

Manawatu Car Club Inc

MAGAZINE

SEPTEMBER 2016



Something for Everyone

EDITORSPEAK ...

Whenever I mention my involvement, or am asked, about motor racing and rallying by those outside the sport, and am drawn into a conversation, the inevitable question asked is “ but it’s so expensive to compete, isn’t it?? “. My usual reply is to ask what their pastime or hobby is, and how much it costs them? Invariably the cost of running a club level vehicle is comparable, if not less, than the questioner spends on their golf, fishing, mountain biking, shooting etc etc.

This common misconception of our sport being terribly expensive is hard to get past, however the fact is that you CAN buy a \$500 old shitter, a pair of cotton (or secondhand double layer) overalls, a helmet, a fire extinguisher AND pay for your competition licence and club membership and still have change for a happy meal at McD’s out of your \$1000 budget. Sure, you probably won’t be at the pointy end of the field at any event, however your smile will be just as wide as the guy next door who has spent more than that on just his overalls. We all know that the sky is the limit once the bug has truly bitten, and many end up spending way more than they probably should in the process of upgrading and going faster and faster, but the fact remains that at club level the sport is as cheap as you want to make it – just like any other sport or pastime.



It’s also far more accessible than some other sports I can think of, and from a very early age, with a reasonably clear progression ladder for those that show promise, with support offered from the likes of MotorSport NZ’s Elite Academy. I also think we are a far more accepting bunch when it comes to newcomers than many clubs where the cliquey established groups find the newbies an annoyance and beneath them – help and advice is usually freely

given to those that approach showing a genuine interest, good attitude and some respect.

Do we convey this in our promotion of the sport?? As a sport I would have to say we don’t quite get there, otherwise the general perception would be different – as a club I think we do a pretty damn good job. The promotion of the RS Cup, with discounted entry fees and active encouragement to participate is a very positive step in the right direction in my opinion. So too is the promotional effort around the autocross events, both seal and grass, which has seen a fantastic turnout at recent events with plenty of good natured, enthusiastic, and close competition in a very family friendly atmosphere.

So we appear to be getting the message through to our own members that competing doesn’t need to cost an arm and a leg. What about the wider community, and in particular those future members, be they secondary school students or those of an age where there is enough discretionary money to indulge in a long held dream??

As a sport I have the opinion that increased TV coverage is actually to some extent counterproductive in encouraging newcomers to it. Many of the races, while actively showing the close racing we all love, also hone in on the resulting crashes and vehicle damage when it becomes too close, and, as I mentioned previously, there seems to be an increasing tendency in higher level events where vehicles are very closely matched to gain an advantage by “rubbing” and even less subtle blocking movements. This leads to a perception that to get anywhere involves damage to the car and the costs associated.



As an aside, I would recommend to anyone that hasn’t seen it, to watch Gilles Villeneuve and Rene Arnoux going at it for the last 2 laps of the 1979 French Grand Prix in Dijon. Absolutely legendary stuff. Was it uncompromising wheel to wheel racing? For sure. Was it blatant blocking of the

other competitor?? I don't believe so, there was always room given, and a respect for the other driver's position. Hell they even pulled alongside each other at the end to acknowledge the battle. How is it then that the sport has degenerated so far that today you are actually allowed to legally, and blatantly, block another competitor from having a go?? Picture me shaking my head as I write this. In my opinion the rules around this need to be thrown out. Make it illegal to block, full stop. And ping the drivers that do hard!

Right, back on track again

As I will keep repeating, it is all about perception, and once a person has a certain view on something it is terribly hard to change that viewpoint, even with well-reasoned argument and examples. That's just human nature. We need to ensure as a Club that we continually challenge the cost perception in all our interactions with the general public. We also need to keep pushing the message that we are a really friendly bunch, who, at the end of the day, are just there to have fun and enjoy our sport. It is, after all, in OUR best interests.

Another interesting aside ...

A customer dropped off a cutting from the Wairarapa Times Age recently, which was part of their "This Day" series from earlier editions. From May 25 1907 was the following -

MOTORISTS RISK GAINING WEIGHT

The future peril to the motor man and the motor woman is said to lie in the accumulation of adipose tissue. If a motor man weighs himself before he begins his automobile career and compares his weight with a period a year or two later, he will find that he has put on flesh. In the future the motor man will be revealed by the size of his waistcoat. The vibrating motor stimulates a healthy appetite, which produces fat; fat in greater quantities than can be kept down by other exercise. What is the future of the motor car? The fattening of human beings? Possibly not, for when the motoring craze wears away, as it undoubtedly will do in time, the automobile will merely be used for business purposes and not, as at present, as a pleasant pursuit, which absorbs an undue amount of time and money.

Hmmmm... Isn't hindsight a wonderful thing. I can just see the conversation with my doctor now – "You're getting a bit chubby there Trevor", "Well it's not my fault, it's my car"!!!!



Keep the rubber side down

Trevor W

A BIG WELCOME TO THIS MONTHS NEW MEMBERS

Aaron Rowden	Paraparaumu
Patrick Calder	Foxton
Jason Morris	Palmerston North
Mike Wilkin	Porirua
Andrew Stewart	Palmerston North
Russell Grace	Wanganui
Shaun Thompson	Marton
Jonathan Jenkins	Palmerston North
Matt Strang	Feilding

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



MCC COMMITTEE MEMBERS



President: Richie Arber - 027 2900 668



Vice President: Tim Wilde - 0274 729 664

Secretary: Jeff Braid - 027 477 3337

Committee:



Jeff Braid



Geoff Boyden



Jill Hogg



Trevor Weir



Jaron Olivecrona



Greg Brown



Danny McKenna



Aaron Walker

Kerry Halligan.
(picture to come)

Noel Beale
(picture to come)

Patrons: Fordy Farland **Deceased**, Fred Parker **Deceased**, Robert Lester, Stan Turner, Terry Rush, Russell Harris.

Life Members: Steve Bond, Brian Davies, Dave Hayward, Sir Pat Higgins, Robert Lester, Wendy Lester, Vern Marshall, Warren Masters, Marion Prisk, Terry Rush, Murray Starnes, Trevor Weir, Alan White, Stan Turner, Raymond Bennett.

Archivists: Terry Rush, Geoff Boyden – 0274 447 348

Editor: Trevor Weir

ATTENTION! Track & Yak ATTENTION!

Time: 7pm to 9pm

Date: Tuesday 13th September 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 ...

Every month many people contribute to this magazine, Trevor coordinates all of this and puts the magazine together, it then gets sent to me and I add a couple of things, do a quick proof read (I only went to school to eat my lunch and play sport so forgive me if the grammar isn't perfect) and then I do my write-up, I usually have some notes jotted down throughout the month to help me with this. I leave my bit until last so as to not double-up on things that others have already contributed, but this month I will double-up a bit but it will be from a slightly different view point. Firstly the TR Group Transport Expo / Show & Shine, the 4th September (Father's Day) will combine two of my passions in life – Race Cars and Trucks, there will be more horsepower and torque at Manfeild on that day than any other day in the parks history I am betting such is the feedback we are getting from the industry who are looking to come in their masses this year to both the Expo side of things and the Show & Shine. I and we (TR Group) have been involved in a lot of Expo's, Show & Shines, Kids Rides, Weddings etc... over the years that I have truly lost count of the number of events that we have happily & freely supplied trucks, and in some cases our own staff as drivers, for. However a couple of events do stand out that I must share with you.

A good friend to the Transport Industry passed away just over a decade ago and his dying wish was to be carried on the back of a truck to his final resting place, he wanted nothing fancy, in fact he told us that when the time comes "just strap me down on the back with a couple of strops (load binders) and take me for a drive". So we did just that, we made up a plywood base on the back of a newly arrived Kenworth Aerodyne Tractor Unit and tied the casket down and took him for a ride all over the place with the funeral procession following closely behind, his family were truly overjoyed that he got what he wanted.



