

# **Manawatu Car Club Inc**

## **MAGAZINE**

### **OCTOBER 2016**



**Something for Everyone**

## EDITORSPEAK...

You may already have heard the rumours ..... well, I have to tell you that yes, it's true ..... I am shortly to become a rural Jaffa, living north of the Bombay's and enjoying all that the Super City Auckland has to offer (remarkably silly house prices, a motorway that does double duty as a carpark and a huge population of non-English speaking ... no wait, that's probably deemed racist in our current PC environment). However never fear, I am not about to become a latte sipping knob - I shall remain the same knob I've always been - and will continue to edit the magazine and be involved in the MCC. It's been part of my life for almost 40 years now, and you will understand if I say that it's a bit hard to let go!!

I have received only positive feedback on the magazine so we will continue to refine the current concept. I must stress that this is very much a collaborative effort, and without the input from Russell Harris, Jeff Braid, Geoff Boyden, Julie Keene and Richie Arber, it simply would not happen. I will also stress that any input from members would be warmly welcomed, so don't be shy in sending me anything you think might be interesting to other members.

No doubt others will cover the final round of the FAEWS, however I feel I must comment on the Winter Series as a whole. This is one of the mainstays of the club, competitively, socially and financially. So it is vitally important that it keeps growing, and therefore it takes a very prominent place in the Committees decision making process. I personally believe that this year has been a resounding success, with great competitor numbers, an awesome atmosphere and some excellent racing. We still need to ensure that we continue to foster the RS Cup as an affordable entry level for newcomers - it is essential to the Clubs growth that we offer an encouraging environment for people taking their first steps in the sport, and a place for those competitors to learn and enjoy the experience at a low cost. Our competitor retention rate as a club is very good, and much of this is down to the social aspect. Publicity around the Series has been great, with plenty of print coverage, and ongoing social media coverage. The latter is something that I believe we can improve even more, and the benefits will be found in reaching a far wider audience.

None of this would be possible without the considerable (voluntary) input of a few key people who have taken on the main organizational roles, plus, of course, the huge input from Jeff Braid. Nor would it be possible without the experienced volunteer base we have to call upon who look after the operational side on the day and make the meetings run as smoothly as they do. Spare a thought for all the "behind the scenes" people next time YOU are enjoying yourself racing.

Likewise the obvious improvements in the circuit facilities that you would have all observed, are predominantly due to the Boyden family. I can understand how frustrated Geoff gets when there is a pathetic response to his calls for help, and it is to his credit that so much has been achieved to improve the environment we all enjoy come race day (see Projects and Clubrooms). Remember too that this also has a knock on effect in the dynamic between Manfeild and the Club, which is so much more collaborative than it has ever been. The Club has been able to undertake work that would otherwise have been a very low priority for the Park but which has a huge effect on the functionality of the facility, and this, of course, reflects well on us.

As with any Club the burden does always seem to fall on a few, and the committee are well aware of the potential for "burn out" and constantly monitor workloads to ensure overloads don't happen. However, here's an idea ..... instead of just rocking up to events and then leaving once the racing stops, how about actively volunteering to help?? It doesn't need to be for the full day, or indeed on the day. An hour or two here and there of YOUR expertise may be all that is required to ease the load. The Club, after all, is as much as you want to make it, however ultimately it is YOUR club and believe me, the more you put in the more you get back. Karma is great in that regard.

Great news from Manfeild recently regarding the student driver training programme, an initiative driven mainly by MDC mayor Margaret Kouvelis - <http://manfeild.co.nz/news/manfeild-helping-young-drivers/> This use of the back track as a training facility for young people will be, in my opinion, the springboard for a much more efficient use of, and development of, the resource, and if this regional trial goes well (and taking a wild guess at who is involved, it will) I look forward to the

Nationwide rollout of the concept. All I can say is the best of luck to all involved.

Just sounding an idea out. I would like to start a buy, sell swap page in the magazine for Club member's use if there is any interest. This would be a free service for all members and dedicated to all things automotive. I realise EVERYONE uses Trade Me, however this might help generate interest in items you have that you no longer have a use for, and allow local fellow enthusiasts to have "first dibs" before you list on TM. What are your thoughts?? If you have anything to list just drop me a message at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)

I discovered the photo below while searching through my archives (that is to say the old cardboard box that contains some of the many photos I have taken over the years) and thought it was worth sharing. In the "good old days" it was almost an institution at the major Manfeild meetings to have a lolly scramble for the kids. I'm not sure who came up with the idea, most probably Rob or Wendy Lester, however the photo shows Ian Marsh giving Rick Lucas the all clear to do a low level strafing run over the spectator seating areas bombarding one and all with boiled sweets.

Definitely not something that would be acceptable today, sadly, and more's the pity – I can almost hear the Health and Safety people having heart attacks at the thought (after all you can't even throw lollies to the crowds during the various city Santa parades anymore because the Fun Police Nazis have stupidly

declared that some poor child might get one in the eye, or be run over trying to retrieve one, for goodness sake) – however, back to the story, I never recall anyone complaining or being hurt after the airborne barrage. Quite to the contrary, the kids absolutely loved it, as did most of the big kids!!

While on the subject some of the older members may also recall the RNZAF Skyhawks doing low level passes over the stands during their aerobatic displays (back when they were airborne rather than mothballed). I swear I once saw Russell Harris in his lofty commentary box duck as they went over. You could certainly spot any defective rivets on the undersides of these jets as they went by!!

Remember to keep the rubber side down

Trevor W

## A BIG WELCOME TO THIS MONTHS NEW MEMBERS

Anthony Beauchamp  
Glenn Maunder  
Rianna Omeara-Hunt  
Wayne Stables  
Tony O'Regan

Feilding  
Napier  
Whitby  
Hawera  
Awahuri

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 11<sup>th</sup> October 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...

Wow, what a month September was. It all started with the last round of the Feilding Auto Electrical Winter Race Series and although the weather was the only thing that didn't play ball it did not stop 149 trucks from turning up for the Show and Shine part of the TR Group Transport Expo, neither did it stop the thousands of people from coming through the gates. It certainly made the many sleepless nights and the months and months of planning an event like this while also holding down a day job and doing other things associated with the MCC and indeed general everyday life, all worthwhile when you see the smiles on the faces of the many children and adults that were walking around the event and getting a ride in a truck at lunchtime. This event has grown quite a bit in the last two years since our last event. We had trucks come from as far away as the Bay of Plenty, New Plymouth, Hawkes Bay and Wellington and we had more exhibitors inside the stadium than ever before. Many exhibitors have already confirmed that they will definitely be back for the next event which was awesome to hear.

Speaking of coming back, many of our Winter Series Sponsors have already confirmed to us that they too will be back for the next Winter Series in 2017, one has confirmed their support for the "next few years" which means that the format, and more importantly the fun we have at this series is infectious and people want to be a part of it. That "fun" factor comes from all sectors of the series, from the Chocolate Fish handed out at the Drivers Briefing before the racing starts to the tales told in the Refueller Bar after the racing has finished, having fun is what it is all about so our aim is to keep it just that, fun for all who are involved...

The MCC Committee spoke about what we were going to do with the Gate Takings from the Truck Show and it was decided that we were going to donate these to a few worthy causes, so you will see later in this magazine that we gave \$500 to Feilding High School plus we gave another \$500 to them for their help with manning the gates at the show. We also gave our charity of choice – CanTeen \$1,500 in total which was made up with gold coin donations (\$570) for the truck rides at lunchtime and the MCC Committee topped that up with another \$930 from the gate takings. There is still some more funds to give away so watch this space...



MCC President Richie Arber hands the Cheque for \$930 over to Karen Woodfield from CanTeen Manawatu

The FAEWRS Prizegiving Dinner on Saturday 10<sup>th</sup> September was a great night. We had 97 people attend the event and all were well fed thanks to Aaron and his team from Rumour Has It Café, there were also lots of laughs and everyone enjoyed themselves which is what the night is all about. The Taxi Racing boys certainly made the most of the night and were the last to leave, encouraged by a few who were packing up around them, it was great to have you guys there this year. A list of who won what is later in this magazine along with a few pictures of the night.



So as we finish one series we look to the next one, this being the Summer Series which sees two rounds held at Manfeild in December '16 and April '17 and we venture north to Taupo for one round in January '17. I am extremely happy to announce that this coming Summer Series will be known as the MITRE 10 MEGA SUMMER RACE SERIES. Andrew Stewart and his team at MITRE 10 MEGA have kindly come on board as the naming sponsor for this series and it is awesome to have them as the sponsor. Andrew is also building a car and while it won't be ready for the December or January meeting we do hope that he can make the last round of the Summer Series in April.



## HAVE SUMMER SORTED WITH OUR NEW RANGE OF OUTDOOR FURNITURE

- Trailers Available
- Delivery Services
- & Everyday Low Prices

**MITRE 10  
MEGA**

**PALMERSTON NORTH**

250-270 Featherston Street  
P 06 354 4087 F 06 354 4097  
E [trade@megapn.co.nz](mailto:trade@megapn.co.nz)  
Monday-Friday 7am-7pm  
Saturday & Sunday 8am-6pm

Remember if you are a Manawatu Car Club Member you get special discounts at MITRE 10 MEGA. Simply present your MCC Membership Card at the checkout counter and quote our account code "MANCAR" to receive these discounts.

Please support all of our Sponsors as our entry fees would be a lot higher without their support.

