

# Manawatu Car Club Inc

## MAGAZINE

### JUNE 2017



## Something for Everyone

## EDITORSPEAK...

Déjà vu. Why do I get the feeling we have been here several times before? Having already taken a swipe at the role fixed speed cameras play (or more correctly in my opinion, don't play) in reducing our road toll, the latest press release concerning the ongoing programme to install a further 48 cameras raised my hackles again. I will reiterate my position – I will take these cameras seriously, rather than viewing them as a thinly disguised revenue stream for the Government, when they change from being covert to openly marked and signposted. Until then I fail to see how a fine in the mail weeks later has any effect on the behavior of those motorists at the time they are negotiating the so called black spots where the cameras are being installed.

My beef this time is with the statement attributed to National Manager of Road Policing Superintendent Steve Greally in the online article. He states "evidence suggested fixed cameras reduced fatal and serious injury crashes by 20% within 1 km of the camera". I would give my left testicle to see that evidence, because I suspect this is just made up spin used as justification.

While I am aware that keeping within the speed limit would render all these cameras useless, it galls me that I can potentially be pinged at 4 kph over the speed limit in a fully roadworthy vehicle, as a competent and sober driver abiding by every other road rule, while Richard Cranium in his unwarranted, unregistered death trap, driving drugged, without a seatbelt on and all while texting his mates on his phone is considered safe so long as he is with-in the speed limit. It's just plain wrong. All I can hope is that the extra revenue is put into more dedicated Highway Patrol cars with officers who have no "quota" to fill, and a genuine education programme to teach our drivers better habits. Perhaps the NZTA should look more to the current American model of road policing than slavishly following the draconian Victorian ( Australian, not Dickensian ) regime, which, as an aside, is not achieving its aims either. Its interesting to note that this in itself was a copy of the English programme from 25 years ago, and many counties have since ripped out all their fixed cameras, with no detrimental effect on the road toll, in fact the reverse has been noted in many cases !!

The good thing about belonging to the Club is that at least you can, if you choose, get your share of thrilling driving in a safe and controlled environment, AND gain plenty of helpful advice and tips from your fellow competitors.

I find it interesting to observe how other clubs (both motorsport and not) communicate with their members and the wider community. Some do it particularly well, others far less so, and I think this is reflected in the organisations engagement with both groups. I'd like to think that as a Club we communicate pretty effectively, with the magazine providing a bit of a meaty, once a month read, the website providing the data base and engagement portal for the competitive events, and Facebook providing the day to day reminders, interesting snippets, updates and teasers. I know this relies on technology that some older members find a little challenging at times, however we must also move with the times if we are to capture ( and more importantly, retain ) the current generation. The internet has certainly changed our lives!!

My question to you, as Club members and supporters, is, are there any improvements you think we can make?? What would you like to see us do better or differently?? How is the current balance?? Are there any particular topics you would like to see tackled in the magazine??

Remember, one person's perception can be quite different from the next, so as usual, any feedback would be welcomed. Email me on the address below.

Now a blatant plug for a new magazine that some of you may have already seen. Following on from his excellent website, Jason Byrne has produced a great magazine, A Little Bit Sideways, to cater for the rally and clubsport community. Follow the link to subscribe to this quarterly publication. The current issue has a write up on the Engine Room Sprint Series. <http://alittlebitsideways.co.nz/product-category/subscriptions/>

That's it for me this month

Keep the rubber side down.

Trevor

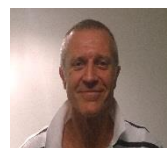
Email Trevor at [littlebarton@actrix.gen.nz](mailto:littlebarton@actrix.gen.nz)

## MCC COMMITTEE MEMBERS



**President:** Richie Arber - 027 2900 668

**Secretary:** Jeff Braid - 027 477 3337



**Vice President:** Tim Wilde - 0274 729 664

### Your Committee:



Jeff Braid



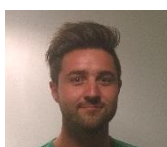
Noel Beale



Jill Hogg



Graeme Bretherton



Jaron Olivecrona



Greg Brown



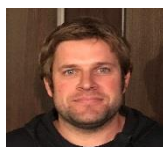
Gareth Stanley



Aaron Walker



Kerry Halligan



Simon Barry

**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, Jill Hogg, Russell Harris

**Editor:** Trevor Weir

### Special Track & Yak

**Time:** 7pm to 11pm

**Date:** Tuesday 13<sup>th</sup> June 2017.

**Place:** Start at the **Rose and Crown Olde English Pub**, then on to see a very special

movie – see the invite later on in this magazine!

### 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, where did May go...!!! I can't believe it is just a few days until the first round of the Feilding Auto Electrical Winter Race Series. We have been busy finalising all of the little things that need to be finalised heading into the first round, throw in a couple of weekends away at the IRC and MSNZ AGM's and the month disappears quite quickly indeed.

Firstly a quick comment on the first round of the Winter Series. Each year around this time I always get a couple of phone calls mentioning the breakout times and that maybe they should be moved. We adjusted them a couple of years ago when the track was resurfaced but we won't be adjusting them again unless something happens with the track that will mean lap times get quicker. During nearly all of those conversations had around lap times ultimately they lead to the word "sandbagging" being mentioned. Simply put if you want to "sandbag" as it is widely known, then we cannot really stop you, what you have to think is am I really giving it my all and is this racing, and finally am I endangering others by lifting off down the straight to make sure I come in under a certain time? It is a given that if you decide to move up a class you will go faster anyway, it just happens as you are around faster cars so you tend to try a little harder without really knowing it. So don't be afraid of coming last, or what your mates might say, step up and make it fair for those that are out there giving it there absolute all. Enough said...

Jeff Braid and I attended the IRC AGM in Taupo on the 21<sup>st</sup> May. It was an interesting meeting and underlined that there is still a place for the IRC in our sport. Dates were put forth by all of the Race Organisers and several clubs that were there confirmed which meetings they would be attending. Some clubs still have to have their own AGM's so they took the dates that are available away with them to discuss at these AGM's and they will come back to us in the next couple of weeks to confirm dates. At this early stage it looks like we will have a full grid which is great to see.

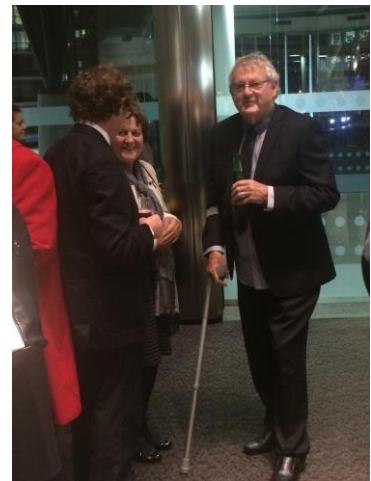
The very next weekend and Jeff and I attended the Motorsport NZ AGM / Conference. This again was a great couple of days, both very productive for the sport as a whole and for our club. We put forward a remit which saw us ask that the restriction to "no more than seventy (70)" be deleted from the definition of a Clubmans Event, which passed after some great debate. If you don't know why we asked for this, well in the past if you had more than 70 cars enter a Clubmans Race Meeting it then became a National Race Meeting which has never been an issue, but with the change in the apparel laws coming into effect on the 1<sup>st</sup> April 2018 it would have meant that these meetings would have seen all of the competitors entered having to upgrade their apparel to the new National Meeting Safety Standard, at a cost to every competitor. We thought that this was just not right as we believe there is a better way to define what a Clubmans Meeting is and what is a National Race Meeting. Jeff did a great job preparing the remit and putting his point across at the AGM, needless to say we had a quiet drink afterwards to celebrate.