The other was about six years ago when one day an elderly woman came into our office, she said that she had always seen our trucks in the yard whenever she drove past and she liked the look of them, especially the big yellow one (we occasionally paint a new model of truck, or one that really stands out from the crowd, our company color which is yellow, in this case it was a Freightliner Argosy) and she asked if she could sit in it as she had never been in a big truck. So we gladly took her out to the truck, helped her climb up the side steps to the cab and sat her in the driver's seat. Her first comment was "you can see so much from up here" so we handed her the keys and told her to start it, which she happily did. When then asked her to shift to the passenger's seat and we took her for a ride around town in it. She sat silently throughout the whole ride so we did not know if she was enjoying it or not, but once we got back to the yard she had a smile a mile wide and said that we had made an old lady very happy.

Seeing the smiles on the faces of the old and young alike is the reason the heavy transport industry freely gives it's time to support such events as the TR Group Expo / Show & Shine that we are doing this coming Sunday. This event is not about how much money we can raise for a charity, it is about families spending time together, more importantly drivers spending time with their partners and their kids, as some of the drivers only get to see their families one day a week such are some of the unsociable hours they spend out on the road. That and we like to engage the general public in what we do, it is not easy operating a 50ton 9axle truck and trailer unit in rush hour traffic in any part of the country these days, so the more general public we can get to come for a ride in one of our rigs the better we believe, as it gives them a better

understanding of what challenges there are in operating one of these trucks. So if you want something to do this coming Father's Day, how about you grab Dad and come on out to Manfeild, there will be plenty to do and see I can promise you that.

At that recent Manfeild "Have your say" night I said that I was heartened by the number of people that turned up on the night, it was great to see so many people care enough about one of the region's most valuable assets to take a couple of hours out of their evening to come along and have a say. Nearly all of the comments on the night were positive and some of the thoughts around what could be done to help better utilize the park had a lot of thought put into them which was also great to hear. I am glad that we seem to have turned a bit of a corner with regards to Manfeild Park, from a negative blame everyone we can attitude to a more positive lets work together to get the most out of the park attitude. This is really the only way forward I believe as we have an awesome venue to hold all sorts of events, to the point that if you went to Julie and her team and said that you wanted to run a National Tiddlywinks Competition at Manfeild I am sure that they would be more than welcoming to help it happen. So whether you believe in the park or not isn't it better to be part of a team that makes an effort to make a positive difference and make the park more successful in every way, than to be on the team that sits back and does nothing because you don't like an certain aspect of the park and therefore think it will, or should fail because of that. I look at the park no different than I look at my job at TR Group P.Nth, we have a fleet of trucks that we need to get the best utilization out of, sure I have my favorite makes and model of trucks but I don't let this get in the way of making sure we get the best possible use out of what we have available to us and our clients, we have it here so let's use it as best as we can, and let as many other people know that we have it so they too can use it. I will finish this bit by reiterating what I said on the night, the communication between the Manfeild Park Board, the Manfeild Park Staff and the Settlers of the Park has never been as good as it currently is, we have near daily communication of what is happening and ideas are shared amongst all for further input, the settlers are doing more and indeed are looking to do more events together to give the public more to see for their hard earned dollar. We are helping Manfeild to get some jobs done around the park that desperately need to be done, we see this is as much as an investment in our people (volunteers, competitors and the public) to make sure that they have the right facilities at hand so that they keep coming back to the park, as is it an investment in the park itself.

Lastly I want to say a big thank you to those people that answered the SOS call that Manfeild put out after the 3rd Round of the FAE Winter Series where the track got a bit dirty because of the number of offs that happened on that weekend (I promised not to mention my wife's venture into the greenery), especially to Layton Hammond who arrived in his truck which was equipped with a nice big water tank on the back, he spent the best part of the day going back and forth between the track and the water filling station where he dropped a good amount of water on the track to help wash away the mud that had ground its way into the track surface. Thank you on behalf of the MCC and Manfeild, your help was greatly appreciated.

Don't forget we have two great social events coming up, Prize Giving Dinner at the clubrooms on Saturday 10th September, please see the advert later on for the details of how to book you tickets, be in quick as we are filling up quite fast. And the monthly Track & Yack at the Rose & Crown on Tuesday 13th September, if you can't make the Prize Giving Dinner then make sure you make the Track & Yack night.

I look forward to seeing you all at the track this Sunday for what will be a great day out for Dad and the rest of the family.

Richie

MCC CLUB MEMBER OF THE MONTH...

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

NAME: Paul Whitcombe

BORN: Palmerston North 1954

OCCUPATION: Old Truck Driver among other things

RACE CAR: NZ Six Holden Commodore

EVERYDAY DRIVE CAR: VW Amarok

DREAM CAR: Anything that someone else pays for

YOUR BEST MOMENT IN MOTORSPORT?

Winning the World Invitation 241 Stock Car Champs in 1989 and all of the after match functions over the many years of racing

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

An Aerial Top Dressing Pilot, because I didn't think anyone would let me fly a fighter jet

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

David Lange, James Hunt and Joe Walsh

WHO WOULD YOU PLAY IN A MOVIE?

Someone short and bald I think

THREE WORDS THAT BEST DESCRIBE YOU...

Honest, hardworking, reliable

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

I would be a Taxi. Hard working, reliable, dependable, and you get to meet all sorts of weirdos

WHAT IS YOUR SECRET VICE?

Don't tell anyone... but its cold Export 33

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I don't get really excited about cars. I just like racing

FAVOURITE QUOTE...

Timing is everything





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!**

Blast from the past. Lord Vernon of Manfeild (aka Vern Marshall) hosts his VIP guests in the comfort of the Higgins Suite on Level One - relaxing surroundings, top quality catering (if you enjoy egg and bacon pie), the view overlooking the pit lane and the entire circuit, so it's about as good as it gets. The real bonus is getting Lord Vernon's views on what's wrong with everything and how easily they can be fixed if people in the high places would listen to him!! His guests are always an interesting mix, some are invited, some simply invite themselves but they're all made welcome. From time-to-time someone wanders in who hasn't graced the place for many years and at the final round of the Mahindra North Island Endurance Series a big jovial fella with a beard walked through the door - was it a giant sized Poppa Smurf or Great Uncle Bulgaria or an off-season Santa?? Nope, it was one of the club's greatest characters, George Hoskins. George was heavily involved in the early days of Formula Vee and a very good peddler of the Beetle-derived cars. He's returned to Palmy from the Bay of Plenty and moved back into the workshop at Tremain Energy Centre where son Jeremy is his boss, a case of role reversal - seems like the call of the tool box got the better of him...

O M G. We know how passionate Jeremy Hoskins is regarding the MX5 Cup racing category, his car was one of the easiest to recognise on the track with its distinctive pink/blue livery that reminded many of the fabulous Britten V1000 motorcycle. For Round 2 of the FAEWS there was a new look, 100% bright pink while the "777" number could only be larger if the door was bigger!! Believe it or not, Jeremy is so immersed in the class that the Tremain Energy Centre courtesy car is a Mazda MX5...

High Fives for Jack Jack. It must be said that Ian Easton is one of the stand-out performers in the GT class and his Roush powered Ford Mustang is delivering the goods, the # 111 car looks great and is going as well as it looks. No one enjoys racing more than the popular veteran who is certainly consistent if results are anything to go by. In Round 2 of the FAEWS he placed 5th in all three races which brought valuable series points, and by a strange coincidence the placings moved him up to 5th in the class standings. The Roush prepared Ford motor is a very serious bit of engineering, which isn't all that surprising as Jack Roush enjoys legendary status in the USofA as an engine builder and is a man who really knows what high performance is all about, he owns and pilots a WW2 P-51 Mustang fighter...

