

Manawatu Car Club Inc

MAGAZINE

AUGUST 2016



Something for Everyone

EDITORSPEAK ...

A few random thoughts this month for your consideration and comment.

Firstly I need some feedback on the magazine format and content. Are you happy with the current content (i.e. the last 3 magazines)? Do you find the retro articles interesting? Do you read it online or print it off to read at your leisure? Is single column, double or a mix best for you? Remember, this is YOUR magazine, and I am happy to take on board any suggestions. Any comments please send to trevor@palmfeilds.co.nz

A recent drive to Auckland and back gave me plenty of time for observation and contemplation on the subject of driving behaviour.

I firmly believe there is a fundamental issue with drivers who spend a large proportion of their time in our urban centers, generally driving at 50kph and seldom venturing onto the highways, except during holiday periods. These muppets (I use the term loosely so as not to denigrate Jim



Henson's wonderful creations) then largely fail to recalibrate their driving to suit when they do hit the open road. The cut throat nature of getting from A to B, in Auckland in particular, where to follow the 2 second rule (even on the motorway) invites someone to fill the gap, only encourages a totally selfish attitude to driving. And this is the crux of the problem in my view. And not just in Auckland, but nationally. Because a behaviour pattern is an everyday occurrence, it quickly becomes the accepted norm, and then it becomes habit....., one that becomes so ingrained that those same muppets don't even realize that what they are doing may not be acceptable, let alone accept it may be unsafe.

Add to the mix a Highway Patrol that is largely forced by the bureaucrats (and their hierarchy?) to focus on speed rather than driver behavior, and , well....., the result is plain to see any time you spend any time on the road.

For example, from my trip, a very questionable overtaking manoeuvre on SH1 that I witnessed, into oncoming traffic, caused by failure to recognize that the car in front was only doing 65kph (I know because I followed the petrified looking woman for about 2 kms at that speed before I could safely pass her). Funny thing was the first car in the row of approaching traffic was a police car. Did they do anything to educate either driver of their folly? Sadly, no.

Similarly the weekend warriors that drive to an appropriate speed on the straight bits but slow down for EVERY corner; or the ones that remain firmly entrenched in the right hand lane of a lightly trafficked dual carriageway travelling at under the speed limit; similarly the ones that decide that the slow lane isn't for them, even though they are holding up traffic (I admit to using our wonderful law that allows me to overtake on the left in this scenario, do you?); or the ones that don't know how to overtake so wait until a passing lane, where the overtakee will then speed up anyway; ... and as an aside, what is with the proliferation of double yellow lines everywhere ? We are not all sheep.

It is universally acknowledged that traffic flows best when all vehicles are travelling at similar speeds, and choke points are usually carefully designed by roading engineers to minimize any change in speed. So, do the muppets who slow for speed camera vans or patrol vehicles, even when they are well under the limit, ever stop to consider the impact their reactions have on the flow dynamics? Do those same muppets who slow right down to rubber neck at someone else's misfortune consider they are creating a choke point that can quickly escalate back down the road? Don't be silly, that would require thinking of others.

I do have an answer to all this, and it involves EDUCATION. Peter Dunne has the right idea, take the emphasis off speed and concentrate on the major influences in the other 80% of fatal accidents. Those of you with long memories will remember my similar thoughts when I was last editor, and nothing has changed in my opinion. I believe a degree of social engineering now needs to take place to overcome years and years of propaganda that has issued from the authorities, much of which has little relevance despite the singlemindedness of the message. Speed simply does not kill. Inappropriate speed can, yes, for sure. The intention is right, the

message clearly isn't, because unlike smoking and drink driving which HAVE become largely socially unacceptable, exceeding the speed limit is not seen in a similar light. You can fool some of the people some of the time

Right, that's my vent over, and, believe it or not, I don't usually suffer from road rage, it's just the Asperger's side of me likes to think that if everyone considered their impact on others and obeyed the generally accepted rules for navigating our highways, it would be a safer and far more enjoyable place to be. With people acting as arrogant, isolated units, all we are getting is a general dumbing down to the lowest common denominator to compensate. Just remember that ½ the population is of below average intelligence.

On a different tack, does anyone else share my slight sense of disquiet over the proliferation of active safety features in today's vehicles?? As I said last month I'm all for safety, however a nagging voice in the back of my head sees this as encouraging driver reliance on those features and discouraging actively learning or knowing the basics behind the technology. I understand that many of the active safety suite currently available can assist the average driver from making poor decisions, or help mitigate them if they are made, however do you not think, as I do, that they take away an element of personal responsibility from the driver?

Perhaps I'm just old fashioned in enjoying actually driving a vehicle. After all, it appears that we are heading for a world where electric or hybrid vehicles will have shared ownership and be totally autonomous so that we can all work on our daily

We seem to have a rally theme this month, so I will bring to your attention probably the most famous rally car in the area, which Steve Bond currently has for sale on Trade Me. The monster that is "Mr Shifter" has evolved over the last 40 years (and several versions) and is an absolute icon of the Central Region Rally Series. It would be a real shame to see it go out of the area. There must be a brave pilot locally? It's a VERY realistic price for a highly developed and incredibly fast car, and I'm sure Bondy would love to make the odd guest appearance in it, given the chance. Listing #: 1128944801

commute. A total disconnect from the driving experience - God forbid!! I'm pleased I will most likely be racing my Zimmer frame at that point!!

Actually, since I wrote the above some 3 weeks ago, events seem to have overtaken me slightly. I read at the weekend an interesting article lambasting the average Kiwi driver as inconsiderate. Someone, somewhere, must be reading my mind. I also noticed a rash of signs in Wellington stating "Mistakes happen. Your speed decides the outcome" really?? I would have thought that your ability to recognize potential hazards and react accordingly had more influence on the outcome than speed alone??

Remember to keep the rubber side down

TW



MCC Committee Members



President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664

Secretary: Jeff Braid - 027 477 3337

Committee:



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(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 9th August 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”

Well that was bloody good fun...!!! I 'm talking about the second round of the Feilding Auto Electrical Winter Race Series, not only because of the overall number of entries but also because I got to jump back into a race car after a break from racing. The Taxi Cup was a great class to come back and race with and I enjoyed every moment of it, except for not making it out for the 3rd Race because of mechanical issues. Those issues have been fixed so I am looking forward to Round 3 this coming weekend. There has been much discussion around me going to the “Dark Side” after being a Holden/Chev man for all of my life but driving the Ford has been for a couple of reasons. That is I managed to help out a mate who needed to sell his car and my brother-in-law is looking to take it over for the Summer Series so it is more than just a race car, it helped someone out and it gets another person out on the track that has been wanting to for some time now, so a win-win. Thanks to Jeff Braid for making the race schedule friendly to me and also to Lydia so we could still get the lunches ready for the marshalls and the BBQ done before the end of the days play.

Round 2 once again saw some really great racing, the overall points for each of the classes are really close going into Round 3 so the racing will be just as good I am picking and it should see a spectacular final round if the points stay just as close. Speaking of the final round on Father's Day 4th September, we are once again doing the TR Transport Expo / Show & Shine over in the Manfeild Stadium and carpark area. There will be 21 exhibitors inside the stadium and hopefully around 100 trucks parked up in the stadium carpark for the Show & Shine, rides around the track in a truck at lunchtime will also be happening, with the proceeds from these rides going to CanTeen. There will be a Bouncy Castle and Ferris Wheel there plus a few other things for the kids to play on and in, so remember to bring all the family along for the final round.

We are taking registrations for the Winter Series Prize Giving which will take place on Saturday 10th September at the Manawatu Car Club Clubrooms, 120 Kawa Kawa Road Feilding. If you would like to attend this night please see the advert later on in this publication for who to contact. All you have to do is bring what drink you would like to consume on the night, everything else is supplied for the evening for a very reasonable \$25 per person. A huge thanks goes out to Aaron from “Rumour Has It Café” for helping us to keep the price down for this event all the while still delivering a great range of food.