Also we have the 70<sup>th</sup> Birthday Party planning well underway. This is going to be a big event and will have something for everyone, so please keep the 24<sup>th</sup> June '17 free so you can join us. We are on the search for as many photos as we can get our hands on that are associated with the last 70 years of the MCC so if you have some photos that you are willing to loan us so we can get them scanned and put into a digital format then please e-mail Jill Hogg - [jjhogg@xtra.co.nz](mailto:jjhogg@xtra.co.nz) with your details and she will be in touch to arrange to get the photos from you. If you don't have email you can call her on 0272-482-336. Registration for the 70<sup>th</sup> Birthday Party will be up on our website soon so keep an eye out for that – [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

I was privileged enough to be at Hampton Downs for business on the 12<sup>th</sup> September, it just so happened to be the same day as the Care Vets TR86 Scholarship was taking place so I got to spend a bit of time talking to both Sean Browne and Taylor Quine throughout the day. Below is a piece from Sean Browne about the scholarship.

## THE CARE VETS SCHOLARSHIP.

A few weeks ago I applied for the Care Vets Racing Scholarship. If you don't already know of it, here is a summary of what it is all about:

Starting out in motor racing is a tricky business. For many drivers, having the skills alone is not always enough to make that first step. In fact, just raising the money to buy a car, let alone run it is a massive task and a huge undertaking.

Each year Care Vets operates two Scholarship cars in the Toyota 86 Championship. This year Care Vets will provide an opportunity for a young and talented driver to join last season's scholarship recipient in a largely funded racing programme. Ryan Yardley (last year's scholarship recipient) will occupy the second car for a second year and mentor the 2016-17 scholarship recipient. All scholarship applicants must be aged between 15 – 25 years. The aim is to ensure that a future champion can be nurtured throughout the course of the year.

After applying online I was one of the twelve finalists to make it into the last stage of the scholarship. I was also invited along to do a test day which saw us do two 15 minute runs round Hampton Downs in a TR86. The day came and I did my first ever laps on a track other than Manfeild and in a rear wheel drive car. It took me the whole day to come to grips and get the basics of car with a driver trainer. It was a hard task as I had to re-teach myself how to drive a car. I had not learnt how to heel toe before and had to learn the hard way that you can't put the power down early in a corner unlike a front wheel drive. I made my mistakes and applied what I had learnt into the final leg of the scholarship.

The final day consisted of a morning run around the Hampton Downs track and fitness tests in between our two timed 15 minute runs. There was also an interview with the owner of Care Vets, the TR86 Race series director and Greg Murphy. Our first run was with a driver instructor to help critique our lines round the track. In the final session we had to take Greg Murphy out for 3 hot laps so he could assess our driving style. It came down to the end of the day and Jack Milligan from the south island was announced the new Care Vets scholarship winner. Everyone there deserved to win as the talent that everyone showed was amazing. I would like to thank everyone who supported me and helped me to get there. I learnt a lot and cannot wait to continue furthering my race craft.

### Sean Browne



With so many Ladies racing with us over the Winter Series we thought we should encourage more to come and have a go, so we are going to be offering up a "Ladies Cup" to win in future Summer and Winter Race Series. The rules are simple, score the most points in total (regardless of what class you run in) out of all of the female competitors running in the Series and you will win the "Ladies Cup". We are also hopeful of getting a sponsor on board to add some prizes to go along with the cup so watch this space for what those prizes may be.

Lastly, may the Kiwi's fly at Bathurst this coming weekend!!!

Richie Arber

# MCC CLUB MEMBER OF THE MONTH...

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

**NAME:** Tiki Mossop

**BORN:** Wellington

**OCCUPATION:** Analyst at the Ministry of Education

**RACE CAR:** Toyota Corolla FX GT

**EVERYDAY DRIVE CAR:** Daihatsu Sirion (stop laughing!)

**DREAM CAR:** 1966 Shelby 427 Cobra



**YOUR BEST MOMENT IN MOTORSPORT?** First across the line at the winter series this year! (I had 'won' races after the winner had penalties added but never been first to cross the line)

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

Changed my mind every time I learnt about a different career!! Still not sure what I want to be when I grow up!

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

Billy Connolly, David Attenborough, Abraham Lincoln

**WHO WOULD YOU PLAY IN A MOVIE?**

I always wanted to be Sandra D from Grease

**THREE WORDS THAT BEST DESCRIBE YOU...**

Competitive, organiser, practical

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

I'd like to be a Shelby Cobra, but I am probably more of a Toyota corolla – not too expensive to buy, reasonably economical and generally reliable

**WHAT IS YOUR SECRET VICE?**

Racing! – well in my everyday circles anyway!

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...**

Depends who you ask! Most people are surprised I race cars! But another is that I speak German fluently

**FAVOURITE QUOTE...**

I can resist everything except temptation (Oscar Wilde)



## FEILDING HIGH SCHOOL MINI BIKE AND SIDECAR RACE TEAM DONATION...

Every year there is motor bike race meeting that is held at Manfeild only for secondary school students from around NZ. Students construct Minibikes and Sidecars in Technology classes as part of their NCEA level 1,2,3. They compete on minibikes with 50cc 2 stroke engines, 70cc 4 stroke Motard racers and 110 cc sidecar machines. Specific construction requirements ensure fair and even racing. Regulations and specifications are very strict and controlled engines keep competition fierce and the safety paramount.

These kids buy a build kit consisting of an engine, wheels, brakes and mini bike plastics off the school, ordered in bulk by an importer. The expectation is the kids learn to bend, cut, weld and engineer their frames and steering componentry from raw material. Most of them have never seen a mig welder in their lives, but from simple beginnings, some construct some works of art, others not so much. A brilliant project that terminates in a race day, competing on your own creation.

With some of the gate takings from the TR Group Transport Expo / Show 7 Shine at Round 4 of the FAEWRS, the MCC has donated \$500 to Roger Emmerson who is the head of Technology at Feilding High School. This money will enable the Dept to repair some worn race leathers and buy much needed spare parts for the race days that will run in a couple of weeks' time. Roger says the school Budget seems to be tighter every year, but the amount of kids building bikes and their enthusiasm for the class grows every year. The donation is very much appreciated, and he couldn't thank the club enough. I have had an involvement with Roger and FAHS for several years as a sponsor/scrutineer and parent helper, and was stoked the MCC could help out this worthy group after a discussion at our MCC committee meeting.

It's a free entry race meeting, some 250 kids are expected this year, some riding more than one bike. The short track is used, with some hay bale chicanes set up to further test the riders ability. An excellent couple of days out, with lots of smiles and laughs, with the odd standing ovation. I wish I had this opportunity as a high school student.

2016 Race Days - October 11th and 12th 9am - 4pm

Greg Browne



MCC President Richie Arber hands over the cheque for \$500 to Roger Emmerson while Greg Browne looks on.



Talented Pupils hard at work on their bikes.

Ooops. The September Newsletter contained wrong information in the GT column, thankfully the matter has been resolved amicably without the need for a court case. Aaron and Bayley Walker are uncle and nephew, not father and son as stated. The bragging rights over who is fastest in the shared car remains with Aaron...

*Ooops again. The Trudy-Ann Crooks Memorial Trophy is awarded to the winner of the second RS Cup race at Round 3 of the FAEWS, but the word "winner" does not mean the official results. The recipient of the trophy is the driver of the first car across the line and take the chequered flag, what happens when breakout penalties are taken into account is irrelevant, so apologies are in order to both Mrs Bron Bell and Mr Oliver Edmond. The spirit of the trophy is to drive to the max in the same way that Trudy-Ann did and to hell with the penalties, at her final meeting she broke out on every lap!! Bron accepted the challenge and gets the silverware, Oliver's consolation prize was maximum points from the race...*

Big is better. Brock Cooley really impressed when he appeared in two FAEWS rounds at the wheel of his Chevy Nova, a car that created great interest running in the new Penrite Saloon Trophy class, it was damn quick too. People have asked who is Brock Cooley and what explains the Wellington driver's speed? Well it's much more than the Nova's engine power output. Brock won last year's New Zealand Touring Car Class 2 Championship and his talent has been recognised at the highest national level by being named one of the 2016 Motorsport New Zealand Elite Academy Awards recipients...

*A numbers game. The evergreen Mangawekian Neil Deighton continues to enjoy his motorsport and this year has some sort of special significance. His venerable Chavenger (Hillman Avenger powered by Valiant Charger six pot) has carried # 77 through its life, numerically Neil has finally caught-up, this year he celebrated his 77th birthday...*

Friday nighter. Bruce Goodwin is another of our true characters who lives in the Rangitikei region and each Friday night makes his weekly pilgrimage to the Ohingaiti Hotel on SH1, on most occasions he's the only local there!! Bruce and the delightful Lady Margaret are both regular racers at Manfeild in a variety of cars with one thing in common, V8 engines. Margaret has a Chev Camaro, Bruce a Corvette and an Mk 3 Ford Zephyr with two more cylinders than standard. Bruce and the 302 Zephyr V8 easily won the Penrite / Classic Saloon Handicap race by a margin of more than nine seconds, he was rewarded with a chocolate fish and sticker in recognition of his achievement and described by Ray Hartley as a "sandbagger"...

*Food, glorious food. It's said that "an army marches on its stomach", so does the Manfeild V-Force. Special thanks must go to Aaron Walker and the Rumour Has It Café team for making and donating the lunches for the workers for each of the four rounds. The troops were well fed and watered, so being a "helper" has its benefits...*

A parental plea? Samantha Stanley contested the final two rounds of the FAEWS driving a blue Honda Civic in the RS class. It's now been revealed that the Civic is her daughter's "learn-to-drive" car, in the old days it was the children who asked if they could use the parent's car, how times have changed!! The outcome was the parents being able to go head-to-head on the track with Gareth's experience giving him the edge, a family outing with a difference...