At the Saturday Night awards dinner a couple of our MCC members received special awards. Graham "Buck" Buchanan received the "Distinguished Service Award" for services to the MCC and to Motorsport.





It was a privilege to be there to see this and is an award very well deserved. For those of you who don't know, Buck has just had a hip replacement hence he turned up with a crutch. Many people said that it was just to balance himself when he had a drink in the opposing hand... which was most of the night...



Other club members to get a special award were our very own Nelson and Bryan Hartley for their involvement with "Project 64" Team which saw Nelson drive the 1964 Mini Cooper to a world record speed of 166mph / 267kph on the Bonneville Salt Flats back in August 2016. I only wish they would have put the in car camera footage up on the big screen so everyone could have seen how hard it was to drive that car at that speed!



There were lots of other MCC Members there on the night also, all looking very dapper indeed, case in point - when have you ever seen Malcom looking so sharp! If you get dragged up to the Control Tower over the coming weekend just remember to tell him how great he looked and you might get treated a little nicer. Helen looked wonderful also, so being our CRO from time to time might mean she is the one that escorts you upstairs, so it is worth a mention that she also looked fabulous...



Craig Finlayson was also reappointed to the Race Advisory Commission where he will again Chair the commission for another year. Craig received the most votes on the day, something that you should definitely be proud of Craig.

A picture came across my computer the other day, it was of our very own Geoff Spence, owner of Coresteel Buildings here in P.Nth and the sponsor of the IB Cup for many years now.



They say a picture paints a thousand words... I am just not sure what words they are painting here Geoff...

Role playing night at the Spence household was it???

If you have not already contacted me to reserve yourself a ticket for the upcoming 70<sup>th</sup> Birthday Rev-up Dinner on the 1<sup>st</sup> July please do so as we are seriously close to running out of tickets. If you want to know how to reserve your seat please see the advert on the next page.

I look forward to seeing you all at the first round of the Feilding Auto Electrical Winter Race Series, it promises to be an epic first round!

Oh I just about forgot, the highlight of the month for me was becoming a first-time Grandad to this wee fella – Lincoln or “Abe” as I have already nicknamed him, came into our lives and our hearts on the 4<sup>th</sup> May weighing a healthy 8pounds... He will be racing cars before he can walk!

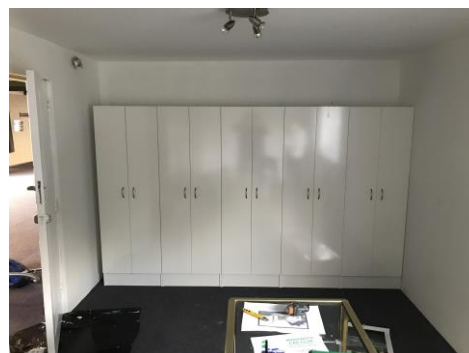
Richie



## PROJECTS & CLUBROOMS...

With so much other stuff going on in May the clubrooms took a bit of a back seat this month, however we did manage to repaint a couple of the interior walls of the clubrooms and paint the wall from where the trophy cabinets were moved from... oh and we built and installed several storage cabinets in the Archives Room ready for some of our archives to be stored away in a safe, dry environment.

Richie





**Where:** Manfeild Stadium Upper Suites - 6pm

**Dress:** Smart Casual

**Cost:** \$65 per person - includes a Gift Bag, 2 Course Dinner, Wine on the table and plenty of laughs. A Cash Bar will be operating.

Reserve your Early-bird Ticket now by emailing:

[richie@trgroup.co.nz](mailto:richie@trgroup.co.nz)

Or phone: 027-2900-668

# MANAWATU CAR CLUB 70<sup>TH</sup> BIRTHDAY REV-UP 1st JULY 2017

[www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

# MCC CLUB MEMBER OF THE MONTH...

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

**NAME:** Kate Matene

**BORN:** 1 Feb 1973

**OCCUPATION:** Office Manager – Apparelmaster Manawatu

**RACE CAR:** ... watch this space ...

**EVERYDAY DRIVE CAR:** The mighty Honda Hatchy

**DREAM CAR:** 57 Chev

**YOUR BEST MOMENT IN MOTORSPORT?**

Having the opportunity to go for lots of hot laps in various cars/trucks.

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

Nurse/midwife – to care for babies.

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

Bob Marley, Princess Diana, SteveO

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

A kick ass superhero!!

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

Empathetic, Cheeky, Loud

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

A reliable one!

**WHAT IS YOUR SECRET VICE?**

Nail Biting

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

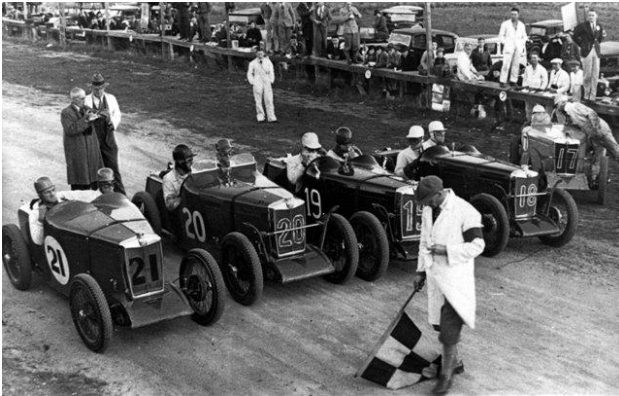
That I use to do ballet!!

**FAVOURITE QUOTE...**

'Family is not an important thing – It's Everything'







Has the world gone completely mad? The famous octagonal MG badge was first seen back in 1923, it's a marque that's regarded by many as being what a true British sports car is all about. Over the years there have been a number of outstanding models and there's a proud racing history in many countries, including New Zealand. Winding the clock back to immediately post WWII, MGs were racing at events around our country on beaches, on dusty metal roads and on tarmac surfaces. It's the make that was driven by the only overseas driver in the first New Zealand Grand Prix at Ohakea. It's the

make that brought considerable fame for a lady by the name of Sybil Lupp. There was shock when some production moved to China after the brand name was acquired by the Nanjing Automobile Group, at least it did lead to the first all-new MG in 16 years, and the MG 6 was considered important enough to have the Chinese Premier launch the car at the Longbridge plant in June 2011. The Birmingham factory closed and the Chinese production lines continued with the MG 6 and smaller MG 3 saloons, but a dramatic change was on the distant horizon. At the 2017 Shanghai Motor Show the world was introduced to the first MG SUV, how times have changed...