Speaking of keeping the price down, a huge thanks once again to our sponsors who are supporting our Winter Series, your generosity helps to keep the entry fees to a respectable level for us competitors. If you don't know who all of our sponsors are, jump onto our MCC website www.manawatucarclub.org.nz and have a look under “Get involved” to see who helps us to keep our entry fees down, there is a link to each of their websites (if they have one) on that page, just click on their respective logos to have a look at what they can offer you. Please support them where you can so they continue to support us.

We so often get asked “what's next?” but I would like to ask the question “who's next?” and by that I mean we are all getting older by the day obviously and your MCC Committee is no exception here (some are older than others☺), so who is going to be next to fill some of the key positions when the current group of people aren't able to? So my question to you is, “have you got the skills we need?” and if so “would you be willing to help make this club even better tomorrow than it is today?” If you answered yes to this then we want to hear from you! If you would like to have a no-commitment chat about it please do not hesitate to contact me on 027-2900-668 or e-mail richie@trgroup.co.nz

Right, now to find out how to make the Falcon Taxi a tad faster in a straight line and also around corners... No cheeky comments about changing the driver as the solution to these two things either I might add!!!

Richie Arber

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Tammie Boyden

BORN: 1981

OCCUPATION: Full time Mum & Manager of BT Advisory Ltd

RACE CAR: 1985 Toyota Corolla FXGT

EVERYDAY DRIVE CAR: Holden Captiva LTZ

DREAM CAR: Shelby Cobra

YOUR BEST MOMENT IN MOTORSPORT? Two equally

a) 2014 FAE Winter Series winning a trophy from Greg Browne for winning the last race of the day in the reverse grid and making everyone break out trying to catch me.

b) Hot laps in a V8 supercar at the Paul Morris Driving School in the Gold Coast with Russell Ingall

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

A Journalist - loved writing and how words can paint a picture.

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

My Dad, Greg Murphy and Robin Williams

WHO WOULD YOU PLAY IN A MOVIE?

Michelle Rodriguez in Fast & the Furious

THREE WORDS THAT BEST DESCRIBE YOU...

Compassionate, honest & fiery –what else do you expect from a red head!

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

HSV V8 reliable, sturdy but has lots of power.

WHAT IS YOUR SECRET VICE?

Chocolate of course!

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I trained as a bodybuilder for 4 years

FAVOURITE QUOTE...

Never give up





PRIZE GIVING DINNER

The Feilding Auto Electrical Winter Series Prize Giving is to be held at the MCC Clubrooms, 120 Kawa Kawa Road Feilding.

Join us to celebrate of a great winter series of racing

- Date: Saturday 10th September '16
- Time: 6.30pm pre-dinner Drinks & Nibbles
- This is a 2 course Dinner Evening (not a pot luck)
- Cost: \$25.00 per person
- It is BYO Drinks only
- To confirm your seats please contact Danny or Richie
- Danny: Phone 027 240 1291
- Richie: Phone 027 290 0668 or email: richie@trgroup.co.nz

We request that the Series Sponsor and Class Sponsors attend this Prize Giving Dinner

We also request that all those who will be advised they will be receiving awards, to be present at this event. You will know this of course at the end of Round Four.

**A NIGHT NOT TO BE MISSED
COME DINE AND SOCIALISE WITH US**

**No Cooking
required!**

GRID TORQUE...

Fault found. Toyota technicians investigating what cost their team victory in the closing minutes of the Le Mans 24 hour race have identified the problem as a loss of turbocharger control, caused by a defect on a connector on the air line between the turbocharger and intercooler. "The team attempted to modify the control settings to restore power and this was eventually achieved, allowing the car to complete the final lap. However, it was achieved too late to complete the lap within the required six minutes". As we know, Toyotas loss was very much Porsche's gain...

Retro look looks good. One of the objectives of the new Penrite Saloon Trophy class in the Feilding Auto Electrical Winter Series is the cars being presented in liveries of the period. In Round 1 Ben Boyden's BMW 323i looked rather innocuous in gunmetal grey with a number on the door, in Round 2 the Beemer was unrecognisable, appearing as the Kitten Car care Products sponsored # 87 car that raced in the 1986 James Hardie 1000 at Bathurst, co-driven by Brian Bolwell and Tony Farrell. Running in Class B they qualified in 50th position and last in class, but at the end of lap 124 the car had progressed to sixth in class and 24th overall. At Murrays Corner on lap 125 Bolwell hit oil in the braking area, the Beemer tripped over onto it roof, race over - aren't cats always meant to land on their feet?? An interesting choice of livery that also proved what a difference a month can make...

In good company. In the 1986 enduro at Mount Panorama the Bolwell/Farrell BMW lined up against some big name class opposition with a kiwi connection, Denny Hulme/ Franz Klammer in a Mercedes Benz 190 E (6th overall), Neville Crichton/John Bowe/Graham McRae shared a factory Volvo 240T (11th overall) while the Nissan Skyline of Kent Baigent/Graeme Bowkett was an early retirement with overheating problems - a sister works Skyline driven by Gary Scott/Terry Shiel started from pole position, won Class B and crossed the finish line 3rd overall behind the VK Commodores of Alan Grice/Graeme Bailey and John Harvey/Neal Lowe, the only cars to complete the full 163 laps...

What do Richie Arber and Scott McLaughlin have in common - switching to the dark side! The MCC President has joined the Taxi Cup ranks for the FAEWS driving an AU Ford Falcon while McLaughlin is moving from the GRM Volvo S60 to a DJR Team Penske Ford Falcon for 2017. The Arber car appeared in full road spec for its debut and Richie certainly enjoyed battling with his new found cabbie mates, some people were sure they heard him singing the Mills Brothers hit "Cab Diver" to get into the spirit!! In the first two races Richie must have given the XR6 a really hard work-out as both the water and power steering pumps failed, so there was no Race 3. For the remaining rounds the car is going on a Jenny Craig weight loss programme that includes removal of the air-conditioning so they could be hot and sweaty days at the office for Gupta...

Rivalry renewed going from dirt to bitumen. Ian Easton and Gary McKelvie were two of the stars of speedway saloon racing a few decades ago and now the pair are racing each other on the black stuff in the FAEWS GT class - Easton v McKelvie, Mustang v Monaro. In the head-to-head Ian finished in front in the first two 6-lappers while Gary salvaged some personal pride in the Handicap race, no doubt "Jack Jack" would have reminded Gazza that the Mustang's fastest lap was 1.14.303 compared to the Monaro's 1.15.006...

Sayonara Civic?? There are strong rumours that Bron Kochich and Anthony Bell will be running a pair of Minis in the not-too-distant future. Ants ran Bron's Honda Civic in the opening round and was reduced to spectator/spannerman in July, now with Bron leading the SF Cup points table it's hard to imagine her vacating the seat on a share basis!! More than 50 years after it first appeared the Mini is still a popular choice as a club racer...

Bryce's bubble bursts. Defending MX5 champion Bryce Hogg won three from three in Round 1 and made in 4 from 4 after leading Jeremy Hoskins and Alex Corpe home in the first race of Round 2. In the scratch reverse 6 lapper the result was the reverse with Corpe, Hoskins and Hogg heading the field home, the trio covered by less

than 2/10ths of a second!! The result was significant because it was the first win for Alex and the distinctive yellow Battery Town backed # 19. In the final Handicap race normal service resumed to make Boss Hogg's record 5 from 6 to increase his points lead, five out of six 'aint bad...