*Drummer boy. More talent within the MCC has been revealed thanks to some loosening of lips at the September Track and Yak at the MCC's favourite watering hole. Apparently Gareth Stanley has taken up the art of drumming which poses a question, on who is Gareth modelling his style? Is it Ringo Starr or Mick Fleetwood, maybe Nick Mason or the frenzied Animal from the Muppet's band Dr Teeth and The Electric Mayhem? Whatever, Garethmania is on its way...*

German invader. A very welcome addition to the GT class grid was the Porsche 996 GT3 driven by Ian Hayr from Cambridge. Apparently the car was involved in a bad shunt last year and following the rebuild the opportunity

was taken to give the car a shake-down before embarking on a summer programme. The GT3 was quick and Hayr extracted everything from it on a track that varied from damp to wet. He qualified 4th fastest and ended the meeting with two 3rds and a win in the Handicap 6-lapper against his name. It was well worth the trip down SH1 from mooloo country...

*Close finishers. The three Ernie's Engineering GT class races provided an extraordinary sequence of close finishes between the Crawfords of Kerry Halligan and Adam Newell. Halligan won the first two races by margins of 0.690 and 0.197 seconds respectively, incredibly the separation was less in the final Handicap race of the series. Halligan led Newell as the pair entered Pepsi Max on the last lap and had the inside line as they exited, but Newell had different ideas and got better traction wider out, the two cars flashed across the line side-by-side with Newell ahead by just 100th of a second. That's very, very close, it was great stuff to watch, and they were battling for third place...*

Reason revealed. Without detracting in any way from Adam Newell's brilliant victory in that final race, the Halligan Crawford did have a problem on the sprint home. Kerry suspected that the Pontiac had gone onto seven cylinders and his crew chief immediately confirmed the diagnosis via radio communication, the benefit of electronic technology, and the post-race check showed that the business end of the offending spark plug had completely burned away!! Kerry also revealed that on the wet track he peaked at 260 kilometres an hour (160 mph) on the back straight, and also revealed that next year the engine output will be upped from 930 to 1,000 horsepower. Light the touch paper and stand clear...

*Eye catchers. Peter Beauchamp made an impressive debut in the ex-Gary Maddock Toyota Corolla GT, winning the opening SF Cup race but being pinged 10 seconds for jumping the start, so first became 8th. In the reverse gridder the car made a spectacular exit, again Peter looked the man to beat after completing 4 laps but his race ended soon after in an impressive smoke screen. Entering the braking area at end of front straight an oil line union blew apart which deposited considerable lubricant on the bitumen, so for the second successive meeting the brooms of the V-Force sweeper squad were called into action to clean-up. Peter Edmond was the quickest driver in the IB Cup Handicap race but it counted for nought when the Volvo S40 came to a halt short of the pit entry on lap four, apparently the transmission components weren't talking to each other, no communication, no go. Another eye catcher was the embarrassing moment for the driver of the Peugeot 206, not surprisingly there were a few spin-outs with the wet track but the Pug pedaller managed to execute a 360 with the field behind the safety car!! Lightening a car to improve the power-to-weight ratio is an accepted practice, but can you go too far in the pursuit of performance. In its latest upgrade the Arber Taxi Cup Falcon raced with the left hand wiper arm and blade removed, it didn't seem to make a great deal of difference. Wink wink, nudge nudge. Verstappen v Raikkonen, no, Callum Crawley v Dylan Smith in the second Formula First race. On the run to the flag the two young bucks were swapping tyre paint alongside Alex Hawley in the race for fourth place. The trio crossed the line covered by half a second in the order Hawley, Crawley, Smith...*



Kept alert. The weatherman made life very interesting for the 107 drivers with the changing track conditions. At times the black stuff was nearly dry but before Race 11 the event was declared a wet meeting which meant a great deal of tyre changing for those who had an option. Fastest race lap times varied greatly depending on the amount of moisture on the track at the time, in the GT's the difference was 10 seconds, the Formula First differential was 17 seconds. It has to be remembered that it was a Winter Series and the weather gods were kind in the first three rounds...



*Media megastars. The land speed record breaking Project 64 Mini appeared “live” on the Jay Leno Show prior to being shipped home for permanent display at the WOW Museum in Nelson, it doesn’t get much bigger or better than that in the United States. Meanwhile, back here in Noo Zeelan engine building guru Bryan Hartley has appeared “live” on the TV3 programme “Story” (weekdays at seven o’clock) to talk about the successful attempt together with Project 64 media man Mike Wilson. Hartles was very relaxed and confident in front of the camera, maybe those two sons have been giving dad coaching lessons...*

Retro weekend. The Wilson Security Sandown 500 meeting saw teams adopting variations of liveries of yesteryear, naturally some were more standout than others because they were more easily recognised, e.g. Shell Helix and Caltex, while the Volvos went back 28 years to the 1986 Australian Touring Car Championship winning 240T driven by Robbie Francevic. A number of teams also went retro with their clothing, Triple Eight boss Roland Dane going to the extent and expense of importing genuine Harris tweed



jackets from Scotland for his crews!! The whole retro thing looked sensational, the teams bought into the concept and for the next three years the event will be officially known as the Sandown 500 Retro Round. It’s a brilliant way to showcase the sport’s history, but the concept does come at a price. The all-up cost of “skinning” the cars, period garage signage and the driver/team clothing was estimated at AU\$1,000,000...

*How close is 0.002 of a second. That was the margin separating the Holden of Jamie Whincup and Scott McLaughlin’s Volvo at the top of the Practice 4 time sheet for the Sandown 500. Two thousands of a second equated to 12mm or ½ inch in retro speak, that’s close in any language...*

New kiwi combo. Palmy’s Chris Pither has Richie Stanaway as his co-driver for the two Aussie endurance races and the pair finished 17th at Sandown in the SBR Ice Break Falcon, one lap down, after starting from the rear of the grid following a penalty for a low tyre pressure in Stanaway’s preliminary race. Stanaway was granted leave by the Aston Martin WEC team so he could compete and his name could be on the shopping list of some teams after an extraordinary Supercar debut performance. He had very good pace and during his stint showed exceptional car control running on slick tyres in the rain!! It’s called talent...

*Animated couple. How could anyone live in a rural paradise without having an animal or three on their property. A dog and cat are normal house pets, so why not add a few goats, five lambs and a calf named Daisy, there’s even talk of the need for a parrot!! With a moo moo here and a moo moo there, here a moo, there a moo, everywhere a moo moo, that’s the language on their farm, E-I-E-I-O... (Russell, this has to be Richard and Lydia, right?? I believe the naming rights on their new low-line Angus calf are still open ..... how about Sir Loin Steaks ?? Ed)*



Your contributions to Grid Torque can be sent directly to Russell at [russellharris@clear.net.nz](mailto:russellharris@clear.net.nz) or to Trevor at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)



## KEEPIN' ON TRUCKIN'...

Forget food, glorious food and think of trucks, glorious trucks.

Held in conjunction with the final round of the Winter Series the TR Group (Truck & Trailer Rentals) Transport Expo / Show and Shine was huge in the true sense of the word and the public responded in large numbers to see the big rigs. All shapes, all sizes, all immaculately presented, an absolute credit to the owners and/or drivers. Pride was the name of the game.

They ranged from an early Studebaker tow truck to the latest offerings from the biggest names in the industry and if it's about eye-catching you couldn't help but notice see the effort put in by Quality Demolition, one of Wellington's largest and most specialised demolition companies - a seven high stack of trucks, in diminishing sizes of course!!

There were so many trucks not all of them could get onto the track for the parade and the gold coin lunch-time rides supporting Canteen raised a record amount of money. As a bonus Shane Grey did three demonstration laps in his Kenworth race truck before coming unstuck attempting a celebratory doughnut in Toyota corner on the slowdown lap - he ended up on the infield grass and more than a thousand horsepower couldn't help him get back on the track, out went the call for roadside assist!!

The coveted Best in Show Trophy went to Bryan Menefy's magnificent 20 year old fully restored Mack with amazing attention to detail - with 1.6 million kilometres on the clock the Bulldogger had not been idle during its working life.

Congratulations and full marks must be extended to President Richie for bringing it all together. It's a massive organisational and logistical undertaking but the outcome certainly made the effort worthwhile. Add in crew chiefting for Mrs Arber and running his Taxi Cup Falcon meant that The Big R took multi-tasking to a new level.



**Track & Yack - 11<sup>th</sup> October @ 7pm**  
**Rose & Crown Olde English Pub**  
**Terrace End Carpark**

## FEILDING AUTO ELECTRICAL WINTER RACE SERIES REPORT - FATHERS DAY FINAL...

Jeff Braid

Photo Credit: Stew Wood Photography

With Round 4 of the Winter Series falling on Fathers' Day and the return of the TR Group Transport Expo, Sunday was always going to be a big day for dads and kids as the crowds flocked to Manfeild Park. Hundreds took the chance for a truck ride around the full 4.5km Manfeild Circuit during the lunchtime break, with a gold coin donation to CanTeen, the charity we support that helps teenagers live with cancer.

Over 140 local and not so local truckies lined up their scrubbed and polished rigs for the judges, as over 100 club racers warmed their cars up for their final shot at the Feilding Auto Electrical Winter Race Series silverware.