His, hers and another. One for the track, one for the road, that the name of the game at the Eastons. Ian has the race car and now Mrs Jack Jack has new wheels in the form of a 2016 Ford Mustang that's been given the Shelby look treatment. The colour is very similar to the race car and has the longitudinal twin white stripes, very striking. There's close to 50 years difference in the age of the two cars, much much closer between their respective drivers. Son Jason has a Targa-spec Mustang to complete a very impressive trio, but wait, there's more - the respective number plates are "JAC JAC", "MRS JAC" and "JAC JNR", now that's cool...



Surprise, no, big surprise. At Anthony Bell's 50th birthday bash the main event of the day wasn't the traditional blowing out of candles on the cake and speeches, there was an unexpected surprise for the invited guests when Bron Kokich became Mrs Bron Bell. You may recall the "Will you marry Me" proposal on the back of Ant's Mini in last year's Winter Series with a "Yes" on Bron's Honda Civic in the following race. Bron is driving the silver brick in 2016 and for Round 3 of the FAEWS the words "Just Married" adorned the boot lid. Congratulations to both, but married life appeared to affect Bron's on-track performance at the August meeting. She was leading the RS Cup points table after two rounds and the half-

way mark, but had 11th, 8th and 12th place finishes to slip several rungs down the ladder, her best race lap

times had a big variation ranging from 1.35.143 to an impressive 1.28.603 - unfortunately the latter was too impressive and came at a cost...

Very Important Silverware. Contested in the RS Cup Race 2 of the 3rd round of the FAEWS is the Trudy-Anne Crooks Memorial Trophy, it's the trophy everyone wants to win. The fear of time breakouts can decide how hard some drive in the pursuit of glory, while others have a "to hell with it" approach and simply go for it. The 2016 Reverse Grid 6-lapper brought a dream result for newly-wed Bron Bell as she took the chequered flag a massive 11 seconds clear of the field, but the dream became a nightmare when the lap-timing computer spat out the confirmed result that took the incurred breakout time penalties into account, car # 21 had 30 seconds added to its race time which relegated Bron from first to 8th place - ouch. Thanks to showing commendable restraint Oliver Edmond won the trophy in his Alfa Romeo 156, heading the HQ Holden of Woodville plumber Michael James by two and a half seconds. Olly was very jolly...

Spare a thought. Samantha Stanley increased the number of female RS Cup drivers to five when she lined up on the grid in her Honda Civic. The rookie took a cautious approach and admitted to a nervous few moments in the RS Cup handicap race when she checked her rear view mirror on the last lap and saw a chasing pack closing quickly on the back straight then overtaking the Honda through the Pepsi Max sweeper. No panic, no change of line, no contact, no problem!! Analysing the results revealed that Samantha improved her fastest lap times by a full 3 seconds as the meeting progressed which made it a good day at the office and a new challenge for Round 4 to find further improvement...

Off roaders. The wet weather in the days prior to the meeting made it essential to keep off the green stuff, departing from the bitumen came at a cost for those who deviated. Adam Newell spectacularly proved that



donuts do not go well on a soft grass surface, the Crawford Ford's lack of ground clearance soon halted his attempt to regain the track and the car became firmly stuck. The regular rescue quad wasn't up to the recovery task and it required a 4WD SUV to get the job done. Lydia Arber ended up on the infield exiting Toyota and things looked serious with steam engulfing the front of the Peugeot. Lydia was soon out of the car and raised the bonnet to check what had blown-up while wondering what Mr Arber would be thinking - thankfully the mechanicals were 100% and the miniature Wairakei was caused by a combination of engine/exhaust heat and the cold wet grass!! No doubt Crew Chief Richie took the

opportunity to remind her of the golden rule regarding engine fires, "never open the bonnet", and no doubt the message would have been delivered in a caring and sympathetic manner. Geoff Boyden demonstrated his natural talent and finesse in a difficult situation by driving in a straight line between the outside of the esses and the hairpin to re-join the track, the unscheduled excursion saw the Castrol Beemer drop to the back of the field but it was an impressive recovery...

Cabbies clash. One of the highlights of the 2016 FAEWS has been the incredible racing in the Taxi Cup class between Craig Schofield and Kerry Tong, the leader changes are too many to count and finishes are extremely close, but the duo got a little too close in the early stages of their opening scratch race with Paul Whitcombe adding to the drama. Coming out of Toyota and heading towards the esses there was a "who can brake last" moment with a spectacular outcome as one car was being pushed sideways and another took to the grass to avoid a collision. Messrs Schofield and Whitcombe straightened themselves out on the bitumen while the unlucky Mr Tong lost a large amount of time ploughing his way off the sodden grass with great clumps of turf flying in all directions, much of the turf landed on the track and was spread and rolled into the bitumen by the 18 cars that comprised the combined Taxi Cup/MX5 Cup field during the course of the remaining five laps. Ten

marshals armed with yard brooms descended on the affected area in an effort to clean-up the black stuff, their techniques clearly showed who helped with the housework at home!! On the Monday morning the task was completed with the assistance of master blaster Layton Hammond and some volunteer helpers. Geoff Boyden arrived at the track after lunch, obviously enjoying gentlemen's hours these days...

Uber Arber. The lightened silver Falcon cab 919 was definitely faster than on its July debut when it completed two races before becoming a DNS with power steering and water pump problems. Modifications were made to minimise the risk of recurrence but they obviously didn't all work because there was another Race 3 DNS caused by a problem with the new P/S pump. Encouraging was the fact cab 919 was less than a second slower than the pace setting Schofield Commodore and Tong Falcon, a significant improvement on its debut outing a month earlier, but the uberist must have been driving hard because the power steering oil became excessively hot, now rectified by fitting an oil cooler and using better quality oil. Richie is definitely heading in the right direction, all he needs now is reliability...



Italian stallions on parade. Not one, not two, but three cars bearing the famous Alfa Romeo badge spanning a period of more than 40 years. MNZ Steward Bill Richie runs a 1968 AR Giulia, a true classic. The boxy family saloon was powered by a 1.6 litre twin-cam engine and they were extremely competitive in the Pukekohe endurance races back in the 1960's. Unfortunately during the scratch Penrite Saloon Trophy race the Richie Giulia stripped its clutch linings and retired on the final lap, so it was trailer time and the long haul back to Auckland after just 8½ minutes of racing. The other two examples from

the Milan manufacturer were at least 30 years younger, a "155" and "156", the former driven by Aaron Woolley while the latter is a familiar sight in the hands of Oliver Edmond. Finished in appropriate Italian Racing Red the Woolley 155 lined up in the Penrite Saloon Trophy field and recorded a 16th and 6th before a DNF in the last race, Oliver Edmond was the Alfa tifosi's hero with the form guide showing 1, 1, 9 and claiming the Trudy-Anne Crook Memorial Trophy along the way - magifico, brillante, Forza Oliver...

Weatherman does it again for the MCC. It was a double-header weekend at Manfeild Park, on Saturday there was a hot rod club swap meet and a track testing day in real winter weather varying between cold and bloody cold. For the FAEWS event Sunday dawned fine but chilly with some damp track areas but during the afternoon the temperature reached double figures!! When you talk double, the entry number for Round 3 was 104 cars, the same round in 2015 attracted just 50 competitors - now that's what you call serious growth. Additional to the 104 cars were 35 Superkarts which made it a very busy day for officials...