Serious time breakout. David Anstis started the day in SF and finished in IB thanks to accumulating Breakout Penalties in his first two races. The SF breakout time is set at 1.24 - first up David set the fastest lap at 1.21.845 to collect a 40 second debit, next race he clocked 1.21.230 and collected a 70 second penalty, so it was from first to last on both occasions!! So DA was upgraded to IB status and had immediate success, winning the Handicap race by 2 seconds after going even faster with a best lap at 1.20.192 which ponders the question - what medication is the Nissan Sentra on?? David's progress will be followed with great interest in Round 3...

Ouch. In the Taxi Cup class the final race was a lap too long for Peter Harwood and Robert Lloyd. The duelling pair were separated by 3/10ths going into the final lap but neither made it to the finish line, Peter spun at the fast Pepsi Max corner and Robert simply didn't have time to take evasive action, unfortunately the coming together was much more than just swapping some paint...

Good day all round. In the weather department the July meeting day was fine overhead though qualifying and racing began with a damp track that quickly improved as the day progressed. There were old faces and new faces among the 107 entries and the organisation was slick. Full marks to the MCC for their initiative with regard to "future-proofing" the roles of key officials through a mentoring programme. Clerk of Course Kaye Flannagan ran a tight ship under the watchful eye of Brian Davies, and Jamie Glenn takes over the helm for Round 3 with Craig Finlayson acting as first mate, hopefully it will be another smooth sailing...

FAEWS R2 personal observations.

Shortest day. On the second lap of the Classic Cup qualifying session the Holden Torana driven by John Gray slowed through the esses and stopped on the loop road with the car showing signs of serious overheating if the rising clouds of steam were any indication. For John it was trailer time...

Shortest race. Despite the absence of Cameron Jones and Adam Newell there were big expectations when the cars lined up on the grid for the first GT race of the day with Kerry Halligan on pole position. The lights went red, the revs rose, the lights switched off and it was go time, but in the blink of an eye all hell broke loose when the Crawford Pontiac stopped with a broken driveshaft. Thanks to some great reactions everyone avoided the stricken racer, it could have got very messy. According to the official results Kerry's race lasted precisely 5.078 seconds...

Hero. It would be hard to go past Kolin Yannakis in the SF Cup Reverse Race 2. There was a 14 car field with the Volvo on the back row, and Kolin went from last to first with a winning margin of two seconds. Very impressive...

Zero. Oliver Edmond for his effort in the RS Cup Handicap. Jolly Olly really had the Alfa 156 firing and picked up 100 seconds in breakout penalties which took him from first to last place. Not so impressive...

Rising star. A young man to watch is Kaleb Ngatoa in his rookie season competing in Formula First. The 15 year old Rangitikei College student is a serious challenger to win the 2016 FAEWS and a check of his background reveals a good reason why. Racing karts in the ultra-competitive Junior Rotax class the teenager has won three national titles this year, including the Kartsport New Zealand National Schools Championship, he's a young man in a hurry...

Closest racing. It would have to be a toss-up between Formula First and the Taxi Cup. The VeeDubs deliver the goods meeting-after-meeting with top quality racing and a he who dares wins attitude. In the Cabbie class the duels between Craig Schofield and Kerry Tong are epic with the two swapping places every lap from go to whoa. Completing the podium would be the MX5 Cuppers. It all adds up to what motor racing should be, close and exciting...

Unisex class. Are the ladies taking over the RS Cup? Bron Kokich, Tammie Boyden, Lydia Arber and Joanne Dunn lined up on the 12-car grid, that's 33.3% of the field!! To emphasise their point Bron heads the points table...

Popular place. The switch from the Speight's Ale House to the Rose & Crown for the Track & Yak Nights is proving to be another success story for the club with numbers growing each month, 25 people fronted on 12th July. The warm, welcoming, hospitable ambience of the Olde English Pub is one of the reasons for the growth, so a big "Thank You" to Lydia Arber for making the call to change. Great company, great yak too...

Mahindra hits Manfeild. After racing at Hampton Downs and Taupo the Mahindra North Island Endurance Series came to Manfeild for the final round and most would have gone home satisfied, both competitors and spectators. The variety of entries was amazing, ranging from utility vehicles to the latest GT3 spec race cars and just about everything in-between, some were fast, some were very fast and some were slow - in the one hour race the gap between first and last at the end of lap one was 30 seconds, in the three hour the gap was a massive 47 seconds. The rolling starts would have been a contributor to those margins...

Flag wavers. On the day Ian Easton and son Jason were the highest placed MCC members when their much modified 1969 Ford Mustang (the oldest car at the meeting) crossed the line in an impressive 7th place in the One-Hour race, two laps down on the race winning Commodore that headed a Porsche 991 GT3 Cup by 11 seconds, immediately ahead of the Easton 'stang were two Ferraris and a Porsche 997. Scott McCaskie drove solo in his E30 BMW and came home 22nd in a race that had a late safety car intervention - Scotty probably felt a little jet lagged as he arrived back home from Hawaii on the eve of the race. Geoff Spencer was the MCC's lone wolf in the 3-Hour, the Coresteel BMW E36 finished 21st, completing 125 laps in the 180 minutes. When the chequered flag fell the winning Ferrari 458GT3 was just 2 ½ seconds ahead of a Super Tourer Holden Commodore, third was an Audi R8 LMS, one lap down...

How quick. It's always interesting to compare lap times when different racing categories appear at a track for the first time. The FTD was set by John McIntyre in the Tulloch Motorsport Chev Camaro GT3 at 1.04.833, comfortably faster than an Audi R8 LMS that clocked 1.06.663 while the quickest Ferrari was the 3-Hour winning 458 GT3 with a best lap of 1.06.833 and a Porsche 991 GT3 Cup managed a best 1.08.555. However, the European exotica were upstaged by Nick Chester's 800 bhp Holden Commodore, on his way to winning the morning race his fastest lap was an impressive 1.06.463. By way of contrast the slowest lap was recorded by a SsangYong ute, a pulsating 1.33.616...

Interesting vehicles. The Panoz GT didn't make the start for the shorter race but four Ferraris and five Porsches did face the starter. For the first time (?) a SEAT raced on the Feilding circuit, the Spanish company's Supercopa Leon pocket rocket finishing in 14th place. Not surprisingly the attention grabbers in the 3-Hour field were the Trass Motorsport Ferrari 458 GT3, the pair of LMS R8 Audis and the two 2015 Chev Camaro GT3 racers that would have won the vote for best exhaust noise. There was a pink 1988 Peugeot 205 GTi co-driven by three women that completed the 3-Hour and drew favourable comment from fellow Pug pedaller Lydia Arber, and there were also two SsangYong Actyon Utes, only one finished, albeit 39 laps behind the winner. Finally, the pace car, or should that read pace vehicle. In recognition of the series sponsor it was a Mahindra XUV500 - a 2.2 litre diesel powered 7-seater mid-size SUV, not the sportiest looking but definitely practical for a family who enjoy the great outdoors, it was certainly different...

A good day in all respects. The weather forecasters got it hopelessly wrong with the projected high winds and heavy rain replaced by a breeze and a 17 degree temperature which would have been enjoyed by the MCC V-Force who did the flags, crash/rescue and general marshalling. Mr and Mrs President were also heavily involved, preparing the lunches for the workers and displaying their respective culinary skills at the post-event BBQ. The racing itself would have far exceeded most people's expectations and in many instances the compulsory driver changes were highly entertaining. Shame that the event was such a well-kept secret from the general public, but those spectating in the grandstands and corporate suites definitely got their monies worth. Of course when it's free admission it's very hard to ask for your money back...

Who are Mahindra? The large Indian group is based at Mumbai and was set-up as a steel trading company in 1945. Over the years it expanded its business to a diverse range of fields - automobiles, commercial vehicles, motor cycles, aircraft, military, aerospace, energy, construction equipment and farm equipment, Mahindra is the world's biggest producer of tractors and have total global assets of US\$9.1 billion. Mahindra owns the controlling shares of SsangYong and Peugeot motor cycles, and earlier this year added the world's most famous design house to their portfolio, Pininfarina...

