



Patron: Howden Ganley

Club Secretary/Treasurer

Paul Coghill
11C Coughtrey Street
Saint Clair
Dunedin 9012

Email: info@classicmotorracingclub.nz

PRESIDENT

Nick Simpson nicksimpson@xtra.co.nz

Vehicle Acceptance Committee.

Barry Leitch (Chair)	0274 845 456
Wayne Murdoch	03 684 7872
Kevin Telford	0276 235 455

Vice President

Wayne Perkins wayneperkins@gmail.com

Past President

Barry Dorking. Barryandclaredorking@gmail.com

Secretary/Treasurer

Paul Coghill 0274 330 318

Committee Members

Brian Dixon	Chch	033572134
Bruce Brown	Timaru	03 688 6830
Wayne Murdoch	Timaru	03 684 7872
Greg Scott	Dunedin	scottautosales@xtra.co.nz

Newsletter Editor

Editorial contributions and advertising to:

Trev Lister
50 Aylmer St,
Ross 7812
taandpa@xtra.co.nz

Website: www.classicmotorracingclub.nz

NEWSLETTER – July/August/September 2021.

The views expressed within this newsletter are not necessarily those of the Classic Motor Racing Club of NZ Inc or its elected representatives.

Please note: Verbal enquiries may be made to any committee member but all written communications including all acceptance information must be sent to the Secretary so that the relevant Committee Members may be sent a copy and be fully informed.

COMING EVENTS:

Date.	Event	Venue
29 th /30 th October	Wigram Revival	Ruapuna Raceway
11,12 & 13 Feb 2022	SCH Southern Classic	Levels Raceway

President's Corner

I would like to thank those of you who attended our virtual Annual General Meeting. The COVID pandemic forced us to think 'outside the box' so that we could have our 38th AGM while restrictions were in place.

I also wish to extend my thanks to those who have put their hand up to serve on this year's executive committee. Wayne Perkins is VP, Paul Coghill is secretary/treasurer and the committee is made of Brian Dixon, Bruce Brown, Barry Dorking and Greg Scott. It has been agreed that the committee can co-opt members where we feel we the need of additional expertise.

We were disappointed to have to cancel our Brooklands race meeting. Unfortunately, at Level 3 no motorsport meetings were possible. Thanks for all who entered. Paul will ensure that all entry fees paid are refunded in full. Planning is already underway for our next meeting.

One of the real challenges we face at present is defining what a 'classic' actually is. Motorsport NZ uses the criterion of a car being 20 years old as a starting point. For our meetings to be attractive to the competitors and the public alike, we need close racing in cars that are as period correct as possible. It is our strong belief that the Certificate Of Description (COD) process is a good one and should be an important selection factor for vehicles racing at our meetings. The Vehicle Acceptance Committee will play a vital role in working with competitors in his space. I am delighted that Barry Leitch has accepted the role as chairperson of this group.

The aim is to get more competitors involved and improve the quality of the racing for our members.

Nga mihi
Nick Simpson

A few words from our Patron Howden Ganley

(And a big apology from Paul not knowing how many words in a A4 page!!)

When Paul asked if I would write a few words for the Newsletter, I readily agree, and then asked him "How few" thinking maybe 50, or 100. He told me that it should be an A4 page worth! Now I know what an A4 page is, but I have no idea how many words fit on one.

However, once upon a time I used to write a regular column for a well-known NZ magazine" so I am accustomed to quite a lot of words. Incidentally, the magazine acquired some new owners who apparently didn't think much of my words, so that gig came to an end.

Hopefully these few will find greater favour

As some of you may be aware I am now a bit older than I used to be, but I am in the fortunate position of never having had a proper job by which I mean that I have spent my life being involved in motor racing, and I don't think there is much in life better than that. OK, I

have no qualifications, largely because I spent my schooldays fantasising that one day, I might be a Formula One driver.

When I left school at sixteen, I knew the first six places, and fastest lap, of every Grand Prix up to that time. Admittedly not an entirely useful skill out in the wider world, and my mother despaired that my very expensive education had gone to such waste. Well, she thought it a waste, I didn't.

