



Patron: Howden Ganley

Newsletter October/November/December

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Committee

Brian Dixon Greg Scott Bruce Brown

Vehicle Acceptance Committee

Wayne Murdoch Barry Leitch Kevin Telford

Newsletter Editor

Trev Lister

Website: www.classicmotorracingclub.nz

Contact: info@classicmotorracingclub.nz

COMING CMRC EVENTS:

Date.	Event	Venue
11,12 & 13 Feb 2022	SCH Southern Classic	Levels Raceway
7 th May 2022	Autumn Fling	Levels Raceway

President's Corner

Greetings to you all

We live in eventful times. The global pandemic has reached into all areas of society. Sadly, our sport has not escaped. We were disappointed to have to cancel our last race meeting. Thanks to all those who entered, a full refund of fees was made to all who did enter. Despite uncertainties about the future, the executive is taking an optimistic and future focussed approach. I would like to thank all committee members for their work. We have continued to meet regularly via Zoom and continued to look at what we do and how we can do it better. Some of these discussions have been pretty robust but everyone has the same goal – a strong, financially viable motor racing club where classic cars can be raced in well organised events where there is a strong focus on camaraderie, fair, safe and affordable competition.

Planning is now well underway for our marquee event in February of 2022. The South Canterbury Hydraulics meeting is our biggest event. The entry form and Supplementary Regulations have been sent to members and are also available on the website. We are delighted that South Canterbury Hydraulics are on board again as the naming rights sponsor. Thanks also to our class sponsors, your contribution is vital – we could not put on an event without you.

The Race Committee is being capably led by Brian Dixon whose wealth of experience is invaluable in getting a great event up and running. This year we have added a number of new faces to the committee. This is to help share the workload as well as to get some new ideas. I believe that succession planning is vital to having a healthy club. We need to ensure that those with skills and experience share this so as to develop future club leaders.

Another important focus is the revitalising of the Vehicle Acceptance Committee. Barry Leitch will lead this group as we ensure that the vehicles that race in our events meet certain standards. This team will be happy to work with competitors.

The decision has been made to move to electronic entries for our events. We have decided to go with CognitoForms. Those who race at Highlands will already be familiar with this system. When organising events, we have to collect and collate large amounts of information. This usually falls on the Race Secretary and our Treasurer and can be an onerous task. I am asking that you make every effort to use this system. Once you have done it once, it's easy!

Nga mihi
Nick Simpson



Historic & Classic Saloons pre 78

Wigram Revival

The **Wigram Revival** meeting was held on the 30th and 31st October at Ruapuna and we had a fabulous turnout of 22 entrants including 6 new drivers with their vehicles being **Grant Milligan/Escort Sport, John Clegg/Escort 1600GT, Barry Evans/Hunter GT, Denzil Travers/Cooper S, Piers Mingham/ Escort Mexico, and Kynan Yu/Alfa GTV.**

Qualifying ended up as per below and the one scratch race and two handicap races ended up an exciting jumble of the below

0000 - 1200cc #98 Sunbeam Stiletto

1201 - 1400cc #85 Morris Cooper S
#172 Mini Cooper S
#903 Fiat Coupe
#83 Morris Cooper S

1401 - 1800cc #27 Hillman Avenger
#47 Ford Escort 1600 GT
#471 Ford Escort Mexico
#16 Ford Escort 1600 Sport
#78 Hillman Hunter GT

1801 - 2500cc #127 Ford Escort RS 2000
#511 Alfa Romeo GTV
#34 Vauxhall Viva GT
#41 Alfa Romeo GTV
#71 Alfa Romeo GTV
#148 Triumph Vitesse

2501 - 4200cc #32 Jaguar E- Type (Guest)

4200cc plus #700 MG B GT V8 (Guest)
#104 Shelby Mustang
#68 Ford Mustang

In addition, we had two excellent guests being Jeremy Stace/E-Type and David Hunter MGB GT V8 who were fun to race with and very competitive against our pre 78 saloons. A couple of our CMRC members are actively promoting and pushing to establish a class for

older sports cars and it'll be great to watch as the **Historic & Classic pre 78 Sports & GT's** class evolves.

Getting back to the **pre 78 saloons** the spectators, pit crews and especially the commentators certainly got excited each time we rolled out and there was a bit of a rush to the fences and the enthusiasm of the flag marshals on the slow down lap was just extraordinary. Quite a few came up after the racing and asked for our cloth patches to put on their vests.