Matt Podjursky leads Bramwell King into Turn 1

Despite the dampness it was a guaranteed recipe for success.

This year Formula First Cup attracted quality rookie Kaleb Ngatoa, whose consistently strong results won him with the top prize. Second placed Callum Crawley, third placed Alex Hawley and fourth placed and Speedsport Scholarship winner Dylan Smith are all members of Dennis Martin's Sabre Motorsport stable. This is a nice reward for their team boss who was out of action for the first half of the season with serious illness issues. Kudos to the

Sabre Team. Bramwell King scored two wins and a 2<sup>nd</sup> in a cameo run in his own car this round. The signs are very good for a positive Formula First Summer Championship.

Dean Curtis, Escort Mk2 was always going to be hard to beat and claimed the first Penrite Saloon Trophy with a win, a 3<sup>rd</sup> and a 5<sup>th</sup> place. The series winning margin was 190 points over Brett Tasker, Datsun 1600 with only 54 points back to Layton Hammond, Escort Mk1 Duratec. Ben Boyden's Fathers' Day present to his dad Geoff was to beat him into 4<sup>th</sup> place by 27 points.

Tiki Mossop's return to racing in the orange FXGT after a few year's break was rewarded with the series win in Classics Cup by only one point over Ray Hartley, MGF who himself was only 7 points ahead of Grant Rivers, Mustang V8. This is the closest result of any Winter Series class ever.

Kerry Halligan, Crawford Pontiac made up for the zero score in Round 2 with two wins and a 4<sup>th</sup> to top the points in GT Cup. Shaun Sheldrake, RX7 Turbo grimly held on to 2<sup>nd</sup> place by only 5 points over Adam Newell who was loving the wet in his Crawford Ford, giving Halligan the hurry-up wherever he could and finally beating him head-to-head in the handicap by only 0.013 sec.

IB Cup numbers were down but the quality of racing was up. Justin Allen



Ian Hayr leading Kerry Halligan and Adam Newell

revelled in the rain in his Pro 7 Plus to win the class over Scott Blain who has taken all season to come to grips with his Focus RS. Geoff 'SOS' Spencer made up for a rubbish Round 3 with solid points and 3<sup>rd</sup> place on the IB Cup podium. Peter Edmond was in with a chance but the Volvo 850's diff cried 'enough!' ending his run for bronze.

Matt Tasker Surely dodged a bullet when he locked up going into turn 1 cutting the engine and setting all the dash lights off. The trip across the gravel trap ended in the lightest kiss of the conveyor belting and no damage! He then proceeded to fire it up, scrambled back onto the track and finished the race! Mazda MX3- 1, tyre wall-0.



A nervous Daniel Hetterscheid checked and double-checked his Celica GT Four hoping there would be no repeat of last year's tyre drama that robbed him of the SF Cup. With dad Simon cheering from the stands he took the series by a comfortable 155 points from Kolin Yannakis in his Volvo 850. Nick Kacouris battled to third place in his unlikely Subaru Omega thanks to a rebuilt gearbox and his wife mechanic. Matt Smith overcame mechanical gremlins and made up for a lousy

2016 season with three wins including an impressive come-from-behind charge in the handicap. If that wasn't enough he raced with the Open Saloons as well for six races in one day!

RS Cup may now stand for 'Racing Sisters Cup' with no less than five women contesting the class; Tammie Boyden, Lydia Arber, Bron Bell, Sam Stanley and Jo Dunn. No silverware this year but watch this space! Rob Visser avoided the dreaded break-out time penalties to win RS Cup at his first attempt. Mike James, HQ Holden managed to seize 2<sup>nd</sup> place by leapfrogging Dave Jenkins' Starlet by just 23 points in the last round. Series rookie Sean Browne must be rueing all the time penalties he earned this winter, missing the bottom podium step by only 10 points.



In the end Bryce Hogg ran away with the MX5 Cup with the most wins, leading Alex Corpe by 104 points when the final chequered flag fell. A spin in Race 2 put paid to Derek Smyth's tilt at glory as Tim Wilde finally made it on to the MX5 Cup podium but by a slim 15 points. Newcomer Dave Goodgame won the handicap in only his second race meeting, despite being hunted down by Tim Wilde and Richard O'Brien, whose lack of windscreen didn't slow him at all.

New for 2016 Taxi Cup went down to the wire between Craig Schofield, Commodore and Kerry Tong, Falcon. Tong was on fire but despite three comfortable wins in the wet it was not enough to budge Schofield from top dog. 25 points was all that separated



them in the end. Paul 'Fingers' Whitcombe had a pretty average day but was able to stay the best of the rest. Richie Arber's experiment with road tyres for wets ended with an understeering/oversteering lump terrorised by pesky MX5s. The Taxi Team showed their thanks the volunteers by loading up the fridge with beers and bourbons. Cheers boys!



Taylor Quine RX7

Another Winter Series is over with all the championships decided. With a total of 194 drivers taking part in the series, averaging 106 per round, this has been the most successful Winter Series yet. Big thanks to all our volunteers and marshals. It is your sport as much as any driver's and without you there is no racing.

Special mention should be made of Sean Browne, Taylor Quine, Brodie McKonkie and Dylan Smith who have been selected to compete for the Care Vets

TR86 Scholarship. The winner gets a sponsored drive in the 2016/2017 Toyota TR86 Championship Race Series. We will keep an eye on developments.



We look forward to a great summer of racing starting with OctoberFAST! at Labour Weekend, our Club Summer Series on December 18th and the NZGP followed by Round 4 of the IRC Summer Series in February.

For more information go to [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) or email Jeff Braid at [manawatucarclub@xtra.co.nz](mailto:manawatucarclub@xtra.co.nz)

#### Results

<http://speedhive.mylaps.com/en/Events/1322751>



Peter Beauchamp, Starlet Honda



Grant Rivers fends off Phil McQuoid



## 2016 FEILDING AUTO ELECTRICAL WINTER SERIES AWARDS...

### FORMULA FIRST - sponsor TR Group Ltd

- |                                     |                                   |
|-------------------------------------|-----------------------------------|
| 1 Kaleb Ngatoa Marton 712 pts       | 2 Callum Crawley Feilding 695 pts |
| 3 Alex Hawley Pukekohe East 595 pts |                                   |

### TAXI CUP - sponsor Rumour Has It Café

- |                                  |                             |
|----------------------------------|-----------------------------|
| 1 Craig Schofield Napier 852 pts | 2 Kerry Tong Napier 827 pts |
| 3 Paul Whitcombe PN 598 pts      |                             |

### MX5 CUP - sponsor Max Tarr Electrical

- |                                    |                               |
|------------------------------------|-------------------------------|
| 1 Bryce Hogg PN 844 pts            | 2 Alex Corpe Feilding 740 pts |
| 3 Tim Wilde Havelock North 599 pts |                               |

### CLASSICS - sponsor NZ Refrigeration Services Ltd / Fujitsu

- |                                 |                                  |
|---------------------------------|----------------------------------|
| 1 Tiki Mossop Wanganui 506 pts  | 2 Ray Hartley Wellington 505 pts |
| 3 Grant Rivers Wanganui 498 pts |                                  |

### TOURING SALOONS - sponsor Penrite Oil

- |                          |                           |
|--------------------------|---------------------------|
| 1 Ben Boyden PN 484 pts  | 2 Geoff Boyden PN 457 pts |
| 3 Warren Dunn PN 324 pts |                           |

### OPEN SALOONS - sponsor Penrite Oil

- |                                 |                                 |
|---------------------------------|---------------------------------|
| 1 Dean Curtis PN 778 pts        | 2 Brett Tasker Wanganui 588 pts |
| 3 Layton Hammond Marton 534 pts |                                 |

### RS CUP - sponsors Danny's Auto Services & BT Advisory Ltd

- |                                 |                                |
|---------------------------------|--------------------------------|
| 1 Rob Visser PN 646 pts         | 2 Mike James Woodville 572 pts |
| 3 Dave Jenkins Feilding 549 pts |                                |

### SF CUP - sponsor Geartech Automotive Ltd

- |  |                                     |
|--|-------------------------------------|
| 1 Daniel Hetterschied Feilding 769 pts | 2 Kolin Yannakis Lower Hutt 634 pts |
| 3 Nick Kacouris Petone 577 pts         |                                     |

### IB CUP - sponsor Coresteel Buildings Manawatu

- |                                 |                          |
|---------------------------------|--------------------------|
| 1 Justin Allen Feilding 680 pts | 2 Scott Blain PN 620 pts |
| 3 Geoff Spencer PN 506 pts      |                          |

### GT CUP - sponsor Ernie's Engineering Ltd

- |                              |                                  |
|------------------------------|----------------------------------|
| 1 Kerry Halligan PN 631 pts  | 2 Shaun Sheldrake L Hutt 528 pts |
| 3 Adam Newell Hawera 523 pts |                                  |

### OVERALL SALOON CAR CHAMPION

Dean Curtis

### CHAMPION OF CHAMPIONS

Craig Schofield

### TRUDY-ANN CROOKS MEMORIAL TROPHY (RS CUP)

Bron Bell

### SPECIAL DRAW

Free entry into a round of the 2017 Summer series (Only trophy winners at the awards function eligible)

Geoff Spencer



Champion of Champions



Formula First



MX5 Cup



Classics Cup



Touring Saloons



Open Saloons



Overall Saloon Car Champ



Taxi Cup



RS Cup



Trudy-Ann Trophy



SF Cup



IB Cup



GT Cup



## WINNING IS THE NAME OF THEIR GAME...

Call it Porschetember, because the # 1 car of the German team scored a double-whammy in the World Endurance Championship with victories at the Autodromo Hermanos Rodriguez in Mexico and the Circuit of the Americas in Austin, Texas.