One of my classmates through that period was Jim Palmer, so we had lots of motor racing to talk about!

Jim's father, George, raced at that time the Palmer Special (before he got a taste for Cooper Bristol's) and I am reminded that there was any number of Specials about in those days. Apart from the Palmer

Special the ones that made an impression on me were the Northland Special, the GCS, and the McCutcheon Special, plus the Redex Special which "a promising young driver", Jack Brabham, raced at Ardmore in 1955, the first proper motor race I had ever seen.

Then in 1961 I came to the South Island for the first time – to Wigram (it rained), and now I saw so many more Specials. Seems to be more of a South Island thing. I have over the years realized that racing is quite different in each Island. For example, Formula Fords go much faster in the South Island, which I presume must be due to atmospheric conditions.

But your creativity is wonderful, and particularly, as an HWM fan, I have always loved those cars which were influenced by the former Tony Gaze, Tom Clark, car which currently lives in America. At Goodwood Revival (yesterday as I write)

I talked to the current owner of that car. He loves it but at his last race the crankshaft broke on the Alta engine. "Put a Jaguar engine back in it" I told him. He says it won't fit any more!

For me, loving all the racing in NZ, I am looking forward to the time when my partner Joy and I can climb into the RV and set off down the length of the country – to Ruapuna, Levels, and Teretonga.

Meanwhile here are almost 600 words. I hope they fill the A4 page. My best wishes to all of you.

Happy racing.

Editor's Note: Something a little different this time around. A Grand idea from the Secretary to beat those Covid blues. Get the members to write their own Newsletter. Hope you like it. I certainly do.

ANNUAL AWARDS AS SEEN BY THE RECIPIENTS.

Greg Donaldson - Lindsay Neilson Best Performance Trophy

Thanks very much for the trophy I enjoy my racing! I am a late starter I didn't compete until 2015. I joined CMRC when I purchased my 1983 VH it was a steep learning curve that I have really enjoyed.

Over the years I have had a lot of help from my wife and son to compete. Michael Johnston has been a fantastic help with his huge knowledge.

Although I have never won a championship, I did get third in MMC this year. I have an old XD Falcon race car I am reviving to compete in CMRC and hope to have that going by March.

Local grass roots racing is great and thriving but I have to say having the opportunity in 2019 to compete in the touring car masters at Bathurst is the highlight for me I have watched and followed racing all my life and never ever thought I would be on a track let alone Mount Panorama. I hope this covid fades away and you can all return to the track to have some fun and safe racing.



Greg Scott – Ross Clifford Sportsmanship Trophy



Thanks for the award for the Ross Clifford Memorial Trophy for Sportsmanship.

The Classic Motor Race Club is a great club to be involved with. I have been on the committee now for three years and have been trying to grow our Libre class with Facebook site and contacting other single seater drivers.

I have been a sponsor of the Libre class for the past 6 years at our February meetings

under Enzed and now South Canterbury Hydraulics.

After selling my Mistral sports car to considerate on single seaters, Mark McLaughlan is the proud new owner, and have introduced him to the club and have helped him with getting race licence, race gear, car prep etc all a bit overwhelming for a new racer, but he has done well and look forward to see him race in the future.

Steve Pauling - Peter Gendall Memorial Trophy – Most Polished Performance.

“It was a pleasant surprise and honour to receive the Peter Gendall Memorial Trophy, thank you.

It is a pleasure to be racing with such a great team of like-minded passionate people, who have a healthy respect for each other’s classic cars, enjoy close racing and put on some great racing for the public to enjoy. A special thanks to Brian Dixon and his team of the Classic Motor Racing Club, for allowing us to be part of this and also the tireless work Wayne Perkins and Bruce Dyer have done to coordinate our Pre78 class, a class that many others are truly envious of”



Tracy and Mark Barrett - PDL Trophy – Best New Zealand Trophy

We are absolutely wrapped to receive the PDL Trophy, it is an unexpected surprise, and a real honour. Being new to Motor sport, we have been “blown away” by people’s generosity, willingness to help and the welcoming and friendly atmosphere of these events. We have thoroughly enjoyed them all!