Breakthrough. Saturday 23 July marked a milestone in the racing career of MCC member Chris Pither, his first pole position in the Virgin Australia Supercar Championship and the 10th different pole setter of the season, it happened in qualifying for Race 16 of the series at the Queensland Raceway when he came out of the pack to win the \$1,000 ArmorAll cheque - "When my engineer Dilan told me that we were on pole I had to pinch myself as I was driving down pit lane. I can't believe it, the whole Super Black Racing team powered by Ice Breaks has done an awesome job". In the race itself the kiwi made a great start and led the pack until Turn 4 before learning that it's a very different and tougher game when you're dicing at the front with the big names, he deserved better reward than 11th place. The weekend did finish on a high though, after qualifying 9th fastest for Race 17 the Pither/Ice Break Falcon combination crossed the line in 8th place, his highest Supercar placing. Chris Pither was impressive, even the Aussie commentators were generous in their praise and the weekend's outcome would have been a great confidence booster for the entire Super Black Racing Team...

Your contributions to Grid Torque can be sent directly to russellharriss@clear.net.nz or trevor@palmfeilds.co.nz

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I recently took the shell off my racing snail to see if he would go faster If anything it made him more sluggish.

RALLYING IS A BIG PART OF THE MCC STORY...

Since its inception, rallying based on speed timing has been an integral part of the New Zealand motorsport scene and the Manawatu Car Club has been an important player in its development.

In 1966 the Hamilton Car Club ran their "Rally of the Pines" near Taupo and later in the year the Auckland Car Club held a similar event in the area between Port Waikato and Huntly. It was run during the night and named the "Midnight Rally of Madness", and may have been the inspiration for the Manawatu Car Club's Daybreaker Rally?? At that time the cars used were normal road going vehicles, but change was on the horizon in the form of a hugely ambitious event organised by the Wellington Car Club that was run in April 1969. The Shell sponsored Silver Fern Rally attracted 32 starters and the route was formidable. Starting in Taupo the field headed north to Auckland before heading south to the finish in Wellington - along the way were special stages up to 50 kilometres long that included the Pahiatua Track, and there was a huge spectator turnout. Twenty two cars made it to the finish with victory going to Grady Thompson and Rick Rimmer in a Holden Monaro V8, followed by a Simca 1000 and a Triumph 2000 - a podium of contrasting cars with an international flavour representing Australia, France and England.

The success of the Silver Fern brought confidence in what could be achieved, the result was that two years later in 1971 this country hosted its first international event, the Heatway Rally of New Zealand that also ran from Auckland to Wellington, running over six days the 3,000 kilometre long event included 48 special stages. By the mid-70's rallies were being run by car clubs around the nation (several continue today) and a New Zealand Championship was introduced in 1975 that in subsequent years would launch the careers of drivers like Rod Millen, Possum Bourne and Haydon Paddon onto the world stage.

In The Land of the Long White Cloud the sport was drawing more and more interest from both competitors and the general public and 1977 was the year that achieved the biggest and most important milestone in New Zealand's rally history, inclusion in the World Rally Championship for the first time. Like circuit racing a decade earlier, rallying attracted the best drivers, the best cars and the best teams to compete against our best on roads that have always been regarded as unequalled in quality and variety with their smooth gravel surfaces and camber, they were fast and flowing with resultant high average speeds.

Over the years factory teams from Ford, Fiat, Mercedes Benz, Datsun/Nissan, Opel, GM, Toyota, Lancia, Peugeot, Audi, Citroen, Subaru and Mitsubishi came to our shores and the events received great international praise in all aspects from both teams and the media.

It was during this period that a new and exciting club event was introduced to the calendar, a rally that became regarded as THE event outside the international, the fabled Daybreaker.

Created in 1979, and organised and run under the jurisdiction of the Manawatu Car Club, it was a bold initiative with a unique feature, the start was at midnight and the rally continued through into the following evening. The initial organising and course plotting with the associated road closures took countless hours while the actual event logistics were a massive task as communication systems were very different back in those days, there were cellphones ("The Brick") but coverage was extremely limited and usually impossible away from the main highway, it was welcome to the world of amateur radio enthusiasts who played a key role.

It was extraordinary what was happening away from the comfort of Rally HQ - all terrains, in all weather conditions, with little or no shelter, an army of volunteers were required to man the start and finish lines of every special stage. They would finish at one then leap frog to another later in the day. Stage times were written on cards and communicated to HQ by radio with the cards later checked for errors before the results were declared final. There were people manning road blocks who didn't see any of the actual rally, others supervising the service parks in the back of beyond, there were fence repair teams, amazing stories could be told and the most intriguing fact was that the same people volunteered for the same job year after year!!

There was “live” radio coverage of the entire event on Radio 2ZA/Newstalk ZB, starting two hours before the first car was flagged away at midnight, wall-to-wall rally with music requests for service crews until 6am, then updates every 30 minutes on the regular programme until the finish, they were very different days.

Over the years the event grew and grew and the Taihape Car Club became involved because of the number of special stages in their region. There’s no substitute for local knowledge and close contact with regional offices. In 1995 a bold decision was made run the rally over 2 days to incorporate roads in the Tararua District. The assistance of the Dannevirke Car Club was integral in the planning and the outcome was an event on Queens Birthday Weekend in which competitors covered more than 1,000 kilometres with 21 special stages totalling over 430 kilometres - appropriately the rally was known as the Daybreaker 1000.

The organiser, course plotter and rally manager was ex-army man Dave Hayward whose outstanding work was later recognised with deserved Life Membership of the club. Not surprisingly the event was run with military-like precision from the initial planning through to the completion of the prizegiving. In a media release Hayward said *“The Daybreaker had been run for 16 years, we thought we had gone about as far as we could in that format. Love it or hate it, you have to admit that it was damn good rally. But you can’t sit still, if you do you go backwards. We’ve been discussing a two-day event for some time, and we felt that 1995 was the year to turn a dream into a reality”*. He further commented *“There is another new innovation. If a competitor fails to complete the first day, provided he can fix his car and get it into the overnight parc ferme on time he start again in a Consolation Rally on day two”*.

The event attracted 78 entries with the combination of Bruce Herbert/Chris Cobham seeded #1 in a Mitsubishi VR4. The Dannevirke pair were followed over the start ramp by the 4WD Mazda 323 of Brian Green/Stuart Jenkinson with Ross Thurston/Craig McIntosh at # 3 in their Mitsubishi Galant. The field was certainly an eclectic mix ranging from a Hillman Imp and a 15 year old Skoda 120LS to a state-of-the-art Lancia Delta Integrale 16V.

For everyone involved it was a long weekend. The first car was flagged away at 12.01am from Rally HQ in Rangitikei Street, Leg One incorporating 10 Special Stages (9 new) with regroup at Pongaroa (1st car 5.19am) and Dannevirke (1st car 8.55am), the final stage for the day was the Saddle Road before the 1st car finished back at Rally HQ at 11.30am. Following the overnight parc ferme, the 11 Special Stage Leg Two headed into Rangitikei country, the first car leaving HQ at 7.30am with a single regroup at Taihape at 12.44pm (1st car). The final stage 34.14 kilometre stage in the Turakina Valley began at 6.26pm and the leading car crossed the finish ramp at 8.00pm. There was a high attrition rate with only thirty-five cars classified finishers and the winners were Waituna West farmer Robbie Leicester and radio personality Mike West in a Mitsubishi Lancer Evo 3 with a time of 5 hours 29 minutes.

It was a truly marathon effort for everyone involved, particularly those in Rally HQ whose work didn’t finish until well after the final car had checked in, everyone and everything had to be accounted for.