In Mexico the defending world champions Mark Webber, Timo Bernhard and Brendon Hartley started from 4th position on the grid with the two Audi R18s on the front row. Webber took the lead on lap 34 which was maintained after the handover to Bernhard but there was confusion over when to pit during a full course yellow. The German crossed the white line at the pit entrance but continued on the track before coming in to hand over to Brendon, the incident brought a stop and go penalty which Brendon took on lap 120. It cost him the lead but he regained it 14 laps later before having to pit for a change to rain tyres. After 162 laps Bernhard took over the wheel as the crew switched the car to intermediate tyres, he later pitted again for slicks for the run to the finish. He had an off when the rain returned but quickly regained the track to head rivals Audi and Toyota home with the sister 919 Hybrid in fourth place, the winning margin was 61.45 seconds. Brendon set the fastest lap of the race on the 4.3 kilometre Formula One track that includes a section in the local baseball stadium!!

Brendon - *"What a race. I'm very happy about this race win. The car was feeling mega and the boys did fantastic pit stops".*

Two weeks later, and with brother Nelson in attendance, the performance was repeated north of the border in the Lone Star state. By way of variation the six hour race started at 5pm with the sun expected to set around the half-way mark, in effect it was a Le Mans like challenge for both drivers and crews, albeit much warmer with the temperature above 35 degrees Celsius when the race got under way. The temperature became a key factor in strategy planning, the Audis were better suited to the hot conditions while the Porsches would become stronger as the air cooled, confirmed by the fact that in the race the fastest Audi time of 1.47.02 was set on lap 4 while Porsche's best was 1.48.218 on lap 146.



Toyota, the two cars separated by two and a half seconds at the line with the # 2 Porsche a lap down in 4th place.

Brendon - *"For us the race went very smoothly. It was clear to us that Audi would have an advantage in the high temperatures at the start, but we were hoping the race would come back to us and it did. After dark the competition with Audi was much more even. We got the strategy with the Full Course Yellows absolutely right".*

These two victories made it three in a row for the Webber, Bernhard, Hartley trio but unfortunately they are not in a position to retain their title after the disappointing start to the 2016 WEC series with two DNF's and a disappointing result in the Le Mans 24 Hour that carried double points, but it isn't all bad news for the Weissach based team. Romain Dumas, Neel Jani and Marc Lieb in the # 2 car lead the Driver's Championship by 37.5 points while Porsche hold a 53 point advantage over Audi in the Manufacturers' standings.

Round 7 of the nine race series is the 6 Hours of Fuji in Japan on October 16th, followed by the season ending Shanghai and Bahrain events in November.

RH

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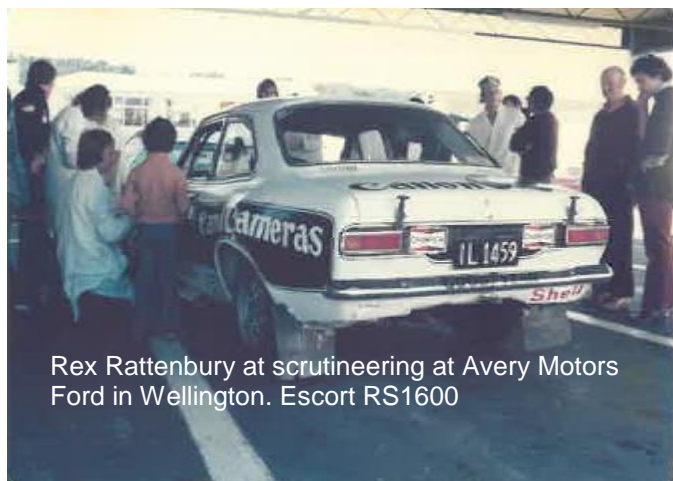
## THE DAY THE BIG BOYS CAME TO TOWN...

Starting in Wellington and finishing in Auckland, the 1977 Radio New Zealand International Motor Rally was big in every respect. Between the two cities the cars would cover 3,823 kilometres that included 2,209 kilometres of special stages. The logistics were staggering with the number of volunteers required bigger than any sporting event held in the country, and to compound matters there were both day and night stages ranging from 2.03 to 102.40 kilometres in length!!



There were 102 entries with 100 making the start - 42 Ford Escorts crossed the ramp, along with 19 Mazdas, 12 Datsuns, 11 Toyotas, 4 Mitsubishi's, 4 Skodas, 3 Fiats and single examples of BMW, Lancia, Vauxhall and Holden. Certainly there was no shortage of variety, but such was the attrition rate that only 34 made it to the finish at the Epsom Showgrounds.

Among the 100 starters were eight Manawatu crews - Brian Green/Robert Orr (Ford Escort RS1800), Alan Mitchell/Mathew Thomas (Ford Escort RS1800), Tim Gibbes/Rod Brayshaw (Ford Escort Mk1 BDA), Ken Adamson/Don Lowe (Toyota Levin), John Chamberlain/Graeme Pickett (Datsun 1600), Campbell Taylor/Bill Lebas (Mazda RX3), Chris Lynch/John Playne (Skoda Rallye S110L) and Christopher Crompton-Smith/Graham Bennett (Mitsubishi Galant GL) - for a variety of reasons all recorded DNFs.



Rex Rattenbury at scrutineering at Avery Motors Ford in Wellington. Escort RS1600

The rally route did include Palmerston North with the Parc Ferme at the end of Division 1 at the Palmerston North Showgrounds (now Central Energy Trust Stadium), the first car arriving at 7am after leaving Masterton at 9.30pm the previous night!! Thousands of people took advantage of seeing the cars during the day long stop and the crowd hadn't diminished when the 79 remaining cars began departing at 7.45pm and headed towards Ashhurst for the Saddle Road, the first special stage of Division 2. For local people it was their first look at a motor rally at this level. They flocked in their hundreds to the Saddle to get good vantage points and they were impressed by what they saw. Rally leader Fulvio Bacchelli clocked

6.00 minutes for the 11.57 kilometres, the sister Fiat 131 of Simo Lampinen was next fastest at 6.54 with Mike Marshall the quickest kiwi on 6.97. The crowds were amazing everywhere with international rally fever reaching epidemic proportions.

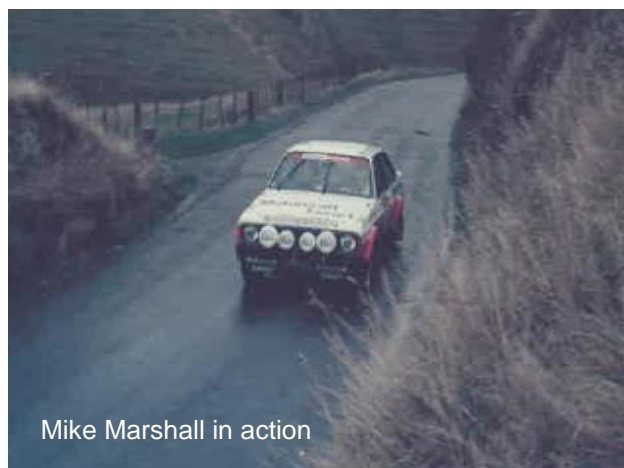
For motorsport enthusiasts it was a memorable day seeing the cars and the stars parked and on the road, but much of the talk at the Palmerston North stopover was a drama that finally ended in Christchurch a week later.

As with all rally events the competitors were under clear instructions to abide by the New Zealand Road Code on all open public roads. Fiat driver Marku Alen lost 10 minutes after stopping with overheating problems in Stage 8 and was anxious to get to servicing where the mechanics could work on the car, on the way a police radar trap clocked him at 132 km/h but the fired-up Italian failed to stop and was eventually apprehended in Masterton following a traffic police chase in which speeds reached 140k's!! The outcome of the incident was a \$100 fine for the speeding offence and exclusion from the rally for failing to stop and bringing the sport into disrepute. Benefitting from his considerable experience as a former Ferrari F1 team manager, Fiat team boss Daniele Audetto lodged an unsuccessful



Mike Marshall's RS1800 at scrutineering

protest, then immediately gave notice the team would take the matter to the MANZ Court of Appeal, however this couldn't be dealt with for several days. So Alen was allowed to continue in the event but his times weren't officially published. Three days later officials bowed to pressure and the # 3 Fiat was reinstated in the results, "in the best interests of the sport". On the final day of the event in Auckland the Court met, the hearing resumed in Christchurch two days later with a successful outcome for Fiat and Alen. In New Zealand National events the Clerk of Course had the power to fine or exclude a competitor, under the FIA International Sporting Code used for this rally he didn't. The Court was in no doubt that Alen had violated the traffic rules, in retrospect a valuable lesson had been learned by the organisers and officials, acted out on a global stage.



The Fiat 131 Abarth of Fulvio Bacchelli won the event with an official time of 1,469.91 minutes (24.50 hours), one and half minutes ahead of Ari Vatanen's Masport Team Ford Escort, the last car home clocked in after a marathon 2,026.70 minutes, that's nearly 10 hours behind the winner but they achieved something that 66 others hadn't, they finished!!

In every respect the Radio New Zealand International Rally was a huge success and took the sport to the masses. An outstanding book covering the event was produced by journalist David Hall and the following quote is the final paragraph.