We would like to thank PDL and the Classic Car Club for offering this award, it will most definitely have pride of place on the mantel!



Neither of us have won a trophy before so hope we can learn to share! Many thanks again; please pass on our appreciation to the Committee and all the hardworking people that put on these events for us!

Carl Cross - Scotts Auto Sales Best Presented Trophy.

The Alfa GTV race car was born from a 1969 GTV Junior in the late '80's and raced in various events in the 90's in the south, Teretonga, Ruapuna, Levels etc. It actually won the very last



Queenstown Road Race Flying Farewell.

After an engine failure at Ruapuna it was put away in a corner of the garage. Kids came along and it sat there for 20 plus years until Nick decided it should be re-born, which he set about doing.

The car was repainted, he completed a new rebuilt engine and roll cage and generally upgraded the whole car to a high standard

which culminated in its first appearance at a race meeting for 25 years at the Brooklands meeting at Levels a year ago.

The car has performed very well and both drivers are enthusiastic about attending future CMRC events and the new pre '78 class into which it fits very well.

Wayne Perkins - Ransley Shaft Hard Luck Trophy.

Saturday 4th May at Levels dawned bright and beautiful for the Brooklands meeting, I'd practised the previous day and I was very happy with my lap times the Viva was running very well after time on the rolling road and the new brake pads bedded in well with heaps of grip once they cooled down and recovered from the initial bedding in. The Viva is such an easy car to race with its double wishbone front end and trailing arm, coil spring rear. Practice rolled around and it sat comfortably 40 metres behind Rodger Cunninghame's 1965 #104 Mustang and I thought this is good, we are going to have a great day.

First race we got a good start and the Viva jumped one whole row and then passed another car down the back straight as we carried on around the back of the circuit in 5th place then as we ran over the ripple strips approaching the hairpin at full noise the drivers ball joint snapped in half and we exited the circuit very abruptly and parked at high speed alongside the tyre wall.

Bugger! a long way to come to do half a lap but that's Motorsport, the bad times make the good times extra good but at least I get my name on a cool old trophy with the names of heaps of other worthy recipients on it.



.....

Wayne's Pre78 Report.

A whisker over 12 months ago HCS pre 78 had just completed its very first race day at the Brooklands meeting at Levels Raceway. It was held under Covid Level 2 conditions of no spectators and only two persons allowed per entered car. There were no photographers permitted and the atmosphere was quite surreal but in-spite of that it was an absolute outstanding success with nineteen very happy and contented old saloon car racers. The future had arrived, it was a milestone in Historic and Classic saloon car racing in the South Island.

This all started back in 2018 when with my wife Betty's encouragement, I got back into classic motor racing. I bought a little historic Fiat 128R and I was somewhat bemused as I rolled up onto the grid at classic events where most of the other cars or their components were 20 to 40 years newer. Despite the regulations saying you had to have treaded tyres most were on slicks and panel damage was relatively common at some events.

I spoke to some of the other drivers who still had period correct cars about this and they were in agreement that there should be a class for older cars with no contact but there was an issue of who was going to do it. I was inspired by the North Island Historic Saloon Car group and their strict adherence to rules and driver standards and I thought "If they can do it, so can we" and so it began.

So, I approached the Classic Motor Racing Club with a proposal to have a field of Motorsport NZ Appendix 6 Group 2 T&C pre 1978 saloons at their Brooklands meeting the following September 2020. I was supported 100% enthusiastically by the then President Barry Dorking and Committee member Paul Coghill. Brian Dixon the event organiser said as long as we had a minimum of 15 entrants, we could have our own grid and then he and his wife Dianne worked to help get us there.

Over the next few months, I attended race meetings approaching potential competitors with cars that looked as if they complied. Most treated the idea with a fair amount of scepticism thinking organisers would amalgamate our group with other classes but said they would attend. Anyway, long story short the great day arrived and we had 19 entrants in our Historic & Classic Saloons pre 78 grid and we haven't look back since.