*What's in a name? The first MG SUV is a limited edition model that does retain a strong English link, particularly for fans of 'the beautiful game'. The SUV has the unusual model name 'You'll Never Walk Alone'. Apparently there's a marketing relationship with the famous Liverpool Football Club in England whose supporters adopted and sung the Gerry and the Pacemakers hit since the early 1960s. With a name like that, if the 'You'll Never Walk Alone' MG SUV doesn't sell in Liverpool, it won't sell anywhere...*



Expensive Aussie. After 30 years Holden is beginning the final countdown of its HSV models with production scheduled to end on October 20, and the final version of the Clubsport is something special in more ways than one. Words from Edward Elgar's famous patriotic British song 'Land of Hope and Glory' come to mind, 'God who made thee mighty, make thee mightier yet'. The GTS-R W1 is powered by a 6.2 litre supercharged V8 pumping 410 kW, the car incorporates very sophisticated technology that puts it on another level compared to previous Holdens, so does the price. The tag reads \$189,990. It's a lot of car, and that's a lot of money, but it is the last of a very special breed and there will be no shortage of people who will want one... *(including one of our neighbours who has his one on its way. Hopefully photos etc later. Ed)*

*Ocker beater. Liam Lawson has made a promising start to his international racing career and leads the Australia Formula 4 Championship after the opening two rounds at Sandown (Melbourne) and Barbagallo (Perth). Lawson has won 3 of the 9 races and holds a 10 point margin over Nick Rowe with the next round at Phillip Island on 26-28 May. The kiwi teenager has also enjoyed plenty of exposure on television, one of the benefits of being at the pointy end of the field dicing for a podium placing...*

The legend will live on. Talk NASCAR and a name that immediately comes to mind is Earnhardt. Dale Earnhardt was one of the all-time greats, his aggressive driving style earning him the name 'The Intimidator'. He died of a skull fracture in a freak accident on the final lap of the 2001 Daytona 500, but his popularity has never waned and his merchandise is still keenly sought today. Son Dale Junior continued his father's legacy on and off the track and NASCAR fans around the world have been shocked with the news that 'Junior' will be retiring at the end of this season to become a real family man, the decision partially influenced by ongoing concussion problems. Two-time winner of the iconic Daytona 500, Dale Earnhardt Junior has been voted 'Most Popular Driver' for the past 14 years - such is his popularity that many commentators believe it likely he could win the coveted award for the next 14 years despite not racing!! Americans love their heroes...



*Into the main game. Down-under the name of Matthew Brabham is probably best known in the world of Formula Off Road (stadium trucks) that are a support class at selected Virgin Australian Supercar Championship rounds. The 23 year old is proving to be a versatile driver in the same mould as his famous grandfather, Sir Jack Brabham. Matt's career has already included Formula Ford, F2000 (2012 US National Champion), Formula E, Indy Lights and Indycar (22nd place in last year's Indy 500) single-seaters. Driving for Andretti Motorsport he won the 2013 Pro Mazda Championship, winning 13 of the 16 rounds. In Round 4 of the VASC at Barbagallo Raceway in Western Australia Matt Brabham drove the Lucas Dumbrell Racing Holden Commodore as stand-in for regular pedaller Taz Douglas. It would have been a huge contrast from the stadium truck to the rather more sophisticated full race spec Commodore, and the track would have looked much different without the high ramps to jump...*



Black Jack was also a tin-topper. Three-time World Champion Jack Brabman raced at Mount Panorama on three occasions in the seventies. In the 1976 Bathurst 1000 he was partnered by Stirling Moss in a L34 Torana SL/R 5000 but the pair were forced to retire after only 37 laps. It wasn't a good day for the two greats of grand prix racing, Brabham stalled at the start when the gearbox jammed, the car was rammed from behind, was hastily repaired, and its race ended when the motor expired with Moss at the wheel. The following year son Geoff Brabham shared the driving duties and their Ford XC Falcon finished 18th overall. In 1978 it was back to 'The General' with Brian Muir and the experienced duo crossed the line in 6th place driving a Torana SS A9X. Geoff Brabham is Matthew's father and enjoyed a successful racing career mainly in the USA, recognised in 2004 when he was inducted into the Motorsports Hall of Fame of America. If you need further proof of the Brabham family talent, brothers Geoff and David won the 1997 Bathurst 1000 Super Touring race in a BMW 320i. Obviously very good genes...



*Multiple no shows. Concerns were expressed at the May Track and Yak when Vern Marshall was AWOL again, and serious questions were being asked - Has his leave pass been revoked, has he sought better company, or*



*maybe all of motorsports problems have been resolved to his satisfaction?? It must be said that some of the conversations have been less stimulating in the absence of Lord Verdun of Manfeild...*

Supportive. The Motorsport New Zealand Annual General Meeting was held in Wellington on the weekend of 27/28 May with the MCC being extremely well represented by President Richie Arber and Secretary Jeff Braid. There's nothing like spousal support at the end of a long day and Mrs Arber went to considerable lengths to be there for Mr Arber, but it was not the normal comfortable two hour drive from home to get to the venue. The journey to the Harbour Capital began with a flight from New Orleans to Houston, followed by an 11,933 kilometre 14 hour 50 minute non-stop flight to Auckland and a relatively short 60 minuter to Palmerston North. A quick stopover at home for a shower and change of clothes, then the comfortable two-hour drive to Wellington. Now that's what you call a very very long day at the office...

*Black gold flowed. At the MG Charity Classic there was big excitement behind the pit garages when it appeared that Manfeild may have been built on a potential oil field because of the large pool that suddenly appeared. The thoughts of wealth quickly disappeared when it was realised the oil wasn't coming up from the ground, it was coming from the engine room of Jonathan Hogg's Toyota Levin, caused by the failure of the rear crankshaft oil seal. During his first race the car had been smoking badly (oil on the exhaust), where there's smoke there's fire (extinguished), forward progress was hampered (oil on the clutch) and after five of the six laps it was time to call it quits and head for the pits. Jonathan bought the 1993 Toyota Levin to give himself some wheel time while his rather more exotic BMW CSL undergoes a bumper-to-bumper rebuild. This particular Levin has some interesting history as it was originally made race-worthy by Jeremy Hoskins of Tremaine Energy Centre fame and spent a period in the South Island where the seal had been replaced, albeit the wrong way round!! It's an interesting addition to the Hogg stable and Jonathan will be lining up in his 1600cc Toy-Motor for the FAE Winter Series...*



Satisfaction. At the MG Charity Classic meeting a number of drivers had the sort of day that makes you head home with a happy smile and reflecting on a job well done. Ben Boyden had the Kitten BMW E30 purring and after qualifying third fastest in the Group 2 Classics achieved two wins, a second and a third placing. Driving the now familiar #111 Roush Ford Mustang Ian Easton was even more impressive in the Group 1 Classic races, qualifying second behind Ross Graham's Torana A9X, winning the scratch and two handicap six lappers before having to settle for fourth

in the final race, his pace hindered by a clutch problem. In the same category Dean Curtis (Ford Escort) and Ian Williamson (Mazda RX2) were on the pace all day with 'Dean the Machine' deservedly winning the final race. In the Formula Libre races David Glasson had two wins and a pair of seconds after giving the other cars massive starts in the handicaps, his superb 2015 3.7 litre V6 Juno was simply too slick and too quick, a fastest lap at 1.04.97 which was seven seconds quicker than his nearest rival and damn quick by any standards...