Welcome additions. Long-time Manfeild supporters would have been pleased to see Steve Hildred make a return in the red # 21 Holden Monaro, sadly the return was all too brief and after a promising 4th in the scratch race the car was out for the day. A new name from the "Naki" was Stratford Mustang driver Errol Hughes who joined the 15-strong GT Cup entry and finished all three races with a 1½ second improvement in his lap times. In the same class the Ford Falcon of Greg Cuttance carried the famous Dick Johnson blue # 17 Palmer Tube Mills livery and it looked

sensational, but it was another to only be seen on the track once - numerically it wasn't the best day for the class as only nine made the grid for the final race!! The Penrite Saloon Trophy field was certainly enhanced by the appearance of Wellingtonian Brock Cooley in his Chevy Nova who gave points leader Dean Curtis a real run for his money in the opener, then finished 8/10ths of a second behind Ian Williamson's Mazda RX2 in the reverse grid and 12th in the handicap after finding that threading the needle through the traffic is not the easiest of tasks in a car the size of the Nova...

Popular winner. Tammie Boyden did it for the girls in the RS Cup Handicap race with a 3 second winning margin over Michael James, remembering that the last round of races were reduced by one lap it could have been a grandstand finish with the full distance as their best lap time differential was the same as the winning margin, another case of “what might have been” for the Woodvillian...

Super impressive debut. Chris Symon made a surprise appearance in the MX5 Cup driving the # 23 car of Gareth Hogg who remains side-lined with parental duties. The Formula Firstster made the transition look easy and was immediately on the pace during qualifying, it was a good indication of what was to come in the three races. The scratch race brought 4th place and fastest lap, the reverse 5-lapper brought a close 3rd and another fastest lap while the handicap race result was 2nd place and just pipped for fastest lap by Alex Corpe - that should be enough to be a warning to the MX5 regulars and encourage Chris back for the final round?? If success is about genes the young Symon has the right pedigree, his father Ross won four successive national Formula Vee championships in the late 1980's and was virtually unbeatable during his long reign at the top...

Clean sweeper. Matt Podjursky was the star performer in the Formula First scratch races thanks to his new acquisition in the form of Michael Shepherd's championship winning car. In the first race the winning margin was 4.3 seconds which suggested the next two would be one-sided affairs, but he had to work much harder for his points with margins to second placed Callum Crawley being 0.364 and 0.086 seconds. Crawley enjoyed a good day with a 4th and two seconds, going into the final round he leads the series points from Kaleb Ngatoa and Alex Hawley. Callum is another driver with a fine pedigree, father Tim was one of the region's top rally drivers...



Patience finally rewarded. Aaron Walker switched mounts and found immediate success, the winged turbocharged Ford Laser being put out to grass while Aaron saddled up an insignificant looking Honda Civic powered by the potent 1.6 litre Vtec engine. In reality the car was quick little jigger, the good news was the Honda was reliable, the really good news was that Aaron won his first FAEWS race in the IB Cup handicap event, a victory that has been a long time coming for the owner/trainer/driver of Rumour Has It Café. Son Bayley had a busy day on double driving duties, running the Civic in the SF Cup as well as his regular Formula First, he started the meet with an impressive 3rd in the scratch race followed by an 11th and 7th while in the single-seater his race-long battles with Alex Hawley remained as fierce as ever with Bayley finishing in front in two of the three races. As for bragging rights over the dinner table, father posted a 1.23.324 fastest lap, son a 1.23.924 - what a difference 6/10ths of a second can make to your life...



David v Goliath lap time comparisons. It was no surprise that Kerry Halligan set the fastest car lap in his Crawford Pontiac with a best 1.04.396 which equates to an average speed of 169.389 km/h. Ryan Urban dominated the four Superkart races and clocked a best 1.06.560 lap which translates to 163.882 km/h. The Superkart events have 5 different classes with a split grid for the rolling start, so there are many races-within-races and the lap times have great variation, in each race the bottom half the field was lapped by the top half and some lapped twice!! In contrast to Urban's 1.06.560 the slowest recorded kart time was 1.38.731, that's a massive differential...

MCC Off-track activity. Geoff Boyden continues to lead the way in improving both the MCC and Manfeild facilities, the question is - have you noticed?? The transformation of the pit lane located "Refueller Bar" is nothing less than amazing, both inside and out. The latest part of the extensive refurbishment programme was installing the exterior cladding on the building but there is still work to be done. GB deserves all the plaudits he gets for his work, but he also deserves more assistance from members to complete the various tasks...



The perfect car? If you want to race in the Penrite Saloon Trophy Series and want to seriously enter into the spirit and concept of the category, this could be the car you're looking for, a 1988 Ford Sierra RS500 with incredible provenance. A genuine Group A Texaco Eggenberger car in its original race specification, one of only three still existing and it currently resides in our region. It has the history, it has the looks, it has the performance and it has a price tag of NZ\$645,000...

Workaholics?? Geoff and Glenys Boyden do so much for so many they are virtually a 24/7 couple. In September 2013 when they owned Diamond Homes they found the desire and somehow the necessary time to breathe life back into the club via the Newsletter, producing 18 issues before handing editorship over to Trevor Weir to continue the most vital line of communication to members. Wearing different MCC hats they took on the role of Special Event Co-Ordinators, highlighted by the highly successful "Keeping Up With The Hartleys" dinner at Orlando Country Club. Geoff also has other headgear in his wardrobe - MCC Committee Member, MCC Archivist and MCC building renovation co-ordinator, in the case of the latter with Glenys seconded for catering duties, and don't forget the crash helmet for racing. When Diamond Homes was sold earlier this year the work load eased, but only slightly!! Away from the MCC another hat the dedicated couple share is the Classic Car Breakfast Club they founded 10 years ago, the August outing celebrated the club's 100th drive which equates to a staggering amount of organisation time looking for different routes and completing the necessary plotting and checking, month after month after month. The generosity of the CCBC members and the Boyden's has resulted in thousands of dollars of food being donated to the local foodbank over the past decade, it's an amazing success story. There are many more "takers" than "givers" in our world, thankfully the Boyden's belong to the latter group and we should be very grateful. All this poses the question - what do they do in their spare time...

Eds note – those that read the Tribune would have seen the photos from the celebrations at Amajen in Feilding at the conclusion of the 100th run a wonderful bouquet for Glenys, gifts for Geoff and a beautiful cake. Also presented were recognitions to the founding members who have stayed faithful to the concept. For any MCC members who would like to become involved (I know many of you already are), give Geoff a call – it's a wonderful way to spend a Sunday morning.

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

Track & Yack - 13th September @ 7pm
Rose & Crown Olde English Pub
Terrace End Carpark
Palmerston North

FEILDING AUTO ELECTRICAL WINTER RACE SERIES REPORT

Jeff Braid

Photo Credit: Stew Wood Photography

Snowstorms and extreme winter weather around the North Island failed to stop the sun shining down on Manfeild on Sunday, as 104 club racers and 35 Superkarts took to the Feilding circuit for Round 3 of the Feilding Auto Electrical Winter Race Series at Manfeild.

Special mention should be made of the volunteer flag marshals and rescue marshals who stood out in the coldest conditions we have had since most of them can remember. The hot pies at lunchtime were gladly received.

One who was feeling the cold, but glad to be back on the pit wall was Dennis Martin, overseeing his Sabre Motorsport team. Matt Podjursky had just bought last year's Formula First Championship winning car from the Shepherd family and Kaleb Ngatoa had recently won a major Kartsport Championship so they were pumped. Amy Smith also made the long trip south to compete. A notable omission was Bramwell King who is midway through an engine rebuild but will be back for Round 4. Podjursky won three out of three, confirming the wisdom of his purchase. Callum



Above - Alex Hawley leads Bayley Walker. Below Caleb Ngatoa Crawley took two 2nds. Ngatoa scored a 2nd and a 3rd with Speedsport Scholarship winner Dylan Smith and Amy Smith taking the remaining podium places. Crawley holds the series lead from Ngatoa by only 24 points, with Hawley third.