Cheers Wayne Perkins.

The Editors What if Page – Which Ferrari Was That?

Looking around for a Covid fill in story I came upon something quite unexpected. Back in late 1956 the Roycroft family imported into New Zealand an ex-formula one Ferrari 375. This was said to be the car that Gonzalez had driven to victory in the 1951 British Grand Prix, with the time in between being spent in France with Louis Rosier. The unexpected thing was that the much-respected Old Racing Car website gives a quite a different back story for the Gonzalez car. It reads (paraphrased):

One of a pair of 375s introduced at the 1950 Italian GP. Believed to be Ascari's car for that race and then used by him in the first two races of '51. After which it became the team Muletto. Used by Gonzalez to win the British Grand Prix and by Ascari to win at the Nurburgring in 1951. Last raced by Chico Landi in the 1951 Italian GP" (A Muletto is an in-house test car used to trial new ideas for the race team). The site says "The car later owned by Rosier, also identified as car 375/2, was not this car. It appears to have been a later '51 375, not the muletto 1950 car.... its subsequent history is not known".



The Roycroft car ticks some of the boxes. But the ORC notes suggest that we can't say with certainty whether it was the later Rosier car, nor if it was or was not the Gonzalez car, or even that it actually was indeed car 375/50/2. A puzzle not helped by use of the identity format 375/50/2.

Ferrari didn't count cars this way. From the inside looking out each Ferraris got a four-digit serial number. An even number for competition cars and an odd number if it were a customer car. (Nice and easy to remember – customers are odd). With a caveat that if a car was sold out of the factory team to a private owner it was likely to be given a new identity. This provides a built-in conundrum for commentators on the outside looking in. How could they trace a string of different "chassis" if a single car could have had multiple identities, or two or more cars could have shared the identity number? The answer to that conundrum is simple. Give them a number of your own making.

This is pretty much what the past commentators did. Insisting on the very English viewpoint that every car has an immutable and traceable chassis number, and to grant one themselves if the factory didn't bother to do so. And not just for Ferraris. Keep looking through the ORC data and you will see that the format of year/chassis number turns up all over the place. This was nicely convenient back in the '50s, but ultimately it just skews the playing field.

Never mind. A nice challenge beckons. A bit like a big jig saw with lots of missing pieces, some pieces that come from other puzzles and some you have to make yourself. I'm looking forward to it.

.....

Classic Motor Racing Club of New Zealand Inc
38th Annual General Meeting - held Friday 3 September 2021
via Zoom

Present: 12 members on-line via Zoom

Nick Simpson, President, welcomed members at 7.30pm and declared the meeting open.

Apologies: Trevor Lister & Amon Trusler. Nick Simpson moved these be accepted, seconded by Paul Coghill, the motion was carried.

Valedictory:

Minutes of the 37th AGM Meeting: Previously circulated via email. It was moved by Nick Simpson that the minutes be accepted, seconded by Paul Coghill, the motion was carried.

President's Report: Previously circulated via email. Moved by Nick Simpson that it be accepted, seconded by Craig Pidgeon, the motion was carried.

Treasurer's Report: The End of Year 30 June 2021 Accounts have been previously circulated via email. Paul commented on the move to Xero accounting software and the 'cloud' based software allowed greater transparency. Budgets were available for the SCH Southern Classic (Profit \$8,535.42) and the Autumn Fling (Profit \$537.21)

The Club has 137 members.

Bank Balances as of 30 June 2021 were - Membership \$18,191.16, Southern Classic \$42,775.39 & Serious Saver \$12,568.55

David Hunter moved that the Treasurer's Report be accepted, seconded by Nick Simpson, the motion was carried.

Subscription fee: Nick Simpson moved that the current fee of **\$50** be maintained, seconded by Greg Scott, the motion was carried.