*Charity Classic reflections. Colin Barry's 2 litre Ford Capri must be one of the world's quickest the way it continues to embarrass many of the bigger bangers. David Glasson's V6 powered Juno sports racer looks fast, is fast, and also has an exhaust sound that brings back memories of the Formula Holden/Brabham single-seater era. Crunch, it's not a nice sound but it was heard more than once. Brock Cooley's Mazda RX7 was sidelined after a coming together, much more serious was the incident on the exit to Higgins on the opening lap of the first race for the Group 2 Classics involving the Toyota Corolla of Dylan Wagstaff and Mike Gallagher's BMW 635 CSI that left the black JPS Bimmer with significant damage to the left front corner. Much worse was the damage caused to Robert Bartley's legendary number '50' Ford Custaxie after an 'off' at Toyota on the first lap of his first race, it was a serious crunch. It seems that Ray Hartley has started a MG F breeding programme with no less than three examples of the mid-engine sports car appearing, not surprisingly Mr Hartley was comfortably quickest of the trio of octagon badgers. In the Group 3 Classics Goliath beat David in comparison fastest lap times by the margin of 8/100ths of a second. Anthony Bell (1966 Mini Cooper S) and David Ingram (1957 Jaguar MkVII M) had a fierce battle for second and third places behind Mike Wilkin's Porsche 944 in their final race, the 1000cc 'brick' clocked a best 1.32.71, the 4000cc 'cat' responded with 1.32.51 to prove that maybe bigger really is better. For the final Allcomers race there were a couple of interesting car swaps, Brock Cooley took over the wheel of Brendon Neiman's Hankook Chev Camaro that had topped qualifying and won two earlier races, while Brendon lined up in John Rush's 6-litre Ford Escort that was also a winner. Brock won the handicap six lapper by more than 20 seconds while Brendon crossed the line in 11th place, both recorded lap times that were faster than the car's regular pedallers. Question, why are the MG Classic meetings the best kept secret in New Zealand motor racing...*



Renaming. Manfeild's big right hand sweeper has had many names over the years, names that come to mind include Shell, Dunlop, Holden, Peugeot, Coca Cola and PepsiMax. The more observant may have noticed that at the MG Charity Classic meeting the hoardings carried the logo of 'GO Media'. With the multi-changes over the years perhaps it might be less confusing to simply refer to the corner as 'Turn 7'...



*Another life revealed. In the Evening Standard newspaper dated Tuesday 16 May, and the Guardian newspaper dated Thursday 18 May there was photographic evidence that a prominent and long-time Manawatu Car Club member and hugely respected motorsport official is leading a double life. Brian Davies has entered the quirky and fantasy world of science fiction that's based on industrial steam powered technology from the 19th century Victorian era - it's called 'Steampunking', a word that's unlikely to be found in any dictionary. Brian was snapped at 'The Steampunk Experience' held at the Palmerston North*

*City Library, a fun event that will surely grow in the coming years. Go and check your closet, there could be a Steampunker in there wanting to get out...*

Man of many hats. Ross Thurston has enjoyed a long association with motor sport. He has competed successfully on both bitumen (still does) and clay surfaces, the former in potent saloons, the latter in a speedway Superstock. Away from the track, many years ago Ross was a MCC Committee Member, in more recent times the Manawatu



Nissan Dealer Principal has been a speedway referee. His ability in this difficult and demanding position has been recognised by being named a finalist in the 'SNZ Official of the Year' category in the 2017 Speedway New Zealand Awards. The awards dinner is in mid-June, and the 2017 SNZ Official of the Year is .....



*Kiwi-French Dream Team. In top level motorsport the rapport between driver/s and engineer/s is one of the major keys to success. From time-to-time very special combinations come along and this year's Virgin Australia Supercar Championship has brought together two people who are currently the talk of the 2017 series. Teaming Scott McLaughlin and Ludo Lacroix together has been a masterstroke by DJR Team Penske, remember both were lured to the Shell V-Power outfit from top high profile teams. The driving genius of one is matched by the engineering and strategic genius of the other, with a large amount of passion and emotion thrown into the mix. Great for the sport...*

It's called apathy. Spare a thought for Ron Robertson and the organising committee of the MG Charity Classic meeting that was held at Manfeild Circuit Chris Amon on 14 May. When entries officially closed in mid-April there were twelve competitors. Following numerous phone calls, emails and texts that number slowly increased by at least enough to avoid cancellation, by race day the number had swelled to 90 with some moaning about having to pay a late entry fee!! It was the 19th running of an event that supports Cancer and Kid Care, everyone who passes through the gate pays a gold coin, drivers included. For that reason alone it deserved much better initial support...



*Seeing red. Has the club President switched loyalties?? The long-time Mercedes Benzer was seen in Rebel Sport and emerged carrying a shopping bag that contained a Scuderia Ferrari cap, so why the sudden following of the red cars?? Maybe Mrs President has been feeding Mr President on a diet of pasta and lambrusco, the latter is a sparkling red wine that Italians believe to be the perfect way to maintain a high level of fluid intake...*

Revved up. A number of 'big' names from the past have indicated they will be attending the Club's 70th Birthday 'Rev Up' on 01 July. Many were key officials or administrators during the late 60's and through the 70's and were heavily involved with the early days of Manfeild. They should have some great stories to tell...



*Expansion. The outstanding private Rush Collection has a new addition, a Formula Ford. Tim is driving the 1977 Lola T440 to get 'race fit' after a couple of years away from the black stuff following the unfortunate incident at Hampton Downs that badly damaged the Collection's magnificent McLaren M22. As one would expect the Lola is absolutely pristine and Tim had a good debut outing at the MG Charity Classic meeting, his lap times improved by nearly 10 seconds from qualifying to his final race!! The Lola fills a nice gap in the single-seater section of the Collection alongside a Cooper 500, BT4 Brabham Climax and a*

*trio of Formula 5000s (McLaren, Begg, Lola), close by is the one-off McRae GM9 CanAm racer. It's seriously impressive viewing...*

Licensed to thrill. Well known scribe Richard Bosselman has secured his racing licence and will hit the track for the 2017 FAE Winter Series as part of a two-car Mazda MX-5 team. The Bossel's car has a very interesting life

story, not quite worthy of a book but interesting nevertheless, and much of its preparation has been carried out by former Formula Ford racing brothers Robbie and Gary Rogers. The MX5 carries the race number '90' which has special significance to the owner/driver, and the RBR logo is a very angry looking Beagle dog wearing a leather flying helmet. Congratulations are in order because Richard achieved a rare 100% pass. On arrival for the test he must have been a little overwhelmed by the occasion because he didn't hand over a bottle of red wine, it was left in his car. He realised the error on the way home, turned around and returned to Mr Arber's residence to deliver the promise. It must be stressed that it brought no favours from the examiner... *(I have photographic evidence that the car is all good to go, however I won't be spoiling the grand unveiling by publishing it here Ed)*

*Winners are grinners. So why is committee member Greg Browne walking around with a smile a mile wide? It's the look of victory. Greg was co-driving alongside Nathan Tough in the Hawkes Bay Tarmac Rally that formed part of the Mini Targa, and the pair won the event outright in Nathan's Honda CRX. It was obvious that Greg took the event very seriously as he looked a picture of sartorial elegance - combed hair, new racing overalls and no Red Bands, it was that serious. Congratulations are very much in order for a popular win...*



VIP visitors. Prior to the start of the MG Charity Classic meeting there was activity on the circuit thanks to the Classic Car Breakfast Club including Manfeild on the route of their monthly outing. There were around 30 vehicles representing many marques, a very interesting and diverse selection of classics, and in recognition of it being Mother's Day the ladies were encouraged to take the wheel. Geoff Boyden led the convoy for the 4 lap controlled blast which many would have found a very interesting experience, the on-track view is nothing like you imagine from the grandstands. Danny McKenna at the back of the pack in the role of 'Tail End Charlie' to keep an eye on what was happening, no doubt some of the lines taken would have been more than a little interesting!! Mr Boyden didn't complete the full CCBC run, the # 66 Castrol BMW 325i needed a driver...