*"The rally had seen a clash between multi-national commerce and a major national sport. The Italian Fiat Abarths had come and taken out first, third and fourth. And their handlers, who ran a running audit on every factor of the rally that could possibly affect their performers, left no stone unturned, no stage ignored by their chartered spotter plane. In this final drama, they'd really done their homework".*

This was rallying in the major league and a whole new ball game for this country. The Fiat team took on the rally organisers several times because they knew the rules and how to manipulate the loopholes. It must be admitted that the organisers were thrown in the deep end because of the enormity of the event, but they learned lessons that would be of great benefit in the future. Fiat came, they saw and they conquered at a cost of \$400,000. That's a lot of lire, but success in motor sport doesn't come cheaply and Fiat were completely dedicated to winning.

That 1977 event was a game changer for rallying in this country, New Zealand became a player in the major league...

PS Of the local drivers who took part in New Zealand's first WRC event nearly 40 years ago, Brian Green is the only one still competing, he is also returning much to the sport by way of sponsoring the National Rally Championship under the Brian Green Property Group banner.

Story RH      Photos TW





Iconic photos both. Top is Vatanen giving everything he has in the battered Escort IF780 during his thrilling chase of eventual winner Bacchelli ( shown here on Wrights Hill in Wellington ).

*I have a newspaper clipping from the time advertising free buses from The Terrace ( 1000 parking spaces allocated under the motorway ), and free mini buses from Brooklyn and Karori shopping centres, to the Wrights Hill stage ( Stage 1 ). Entry to the stage was \$1.00 per adult and 50c per child, or a maximum of \$3.00 per family, with a programme thrown in, all organised by the Wellington MG Car Club. Some 2000 spectators were expected on the day, and despite the weather there was a huge response with people in all sorts of vantage points. I also recall a pre event forum with many of the top drivers present, held at the Wellington Opera House.*

*Ed*

## PROJECTS AND CLUBROOMS

In the last month Ben and I have been very busy at Manfeild Park.

In the last week an extra toilet has been relocated from the metal area over by the Exit Lane to behind the existing toilet beside the Refueller Bar, to give us separate Male and Female toilets. The extra toilet block is all hooked up and ready to use. Extra timber fencing has been completed around that area, so the next job there is to repaint the exteriors of both of toilet blocks. To add some class, we have fitted pre-made door canopies over both door entries.

When the area was being prepared for the extra toilet, an old caravan had to be removed. When this was removed, it revealed an area that we have fenced off with old long-run iron that we will paint sometime in the future.

In the Café area we have been fixing down the tables that Gala Catering put out, so that they can be left out all the time for everyone to use. The problem Gala were having before this, was the tables would go walk about, so fixing them down will stop that happening and of course, they will always be available now for use.



Over the last month we have built a timber fence and retainer on the return road as you come off the track for two reasons. One to stop visitor cars driving over into this area and also to stop stones from that car-park area going onto the return road and finishing up stuck in competitors cars hot tyres.

We have also built a fence around the septic system that is in the same area, blocking this off to walkers that just happen to walk through this area.

Both new fences have been painted and a “Big Chain” has been fitted, so that all cars will use the return road and not drive off the tar-seal and directly up onto the metal area.

Next up is to paint the Refueller Bar, the toilets, the new fence around the toilets and the exterior of the Café, along with attaching to the Cafes exterior wall some great photos of Manfeild racing scenes.





We have built the first new “Hide” for our volunteers. This is now in place on the wall at the end of Pit Lane. It replaces a set-up that did look a little like a bush bivouac.



Exterior lights are now fitted and working on the up-dated Refueller Bar, plus we have added a couple more power points, so that all our pie warmers will work, all at the same time.

Over at the clubrooms, our Working Bee didn’t have the success that I had expected. Including myself a total of four of us finished off the road front fence, which is now ready for painting.

Due to the lack of helpers, this was all that was achieved and no further work was undertaken on the retainer wall or the archives room. There is a great list of things we should be doing at the clubrooms, but without the support of the members (which now total some 300 people) progress will be very, very slow.



Geoff Boyden - Projects

*Ed’s note – Being totally pragmatic for a moment, we have a very valuable resource to the Club in the Boyden family, and to be frank Geoff deserves far better support than what he has been getting. Surely we have some retired, or semi-retired, members with skills that could be useful?? Surely even those of us that work can spare a few hours here and there?? Most people are competent enough with a paintbrush, or can use a hammer and nails. All it takes is a little bit of YOUR time. Are you willing to put back just a little of what you have taken out of the sport??*



You may have recently read our announcement of Manfeild's involvement in a regional push to get every teenager a driving licence before they leave secondary school.

Driven by Manawatu District mayor Margaret Kouvelis, in her capacity as co-deputy chairwoman of the Mayor's Task Force for Jobs (MTFJ), and involving newly-formed regional first employment facilitator Talent Central, the Steering Aotearoa initiative synchs with our ambition to redevelop the back circuit into the country's best driver training ground.

The initial focus will be on secondary schools in the Manawatu but the ideal is to reach across the entire Horizons Regional Council catchment - Manawatu, Horowhenua, Rangitikei, Wanganui, Tararua and Ruapehu – and also South Taranaki. This enterprise highlights our status as a regional facility and is about helping students gain jobs and giving them the skills to survive on the road.

Mayor Margaret and the task force have identified that school leavers stand a much better chance of gaining a place in the workforce if they hold a driving licence. Not having one is seen as a major barrier and it has become a common issue particularly in rural areas, and as a result the MTFJ has identified Steering Aotearoa as its priority over the next 12 months.

MTFJ have recognised that:

- It is critical that something on a national scale for secondary school students be established to enable young people to gain a driving license; and
- This is a great opportunity to trial a regional model given the Manfeild facility and Talent Central's pathways to employment involving Feilding High and the other secondary schools in Palmerston North and Rangitikei.

Talent Central's pathways to employment programme was launched here during CD Field Days as part of Agri Investment Week. Talent Central is about the region's new framework for fostering collaboration between our education and business communities, making sure the talent we shape fits the needs of our region.

The region cannot do that if a young person does not have a driving licence – it is an essential part of their passport to a job. The current process is seriously disadvantaging those who are already struggling economically and living in rural New Zealand. The present licence system includes NCEA credits for NC levels 1 and 2, and therefore counts toward NCEA achievement.

The Manfeild initiative aims for students to emerge from a course with at least a learner or restricted licence, associated NCEA credits and a defensive driving certificate (or similar). Potentials for other auto-associated NCEA credit programmes are not out of the picture. It is envisaged the programme might in time reach a standard where more specialist vehicle operation qualifications – examples being fork lift and heavy transport certifications – can be achieved.

Manfeild is looking at collaborating with a national automotive organisation and has over the past three months canvassed opinion from regional schools, local authorities, the Police and potential private sector supporters.

Manfeild is proud to play a part in this great initiative, it reasserts our community involvement and is an impressive initiative that has far-reaching and wholly positive outcomes for youth.

Earlier this year I wrote about the repercussions of amendments to national health and safety legislation for our facility, Manfeild Park – not simply the circuit but the entire 85 hectare environ – and also highlighted some examples of issues that caused concern.

One was cyclists coming onto the circuit when it was closed and another being a person on a mobility scooter coming out on the dummy grid, during a test day.

These worrying incursions proved the value of the on-site video surveillance we had recently implemented but, just to be safe, we added extra signage explaining our restrictions and new requirements and warning of the dangers.

Incredibly, even this hasn't been enough. The other day our staff were stunned to discover two men had simply taken it upon themselves to enjoy a late afternoon stroll around the circuit.

To get out there, they had to have walked past two sets of warning signs, including one that insists that all circuit visitors report to the office before going near the track.

It would have been impossible for them not to have seen that access to the circuit is prohibited without prior agreement and, yet, there they were.

What caused particular concern is that we gained impression this was not their first time. I just cannot stress enough that it is vital that visitors, and users, to the Park pay heed to our rules of use. These simply have to be recognized and adhered to, they are in place for your protection as well as my team.

We don't want to be seen as killjoys, but the fact is that, had there been a vehicle running at speed out on the circuit – as there had been earlier that day – they would have been in great danger.

When it comes to the circuit, we also occasionally have visitors who think they can enter to watch track activity whenever they like.

Unfortunately, it's not quite that easy: Latest health and safety legislation expressly specifies that our venue is a workplace – hence why visitors need to sign in – but also sometimes we have track users who prefer their activities are not in public view. In that case the circuit will be closed with no public access.

Even if the event is one to which spectators are welcome – our Friday practice days for instance – we do want people to understand that they will be restricted to the public seating areas. Recently we had to stop a session to move off a couple of guys who, having jumped a fence, thought it was cool to watch activity from a tyre barrier in front of the Manawatu Car Club rooms. Sorry fellas; that's NOT a good place to be.

Don't forget, also, about our Drive-In Movie nights, on October 28, 29 and 31. The films for those nights are, respectively, Goodbye Pork Pie, Dirty Dancing and The Rocky Horror Picture Show. These will be fun nights and we are delighted by the interest so far. Tickets are still available from the Firefly Cinemas website, [www.firefly.nz](http://www.firefly.nz)

Julie Keane  
CEO

## **GRID TORQUE LATE NEWS**

Thanks and goodbye. The Wilson Security Sandown 500 saw HRT (Holden Racing Team) return to the winner's circle after a long drought thanks to flawless drives by Garth Tander and enduro partner Warren Luff, the celebrations would have gone on well into the night. Tander is the HRT's longest serving driver with an impressive record - 50 race wins, three Bathurst 1000 victories, 2007 V8 Supercar Champion. The Sandown victory was one of his best, but a few days later came the news that his services wouldn't be required in 2017 with Scott Pye taking his seat!! Rooster one day, feather duster the next...