The innovative 1995 Daybreaker 1000 Rally proved to the rest of the country the Manawatu Car Club’s ability to deliver an event that would set a new standard for the future.

Unfortunately events of this nature couldn’t be sustained because of the costs incurred, in particular the cost of repairing road damage which was part of the consent granted by the involved Councils. Over later years the event was scaled down as costs escalated and road closures became more difficult, eventually slipping off the radar when it was recognised that rallying simply was no longer viable for the club and common sense prevailed.

The Daybreaker may have gone, but it will never be forgotten by anyone involved...

Russell Harris

PS Newsletter Editor Trevor Weir competed in the historic 1995 event with Kaye Flannagan in the co-driver’s seat. The vehicle of choice was a Toyota Corolla that ran in Class B.

FEILDING AUTO ELECTRICAL WINTER RACE SERIES ROUND 2 ...

WINTER SUN BRINGS 100+ RACERS TO MANFEILD

With other race circuits in the North Island recently suffering from fog and heavy rain, Manfeild Park Raceway offered up fine, dry and sunny weather for Round 2 of the Feilding Auto Electrical Winter Race Series. Once again over 100 competitors from all over the island packed the pits for another thrilling day of winter racing.

Formula First rookie Kaleb Ngatoa, leasing Bramwell King's car #2 for the Winter Series, topped qualifying with a 1.26.326. Callum Crawley, Bramwell King and Dylan Smith were all within 0.3sec of the leader, highlighting the closeness of this competition. Ngatoa converted his pole into a win in race 1 despite the lead changing several times. King clearly came to grips with his development car, easily winning race 2 by nearly 6 sec from Ngatoa and Crawley. Race 3 was more of the same with King leading Ngatoa, who overcame a disastrous start to recover to second place from Speedsport Scholarship winner Dylan Smith in third. Crawley leads the series from Ngatoa and Alex Hawley, who scored mid-field points in all three races to stay in the hunt. All this was being closely watched on Race Monitor by Sabre Motorsport supremo Dennis Martin, who was recovering from serious illness in Palmerston North hospital.



Classics and Penrite Saloons had 24 cars line up in race 1. Dean Curtis in the Mk2 Escort carried on where he left off last round, winning from Warren Dunn, who seems to have turned up the volume in his M3. Ian Williamson, in the wickedly quick RX2 was the first Classic Cup car across the line but surrendered his points for breaking out by nearly 3 seconds. In the first handicap race Richard Dreaver, Sierra, held out Stephen Marks, E30, and David Graham, Datsun 1200. John Gray, driving daughter Tiki's FXGT, stormed over the line to win the race 3 handicap from Graham Moody, BMW, and Ray Hartley, MGF. First Penrite saloon was Bruce Goodwin in his 302 Zephyr Mk3 in seventh place. Dean Curtis leads the Penrite Saloon Trophy from Warren Dunn and Brett Tasker, Datsun 1600. Graham Moody has a slim 3 point lead from Stephen Marks in Classics Cup from Ray Hartley.

Despite greasy conditions in qualifying, Kerry Halligan's Crawford Pontiac was clearly the fastest car on the track, but a broken driveshaft launching off the line in race 1 had him out for the day. Simon Barry profited from his demise, racing his RX7 for the first time and winning the first two races. New Plymouth's Max Pennington claimed second place in race 1 in his R33 GTR from Ian 'Jack Jack' Easton in the Mustang. The order was Barry, Pennington and then Garry Carswell in his RX7 in the reverse-grid race 2. The handicap race had Shaun

Sheldrake win, cracking an elusive 1min 14 sec lap in the process. Carswell moved up to second and Pennington dropped to third. Sheldrake leads Carswell by only 3 points in the GT Cup championship from Rob Trubshaw, Commodore LS3 in third.

CanTeen Summer Series IB Cup champion Dave Thomsen was forced to do an overnight repair job back in Wellington after flinging third gear through the side of his gearbox in testing on Saturday. It was mostly worth it. He went on to be top qualifier and win race 1. That was the only good news as a lowly 12th in race 2 and a DNF in race 3 had the Mirage back on the trailer. Scott Blain had the Focus RS flying to win race 2 from Richard Clulee who set a PB in the BMW, with Gary Maddock in the Starlet VTEC third. SF Cup Rookie David Anstis was promoted to IB Cup for going way too fast in his Pulsar. He then went and won the race 3 handicap! Trubshaw picked up another valuable second from Justin Allen, RX7 who holds the class lead in the series.

A new cab was added to the Taxi Cup ranks as Manawatu Car Club President Richie Arber unveiled his just-finished AU Falcon XR6. Nothing fell off during Saturday testing so the 919 stickers went on the doors. Teething problems had him out of race 3 but the potential is definitely there. Kerry Tong, Craig Schofield and Leo Van Berkel led qualifying and ended race 1 in the same order. Schofield claimed the top step on the podium for race 2 with Tong second and Paul 'Fingers' Whitcombe third. Race 3 handicap had the same result but ended in tears on the last lap as Peter Harwood got it all wrong at the fastest part of the circuit, spinning in front of Robert Lloyd. He had nowhere to go but full-on into the side of the Commodore. Both drivers were ok but the cars looked pretty second-hand. Schofield leads the series in his Commodore with Tong second in his Falcon and Whitcombe, Commodore, third.

In the same races, but starting well behind, the MX5 Cup field continued to see the familiar green rump of Bryce Hogg's Car #1 in qualifying and two of the three races. Runner up in race 1 was Jeremy Hoskins with Alex Corpe third. Corpe scored his first ever win in race 2 after some intense dicing that had Hoskins pip Hogg for second place. After he broke his own car, Mike Dunn jumped into the spare Hogg MX5 car #23 and nearly won the handicap. Slowing to avoid the Taxi crash allowed Bryce Hogg to sneak up and pass him right on the line with a winning margin was just 0.111sec! Hogg leads MX5 Cup by a comfortable margin but will need to watch out as second-place Alex Corpe and now third place Tim Wilde start to find some form. The class welcomed Karin Schofield to the MX5RacingNZ family as the second woman MX5er after Brett-Anne Staples from Hamilton who raced in the Summer MX5 Cup series.

Matt Smith, Toyota Levin scored P1 in the SF Cup qualifying alongside rookie David Anstis in his Pulsar 2.0 who was back racing after more than 10 years away from motorsport. Kolin Yannakis kept them honest in the bellowing Volvo. It was Yannakis who took race 1 from Smith with Nick Kacouris third in his Subaru Omega that literally looks like it just finished a rally stage. Yannakis had a come-from-last win in race 2 that had Smith, Mike Marsh and Ernie Greenwell retire. Bayley Walker, Civic VTEC and David Anstis both collected time penalties for breaking out. Daniel Hetterscheid took second place in his Celica with Greg Ward third in the Datsun 120Y. Hetterscheid then won the handicap from Neil King, Honda Civic and Gerald Watson, Datsun 1200 Coupe. Daniel Hetterscheid leads SF Cup points from Neil King and Greg Ward.

RS Cup results would once again be determined by time penalties. Alfa-mounted Oliver Edmond scored the first win but that would be all as the timekeeper's pen added so much time he was out of the running for any more podium glory. The same can be said for Sean Browne who won a chocolate fish but was relegated for breaking out in all three races. Lydia Arber did only a little better suffering time penalties in race 1 and 2. Steven Hughes picked up two solid second places in the Starlet and Bron Kokich scored yet another win in the Mini 7. Andrew Wellum won the handicap in the Sierra with Tammie Boyden's third place lifting her to mid-field in the championship. Bron Kokich continues to lead RS Cup from Rob Visser and Dave Jenkins who are both quietly collecting points underneath the break-out radar.