*Something very special. Motorsport at the highest level lacks 'feel good' stories, but the 2017 F1 Spanish Grand Prix produced one of the very best. Kimi Raikkonen was eliminated from the race at the first corner and a television cameraman immediately picked up a very young fan absolutely howling his eyes out, he was maybe five or six years old and dressed in Ferrari gear, and devastated seeing his hero sidelined so soon after the start. Scuderia Ferrari personal saw the pictures and amazingly tracked down the French youngster and his parents in one of the grandstands. They were eventually brought to the Ferrari Hospitality Area where Thomas Danel met Kimi. The driver known as the 'Iceman' certainly warmed to the youngster and turned heartbreak to extraordinary delight. Within minutes of the meeting Thomas and his parents were being interviewed by every form of media and the little fella became something of a celebrity with the tears being long forgotten, and it was revealed that the family cat was named 'Schumey'. It was an amazing team effort that had a very happy ending and would have earned Formula One a lot of plaudits from around the world. It was a dream PR result for F1's new owners...*





Useless information. In the 2009 Australian Supercar Championship, Ford reduced its direct sponsorship to just two teams, Ford performance Racing (FPR) and Stone Brothers Racing (SBR). At that time Triple Eight Race Engineering was also running Falcons and team boss Roland Dane was less than impressed at being left out. To show his displeasure he stripped his cars of all Ford identification with the famous blue oval badge replaced with a pink pig similar to the feral-looking oinker that's the Hog's Breath Café logo. The café chain was one of the Team Vodafone sponsors so the cars were referred to as 'Hogsters', the words Ford and Falcon were even deleted from the team's vocabulary!! Jamie Whincup won eleven of the championship races and the driver's title to prove that pigs really can fly...



*More useless information. A current Formula One car is made up of 80,000 components. That means if only 99.9% are assembled correctly there will still be 80 things wrong...*

*The photo was taken at Mercedes World at Brooklands, Surrey, England. The car is partially dismantled and each piece is hung from stainless wires. It is way more impressive than the photos I took convey 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)

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## **It's the Big One...**

# **Feilding Auto Electrical Winter Race Series**

Round 1 – Sunday 4<sup>th</sup> June  
Round 2 – Sunday 2<sup>nd</sup> July  
Round 3 – Sunday 6<sup>th</sup> August  
Round 4 – Sunday 3<sup>rd</sup> September

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

Drivers Briefing at 8.50am sharp – Qualifying and Racing starts soon after.

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

Prize Giving @ MCC Clubrooms Saturday 9<sup>th</sup> September

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## McLAREN – THE MOVIE – A SPECIAL TRACK & YACK INVITE...!!!

Thanks to Graeme Bretherton and the ANZ Bank we have a limited number of tickets available to see this great movie on Tuesday 13<sup>th</sup> June at Event Cinemas on Broadway at a greatly reduced price. Tickets are only \$10 each (please bring cash on the night) - **please register your interest** by calling Lydia on 027-498-7433 or if you have a Facebook profile you can look to register through our Facebook Events page which can be found at the following address [https://www.facebook.com/pg/ManawatuCarClub/events/?ref=page\\_internal](https://www.facebook.com/pg/ManawatuCarClub/events/?ref=page_internal) – just click on the event and let us know you are coming.

We are meeting at the Rose & Crown Olde English Pub at 7pm for a drink beforehand if you would like to, or just be at the Event Cinemas at 8.15pm. Tickets are strictly limited so please reserve your seat now!!!

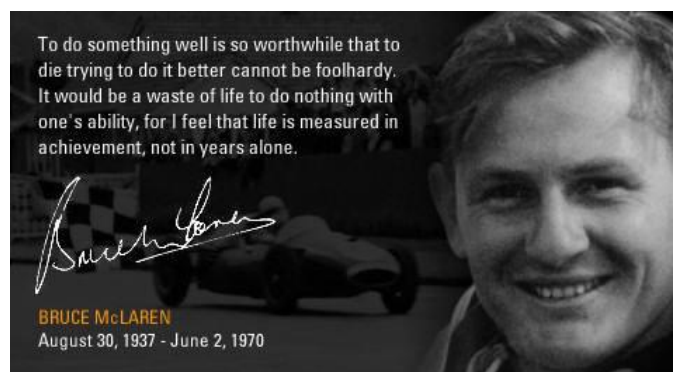
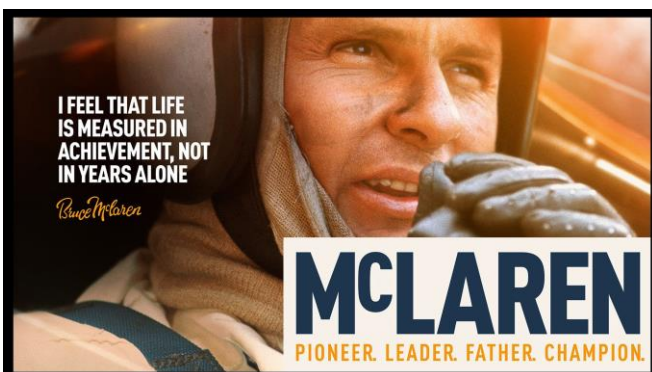
This docudrama is a 'must see' for anyone who calls themselves a motorsport enthusiast.

Directed by Roger Donaldson, the man responsible for 'The World's Fastest Indian', McLaren is more than the story of the 'Speedy Kiwi' who was one of the three New Zealand drivers who raced in 60's and 70's, the sport's golden era. Bruce McLaren, Denny Hulme and Chris Amon gave our country unparalleled global exposure in more than grand prix racing. The 'Bruce and Denny Show' dominated the North American CanAm series, and all three competed in top level touring and sports car racing with considerable success - in 2001 Television New Zealand recognised their achievements with an outstanding documentary appropriately titled 'Trio At The Top'. The 72 minute long 'TATT' was produced as a DVD and is still available, the package has two discs with the second a CD with 20 music tracks under the banner 'The Breed With a Need For Speed', good easy listening.

The movie McLaren includes actual footage of Bruce's racing career on and off the track, there are contributions from fellow drivers including world champions Mario Andretti, Emerson Fittipaldi and Jackie Stewart, and material from the McLaren Family archives.

McLAREN is released in cinemas on 01 June, for the older generation the movie will revive many memories, for the younger generation it will be an important history lesson...

RH





INTEREST in Manfeild's driver training initiative has been growing steadily since our initial announcement almost six months ago but will likely pick up all the more after an event the other day.

Our coordinated programme involving Manfeild, New Zealand Transport Agency and Palmerston North-based employment facilitator Talent Central sets out to enable secondary students to achieve at least a learner or restricted licence, associated NCEA credits and a defensive driving certificate before they enter the workforce.

The concept is driven by thought that school leavers stand a much better chance of gaining a place in the workforce if they hold a driving licence and aligns with our intention to redevelop a circuit section not used for major competition into the country's best driver training ground.

We went fully public with our plan last December and have since invested a lot of time and effort in discussion with agencies, schools and, most importantly, prospective participants.

The latter were again our focus on May 18, when we were involved in the annual Sort It jobs expo, an event in Palmerston North's Central Energy Trust Arena 2 that involves a diversity of tertiary and employment providers and is attended by students from throughout the region.

I'm delighted to say that our stall seemed to be particularly popular with the thousands of young people in attendance. We gave out more than 1500 cards to students and had more than 100 registrations and enquires on our National Driver Training Centre website, which went live the night before the expo.