# REMEMBER - SUBS ARE DUE NOW

IT'S THAT TIME OF YEAR AGAIN, YOUR CLUB MEMBERSHIP RUNS OUT ON SEPTEMBER 30<sup>th</sup>.

RENEW BEFORE THE 30<sup>th</sup> NOVEMBER '16 AND BE IN THE DRAW FOR A DRIFT SCHOOL VOUCHER. ONE LUCKY WINNER TO BE DRAWN AT THE END OF NOVEMBER '16



# RENEW NOW

## CONFESSIONS...

More photos from the past ... this time from the December 1975 Manfeild POSB F5000 round. Check out the fashions and the hair!!

Clockwise from right  
Max Stewarts Lola T400 with Max and Bruce  
Allison standing behind  
Bruce Allison's Lola T332  
Allison's T332 again, on the grid  
Robbie Booth's Katipo  
Frank Radisich's March



The Katipo was an interesting car which started life as a Match SR4 sports car chassis and was built into a F5000 with Mark Petch involved (thus the offset driving position). Apparently it later had a Gemco sports car body fitted before being turned back into a single seater for Booth to race. Shown here in "Michigan Special" trim in deference to the primary sponsor Michigan Motors. For the life of me I cannot recall if it was Chev or Ford powered



Likewise, the Radisich March, run by World Touring Car champion Paul's father Frank, was better on paper than in reality. The 722 Formula 2 chassis with a light and powerful 13B rotary installed SHOULD, in theory, have been able to foot it with the V8's, however the car made all the right noises, but just wasn't fast enough in reality. The car was later converted to run in the Formula Atlantic class, without the rotary engine.





From top to bottom

Graham Lawrence Lola T332

Allison – slicks or not??

On the grid – Lawrence, Allison and Smith, all in Lola T332's

Max Stewart contemplates the race to come

Ken Smith – eventual race winner

This was the heyday of the F5000 cars, though it has to be said that the current grids are probably better prepared, more reliable and faster, thanks to the application of current day technology. The crowds loved the cars however (they still do) and the stands were always packed whenever and where-ever they raced. The International drivers were a drawcard too



I've been puzzling over the original of the photo to the left, trying to identify the people. On the top step of the podium is Ken Smith (with his trademark moustache and Stetson hat) and alongside him is his Mum. To the left is Mr Manfeild Rob Lester (with sunnies) doing the presentations. The couple to the left look very familiar, however I cannot place them – can one of our older members help??

Informal though, as it was back then.



# 70<sup>th</sup> ANNIVERSARY OF THE MANAWATU CAR CLUB

## SATURDAY 24<sup>TH</sup> 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

UPDATES ON FACEBOOK AND THE MCC WEB PAGE

### TARGA TIME...

Targa-type events are extremely popular in many countries. Some regard them as “hoon” events but they attract large competitor numbers and give the public the chance to see a wide variety of cars driven with enthusiasm, and that’s without mentioning the great atmosphere and the goodwill generated by involving local groups or schools along the route - you haven’t lived until you’ve done a Targa!!

2016 is a special year, it celebrates the 50th Targa New Zealand that begins with a test day at Taupo’s Bruce McLaren Motorsport Park on Wednesday 12th October and finishes in Havelock North on Sunday 16th, and includes a visit to our region.

Leg One on Thursday 13th starts in Taupo and finishes in Ohakune with 8 special stages (166.9 kms). Leg Two has 6 special stages (143.5 kms) and takes the cars from Ohakune to Palmerston North with the lunch break at Marton, the first car is scheduled to arrive in The Square at 4.35pm for an overnight parc fermé.

Leg 3 sees the cars leaving Palmerston North from 8.40am and crews have 6 special stages (185.2 kms) en-route to Havelock North. SS15 is Pohangina, the longest stage of the event at 42.7 kilometres and there are service stops at Kimbolton, Mangaweka and Taihape before the cars head to Hawkes Bay.

The final day has 5 special stages (145.14 kms) in the rural area behind Hastings and Napier before cars return to Havelock North with the first car due to finish at 4.05pm.

The route maps and full event and competitor details are in the October issue of New Zealand Classic Car magazine.



The Manawatu Car Club will be represented by two crews. Brian Green and Fluer Pederson compete in the Allcomers 4WD class in their Mitsubishi Evo X RS while the event will be a little more leisurely for Bruce and Margaret Goodwin who have entered the Two-Day Regional Competition in their 1989 Chevrolet Corvette.

RH

# WE WANT YOU



## TO EXPERIENCE RACING FROM THE INSIDE



### OCTOBERFAST

SATURDAY AND SUNDAY OCTOBER 23<sup>rd</sup> / 24<sup>th</sup>

### MULTI EVENT WEEKEND

SATURDAY AND SUNDAY NOVEMBER 5<sup>th</sup> / 6<sup>th</sup>

Entry details on [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) or follow us on Facebook

## MCC's WORLD BEATERS...

Is there another car club in the world that can boast having a FIA world champion and a land speed record holder on their membership list?? If that claim is challenged you can add the words - "who are brothers".

The Hartleys are unique in motorsport and their achievements are remarkable, they continually set themselves new challenges in the search for improvement and perfection. We should be very proud that the family have been long-time members of the Manawatu Car Club and acknowledge the huge contribution they have made to its profile through their respective accomplishments.

One of their greatest achievements is also their most unique, it's a story that should be told, a story of kiwi ingenuity exploring uncharted territory and overcoming the odds.

Project 64 was unveiled 5 years ago with the objective of breaking the existing Bonneville land speed record for cars with an engine capacity between 750 and 1000cc capacity, the vehicle of choice was a 1964 Mini Cooper S, hence the use of "64" in the name. While the ambitious project was Nelson based, the design and re-building of the short-stroke 970cc engine were made at Hartley Motorsport HQ in downtown Palmerston North.



The BMC A-Series unit was developed to a level that many believed impossible. Fitted with a modified 16-valve BMW motorcycle cylinder head, intercooled turbocharged induction and tuned the perfection on the in-house dyno the engine delivered an amazing 286 bhp (215 kW) on pump fuel and 328 bhp (245 kW) on methanol, the original 970 S motor produced a 64 bhp (48 kW) which gave the car a maximum speed of 92 mph (149 km/h).

In 2012 the team arrived at the famous Salt Flats in Utah with two key records their target - the Bonneville Speedweek I/BGCC class that stood at 131 mph (211 km/h) and the Unofficial World Fastest Classic Mini of 121 mph (195 km/h). The mission was a huge success with the car recording a two-way average speed of 146.595 mph (235.922 km/h) to easily set new marks, and later clocked an official 156.045 mph (251.130 km/h) before technical issues and the time factor prevented the required second run.

### AN OLDIE BUT A GOODY - The BMC A-Series engine ..

Originally manufactured by the Austin Motor Company, the OHV (Over Head Valve) A-Series engine was produced for 49 years and is regarded as one of the iconic small capacity engines in motoring history.

During its life the engine's capacity increased from 803 cc to 1275 cc with thirteen different configurations and powered more than one hundred model variations under the banners of the Austin Motor Company, British Motor Corporation, Rover Group and the MG Rover Group - the badges included Austin, Morris, Austin-Healey, MG, Riley, Wolseley, Leyland, Vanden Plas, Rover, and Innocenti.

The engine was launched in 1951 with the Austin A30 and the Morris Minor and production ended in 2000 with the special 1275 cc twin-port injection version developed for the Rover Mini MPI. Outputs began at 28 bhp (21 kW) and ranged through to 78 bhp (58 kW) in showroom form, but there were interesting variants.

During the early 1980's a turbocharged version of the 1275 cc engine was developed in association with Lotus Engineering to make the MG Metro more competitive in the hot hatchback market. This engine produced 94 bhp (70 kW), while the tuned engines in the MG Metro Turbos than ran in the '83 and '84 British Touring Car Championships developed more than 200 horsepower.

In the mid-sixties, a 950 cc A-Series diesel was developed from the motor that powered the Austin A35 and A40 Farina, Morris Minor 1000, Austin-Healey Sprite and MG Midget. Developing a modest 16 bhp (12 kW) this engine was initially used in light vans used by the postal service before it was fitted to BMC's new lightweight Mini Tractor (a petrol version of this modified engine was available as an option) and there was also a marine variant.



Realising the potential to go significantly faster, the small kiwi team immediately planned to return in 2014 but the trip was cancelled because of logistical problems and the costs involved, the following year the car was shipped to America but the deterioration of the Salt Flat surface meant cancellation of the event and the team personnel remained at home to plan for a 2016 attempt. New targets were set and the decision made to run on both gas (petrol) and alcohol (methanol) which would necessitate engine modifications in less than ideal conditions in an extremely tight time frame.

Following the successful 2012 campaign the Hartleys extracted even more power from the engine, 360 horsepower, and in August 2016 the World's Fastest Mini went even faster to set a new record of 157.213 miles an hour, and later did an extraordinary run at 166.046 mph (267 km/h) into an 8 mph head wind - achieved in a car that was more than 50 years old!!

The following transcript is from an interview with Bryan Hartley to help understand a little more about the Bonneville experience.