Oliver Edmond, Alfa 156 must have been kicking himself for breaking out in qualifying, earning a 50-point penalty going into race 1. Two wins softened the blow but a lead-foot in the handicap had the timekeepers send him to near the back of the field. Bron Bell won the Trudy-Anne Crooks Memorial Trophy, being the first RS Cup car to cross the finish line in race 2, but she broke out several times in the process and was relegated to 8th! She didn't care and it was a fitting tribute to Trudy-Anne who had done exactly the same. Lydia Arber was fiercely determined not to let Bron have it all her own way and broke out by nearly 3 seconds in her fastest lap chasing her down. But it all came unstuck at turn 1 when a slide and then sudden grip had her spearing across the track and onto the grass, stuck up to the sills in mud. What a mess! Game over. Tammie Boyden, Toyota FXGT won the handicap from Mike James, HQ and Andrew Wellum, Sierra. Rob Visser and Dave Jenkins kept the scoring machine ticking over with their eyes on the prize.



Fifteen GT Cup cars faced the starter for race 1 with pole-sitter Kerry Halligan, Crawford Pontiac hoping his expensive axles would pass the test. They did, with two wins and a 2nd, leapfrogging Shaun Sheldrake into first place for the series. Adam Newell, Crawford Ford, was runner-up in race 1 but had to take avoiding action in race 2, ending up on the sodden infield, scribing a large, arcing donut with rooster-tails of grass and mud flying out behind. Slicks and mud don't mix and so Adam was stranded. The bonus for him was a win in the handicap race 3. Taylor Quine scored a 3rd and a 2nd after a major

engine rebuild, but packed up early missing race 3. The other place-getter was Brendan Murphy, Commodore V8. Ian 'Jack-Jack' Easton, Mustang was the most consistent, bagging 5th place in all three races and holding 5th place in GT Cup. Halligan leads the series from Sheldrake and Newell but the points spread is now only 98 points.

Dean Curtis Escort Mk2 extended his lead in the Penrite Saloon Trophy Series, winning race 1 and taking second place in both the handicap races. NZV8 Touring Car driver Brock Cooley finally got the Chevy Nova rocking, taking a win, a 2nd and 12th to finally get on the scoreboard. Brett Tasker, Datsun 1600 scored mid-field points all day to remain in 2nd place while Layton Hammond, Escort Duratec is now only 18 points behind in 3rd.

Despite two wins and a 2nd place in Classics Cup Ian Williamson, Mazda RX2 lost most of his points for breaking out. Ray Hartley, MGF leads the class from Tiki Mossop, Toyota FXGT and rookie Sam Doyle, Anglia even though Sam had a DNF in race 1. There are only 46 points separating these three drivers, so this will be a class to watch in the final round in September.



IB Cup will also go down to the wire with any of the top three able to snatch the crown, with 4th and 5th placed drivers vying for podium spots. Gary Maddock's Starlet Honda won race 1 and was runner-up in race 2, placing him only 20 points behind leader Justin Allen, Pro7 Plus. Gareth Trubshaw, Lancer Turbo had a good win in race 2 and Aaron Walker, Civic, Matt Tasker, Mazda MX3 and Peter Edmond, Volvo 850 placed 1, 2, 3 in the handicap. Scott Blain, Focus RS remains in third for the series but will need to keep half an eye in the mirror.

Taxi Cup numbers were slightly down but that didn't stop the action. In race 1 Craig Schofield, Commodore, Kerry Tong, Falcon and Paul 'Fingers' Whitcombe, Commodore rubbed their racing until an out-braking manoeuvre into turn 3 went horribly wrong. Tong took to the inside avoiding a sideways cab, spectacularly peeling up an acre of grass and mud in the process and depositing it directly on the racing line. It took nearly all the volunteers out in the field armed with brooms to clean up the mess. Tong got Schofield back to win the reverse grid race 2 but couldn't catch him in the handicap. Leo Van Berkel gained two 3rd placings to ease up to 4th in the series. Schofield and Tong are only 49 points apart with a gap to 3rd placed Whitcombe. The XR6 weight-loss programme paid dividends for Club President Richie Arber, unlocking a little more potential, but an annoying power steering issue cut his day short. Watch this space...



Above – Mike Dunn does the gardening!!

Jeremy Hoskins in the newly repainted all-pink 777 car won race 1 of the MX5 Cup from series bolter Bryce Hogg, with Alex Corpe 3rd. Formula First regular Chris Symon made a cameo appearance in the no 23 Hogg Racing Team car and was very quickly on the pace, scoring 4th, 3rd and 2nd, having a ball in the process. With a 2nd and two wins Bryce Hogg has an 82-point lead over Alex Corpe with Derek Smyth third.

Daniel Hetterscheid, Celica continued to dominate the SF Cup scratch races with two wins and a 2nd to retain the series lead. Neil King, Civic scored valuable series points by winning the handicap, but it may be too-little-too-late to catch the leader. Bayley Walker was a busy boy running the Civic in SF Cup and a Formula First but still managed a 3rd in race 1. Nick Kacouris, Subaru Omega is now hot on the heels of Kolin Yannakis, whose 2nd, 4th and 5th places only give him a 10-point buffer to stay on the podium. Rookie Jayden Mason, Starlet was the find of the meeting scoring a 2nd place in his second only race and breaking out in all three races.

Volunteers Alan McGee and Alison Morgan both won the draw and were taken for hot laps in race cars at lunch time. Big thanks to Rob Visser and Richard Clulee for giving them a thrill to remember.

The final round of the Feilding Auto Electrical Winter Race Series is on Father's Day September 4th and coincides with the TR Group Truck Expo Show & Shine. Spectator admission will be \$10 and lunchtime truck rides a gold coin donation to CanTeen.

REMEMBRANCE...

September 8th will mark 10 years since the legendary Peter Brock was killed while competing in the Targa West Rally on the outskirts of Perth in Western Australia. His Daytona sports car crashed into a tree on the second stage of the event. Such was his popularity and standing that he was accorded a Victorian State funeral in Melbourne.



During his extraordinary career Peter Brock did race at a Manfeild meeting, contesting two classes in the 1996 International Street Skills Series. He drove a Mark Petch owned Chev Camaro in the TRANZAM races, unfortunately the car's performance didn't match the driver's ability which is reflected in the results, two 6th places split by a DNF. He also competed in the new TraNZam Light category for older model V8 Holden Commodores, the racing was certainly entertaining with Peter's experience and knowledge in car set-up proving to be invaluable, pole position in both races, winning the first and beaten by a bumper width in the second.

It was this meeting that featured a world first with Brocky driving the TraNZam Commodore in a 3-lap race against Rick Lucas in a Eurocopter Squirrel helicopter, the chopper won by a narrow margin...
RH

I recall a Targa that Peter was competing on, and at every stop he was totally inundated with fans and kids, even as he was trying to have a drink and food and help on the car. What impressed me was he made time for EVERY single person, and had to be dragged into the car to carry on. A very genuine bloke
Ed

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CHRIS AMON MBE - a champion remembered...

With the passing of Chris Amon, people around the world have reflected on his motor racing career and his contribution to the sport, but he was much more than a racing driver.

Chris is spoken of in many ways - the best driver never to win a world championship grand prix, the man who left teams at the wrong time, an outstanding test driver or simply a really good bloke.