So Round 2 over. 106 doses of adrenalin therapy successfully administered. Two further treatment sessions scheduled for August and September.

Special thanks to #22 Coresteel Buildings BMW driver Geoff 'SOS' Spencer for providing lunchtime hot lap rides for two of our winning volunteers. You gave them both a thrill to remember.

Feilding Auto Electrical Winter Race Series Round 3 is on Sunday August 7th including the NZ Superkarts Championship and a shakedown for the Central Muscle Cars who are off to Bathurst in October. Spectator admission is free. For more information go to www.manawatucarclub.org.nz

Jeff B

WELCOME TO OUR NEW MEMBERS

A very warm welcome to our new members this month.

Elliot Brown	Palmerston North
Phil Henderson	Wainuiomata

Track & Yack – 9th August @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark

AN American lifestyle elemental that Kiwis will probably know about but few might have ever have experienced on New Zealand soil is happening at Manfeild.

We've been thinking for some time about events that create community spirit and attract more people through the venue. One idea from our brainstorming was that our venue is well-suited for viewing movies under the stars. So we're planning a special drive-in movie weekend for the end of October, from the 28th through to the 31st inclusive.

We're looking to show a classic movie each night, perhaps a family movie one evening, a kiwi classic on another and so on. We could make these theme nights, with patrons dressing up as favourite characters of the movie being screened.

You might have twigged that our finale, October 31, is Halloween Night ... we'd love your suggestion for the best Fright Night movie.

Actually, we would appreciate your thoughts on any movies you would like to see. So go to the Manfeild Facebook page and let us know your thoughts. Simply by doing this you will go in a draw to win free tickets.

We're working with a specialist provider, Firefly, to provide this entertainment. The venue will be the grassed area between the Manfeild Stadium and South St. This began life as the Feilding Racecourse and is now used during the day as a popular dog exercise area.

The big screen will hang from one of the old racecourse stadiums and cars will of course face toward it. The sound is broadcast on an FM radio channel. We believe the venue offers parking for 200 cars.

October should (fingers' crossed) provide good weather for viewing; we'll start the films about 15 minutes after sunset. The cost? How does \$30 per car sound? Keep an eye on our Facebook page for further details and ticket purchasing options.

You might be surprised how long drive-in movies have been around. I certainly was; having thought that the idea dated back to the 1950s, I subsequently discovered that in fact the very first commercial operation opened in New Jersey in 1933. A visionary car parts businessman, Richard Hollingshead, came up with the idea. People paid 25 cents per car as well as per person to see a British comedy under the stars.

The concept of showing movies outdoors apparently wasn't novel; people were already watching silent films on screens set up at beaches or other places boasting an abundance of sky. Hollingshead, though, was first to identify the genius in giving a car-loving society one more activity they could do in their vehicles.

It's certainly true that the 1950s were the heyday of the drive-in theatre in America; by then there were 4063 locations. That count has decreased by 10-fold in the USA. It's thought just 100 drive-ins exist outside of the US, mainly in Canada and Australia, though apparently there's been a lift in locations in China.

The Mahindra North Island Endurance Series, a three-round series of one and three hour races, wrapped up at Manfeild last Saturday in weather than was unfamiliar to the competitors but with a finish that would have seemed like déjà vu.

The race conditions were perfect, just a skiff of a rain shower late in the main race but at least the forecast heavy weather stayed away – a relief for drivers who at last got to race flat out: Something they couldn't achieve at the Taupo opener (due to fog) or at the previous race, at Hampton Downs (beset by storms).

The racing was fabulous; with big fields in both events and a very colourful mix of vehicles – from Ferraris, Audis and the incredible-sounding Chevrolet Camaros down to SsangYong Utes and a wee pink Peugeot 205 raced by two ladies as a breast cancer awareness. They were to appear on Seven Sharp this week.

Congratulations to Trass Family Motorsport drivers Sam Fillmore and Danny Stutterd for a great win which left them tied as series winners with the International Motorsport, whose Audi R8 had won the first round and placed third on Saturday, with drivers Jonny Reid and Neil Foster providing plenty of entertainment.

Local fans would have loved to see John McIntyre on the podium, and certainly it looked for a while that the Tulloch Motorsport SaReNi Camaro he shared with Simon Gilbertson would win the race and the championship title, but unfortunately they lost advantage from having to stop for repairs.

As a Holden fan, I was delighted that the Smeg Racing Commodore, the solitary NZ SuperTourer, came second: Well done Simon Evans and Gene Rollinson. It was a tough race – a number of the top contenders had basically lost their brakes toward the end – but one that shows the promise of this series.

A reminder, too, that Feilding High School's wearable arts awards, Evento, is at Manfeild Stadium this weekend.

The 20th occasion in which our region's children will be able to demonstrate their artistry, enthusiasm and ingenuity promises to be extra-spectacular, with fabulous categories that will truly stretch the entrants' imaginations.

One of the categories this year is 'Number Eight'. Others are 'Tim Burton, Nightmare before Evento' – a homage to the Hollywood director famous for his dark, quirky films (Edward Scissorhands, Beetlejuice, Alice In Wonderland) – which uses ultra-violet lighting, 'Time' (a free-style format) and 'Colour Me Yellow' which could be the night's most eye-catching.

As I've previously said, we here at Manfeild are delighted to have become part of the Evento story. Manfeild Park Stadium has proven to be a perfect venue: This year we will provide corporate seating for 380 with another 1500 guests up in the tiered grandstand seating, overlooking a catwalk that will be professionally dressed and lit.

There's no show quite like Evento: it's a major production. The quality has become outstanding and entrants put a high benchmark on standards.

It's not just about being up front on the catwalk. On-stage doesn't work without backstage and there are a multitude of jobs for different kinds of creative. A show that blends dance, drama, music and performance demands hundreds of volunteer workers, also all students. Lighting, the stage design, music, pre-show crowd entertainment, parking ... it's undertaken by youths.

I cannot commend Evento enough: It is a remarkable event that has done so much to bring out the creativity in the youngsters of our community. Congratulations to Amanda Street and her amazing team for producing 20 years of opportunity for students in our region and to Feilding High School for their continued support of this incredible event.

Julie Keane

CEO

Manfeild has long been known as an innovator in community involvement in events and as a venue for extraordinary spectacle. Shown here is the balloon festival that ran for several years. Ed



STILL KEEPING UP WITH THE HARTLEYS...

Bryan returned to France for the 2016 Le Mans 24 hour classic and was able to watch the race from the Porsche garage area. He certainly enjoys the event because of the *“unbelievable atmosphere throughout the entire 24 hours, it’s like a big festival with all the activities going on”*.

He was actually in the garage when the # 1 Porsche pitted with the overheating problem and lost 38 laps before returning to the track - *“the car led much of the first 8 hours and the engineers worked feverishly to resolve the problem. The car had the pace to be on the podium so the long stop was a huge disappointment for everyone involved. The dramatic end to the race created a strange feeling, of course there was delight for the entire Porsche team but in many respects the win was overshadowed by what happened to the Toyota with victory so close.”*

A week after Le Mans father and son crossed the channel for the Goodwood Festival of Speed that is widely regarded as one of the premier events on England’s motorsport calendar, it’s certainly the most colourful and the venue is definitely the most historical. The 12,000 acre Goodwood estate is situated in the countryside of West Surrey, and the grounds are home to several sports that are of historical importance, both regionally and nationally - the oldest is the Goodwood Cricket Club that was founded in 1702 and was one of the worlds earliest. The Goodwood Racecourse was established in 1802 and hosts major meetings on the flat racing calendar including the “Glorious Goodwood” event where wearing a Panama hat is fashionable, the atmosphere makes it horse racing’s equivalent of the Festival of Speed. The Goodwood Golf Club’s course was laid out in 1901, while during World War Two the RAF built an airfield in the grounds that became the home base for both RAF and American fighter squadrons. When the war ended it was returned to the estate and in 1948 the perimeter track was used for motor racing and named Goodwood Circuit, the airfield remains as the private Goodwood Aerodrome.