#### **WHY ATTEMPT TO BREAK YOUR OWN RECORD?**

*There was unfinished business from when we were there last time. The car could potentially go a lot faster, so the goal was to go back and go faster.*

#### **FOR THIS YEAR'S ATTEMPT HOW TIGHT WAS YOUR PERSONAL TIME SCHEDULE?**

*It was made easier because all the other crew had got there before myself and Nelson, so we arrived in time for the scrutineering and everything. Then it was the business of doing the job.*

#### **THE CAR HAD BEEN STORED IN AMERICA FOR MORE THAN A YEAR, WHAT PREPARATION WAS REQUIRED?**

*We went over with two brand new engines that I'd rebuilt and we had developed a bit more, it was around 360 horsepower so it was little hand grenade in there that we had to keep going*

#### **WITH THAT EXTRA POWER HOW CONFIDENT WERE YOU ABOUT REACHING YOUR TARGETS?**

*We were pretty confident because we knew what the car could do from before, if we had a little more power and little more tuning it was always going to go faster.*

#### **GENERALLY WE KNOW LITTLE ABOUT THE FAMOUS SALT FLATS, IS THE SURFACE SPECIALLY PREPARED OR LEFT IN ITS NATURAL STATE?**

*They brush over it and smooth it off, it's like a piece of railway iron they drag down the run areas to smooth them off but other than that it's pretty natural.*

#### **THERE ARE HUNDREDS OF COMPETITORS THERE WHICH MEANS A HUGE AMOUNT OF DOCUMENTATION FOR THE OFFICIALS. THERE WERE SOME PROBLEMS FOR THE TEAM THAT COST VALUABLE TIME?**

*The paper work is huge so everything has got to be dead right. After one of our record attempts that we qualified with we didn't have our paper work in order so they disallowed that and we had to go and do it again. So that meant another run that the poor little Mini had to do which we didn't expect.*

**FOR YOU AND THE CREW, AFTER THE CAR BEGINS ITS RUN DO YOU FOLLOW ITS PROGRESS?**

*Yes we do. We follow it, or we try to follow it, on a side road alongside the strip and also there's a radio commentary going and CB's all the time, so we know when he's gone through and what time he's done so we have a pretty good idea of what's going on.*

**THE CAR MADE RECORD ATTEMPTS IN TWO CLASSES ON DIFFERENT FUELS, PUMP PETROL AND METHANOL. WHAT IS INVOLVED IN MAKING THE FUEL SWITCH?**

*I'd already pre-tuned it in New Zealand and put new injectors in and had a different computer programme which I loaded and away we went.*

**166 MILES AN HOUR WAS A GREAT RESULT FOR HARTLEY ENGINES AND THE WHOLE PROJECT 64 TEAM?**

*Absolutely. We were astounded how fast the thing could go, it was just a shame that we had a couple of little hiccups along the way because it cost us a bit of time and it made the car do a couple of extra runs that we didn't really want it to do and in the end that cost us our 170 mile an hour record run that we wanted.*

**YOU OBVIOUSLY BELIEVED THAT 170 MILES AN HOUR WAS POSSIBLE?**

*It was viable to go even faster.*

**HOW DID PEOPLE REACT TO THE CAR AT BONNEVILLE?**

*All the Americans over there they are just blown away by it because it's a standard Mini and how fast a little standard Mini can go. It was a very big talking point.*

**WHAT'S THE FUTURE FOR THE PROJECT 64 MINI?**

*I believe that it's destined for the Wearable Arts Collection in Nelson where it will be on display for everyone to see.*

**OVER A LONG PERIOD YOU'VE HAD GREAT SUCCESS BUILDING ENGINES OF VARYING CONFIGURATIONS FOR MANY FORMS OF MOTORSPORT. WAS PROJECT 64 A DIFFICULT CHALLENGE FOR HARTLEY ENGINES?**

It was definitely one of the most unusual undertakings we've ever done. It came with a whole lot of new challenges and problems that had to be overcome to make it work and it was very interesting. We had to shoehorn everything in so there was definitely a lot of challenges there and there's not a lot of space left under the bonnet, it's completely full of turbo, exhaust system, intake manifold, intercooler and piping, it was a big undertaking. The biggest challenges were at Bonneville itself with the temperature, the height we were at, and the time that the engine had to run at 9 to 10 thousand revs in one continuous run. It probably made more power than we imagined, but it was definitely hard work to keep it going.

**SO WHAT'S THE NEXT PROJECT FOR THE RECORD BREAKING TEAM?**

We have no idea. There's a bit of talk going on that there's more things that we could do there, so we'll have to sit down and have a meeting to see where to from here, everybody is enthusiastic about carrying on and doing something else...

The November newsletter will include a transcript of an interview with record-breaking driver Nelson Hartley. Forget "Goodbye Pork Pie", the Project 64 Mini was the real deal and a tribute to the kiwi can-do attitude...

RH



Scenes from the Salt







**KSports Sedans has been created by competitors asking us to create a class to fill a grid left by GTRNZ from the IRC race meetings this coming season as they venture forth to compete in the Premier Series.**

This class has not been created to compete with existing IRC classes it is simply to offer competitors the opportunity to join a class where their vehicle may not fit in with the others in the IRC.

There are 2 rules:

1. Be production based and must have a factory steel A Pillar.
2. You must have some fun

#### **Rounds 2016 - 2017**

R1	22 – 23 October (Labour Weekend)	Manfeild - IRC
R2	19 – 20 November	Taupo IRC
R3	21 – 22 January	Taupo
R4	18 – 19 February	Manfeild – IRC
R5	15 – 16 April (Easter)	Taupo - IRC

Optional Round with SS2000  
(Non-points round)  
\$358.75 Entry Fee (incl H & S Levy)

3 – 4 December – Hampton Downs

#### **Class Groups**

G1	Under – 1600cc
G2	1601 – 2200cc
G3	2201 – 3500cc
G4	3501 – over

There will not be a minimum grid requirement.

Entry fee will be \$330.00 per round, no class membership required.

A trophy and prizes for each class group will be presented at the end of the season.

**Contact** - Chris Coleman for information (07) 847-9784 or 0274-989-880 or Mel 0274-336-517

**Facebook:** <https://www.facebook.com/ksportssedans/> **Website:** [www.ksportssedans.com/](http://www.ksportssedans.com/)

#### **WINNERS – 2015-2016**



Anton Bryant 1<sup>st</sup> Overall



Peter Edmonds 2<sup>nd</sup> Overall



Robert Wallace 3<sup>rd</sup> Overall



# Events Calendar

## **OCTOBER 2016**

Friday 7 <sup>th</sup>	Manfeild Park Public Test Day, competition cars and bikes
Sunday 9 <sup>th</sup>	Playday on the Track
Sunday 16 <sup>th</sup>	Trackday Xperience
Friday 21 <sup>st</sup>	Manfeild Park Public Test Day, competition cars and bikes
Friday 21 <sup>st</sup>	NZ Drift School (Back Track)
Saturday 22 <sup>nd</sup>	OctoberFAST Meeting – Manawatu Car Club
Sunday 23 <sup>rd</sup>	OctoberFAST Meeting – Manawatu Car Club
Friday 28 <sup>th</sup>	Moto TT
Saturday 29 <sup>th</sup>	NZ Classic Motorcycles
Sunday 30 <sup>th</sup>	NZ Classic Motorcycles

## **NOVEMBER 2016**

Friday 4 <sup>th</sup>	Manfeild Park Public Test Day, competition cars and bikes
Saturday 5 <sup>th</sup>	Multi Event Weekend plus Manawatu Toolshed Track Day Series Round 4. Circuit Sprint and Night Trial
Sunday 6 <sup>th</sup>	Multi Event Weekend. Motorkhana and Sealed Autocross followed by prize giving
Thursday 10 <sup>th</sup>	Ultimate Trackdays
Friday 11 <sup>th</sup>	MG Sound Classic Race Meeting Practice day – entrants only
Saturday 12 <sup>th</sup>	MG Sound Classic Race Meeting
Sunday 13 <sup>th</sup>	MG Sound Classic Race Meeting
Friday 18 <sup>th</sup>	Manfeild Park Public Test Day, competition cars and bikes
Saturday 19 <sup>th</sup>	Playday on the Track
Sunday 20 <sup>th</sup>	Victoria Motorcycle Club Track Day
Sunday 27 <sup>th</sup>	Surgery Sprints Round 5

## **DECEMBER 2016**

Saturday 3 <sup>rd</sup>	Manawatu Toolshed Track Day Series Round 5 Final and Prize Giving – Manawatu Car Club
Friday 9 <sup>th</sup>	Manfeild Park Public Test Day, competition cars and bikes
Saturday 10 <sup>th</sup>	Suzuki Series Test Day – Entrants only
Sunday 11 <sup>th</sup>	Suzuki Series
Sunday 11 <sup>th</sup>	NZ Drift School (Back Track)
Friday 16 <sup>th</sup>	Manfeild Park Public Test Day, competition cars and bikes
Saturday 17 <sup>th</sup>	Manfeild Circuit Tarmac Club Rally – Manawatu Car Club
Saturday 17 <sup>th</sup>	Manawatu Car Club Rally Prize Giving (Xmas Party at the Clubrooms TBC) – Manawatu Car Club
Sunday 18 <sup>th</sup>	Manawatu Car Club Summer Race Series - Round 1

## **JANUARY 2017**

Sunday 22 <sup>nd</sup>	Manawatu Car Club Summer Race Series - Round 2 Taupo (Wellington Anniversary Weekend)
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