To the man-in-the-street Chris is generally remembered for his 13 year Formula 1 career and his famous win with Bruce McLaren in the 1966 Le Mans 24 Hours race. Overlooked is that on the global stage he also raced in other categories - Formula 2, Formula 5000, Formula Libre, Indycar, Tasman Cup, Touring Cars, Endurance Sports Cars and CanAm. It's well documented that during his career he drove for ten Formula 1 teams and never won a world championship Grand Prix, however he did win two non-championship races, the BRDC International Trophy at Silverstone (1970) and the Argentine Grand Prix (1971).

He enjoyed his highest profile with Ferrari but while there were many turbulent times Chris enjoyed a very close working relationship with the Scuderia's brilliant chief engineer Mauro Forghieri, the man who introduced the winged aerofoil to grand prix racing in 1968 and would later be responsible for a number of successful cars carry the famous Prancing Horse emblem. Forghieri is quoted as saying - *"A little man who was reserved by nature and gifted with a first-class feeling for driving. He was by far the best test driver I have ever worked with. He had all the qualities to be a World Champion but bad luck just wouldn't let him be"*.

It was through the lack of single-seater success that Amon left the team, yet ironically it was Ferrari who provided the car that brought stunning success down-under with back-to-back New Zealand Grand Prix victories in 1968 and 1969 and the 1969 Australian Grand Prix and Tasman Cup Series. Despite numerous invitations over the years Chris never returned to the famous Maranello factory.



During his time in England there was more to life than being a racing driver, he established a less-than-successful engine preparation business catering for a small number of Formula 2 teams, and in another venture co-founded Brymon Airways with kiwi journalist Bill Bryce, the name being derived from the partner's surnames. Chris wasn't involved in the day-to-day running of the business that was based at Plymouth City Airport in Devon - Brymon Airways was a success story and set a number of firsts in UK aviation.

From the Manawatu Car Club's perspective, Chris Amon's closest link was his involvement with the final design of the Manfeild circuit. He believed a major criteria was the potential to achieve a 160 kilometre an hour average lap speed and his solution was to bank the corners to increase speeds through the turns, the outcome was the magic "ton" barrier being broken at the third meeting on the new track in 1973.

After retiring from racing in 1977 he returned to the family farm at Scott's Ferry near the mouth of the Rangitikei River before relocating to Kinloch on the shores of Lake Taupo to enjoy a deserved quiet lifestyle, but he returned to Manfeild in the mid-eighties as a development driver and consultant for Toyota New Zealand, specifically working on the suspension to make the Corolla and Corona models better suited to our road conditions. He spent countless hours over many years engaged in the programme and his work was acknowledged by Toyota in the late eighties with the introduction of a special XL Corona Amon model.

Remarkably, with the thousands of laps that he covered on the circuit the only time he actually competed at Manfeild was in 2003 when the circuit was used as a special stage on the week long Dunlop Targa New Zealand Rally, Chris driving a Toyota Camry Sportiva with famous Formula 1 commentator Murray Walker navigating. The long-time association with Toyota continued, Chris was an ambassador for the company and closely involved with the Toyota Racing Series, appropriately the trophy presented to the overall series winner bears his name.

There has been many honours bestowed on Chris Amon, awarded the MBE in 1993 for services to motorsport and two years later inducted into the New Zealand Sports Hall of Fame, his life and career were honoured at the 2011 New Zealand Festival of Motor Racing at the Hampton Downs circuit.

In 1994 Chris was invited to officially open the Manawatu Toyota complex in Walding Street, later he would become Patron of the Ferrari Owner's Club of New Zealand and in 2013 the Bulls Museum mounted an impressive display of photographs and memorabilia, an exhibition that attracted a record number of people from home and abroad to the modest building on SH1.



There are so many special memories of Christopher Arthur Amon, depending on your age. From those early years competing in minor events and hill climbs in an A40 Special before moving onto race a 1.5 litre Cooper Climax, the Maserati 250F and the later model bigger engined Cooper Climax that led to him going to England. In much more recent times, there were "demonstration" laps in the Southward Museum's priceless Maserati 250 F that he raced as a 19 year old, the sight and sound of the classic 1950's racer will long be remembered.

There are two books of particular interest to Amon fans - the biography "Forza Amon" written by Eoin Young that was first published in 2003 and John Julian's superb limited edition hard cover that was published in 2013 and dedicated to his 70th birthday. It has the long title "1967 Chris Amon, Scuderia Ferrari and a Year of Driving Dangerously", the story of his first year with the Italian team. It's a must read and page 103 has one of the great motor racing photographs of all time, a true master of the four wheel drift negotiating Old Hall Corner at the Oulton Park circuit in England demonstrating how motor racing used to be.

Chris Amon - gone, but will never be forgotten, a people's champion...

RH



MISSION ACCOMPLISHED...

The Project 64 team has returned home from the 2016 SCTA Speed Week on the Bonneville Salt Flats with a new world land speed record for vehicles with an engine capacity between 751 and 1000cc, breaking their own existing record.

In 2012 the team's 1964 Mk1 Mini Cooper 970 S powered by a highly modified Hartley Racing engine set a new mark of 146.595 miles an hour (235.922 km/h) and it was planned to return to raise their record. Two years later the car couldn't be completed in time for shipping and in 2015 the Speed Week was cancelled because of the poor track conditions - the car was in America and remained garaged there until the team arrived in mid-August to prepare for the 2016 event.

The intention was run in two classes, gasoline (petrol) and alcohol (methanol) which meant re-tuning the engine for optimum power and performance, the target for Project 64 was 175 miles an hour!! To quote driver Nelson Hartley - *"At the start of speed week we pulled the pin on our little A-series hand grenade"*.

The team had to overcome some paperwork problems along the way but the kiwi built and prepared Mini was sensational, running on gasoline it recorded 157.213 miles an hour (253.009 km/h) to beat their old mark by a remarkable 11 miles an hour. Re-tuned to run on alcohol the car clocked a stunning 166.046 miles per hour (267 km/h) with an 8 mph head wind!!

The 2016 Bonneville programme was aborted with oil pressure problems, but the mission was accomplished. Congratulations to Bryan and Nelson Hartley and the rest of the team who again proved that kiwis can fly.

The full story will be told in next month's newsletter...

RH



Word association was one of the major subjects for discussion at our 'Have Your Say' night on August 17.

Feedback from a gathering that attracted around 100 participants suggests that even though Manfeild Park has cemented itself as the region's most diverse events center, a lot of people still only associate our name with one activity..... motorsport.

From this has come the thought that perhaps the park requires a rebranding exercise to change the way it is portrayed. At the very least, we obviously need to do more to create a stronger sense of identity. Should there be multiple brands associated with the facility rather than just a broad 'Manfeild Park' branding?

Actually, that's a matter that Manfeild Park administration has been considering for some time.

The Manfeild Park Trust board is undertaking a strategic review; hence why we held our meeting – we really wanted to give the public an opportunity to voice their opinions about our place; who we are, what we do and what we could do better.

The Trust structure has been in place for 12 years now and this meeting was a first – given the fantastic turnout, and the comments that came from the floor, it was a good idea. The board has been given a lot to think about, so the intent of the exercise was definitely realised.

Manfeild's daily management, which is my area, also, of course, gives consideration to issues regarding Manfeild's identity.

Indeed, a study that explores this very subject has been under way for several months. The feedback from the meeting - and an associated on-line survey that also delivered 40 responses - reinforced some existing thought, but also delivered some promising views relating to the venue and its role.

We were impressed by how many people came to the meeting; it was a great turnout that exceeded expectation and reinforced that our place in the community is recognized and, though sometimes criticized, is also largely celebrated.

Discussion during the two-hour event spanned a variety of subjects, from our premier motorsport event, the New Zealand Grand Prix, through to past and potential usages of buildings on our 85-hectare site. Comment from the floor also reminded us that there were specific challenges for venues that sought to operate as successful commercial enterprises but also desired to serve as a public facility.