Teretonga

In spite of a rather ghastly forecast, twenty Historic & Classic Saloons pre 78 drivers and cars rocked up at Teretonga Saturday 4th December for our third meeting of the 8 meetings we have scheduled for this season. We had two entrants that couldn't attend because they didn't have vaccine passes which is probably the way it's going to be for the next few years.

After a drizzly misty start the weather cleared for qualifying and the guys got into it with some good times on a slightly patchy track.

Biggest improver was Mark McGuiness with his 1972 Alfa Romeo GTV which was about 5 seconds a lap quicker since his last visit in February, mind you the car has had a major chassis tidy up since then.



The first race was a rolling start which is a bit of a novelty for us so it was interesting to say the least. It turned into an absolutely thrilling race with heaps of passing which had the spectators utterly enthralled and got us a standing ovation as we rolled back into the pits. Just about everybody including the commentators were amazed by the closeness of the cars at the finish.

Finishing order was: -

Capri V6, Alfa Romeo GTV, Galaxie, Viva GT, Capri V6, Cooper S, Cooper S, Escort RP 2000, Escort 1600 GT, Alfa Romeo GTV, Anglia 1500 GT, Escort Twin Cam, Anglia 100E, Fiat 850 Coupe.



After the 'race of the weekend' on Saturday we had our usual convivial group refreshments meeting where we had the presentation of the award for the " #1 Competitor / Driver Historic & Classic Saloons pre 78" and the very deserving 2021 winner was Blair Bishop with his #903 Fiat Coupe.

Blair has been an enthusiastic entrant right from the beginnings of our group and has been one of two drivers that have attended every single meeting plus another couple as well. The other drivers were delighted that it went to such a worthy recipient, as Blair is always the first to step up to the plate if someone needs a hand plus his cheery smile 😊 in the pits livens up the whole place.



It was raining heavily the following morning as we rolled up onto the dummy grid at Teretonga. Most of us haven't done a truly wet meeting for over two years so we were a little rusty with sensible preparation.

As a group we had forgotten the wonders of RainEx both inside and out and neglected to do the windows, therefore we all steamed up our windows inside so there went most of the visibility.

Unfortunately, we had an extra heavy shower just as we went out for our first handicap race which meant quite a few of us had high speed aquaplaning incidents with some spectacular offs but luckily with no damage, it soon became obvious that our treaded road

legal tyres were only just adequate in very wet conditions.

The final race was completed without incident and virtually everyone was delighted with their adventurous weekend so roll on Skope next Waitangi weekend.

Coming Events this Summer:

4/5/6th February 2022,

Skope Classic, Ruapuna Raceway, Christchurch.

11/12/13th February 2022,

South Canterbury Hydraulics Classic, Levels Raceway, Timaru

19/20th February 2022,

Mobil1 Speedfest, Teretonga Raceway, Invercargill.

Late March, Early April

I'm working on it.

7th May 2022, Autumn Fling,

Levels Raceway, Timaru.

As usual we will have our three strikes with panel damage and you're gone rules in place, or for truly spectacular moments of lunacy whereby another driver's life is seriously endangered then 'poof' you're gone instantly.

Encouragingly no one in our group has a single strike yet.

If you're interested in joining our group, please do give me a ring or drop me a note.

Cheers Wayne Perkins

Co-Ordinator

Historic & Classic Saloons pre 78

Classic Motor Racing Club

wayneperkinss@gmail.com

021 549 551

Things That Go Bang on the Track.

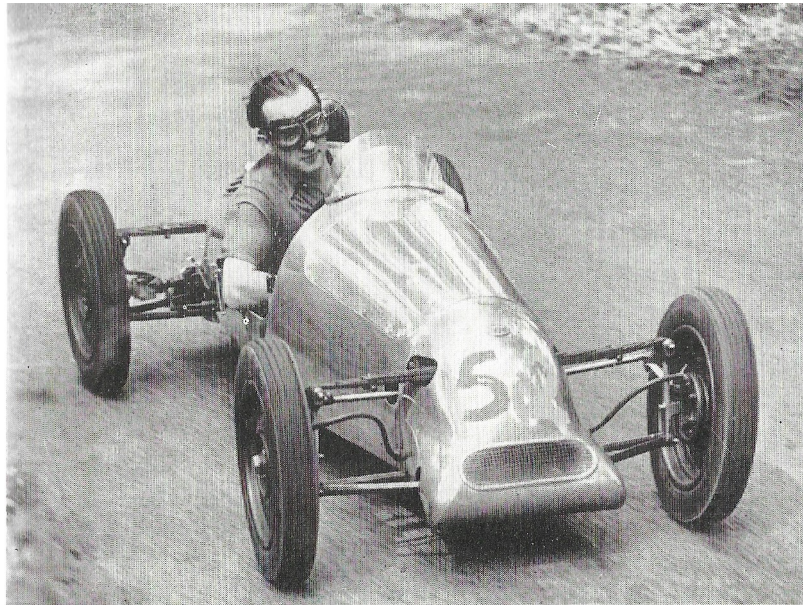
A wee reminder to Specials builders about the trials and tribulations of getting a new idea on track. This narrative is taken and paraphrased from Gregor Grant's wee gem of a book "500 cc racing" published way back in 1950 but still valid today. What looks good on the drawing board or on the workshop floor is not always ready for racing.