Michael Barbour, who is leading the NDTC initiative – in addition to being our sales and marketing manager – says the feedback from students, teachers, careers advisors and parents was uniformly positive. Everyone was interested in the project and wanted to know more. Since the primary impetus is to provide young learner drivers with the skills to gain their car licences, it is not surprising that most of the inquiry was about that.

However, it was interesting to note that there was also a lot of genuine interest in the courses with respect to more specialist vehicles – forklifts, taxis and heavier road-going transport – that we are also intending to be involved in.

The initial focus of our programme will be on secondary schools in the Manawatu but a longer-term aim is to reach the entire regional catchment from Horowhenua to Ruapehu. Research suggests the lower North Island alone holds a catchment of around 12,000 students who might benefit.

We would like to think that the full programme could involve all Year 12 students in the Manawatu undertaking their learner then restricted licences at Manfeild, where we will have provision for hands-on driver training activity on a 1.5 kilometre sealed section adjacent to the main racing venue, Manfeild: Circuit Chris Amon.

The Central Economic Development Agency (CEDA) is a valuable asset for our region. I am very impressed with how this successor organisation to Destination Manawatu and Vision Manawatu has grasped the challenge of business support and development and regional promotion in the time since its formation last September. I was delighted to learn last week that Linda Stewart, who stepped up to the position of acting chief executive in March, has now been confirmed as the CEO. I feel the agency is in excellent hands.

Julie Keane  
**CEO**

## OUR MAN LEADS, JUST...

Our man is still number one. Club member Fabian Coulthard extended his lead to 19 points over compatriot Shane van Gisbergen at Round 3 of the Virgin Australia Supercar Championship raced at the Barbagallo Raceway in WA. Fabian and Shell V-Power team mate Scott McLaughlin dominated the Saturday race, the former jandaler claiming the top step of the podium with his first championship win for DJR Tedam Penske, SVG finished fourth. Scotty Mac was imperious over the weekend and gave 'em another taste of kiwi in Race 8 of the Championship for a double whammy, SVG and Coulthard finishing 6th and 7th respectively. One of the big talking points of the two races was there were no Safety Car Interventions. In qualifying Scotty picked up another \$2,000 from Armor All that goes towards the team's end-of-season bash, on present form it should be quite a party.



probably their bravest move of the weekend.

Billionaire team owner Roger Penske attended the Barbagallo meeting because he has extensive business interests in Western Australia and there was also an opportunity to catch-up with some of the 55,000 Penske Corporation employees. 'The Captain' was a very happy chappy with the kiwi 1-2 finish in the Saturday race and was in the front row for the trophy presentations, but he got more than he bargained for when the pair included him in the traditional bubbly spraying. He took the moment in good humour and commented 'lucky I brought a change of clothes'!! For the two EnZedders it was

From WA the convoy trekked back across the Continent to the Winton Raceway in Victoria near the New South Wales border. For Scott McLaughlin normal transmission resumed with pole position and victory in Saturday's Race 9, beating Jamie Whincup home with Fabian Coulthard in third place and Shane van Gisbergen back in 8th position. It was a result that saw Scotty close to within 10 points of Fabian in the Championship standings. Sunday's longer 67 lapper had all the dramas. McLaughlin was on pole but was beaten off the line by Jamie Whincup and by the end of the desperate opening lap the # 17 Shell car had been shuffled back to 5th place!! There was big change of strategy when he pitted at the end of the next lap to change tyres after flat-spotting. It was game on between Red Bull's Whincup and SVG at the front of the pack, McLaughlin was on a charge and the race was turned on its head with a Safety Car Intervention. When the race went green there were 14 laps to run with Whincup leading the long freight train from SVG, Coulthard and McLaughlin, Fabian enjoying the benefit of tyres that were 10 laps fresher. The 'Giz' grabbed the lead and his team mate became a protective tail-gunner, Whincup covered every move made by a frustrated Coulthard which allowed SVG to break away. When the chequered flag fell Shane had scored his first win at Winton, Whincup was 1.2 seconds behind, half a second ahead of Coulthard while McLaughlin couldn't match the front runner's pace and slipped back to a disappointed fifth.



So 'The Lion' roared again and the Holden fans were happy, they were even happier when the winner went into full drift mode to celebrate the occasion, it doesn't come more spectacular than that!! When the rubber smoke had drifted away Coulthard still led the championship, but only by four points ahead of Whincup, with McLaughlin a further 22 points back, 11 ahead of van Gisbergen. There was no four-in-a-line for McLaughlin but he did bag another two grand for the party fund. It's very tight at the top of the table as the teams head for the next round at Hidden Valley Raceway in the Northern Territory for the CrownBet Darwin Triple Header on 17/18 June. Bring it on...

Murph still has it. At the Winton round there was a single session under the banner 'Additional Driver Practice' for Pirtek Enduro Cup number two drivers. The most familiar name on the list was Greg Murphy who drove the # 62 Lucas Dumbrell Racing Holden Commodore of 17 year old regular driver Alex Rullo. Murph drove the car to record some laps to be included in the television broadcast, the footage was very impressive with the session held on a very wet track. Not



surprisingly rumours were rife that Greg was returning to racing as LDM have not secured a co-driver for the car they were fiercely denied!! Murph's best lap was 1.47.19, one and a half seconds off the fastest time. By way of comparison the MCC's other man, Chris Pither, clocked a best 1.50.67 in the Team Erebus GB Galvanising Commodore that he will share with Dale Wood in the three round series.

Checking the Pirtek Euro Cup entry list reveals that Richie Stanaway will be returning to the Land of Oz, last year he shared the 'Ice Break' Falcon with Chris Pither and impressed big time. This year he's teamed with the very in-form Cameron Waters in the Monster Energy Racing Falcon, it's a combination that could well be the dark horse in the field. There are a number of co-driver seats yet to be filled, so stand-by for a possible call-up...

RH

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## 2017 WEC WIN REMAINS ELUSIVE...

The second round of this year's FIA World Endurance Championship at the classic Spa-Francorchamps circuit brought double delight for Toyota and disappointment for Porsche.

Following their opening round victory at Silverstone in England, the factory backed Toyota Gazoo Racing Team made a bigger statement by finishing 1-2 in Belgium.

Toyota fronted with three LMP1 cars for this race, but Porsche hopes were high after qualifying with the team's # 1 car on pole position ahead of the Gazoo Racing trio, the # 2 Porsche was in fifth position on the grid. For Timo Bernhard and Brendon Hartley the outcome of the short 25 minute session was not what they had hoped, it was red flagged in the early stages, overtaking traffic upset the car's rhythm and it wasn't possible to boost the full energy power.



Brendon - *'We were very unlucky. I had a good first lap and was looking at P1 but lost time due to a red flag. When the session resumed, I had traffic then encountered a small systems problem, which prevented me challenging for pole. Our car was definitely quick enough'.*



Both Porsche Hybrids suffered problems in the six hour race on the 7.004 kilometre long circuit that has twenty corners to negotiate. Again Brendon drove the opening stint before handing the car over to Earl Bamber, but the LMP1 rookie had an unscheduled stop because of a slow puncture in the left rear tyre. Two 'Full Course Yellows' worked against the German team and when Bernhard pitted after 119 laps he was in third place. With four fresh tyres Brendon began a long final stint, setting the fastest lap of the race and overtaking one of

the Toyotas, but on the last lap before his scheduled stop he was involved in a collision with a slower LMP2 car at the chicane, the resultant damage necessitated changing the nose section. Valuable time was lost and after a final splash and dash the # 2 Porsche crossed the line in third place, 30 seconds behind the Toyotas with the sister car fourth a further minute back.