Conversation was sometimes robust and critical, however that had been expected and was encouraged; we wanted a clear-cut picture of public sentiment and thought. The night reinforced we are making a contribution, not just regionally but also nationally, and also enforced our abiding thought that community input is vital to our ongoing development.

One area of interest on the night – the usage of our back track (also known as the circuit extension) – is something I can report on positively; it's still very much in operation and, in fact, nine of the next 14 days will be booked out.

More on word association: With 'Manfeild' and 'Father's Day' as the clue, the answer has to be ... well, a must-see for rev-heads of every kind.

The dual attraction of the TR Group Transport Expo / Truck Show and Shine for heavy transport vehicles at the finale of the Manawatu Car Club's winter motor-racing series is now a well-established and massively popular concept that keeps going from strength to strength.

The programme stays true to a formula that has drawn huge attendances in past years, with day-long opportunity to watch a mega-sized clubsport motor-racing meeting and also check out a huge count of XXXL-sized rigs and, for a gold coin donation, ride in some of them during the lunchtime break.

When not cruising the track, the trucks are being showcased within and around Manfeild Stadium, where there's a display of industry-related products and services to further whet appetites. The latter associates with a truck industry expo central to the Central Area Road Transport Association (CARTA) seminar in the venue's conference area. This conference has been here annually since 2012.

The show and shine provides prizes for Best in Show, Best Fleet, Tractor, Old Girl, Tipper, Rigid Truck, Stock Truck and Logging Truck. Spot prizes will also be handed out throughout the day.

Finally, we are now looking for your vote in respect to our drive-in movie nights here on October 28, 29 and 31. We've come up with a shortlist and would like your feedback; look to our Facebook page but don't delay: Voting closes tomorrow night.

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 <http://www.facebook.com/pages/Manfeild/151150804948856>

Julie Keene CEO



HAPPY BIRTHDAY TO US

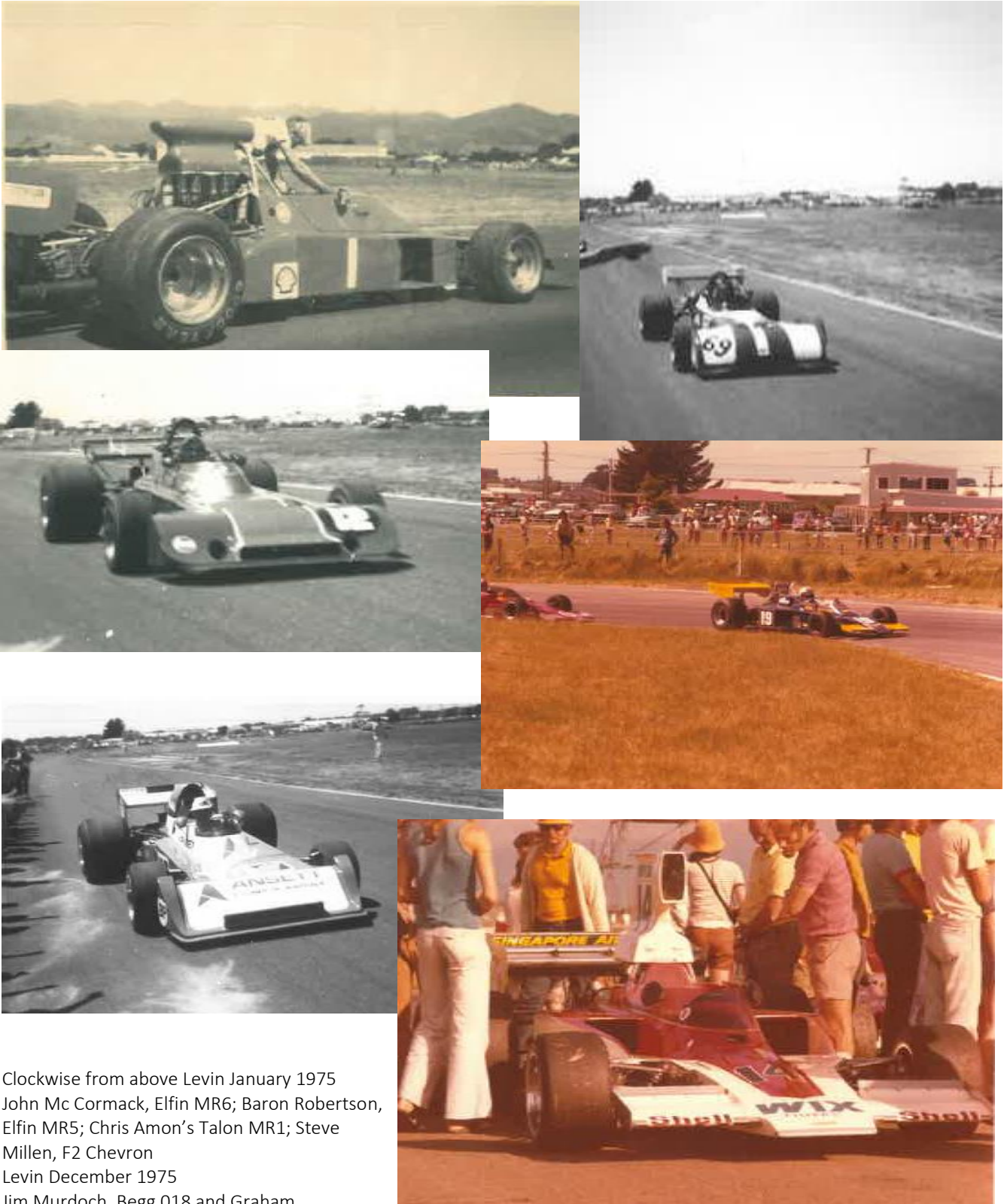
The Manawatu Car Club began in a building in Knowles Street over 69 years ago. The records show the first meeting was on the 24th June 1947. Next year we celebrate the delicate age of 70. What better way to acknowledge the occasion than with a party. There has been a huge number of club members come and go and several generations of families have been (or still are) involved with the club. We are looking for you!!

Early preparations are underway to celebrate this milestone. Here's your advanced invitation to attend. Further details will be announced over the next few months so keep an eye on this newsletter or watch for updates on Facebook and our webpage.

Saturday 24th June 2017 - 70th Birthday Party to be held at the Manawatu Car Clubroom on KawaKawa Road. Join us for lunch and stay and dive into the old photos, hear the stories, look over the cars, catch up with fellow drivers and rivals, meet the young drivers and more. Stay on and have dinner and cake with us.

CONFESSIONS ...

Continuing my “scrapbook” look at some of the cars that captured my teenage imagination, we return to Levin and Manfeild for a look at the heyday of the F5000 cars in the mid 1970’s.



Clockwise from above Levin January 1975
John Mc Cormack, Elfin MR6; Baron Robertson,
Elfin MR5; Chris Amon's Talon MR1; Steve
Millen, F2 Chevron
Levin December 1975
Jim Murdoch, Begg 018 and Graham
Lawrence's Lola T332

Top to bottom Levin December 1975
 Bruce Allison, Lola T332; Graham Lawrence, Lola T332;
 Max Stewart, Lola T400; and again



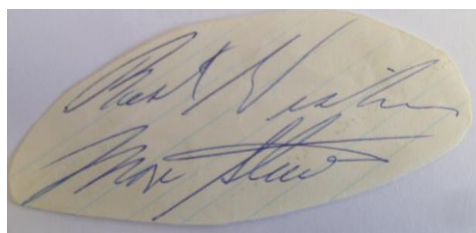
The Lola T400 was quite a departure from the highly successful T332, with a rising rate suspension that was not immediately liked by the drivers. Stewart initially bought HU2, the second chassis made, in Dec 1974 for the 1975 Tasman Series, however it was abandoned as uncompetitive. He later won the 1975 Australian GP in the car and used it successfully in the 1976 Tasman Series. By this time he had also acquired the ex-Brian Redman HU3 chassis which was raced by Paul Bernasconi. Stewart lost his life in a fatal crash at Calder in 1977 in a T400, though there is some doubt over which chassis he was using. HU2 is currently, I believe, in the care of Ken Smith.