I found a copy of said book in Wanderlust Books in Alexandra on my last trip though that town. Do drop in – it is certainly worth the visit.

"In June 1946 work was begun on the first Cooper 500. A couple of Fiat "Mouse" front ends were procured and attached to each end of a simple box-section frame. A single cylinder 5 stud speedway JAP engine, driving a primary chain to a four speed Triumph clutch and gearbox was installed behind the driver. Final drive was by a single chain to a solid axle, the drive then being transmitted to the rear wheels by short shafts with Ford Anglia universal joints.

The car was completed in five weeks, just in time for the July hill-climb at Prescott. The night before practise John Cooper and Eric Brandon sneaked the car out onto the public highway, during which the gearbox mounting fractured. This was rectified and the car arrived safely at Prescott in time for the practice runs.

After a few hefty shoves the JAP burst into life. At the start line John built up the revs and banged in the clutch. The car surged forward a few inches and then there was an ominous silence. Both engine bearer tubes had parted company from the frame.



Eric Brandon at Prescott in 1947, with one of the two original Coopers

Brandon knew a chap who ran a garage about 60 miles from Prescott. There a plough handle shaft and a bus track rod were discovered. These were pushed through the broken tubes, then pinned and welded. Pa Cooper arrived shortly afterwards with some new bearers made from solid bar, but after a short discussion it was decided that the plough struts might just about do the job.

During the morning practice John got away to a grand start but got too enthusiastic with the boot at Pardon Hairpin. The revs mounted to astronomical heights and almost all of the entire stable full of 38 horses disappeared. The over rev had bent the exhaust valve. The head was removed, but it was not possible on site to true up the valve stem.

By the next meeting new bearers, and a replacement valve, had been fitted. The car went well in practice but in the timed runs it repeated its previous performance. The solid engine bearer bars snapped like pieces of sugar-stick and the gearbox mounting disintegrated.

The speedway JAP engine obviously had plenty of poke. It was tamed by a flexible mounting. A couple of leaf springs, mounted on rubber blocks, were fitted transversely across the frame, to which the engine bed plates were bolted. Trials on the Kingston Bypass and other public places proved that the new mountings were a success, so the car was entered for the Brighton International Speed Trials in December.

In those trials the Cooper beat up the entire opposition in the 850cc racing class (there was no 500cc class) and Brandon took 4th place in the hotly contested 1,100cc class.

During 1947 the Cooper Special established itself as a formidable contender for 500cc honours, and gave Pa and John serious thought about the possibility of building several replicas. For 1948 they decided on a series of at least 12 cars, incorporating all of the modifications considered necessary for actual road-racing”.

The rest, as they say, is history. But the vibration never went away. Stirling Moss, who got one of those first twelve production cars, noted “the vibration from that single cylinder engine was fantastic. I could cup my open hands around the steering wheel rim and by just blipping the throttle make it blur between thumb and forefinger, hitting them both”.

The Featherweight Coventry Climax.

Here on the West Coast we have an Industrial Heritage Park. At which a bunch of old chaps, including your erstwhile editor, muck about most Saturdays bringing old stuff back to life and having a great time showing and telling the results to an endless stream of visitors.

Included in all this madness is a fine collection of retired fire engines. A growing collection as it is just about impossible to turn the old work horses away.

Not so long ago a clean out of the Hokitika fire shed unearthed a portable fire pump driven by a “featherweight” Coventry Climax engine. The very same as delivered to fire stations all over England in the early 50’s. Not just England as it turned out, as plenty came here as well. (I have come across three of them in the last few years liberated from their stations for much the same reasons. They just simply didn’t get much use).

We recently had a visit from the Lotus Owners Club. One of whom was an ex-fireman. To him spotting the motor was much like meeting an old friend. He knew them well. They got pulled out into the open once a month, fired up, checked out, and tucked away again. Outside of this routine they saw bugger all service.