Election of Officers: As we had received the required number of nominations to fill the current roles the following were duly elected: -

The Executive (Management Committee)

President	Nick Simpson
Vice President	Wayne Perkins
Past President	Barry Dorking
Secretary/Treasurer	Paul Coghill
Auditor	Graham Norquay

Committee

Bruce Brown
Greg Scott
Brian Dixon

.....

Vehicle Acceptance Committee

Barry Leitch

Kevin Telford

Wayne Murdoch

Nick Simpson spoke of the VAC and that with a reinvigorated team they would make sure that our cars were correct and conformed to either our VAC or MotorSport NZ COD requirements.

David Hunter asked the new members get a set of rules re car eligibility along with CMRC club rules. Nick commented saying we need to work with our members to help them comply. David said that cars needed to confirm especially in the areas of tyres, rim size, and engines. As well as the other areas considered by a VAC/COD document.

Greg Scott cautioned on how this was managed. Craig Pidgeon said that the MSNZ COD was the way to go and the VAC needed to help and encourage members in that direction.

Secretary/Treasurer expenses - Stay at \$10 per member moved by Brian Dixon, seconded Nick Simpson, the motion was carried.

Newsletter Editor expenses: Stay at \$300 per year moved by Brian Dixon, seconded by Nick Simpson, the motion was carried.

Southern Festival & Club Day Meetings Report: Previously circulated via email. Brian Dixon moved that his report be accepted, seconded by Nick Simpson, the motion was carried.

Brian Dixon said that planning is underway for SCH Southern Classic 2022. Classes have been confirmed with competitor interest also coming from the North Island.

General Business:

- Wayne Perkins will provide the new CMRC logo.
- The committee were asked to look at club hats/shirts etc.
- Amon Trusler – Coordinator of the 2kCup group
- David Hunter – Coordinator of the Sports & GT's group
- Craig Pigeon asked if we could look at more categories of membership. Wayne Murdoch suggest Family (\$75), Competing (\$50) and Associate (\$25). If there was to be a change Craig asked the CMRC contact previous members about re-joining. The incoming committee to consider this at their next meeting.
- Newsletter – Members to be encouraged to supply the Editor with copy. Profile on new members, Profile on trophy recipients etc.
- Barry Dorking is working through rewriting the Club rules to bring them up to date and relevant.

Trophies presented for the 2020/21 year: -

Lindsay Neilson Trophy	Greg Donaldson	1982 VH Commodore
Scotts Auto Best Presented	Carl & Nick Cross	1969 Alfa Romeo GTV
PDL NZ Special Trophy	Mark & Tracey Barrett	Lotus 23
Ross Clifford Sportsman	Greg Scott	1967 Brabham BT
Ransley Shaft Hard Luck	Wayne Perkins	1968 Vauxhall Viva GT
Peter Gendall Polished Performance	Steve Pauling	1974 Ford Escort RS2000
Outstanding Service Award	Brian & Dianne Dixon	
The CMRC Trophy	Brian Dixon	

Nick Simpson spoke of the outstanding contribution that Brian and Dianne Dixon had made to the club over many years. Organising our race meetings and building our relationship with competitors along with reputation for 'laid back' and friendly race meetings. Nick then presented them the Outstanding Service Award.

Paul Coghill then spoke about not only Brian's contribution in organising race meetings but also his support in the CMRC Executive. His contributions are well considered and he always impresses the committee with his passion to grow our club. Paul then presented him the CMRC Trophy.

The Meeting was declared closed at 8:30 pm 3 September 2021.

FACEBOOK PAGE:

Our club Facebook address is www.facebook.com/cmrcnz?fref=ts The normal posting rules apply. The post will be promoted as long as it is positive and about club type stuff. Don't forget to "like" the page and ask your friends to like it as well.

WEBSITE www.classicmotorracingclub.co.nz

Remember this is your website and you can add photos to it to make it more interesting.



The latest entry form is always on the Website as is the membership form.

"Pit crew just arrived". Howden and Robin Longdon at The Goodwood Revival. Front engine FJ competing tomorrow morning NZ time.