I recall writing to the Lola factory in England as a teenager and receiving back a pile of decals, a nice letter signed by Eric Broadley and two large engineering blueprint drawings, one of the T400 and another of the Formula 1 T370 used by Graham Hills Embassy race team. I took the T400 drawing to Manfeild and had Max sign it for me, as well as my autograph album.

Continued next month

TW



MANFEILD - IN THE BEGINNING ...

These photos from my archive are interesting not only for the cars pictured, but for the background which shows the circuit in its early years

To the right are the Escort Sports - one with a very different racing line to the others!! - A very popular one make class with both drivers and spectators, as the cars were all identical and the racing consistently close. Note the temporary Philips signage in the background, the unsealed loop road, and the old Levin flag marshals stand, operated by remote ropes.



The two pictures above, besides showing Jim Richards in the Mustang and Rod Coppins in the Firebird, show the just erected fence along the back straight and the original post, wire cable and netting safety fence between the hairpin and Dunlop which was cutting edge technology at the time. The infield grass was being sown at the time. To the right is the beginnings of the infield leader board in the Esses and the pit straight safety catch fence. Again, the flaggies are using a remote flag stand to signal, with the flags pivoted on the frame.



Right is the infield leader board that stood for so many years. Obviously lunchtime for the flag and crash rescue crews or an incredibly boring race !! Colin Cook and Lion Brown sponsorship on the back fence, Union Travel and Tim Gibbes on the leader board itself. Note also the flaggies cars behind the fence and the tow truck. There was also often an ambulance sited here too. The good old days when there were no shelters, no flag stands and no protection!! The broom and bucket of cement for oil and fluid spills also feature.



The pit lane was also a bit rudimentary back in the day, with a water filled 44 gallon drum retaining wall along the face of the stands, the sealed pit lane, unsealed gravel strip and then the original timber pit wall. The timing tower was very new, with the CofCs office at the far end and the commentary box at the near end. Front and center is the 2.3 litre Fronzelli sports car of club member Bruce Turnbull, winner of the NZ Sports Car Championship in 1981 and 1982.

TW

70th ANNIVERSARY OF THE MANAWATU CAR CLUB

SATURDAY 24TH JUNE 2017

KEEP THIS DATE FREE FOR A CELEBRATION BIRTHDAY PARTY AT THE CLUBROOMS.

JOIN US FOR LUNCH, SPEND AN AFTERNOON REMINISCING, CATCHING UP AND TELLING STORIES, THEN FINISH WITH A CELEBRATORY DINNER ... AND CAKE OF COURSE

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TRACK DAY SERIES

SUNDAY SEPTEMBER 18TH

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

PROJECTS AND CLUBROOMS

Since last month's report, Ben and I have been working on up-grading the exterior of the Refueller Bar, and working towards adding the extra toilet facility that will be positioned alongside the existing uni-sex toilet.

The front of the Refueller Bar building has been clad in ply and battens, and a veranda has now been added, extending out 2.4 meters. Seating is still to be added, making for a whole new look to the old building. The entrance to the toilet block beside the Refueller Bar, is to be changed, so it will include an entrance for the separate Male/Female Toilets. The iron fencing will be replaced with timber palings. The area between the toilets and the car park will then be set up with permanent tables and seating, making this area far more attractive and much more user friendly.

This month we will add a timber "lip" down the right side of the dummy grid, to hold back the stones that come off the Coffee / Lunch area. We will also work towards fencing off the exit lane from the metal parking area adding a small retainer to again restrict metal coming off this area onto the exit lane.

Over at the Clubrooms, the Working Bee on Saturday morning should see us complete the new front fence, plus further work on the retainer wall, and possibly a start on a netting fence to the right of the retainer wall to stop straying on-lookers getting up and too close to the racing action. We need to make progress on the archives room, but that will depend on the number of you who are able to help me with the Working Bee.

Andrew Stewart of Mitre 10 Mega Store Palmerston North, made some great donations of materials to the Car Club, for which we are very grateful. So please support those who support us, in making the big projects happen.

Geoff Boyden. *Projects Convenor - 0274 447 348.*



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LETTERS TO THE EDITOR ...

Gudday

Interesting August issue in very much a club vein.

Maybe a bit of misplaced history though.

In this region the use of "midnight" events arose with the Vic or WCC "Midnight Trial", which started in Taihape and ending in Wellington.

The first MCC rally was organised by Brian Green in the late sixties or early seventies and ran from Palmerston North to Palmerston North.

Cam Taylor then initiated the "Day Breaker" of which many started in Taihape with the finish in PN.

Cheers

John Bent

Trevor

The magazine is fine as it is.....very fine!

In addition to what you have described, part of the problem with today's crop of drivers is that over the years motorists have been conditioned by the likes of the stupid "Speed Kills" message and equally stupid speeding tickets for 102 kph and the like, to now travel at such a slow speed that they are just not concentrating on the lethal weapon they are barely, or not all, properly in control of. They are constantly looking at their speedos or looking around bored as they sit in a line of cars, too scared to pass, and travelling at 80 to 90 kph. Of course if they do pass and go over the magical 100kph death will surely result anyway!!

A return trip to Wellington in heavy traffic last week saw my speed only once go over 95kph.....and that was using GPS, not the over optimistic speedos fitted to all cars these days so manufacturers can avoid lawsuits. Crawling along at that speed I know I was not concentrating like I should be.

I'm not sure though that we are not all sheep given

the way we have ignored the new Health and Safety laws and their potential impacts. No one wants to see people killed but this stuff is getting out of hand and WE are all rolling over and letting it happen.

A few weeks ago the wife and I went out to Manfeild so she could continue to learn to drive in a totally safe environment. She generally crawls around at 20 or 30ks and has only been it top gear once!!!! We have done this before (last year) with no issues.....however this time we were not allowed out on the track due to Manfeild having to conduct a full Health and Safety briefing before we ventured out.....presumably that would have included the obligatory hi-viz vests that all but the cat are now forced to wear . I know I have side-tracked myself but so many people are now wearing these bloody things that the person not wearing one, even in the pub, actually now stands out!!!

OK...back on track....it's not Manfeild's fault...they have to comply with the new crop of draconian laws all the rest of us were too sheepish to do anything about.....

The upshot of this bollocks is that a totally new driver to the roads, that is used to vehicles driving on the other side of the road, is now is forced out amongst the 40 footers, oncoming traffic and muppets you so aptly described.....she, of course, is totally overwhelmed and scared shitless.....hardly an environment conducive to learning.

Over the years, based on personal experience, Manfeild has been used by thousands of new drivers, including Pro Drive, at no charge, for the safety of other road users. Not only was it a civic duty it was common sense. How can these new laws in any way be described as benefitting any part of Health and Safety or being in the best interests of our muppets?

Cheers

Murray Starnes

I couldn't agree more Murray, and the whole Health and Safety thing is, unfortunately, becoming a self-perpetuating industry. Ed



Events Calendar

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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December

17	Track Day Series (Round 4)	Manawatu	Manfeild
18	Summer Series (Round 1)	Manawatu	Manfeild



Finale of the Feilding Auto Electrical Winter Race Series

Date: Sunday 4th September

This is the Final Round of a Four Round Series

Prize Giving Dinner at the Clubrooms - Saturday 10th September

Come Racing With Us