The event is the brainchild of the 9th Earl of Richmond or Charles Henry Gordon-Lennox Earl of March and Kinara, or more simply, Lord March. His original plan was to stage the FoS at the Goodwood Circuit, but it didn’t have the necessary permit, so being a resourceful sort of chappy Lord March decided on using the grounds of his home at Goodwood House. The event was classified as a hill climb which meant that spectators could be within a few metres of the action, protected by large reinforced straw bales that lined the 1.86 kilometre course with 9 turns between the start and finish lines.

The first event in 1993 was a one-day affair and despite it being held on the same weekend as the Le Mans 24 hour race 25,000 people passed through the gates, over the years the FoS grew from one day to two, then three and now four. Spectator’s numbers also grew, topping out at 158,000 in 2003 before the decision was made to cap numbers to a more manageable 120,000.

“This event was on my bucket list and it was just amazing, everything about it was amazing and I’ve never seen so many supercars in a car park. The crowd was huge and like Le Mans the FoS has an incredible atmosphere, the variety of cars competing is mind-blowing as so many of them are irreplaceable”.

During the weekend Bryan was able to sample the course alongside Brendon in the latest Porsche Cayman S - *“It was special to ride with him, the straw bale lined driveway seems so narrow and there is simply no room for error, it was a great buzz”*.

Another bonus and highlight was watching the WEC champion demonstrate what is widely regarded as the most powerful road racing machine built, the Porsche 917. Like a number of other car makers Porsche had a big presence at the Goodwood Festival of Speed, showing their latest model range in both static and on-track displays, though their “star” car was from the early 1970’s, the legendary Porsche 917. The Sunoco Team Penske 917 dominated Can Am racing in 1972 and 1973 in the hands of George Follmer and Mark Donohue.



Brendon aboard the Sunoco Porsche 917-30 Spyder as raced by Mark Donohue to dominate the Can Am Series in 1973 (winning every race bar one). This 5.4 litre, flat 12, 1500bhp monster was developed with Donohue's considerable engineering input by the Porsche factory engineers. Donohue set the world closed-course speed record driving this car at the Talladega Superspeedway on August 9, 1975. His average speed around the 2.66-mile (4.28 km) high-banked oval was 221.120 mph (355.858 km/h). Currently valued at around US \$4 million!!

Attending the FoS left a blank space in Bryan's bucket list, quickly replaced with the equally famous Goodwood Revival meeting on the estate's rebuilt racing circuit and relives the track's glory days from 1948 to 1966 with racing cars and motorcycles that would have competed during that era.

Race driver, engine builder, hi-tech new generation engineer, administrator, Nelson Hartley now has another hat to wear that could become his biggest challenge yet. At this year's Annual General Meeting of Speedway New Zealand he became the youngest person elected to the organisation's Board. Each of the candidates addressed the meeting prior to voting and the 30 year old impressed everyone with his "off-the-cuff" speech. The report of the meeting in Dirt Track Racing magazine commented – "to say his speech was impressive would be the understatement of the AGM. It was the sort of speech that upon conclusion had delegates making knowing eye contact as if to say "damn that was good".

The reporter continued – "the co-owner of Hartley Engines emphasised that despite his youth he had maturity, though he felt his youth was an advantage. It certainly proved a point of difference when compared to the other candidates. When questioned in relation to his conflict of interest Hartley answered in superb fashion by suggesting the roles would be complimentary. The bigger speedway becomes the better his business will be. Hartley also came across as being personable, joking that he's had a recent haircut despite sporting some fairly long locks!"

Nelson Hartley is going to be very busy, a young man on a mission to improve a sport he is very passionate about.

Young brother Brendon would have been hurting after the disappointment of Le Mans, but his life hasn't been all bad news.

In mid-May he took part in the Grand Prix de Monaco Historique meeting courtesy of the Porsche Museum, on this occasion it was the 1962 Type 804 Grand Prix car. Powered by a 1.5 litre air cooled flat 8 cylinder engine and driven by Dan Gurney the car won French Grand Prix at Rouen, Porsche's only world championship F1 victory as a constructor.

In sharp contrast to driving the Porsche 917 his next event presented a very different personal challenge at a much lower speed, a switch from four wheels to two to compete in the Etape du Tour that's described as "an exceptional day of cycling".



The Etape du Tour is a 122 kilometre race for professional and amateur riders on a route similar to the 20th stage of the iconic Tour de France, a seriously tough ride that includes tackling three mountain passes along the way. Brendon crossed the finish line in 786th place and described it as a “Mega Day” - to put his result into the proper perspective there were 11,471 starters and 10,000 finishers!!

And the undoubted highlight of the month for the Hartley families??

Brendon and long-time partner Sarah Wilson becoming engaged on July 7th in Monaco.

Lynda commented - *“Wonderful news. The date chosen marked an anniversary and Brendon did all the right things, very romantic”*. Making the announcement via Facebook the couple used few words, Brendon - *“She said yes”*, Sarah - *“Only took 11 years”*.

The good news continued a fortnight later with a belated engagement present in Germany’s Eiffel Mountains, the first WEC victory of the year for Brendon and co-drivers Mark Webber and Timo Bernhard. In the 6 Hours of Nurburgring the # 1 Porsche 919 Hybrid qualified third behind the two Audi R18 and took the lead on lap 31 with a quicker first pit stop than their rivals. A combination of pit stops and five full course yellows saw the lead change several times before Bernhard did the final stint and drew away from the Audis to win by 54 seconds, the # 2 Porsche shared by Romain Dumas, Neel Jani and Marc Lieb finished fourth.



Brendon commented - *“It’s been a tough year for our number one crew which made this victory taste even sweeter. We fought very hard in a race with lots of action, didn’t put a foot wrong, and got the result we have all been working so hard for. A big thanks to every team member who all did an incredible job today”*.



The series takes a break before resuming in Mexico City on 04 September - in 2015 the Hartley/Webber/Bernhard charge for the championship began with their win at the Nurburgring, will history repeat itself in 2016??

Obviously it’s been a very busy and exciting period in the lives of the Hartley’s.

RH

THE DAY THE MOTOGARD RALLY CAME TO TOWN...

The Motogard International Rally of 1978 ran from its Auckland start to a Wellington finish via 830 kms of special stages and some 2500 kms in total. With 3 divisions it was split by stops in Rotorua and Palmerston North. While the big overseas names of the previous year were absent due to the loss of World Championship status, Russell Brookes did make the journey and duly came away with the win. The field of 72 included all the regular top NZ drivers and a number of MCC members – Brian Green and Robert Orr started their Escort RS1800 seeded 9th; Warren Hislop and Alan Curtis, Escort Twin Cam, 29th; Vallis Peet and Pete Jarrett, Toyota Levin, 30th; and Cam Taylor and Graham Bennet, Mazda RX3, 45th.

Below are a selection of photos taken at the Palmerston North Parc Ferme and at the Manfeild special stage which started the Division 3 overnight leg to Wellington via Dannevirke, the Wairarapa and Paekakariki Hill.



John Woolf in the Nylex Escort RS2000



Tony Teesdale's RS1600



Team mate and brother-in-law Paul Adams RS 1800 in Parc Ferme



Rod Millen's Mazda RX3

Brookes, the 1977 British Rally Champion, drove for the Ford works team from 1976 to 1979 with considerable success, and was in NZ as the guest of the Masport team, along with regular co-driver Chris Porter. Blair Robson stood down this year, as Jim Donald had the previous year, to allow this.