Brendon - *'The Toyotas were quick at the start and I knew I was in for a double stint. With the warmer ambient temperatures the car's balance was quite different from the previous days. But I had a strong end to the opening stint and overtook André (André Lotterer # 1 Porsche) just before the pit stops. The sister car went onto a different strategy while we managed to keep close to the # 8 Toyota. Our car was unlucky when Earl picked up a puncture which put us behind and off strategy. I was in the car for the last couple of hours. The team did a great job and our car was*

*coming on really strong towards the finish. It's another podium, not the step we wanted to stand on, but we take confidence heading to Le Mans'.*

After two of the nine rounds in the 2017 FIA WEC, Toyota leads Porsche in the Constructors' standings by 8.5 points, in the Drivers' championship the # 2 Porsche trio (Hartley/Bernhard/Bamber) are 17 points behind the # 8 Toyota driven by Nakajima, Davidson and Buemi - the number '8' is considered lucky in Japan, it could be an omen of things to come!!



Now the focus is on the Le Mans 24 Hour that will be run on June 17/18 at the famous Sarthe circuit, the race that is to sports cars what the Bathurst 1000 is to touring cars...

RH



## BACK IN BUSINESS...

The past 12 months has been an extraordinary period in the life of Dennis Martin.

The driving force behind the extremely successful Speedsport Scholarship knows first-hand about the highs and lows that life brings - the low was spending nearly two months in hospital that included a time in critical condition. Thankfully he survived and the year-long period ended on a high by finding the next potential young star in New Zealand motor racing.

2017 marked the 18th year of the Speedsport Scholarship with ten youngsters participating in the Evaluation Weekend on 19-21 May. Interestingly, their driving ability was assessed on Manfeild's club track, Dennis says the 1.5 kilometre tarmac ribbon is the best driver training circuit in the country because it simply cuts no slack.

'There is nothing there that can help them. It is a demanding piece of flat, constantly curving track, it's hard to get it right, and when anyone gets it wrong we can see it all. There is nowhere to hide when mistakes are made.'

But the Scholarship is much more than about driving ability, there are so many facets to the life of the modern day racing driver, even teenage ones.



The prize they were chasing was the opportunity to advance their racing career with the assistance of the \$20,000 Speedsport Scholarship, a full season in Formula First with Dennis Martin's highly successful Sabre Motorsport team and the former national champion in the role of mentor.

At the end of the exhaustive programme, Conrad Clark from Taupo was named winner of the 2017 SpeedSport 'Star of Tomorrow' Scholarship.

The 14 year old set the fastest times in every session during the two track days and impressed the interview judging panel, Clark was the stand-out in a group of contestants who were the closest matched in many years.

'I hope to use the scholarship to take me the next step in my career, my main goal is to get to the Supercar series'.

Conrad Clark will make his car racing debut in Round 1 of the Feilding Auto Electrical Winter Series on 3-4 June, his progress will be followed with great interest.

Formed in 1999, Sabre Motorsport has an impressive list of drivers who have started their careers in Formula Vee/First and gone on to be successful on the international stage - the names of Brendon Hartley, Mitch Evans, Shane van Gisbergen, Nick Cassidy and Richie Stanaway are well known, while teenager Liam Lawson has made a promising start by leading the highly competitive Australian Formula 4 Championship.

Dennis Martin is a man who knows how to pick winners...



RH



## DRIFTING AROUND...

The Manawatu Car Club has taken on more drift training on the 1.5k track at Manfeild, with our first full event taking place on the 6<sup>th</sup> of May. It certainly proved to be a very successful event with an absolutely full field of 30 drivers, with several drivers waiting on the waiting list in the hope that one of the first 30 to register may pull out.

The drivers showed plenty of enthusiasm, showing up as early as 7:15am to get their cars through scrutineering, with the Driving Training kicking off at 9am.

The day consisted of 4 sections, each involving plenty of car control around some strategically placed cones and then speeding up and slowing down while maintaining the utmost maximum angle. Some stages proving to be very technical but each and every driver certainly progressed extremely well over the course of the day.

Jaron Olivecrona says, "The opportunity to give people the chance to drive their cars in a relaxed low speed environment is just amazing and it really did draw some attention from the community and of course the wider regions. The phone calls, messages and emails have been crazy and this is exactly why we pushed for it."

We plan on running one of these events each month, considering numbers don't fall away, but as we stand now there is no chance of this happening as we have been inundated with messages from people waiting to make sure they are included in the next one.

Drifting is the fastest growing motorsport in the world at the moment and the Manawatu Car Club is ready to assist the younger generation coming through to get a taste of what truly is a fast pace, adrenalin rushing Motorsport.

Our next date is set for the 10<sup>th</sup> of June so don't miss out, head over to our Facebook page and confirm your spot - [www.facebook.com/ManawatuCarClub/](https://www.facebook.com/ManawatuCarClub/)

Some photos from the day...





## An Accommodation First for New Zealand!

After visiting the Spring Mountain Motor Sport Resort, just out of Las Vegas last year, recent new Manawatu Car Club members Rod & Amber McCardle thought a similar idea would be great for Motorsport teams visiting Manfeild!

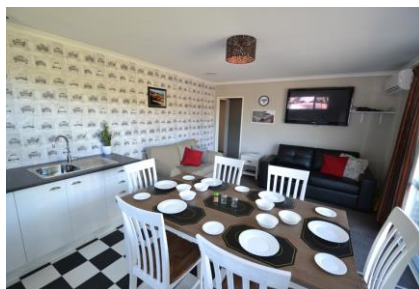
So keeping that in minds, their brand new Horsepower B&B offers not only a restful retreat for travellers, but it's the first accommodation in New Zealand to offer motor sport teams workshop facilities where they can repair their cars.

A purpose built double garage with benches, trolleys, compressor and jacks, makes it a much better environment to repair cars, rather than in car parks. There is also plenty of room for trailers, and a secure place to lock away expensive vehicles. Further facilities are available on-site, with a full automotive workshop, auto technician and car storage available.

All bedrooms have their own amenities, TV and quality chattels, with the added advantage of a kitchen, 50" SKY TV and barbeque area for everyone to enjoy the beautiful Manawatu sunsets.

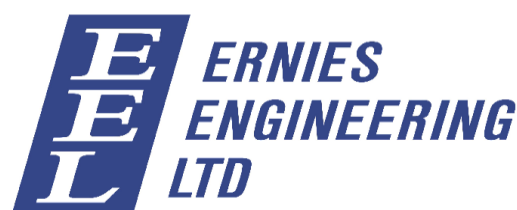
Owners, Rod & Amber McCardle, have tried to put every facility into their new B&B that they saw in the Motor Sport Resort in Las Vegas. What it doesn't have in palm trees, slot machines and desert scenery, it makes up for in a huge helping of Kiwi Car Loving Hospitality.

And being located at 99 Reid Line West, Feilding, only 5 minutes from the centre of Feilding and Manfeild Race Circuit, Horsepower B&B makes it an ideal choice for Motor sport teams and travellers alike. Very reasonable nightly tariffs starting at \$150 for two, includes a generous continental breakfast. Visit [www.horsepowerbnb.co.nz](http://www.horsepowerbnb.co.nz) for bookings and further information, or call Rod or Amber on 06 323 2654.



Remember to support our Winter Series sponsors...