A wee group soon formed around the engine stand and an animated discussion began. Not just about the fire pump, but also about the linkage of the engine with Lotus cars. It would be fair to say that this engine was the making of Lotus as an international force (and Cooper and a bunch of other English car makers). Austin 7s and Ford 10s were all very well for racing at home, but here was an engine that opened the door to international racing.

The Coventry Simplex company had been around for a while. Originally to make cars, but settling back to being a supplier of engines to other marques. It sort of stumbled into the fire pump business, originally just providing engines, but later taking over the entire job. Come World War 2 and the

place got busy. Post war the bar was raised and the anti-upped. Post war pumps were expected to pump twice as much water as the old ones, from half the weight. It was intended that the new unit could be carried by four firemen. (A look at the completed engine pump and stand suggests that that be interpreted as four burley firemen).

The prototype was ready to run in early '51. A 1020cc 80 kg overhead cam magneto ignition all aluminium engine that could chuff away all day on its 36HP. The new design did all of the above and with an initial order for 15,000 units, the company was to be kept busy. Too busy in the early days to look at the side line activity of providing standalone engines to a bunch of petrol heads.



The fire stations began receiving their pumps in 1953, and it did not take long for the racing boys to discover the overhead cam “featherweight” engine. Light weight it was, with plenty of untapped potential for horse power. Just the thing – a marriage made in heaven. It took a year or so for the racers to talk the Company into hotting them up a bit and making them available for racing. But come to the party they did. The rest, as they say, is history.

From '54 onwards, in racing form the compression ratio was just shy of 10 to 1, and the ex-factory power was given as 76 HP at a rather modest 6,200 RPM. But the boys soon had that up to 85 with development along the way eventually bringing 95 or so. A 1500 cc variation managed just shy of 110.

Returning to source a low compression FWB 1500, at 56 HP, then served for a run of high spec fire pumps.

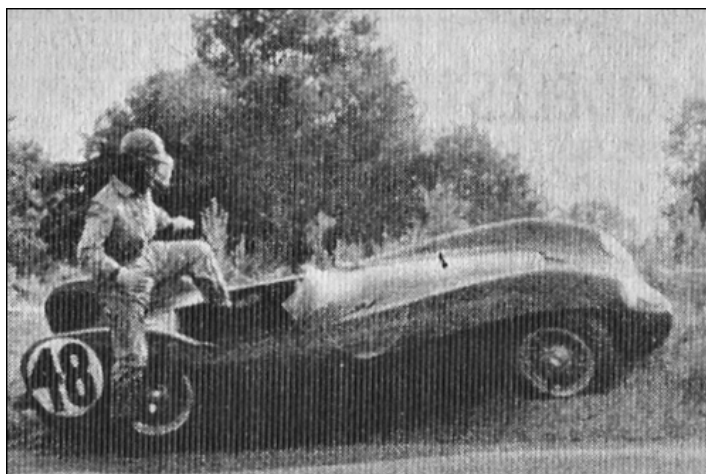
The adoption was not always smooth. In either race or fire pump form the engine was prone to leaking oil onto the flywheel. Keift was the first team to meet this problem, at Le Man in '54. But the message did not get widely disseminated. Team Lotus hit the same problem the following year.

But help was at hand. The American Cunningham team was well endowed with spare parts. Sixteen tonnes of them, including a decent stash of fire extinguishers. Just the stuff to quell the clutch slip. The fluid came with an admonition to “keep her running at all costs”.

An unplanned trip by Colin Chapman into the sand banks at the Arnage corner led to a discovery that a bit of sand in the clutch housing also cleared the slip. True or not the story goes that Ron Flockhard, driving the car later in the race, was despatched to the Terra Rouge corner with instruction to surreptitiously stop and throw a handful into the bell housing.

In the end to no avail. The car ended up back on the Arnage sand bank and was disqualified when Colin Chapman reversed it out, backwards against the direction of race traffic, without an OK signal from a marshal to do so.

So ended the first Team Lotus visit to Le Mans. One car and one engine. Two years later the Team entry was five cars, including a reserve, with three different engine capacities, from 750 to 1500cc. The simple wee fire pump engine had come a long way, but its journey was not yet over.



To view its last iteration peer into the engine bay of a Hillman Imp. You will find an 875 cc version of it.

FROM THE SNOOP

Hello everyone. It is that time again to put pen to paper. I missed the last newsletter, either a bit slack or just too busy so my apologies for that. Our Racing schedule has certainly been very disrupted this year and my poor old RF84 has virtually done no racing.