Defending National Champion Rod Millen was expected to be a real threat for overall honours, however it was Jim Donald in the other Masport car and Paul Adams who battled for 2nd and 3rd placings, followed closely by Alan Woolf and Tony Teesdale. Tony Street's battered car placed 8th overall.



Jim Donald's Masport Escort RS1800



Andy Walker Mk 1 Escort RS1600

The first cars left the Auckland start ramp just after 9.00am Saturday and wound their way to the Division 1 finish in Rotorua, arriving just before midnight. They were held in Parc Ferme until 3.00pm on the Sunday afternoon, rallying through the night to arrive at the Division 2 finish in Palmerston North at 7.00am Monday morning. If memory serves me correctly the finish was in the Square. The cars were held in Parc Ferme undercover in the Showgrounds where the public were able to get an up close look.



Tony and Marlene Bakers Datsun 120Y suffered 2 rolls early in the event, however went on to finish.



Winner Russell Brookes in the Masport RS1800



Tony Street Escort RS 1800



Carl Rabbidge RX3



Dermott Malley RS2000 with Cam Taylors RX3 behind

The final Division saw the cars leave Palmerston North at 4.30pm on Monday afternoon and rally through the night to finish in downtown Wellington City mid-morning on Tuesday. Millen went off the road on a 63km stage behind Dannevirke – the car was eventually man handled back onto the road, however the hour lost removed him from the leader board.

Ahhhhh ... the good old days!!

TW

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FEILDING AUTO ELECTRICAL WINTER SERIES

NEXT ROUND SUNDAY AUGUST 7TH

BACK TRACK AUTOCROSS

SUNDAY AUGUST 21ST

Entry details on www.manawatucarclub.org.nz or follow us on Facebook

CONFESSION TIME...

This may come as a shock for those of you that know of my absolute passion for rallying (after all, the seal bits are only there to connect the gravel bits – right ?), however, after almost 40 years as an MCC member, I need to come clean and admit that single seater racing cars were what initially fired my motorsport interest. There. I've done it

So.... indulge me please. Let me take you on a photographic journey for the next few issues, of some of the cars that were my favorites at the time.



The very first race meeting I attended (above) was also the very first event to be held on the brand new Baypark circuit in Dec 1967, so that shows my age !!. So does the Instamatic photo!!

A family move to Wellington meant that Levin became our local circuit and this coincided with the best years of F5000 racing.

Of course, with Levin's demise, Manfeild was the successor, although there was an overlap until Levin's final meeting in December 1975.

The International Tasman Series was supplemented by the local F5000 series, sponsored for a couple of years by the Post Office Savings Bank (POSB).



Neil Doyle in the ex F1 Surtees TS9/006. This car had an interesting history. It was raced by Tim Schenken through the 1972 F1 season with 2 podium finishes. James Hunt the drove it in the 1973 Race of Champions before Doyle converted it to a F5000 car. Later George Begg acquired the car and converted it back to its original F1 specification. Seen here at Manfeild October 1974.



Levin Tasman Series meeting 1972 photos.

Clockwise from left;
Frank Gardner's Lola T300 tub was badly damaged after a spin and contact with the fence. This car was the first production T300/HU1.
Garry Cooper's Ansett sponsored Elfin MR5.
Frank Matich raced his self-built Matich A50.



Frank Bray in the ex-David Oxtan Begg FM5, also at Manfeild's October 1974 meeting. The car was part of the Brambles team, which included Jack Nazer in the Victor Chev, Barry Phillips in his Mini, Grant Walker in a Formula Ford and can anyone recall the other members ?? I seem to remember a team of 6 or 7 across all the classes at the time.



Clockwise from bottom left, from
Levin International, January 1975

Graham Lawrence Lola T332
Graham McRae in the McRae GM2,
quite different to his GM1 design
Frank Bray in Bill David's Brabham
BT23C

Graham Baker Begg FM 5
Graham Lawrence at Teretonga
1975

Chris Amon Talon MR1. The Talon
was a development of the McRae
GM2, after McRae sold the drawings
and rights to John McCormack in
Australia (MR = McCormack Racing)



The Begg 018 driven by Jim Murdoch

This was the last in the line of Begg single seaters from the Drummond workshop that manufactured tractor front end loaders and similar agricultural equipment. The design was heavily influenced by George Beggs exposure to the McLaren M23 Formula One car during his time at the McLaren factory. An excellent read is Beggs book "When the Engine Roars" if you can find a copy.

To be continued

TW

VALE FILMORE...



It was with great sadness that I learned today (July 28) of the sudden death of stalwart club member Phil Moore. When I joined the club way back in the mid 1970's Phil was Club Captain (as Murray Starnes commented to me – “when that position really meant something, as the office holder was indeed the lynch pin of the Club”) and a very active competitor. I best remember him in his very rapid Mini 7 race car, a class he won the National title in and he also managed to lift the Club Championship several times.

Phil took part in anything that was going on within the Club, including the social events, and immersed himself in motorsport. A clever mechanic / engineer he crewed for Brian Green on several International rallies and many of the National Championship events when Brian was running the Mk2 Escort; crewed on Brian Hartley's Formula Atlantic car and even spent a couple of years in Australia with the Stone Bros Racing Team in its formative years. I also remember Phil and Linda as accomplished triallists, and recall some interesting arguments as we debated different interpretations of the rules!! As a member of the Manfeild Crash Rescue crew Phil spent many weekends at the circuit, and drove one of the rescue tow wagons at the Wellington Street races (I remember some impromptu “racing” to get to our points, how he managed to get the farthest point and so stay on the circuit the longest is beyond me !!). Phil was also the friendly face of Tail End Charlie, along with Vern Marshall, for many, many years on the Daybreaker Rally.

Phil was not only a very good driver in his own right, often partnering Murray Starnes in his long distance efforts, but a versatile co-driver as witnessed by his efforts with Tim Crawley in the very rapid Starlet rally car which he also built and maintained for Tim. I recall he also shared Cam Taylor's RX3 with Brian Hartley for several events, the guys taking turn about to drive or be scared witless in the silly seat in the rebranded “Roundy Roundy” car.

As Murray reminded me, Phil was VERY competitive, and it was all about the winning - but not at all costs. He had to beat you by driving better

RIP mate, the chequered flag has come down, however I bet you will still be racing with all the others that have gone before you

TW





We should also record the passing of Super Black Racing Team principal Tony Lentino, who sadly passed away after a short battle with cancer aged 42. Creating the team to give young Kiwi drivers a leg up in their motorsport careers, he combined his business acumen with his motorsport passion. What a fitting tribute Chris Pither's remarkable results for the team last weekend made.

CLUBROOMS AND PROJECTS ...

We will have our next Working Bee at the Clubrooms (BYO morning tea).

- Saturday the 27th August
- 8.30am until 1.00

The plan is to have enough "skilled" people to

- 1/ finish the front road fence.
- 2/ Take the ceiling out of the archives room.
- 3/ Continue on with the retainer wall.
- 4/ Cleaning of the clubrooms.
- 5/ Weeding.



We have been given the green light to carry out work at Manfeild.

For those who have been in the Refueller Bar, recently, you will have seen that it's had a big spruce up.

The floor is still to be repainted, however we will wait until we have some warmer weather to do that.

For now we want to start on the exterior.

This is a project that will be carried out during the week, so if you have some time available during the week and you think you could help please contact me directly.

Due to the current Health & Safety regime, you can understand that you can't just turn up at the track and work, so please contact me first and we will be able to sort out the timing of these activities.

Looking forward to a positive response from you ALL.

Geoff Boyden 027 4447 348

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Events Calendar

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

October

22 / 23	OctoberFast	Manawatu	Manfeild
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November

5 / 6	Multi Event Weekend	Manawatu	Manfeild
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Round Three of the Feilding Auto Electrical Winter Race Series

Date: Sunday 7th August

This is the Third Round of a Four Round Series

Come Racing With Us