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All of our Winter Series Sponsors this year are Manawatu Car Club Members and all of them will be racing in our series at some stage this year. So I ask that you please support your fellow MCC Members wherever and whenever you are able to, as without their generous support our race entry fees would be a lot higher.

Please also remember to display the correct sponsor's logos on your cars, this will be the overall series sponsor – Feilding Auto Electrical, and your specific Class Sponsor. The logo stickers will be readily available from the documentation office from Saturday afternoon for you to collect.

Photos are being taken throughout the four rounds of the Winter Series, we will be displaying these photos at the Prize Giving on the 9<sup>th</sup> September so we would truly appreciate that you have the correct sponsor's logos on your cars for this purpose.

If you have any doubt as to what logo sticker you require please just ask the office staff, they will be more than willing to advise you.

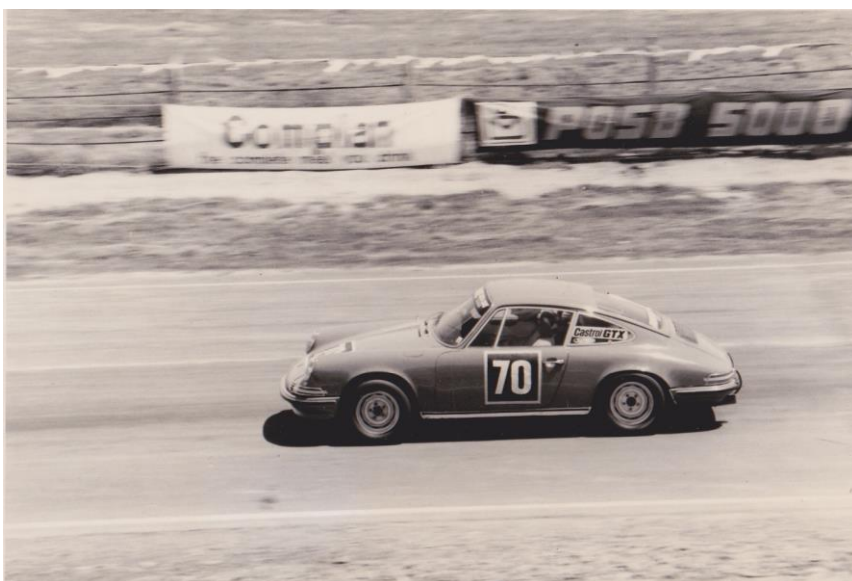
Richie



## LOOKING BACK...



The Castrol GTX Series was a race series run during the 1970s for “standard” production cars split into 3 classes. Many of the cars entered were also eligible to run in the Benson & Hedges long distance races, however the GTX Series was open to a wider range of vehicles, including American and European product. The big class was dominated by various V8s and Chargers such as those shown here. Top left is the Neville Crichton / Jim Richards Z28 Camaro; top right Bruce Robertsons GTHO Falcon and left is the Inky Tulloch Charger E49; all taken during 1975. Note the local businesses getting exposure on the latter two cars. Manfeild also ran the Villa Maria 200 and later the Albert Autos 500 long distance races contemporaneously and even some meetings where the first half was run clockwise on the circuit and the second half anticlockwise.



Lin Neilson in his giant killing Porsche 911S, Manfeild December 1975. FV6680 was a regular class winner, I wonder where it is now? The POSB 5000 banner in the background is a reminder of the local F5000 Gold Star series sponsorship package backed by the Post Office Savings Bank. Quite a coup and one of the rare times a Government agency has been involved directly in NZ motorsport. Also featured is Rob Lesters long term sponsor Complan.





Left, the potent little Steve Emson Datsun 1200 Coupe with Eastern Tool Company sponsorship on the dummy grid at Manfeild December 1975. Alan Woolf (father in law) in the cap to the left.

Right, the pointy end of the grid Manfeild May 1976, featuring Rod Coppins Torana L34 (self-sponsored by Rod Coppins Motors), Kevin McNamaras Camaro Z28 (sponsored by Union Travel and Paul Fahey Fiat Centre) and Inky Tullochs similar Z28 with sponsorship by the local Hotel Commercial and Albert Autos.



Peter Brocks 1975 Bathurst winning L34 Torana. This car pretty much began the legend of Peter Brock. After walking out on the factory Holden Dealer Team at the end of 1974, Brock turned to a privateer effort, and was largely written off by the press at the time. Winning the Sandown 250 was a taster, followed by a 2 lap victory at Bathurst with Brian Sampson. Brock then formed his own team for the 1976 season. Peter Perfect was a popular regular at Manfeild, and at the Clubrooms bar at the aftermatch functions.







Some cars are easier to work on than others!! Dave Baker making some running repairs on his Z28 Camaro, Manfeild October 1975



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**TARARUA ROAD GRAVEL SPRINT**  
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**ENVIROWASTE SEALED AUTOCROSS**  
SUNDAY JUNE 18<sup>TH</sup>

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# Events Calendar

## JUNE 2017

Saturday 3 <sup>rd</sup>	FREE Test Day
Sunday 4 <sup>th</sup>	MCC Winter Race Series Round 1
Saturday 10 <sup>th</sup>	Tararua Rd Gravel Sprint (Dannevirke Car Club / Engine Room Series)
Sunday 18 <sup>th</sup>	Envirowaste Manfeild 4.5 km Sealed Autocross

## JULY 2017

Saturday 1 <sup>st</sup>	Test Day + Drift practice
Saturday 1 <sup>st</sup>	Manawatu Car Club's 70 <sup>th</sup> Birthday Rev-Up – Manfeild Stadium Upper Suites
Sunday 2 <sup>nd</sup>	MCC Winter Race Series Round 2
Sunday 16 <sup>th</sup>	Envirowaste Back Track Autocross

## AUGUST 2017

Saturday 5 <sup>th</sup>	Test Day + Drift practice
Sunday 6 <sup>th</sup>	MCC Winter Race Series Round 3
Sunday 20 <sup>th</sup>	Envirowaste Back Track Autocross

## SEPTEMBER 2017

Saturday 2 <sup>nd</sup>	Test Day + Drift practice
Sunday 3 <sup>rd</sup>	MCC Winter Race Series Round 4
Saturday 9 <sup>th</sup>	Winter Series Prizegiving
Sunday 17 <sup>th</sup>	Envirowaste Track Day Series Round 2

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## OCTOBER 2017

Sat/Sun 21<sup>st</sup> 22<sup>nd</sup> OctoberFAST

## NOVEMBER 2017

Saturday 4<sup>th</sup> Envirowaste Track Day Series Round 3 + Day One Multi Event Weekend

Sunday 5<sup>th</sup> Envirowaste Multi Event Weekend Motorkhana & Autocross

## DECEMBER 2017

Saturday 9<sup>th</sup> Envirowaste Track Day Series Round 4 (Final)

Sunday 10<sup>th</sup> Summer Series Round 1



# Come Racing With Us

## PARTING SHOT...



Photo by Stew Wood The Photographer

Ross Thurston and Tim Lloyds contribution to the famous F class rally category, a Valiant Charger, proved more capable than most thought, both as a rally weapon and club car. F (for fun) class cars included Ian (Jack Jack) Eastons P76, Bruce Robertsons Holden HQ and Sam Murrays Dogzilla Nissan Skyline amongst others. Conceived as the BOS class of rallying the cars were certainly highly entertaining to watch and provided a “not to be taken too seriously” note to the rally scene at the time.