licence that same day. Kerry Grant's folks and mine had dairy farms next door to each other. So you can see where my interest in racing cars started.

Say Hi to some old friends for me, Greenie, Bates etc, etc.

Kind regards

Ken Adamson



Thanks for the comments Ken. For those newer members that don't recognize the name, Ken was a distinguished driver who excelled in a wide variety of cars.

I first remember a Twin Cam Escort (I think) in the 70's, then a succession of Toyota's including an AE86 Corolla Levin in which Ken had some exceptional results in the International Rallies of the 1980's. Ken then switched to one of the first 4WD Mazda 323's.

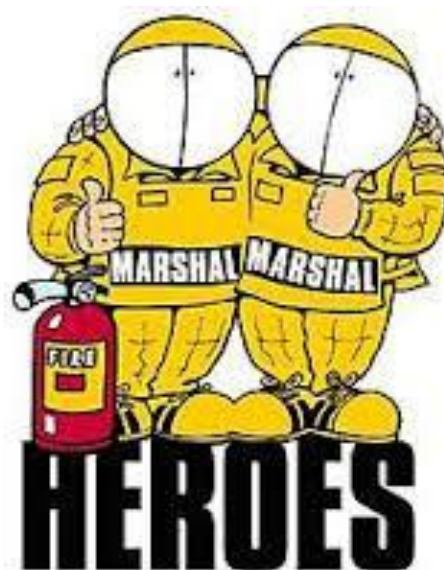
Feel free to write some recollections of your career Ken, I'm sure our members would be interested and I would be more than happy to publish them.

Ed

A BIG WELCOME TO THIS MONTHS NEW MEMBERS

Kaleb Ngatoa	Marton
Dave Goodgame	Napier
Cameron Barr	Palmerston North
Andrew Tierney	Wellington
Jono Matla	Waikanae Beach
Billie McGhie	Te Horo
David Anstis	Hastings
Ayden McLeavey	Otaki
Callum Crawley	Feilding
Shaun Sheldrake	Lower Hutt
Tiki Mossop	Hamilton
Nik Mossop	Hamilton
John Gray	Wanganui
Max Bevan	Palmerston North
Tim Ireland	Napier
Dean Jones	Masterton
Jackson Booth	Palmerston North

We look forward to meeting you and getting to know you all





Events Calendar

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 Two of the Feilding Auto Electrical Winter Race Series

Date: Sunday 3rd July

This is the Second Round of a Four Round Series

Prize Giving Dinner at the Clubrooms - Saturday 10th September