We were aiming for the Brooklands meeting which was cancelled at the last minute due to Level 3 not changing in time. The Brooklands event would have been our first race event with entries completed online under the Cognito system. At the time of cancellation, we had 18 entries and all but two were on Cognito.

The next race meeting where some of our members had entered was the recent C.C.C. Wigram Revival Meeting at Ruapuna and the Dixon team made it but unfortunately, an unsuccessful practise on the Friday and qualifying was at pedal car times in Race 1 where we ran out of drive. Verdict at dismantle time was a destroyed clutch. All fixed now.

Our Historic and Classic Saloons Pre 78 group had a great representation at Wigram and their racing was damn good. This class looks good out on the track and has an exciting future.

Wigram Revival was the first South Island meeting where my crew was short of a crew chief. Dianne was still recovering from a knee replacement operation so unable to direct the drive as normal. Overall, I felt that something was missing during the weekend and may have been the effort in trying to finish restoring my car on time or something to do with the disruption of the present Covid times. At the next meeting I enter I might have to place the three stripes on the back of my car. Something that we had to do in the early days when first racing out on the track with the CMRC.

SOUTH CANTERBURY HYDRAULICS 2022 SOUTHERN CLASSIC.

The Race Committee are determined to make this happen, you racers deserve it! We have expanded our Race Committee and I welcome Bruce Brown, Barry Leitch, Barry

Dorking, Zara Coghill and Noel and Pip Sutherland to our group. There should be a few fresh ideas emerging from this group.

It has been rather challenging in proceeding with this meeting but now under traffic light Orange, we have some direction to follow. Obviously, we are compelled by the Government to enforce the rule that everyone entering the circuit must show their Vaccine Pass to gain entry at the Levels race Track. Entries are now out and we expect that we will have a good number of entries and hopefully, our classes from outside of the Mainland will make it over the straight. We try to host something different at our February meetings and this year we have the Heritage MX5 Racing Group joining us. This should produce some intensely racing not seen in the South before. It is very popular over in England at present.

Look forward to seeing you all as entrants or supporters, so please support your Club's signature event. **Please check out page 41 in the special Classic Driver Edition Magazine for the CMRC's advert for the SCH 2022 Southern Classic.**

The good thing about Classic racing is that there is always something different appearing at our events. I have been following the progress of the restoration of Paul Goodwin's little Honda Civic Shell Sport car. Paul has had this little Civic for some time now and our 2022 SCH Southern Classic will be its first race meeting. Back in the Shell Sport days it raced under the UNI-PART livery and has been restored by Richard Box to its beautiful condition.

Paul used to race super karts many years ago and is busting at the seams to be involved again. Paul is here for the enjoyment of social racing and not the cut and thrust of serious competition of which recently crept into our classic scene. Saying that, he would like to be competitive and have some fun as well. Welcome to the track Paul.

Another car that must be near completion is a BMW 2002 that Steve Rae is building. The photos that I have seen show that the work on this car is immaculate.

John Corbett of the yellow Lotus Super Seven fame has imported a racing BMW 2002 from the UK and this is on the water at present. We look forward to having that car with us as well. The rebuild on John's Lotus is all but completed after the race incident earlier on in the year at Skope with some beautiful work done by John Crawford and team.

PRIZEGIVING

While out at the Wigram Revival meeting, I was able to present several C.M.R.C. trophies to some well deserving recipients.

Lindsay Neilson Trophy for best Performance - Greg Donaldson
Ross Clifford Memorial Trophy Best Sportsmanship – Gregory Scott
PDL Best New Zealand Special Trophy – Mark and Tracey Barrett
Gregory Scott Motors Trophy Best Presented Car – Nick Cross



Historic & Classic Pre 78 Sports & GTs



David and his MGBGT V8 at the Wigram meeting as a guest of the Pre78 Saloon group.

Our 1st official race for the class will be at South Canterbury Hydraulics meeting 11 – 13 February 2022.

I am working on the entry at the moment and its looking good with 2- TR8s, 3 – 4 Lotus/Leitch 7s, 2 - Porsche 911s, 1 – MGBGT V8, I have found 1 of the MGBGTs (Pickle) in Dunedin & I am working on the owner to have it ready, I now need to find all the others – Salt, Pepper, Gherkin etc.

I haven't spoken to the Chapmans yet, but looking forward to seeing their Fiat X19 Abarths also.

Also where are all the Triumphs TR2,3s,4s, Spitfires etc any leads would be appreciated.

David Hunter
0274318078

FACEBOOK PAGES:

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.

CMRC

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Historic & Classic Saloons pre 78

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Historic & Classic pre 78 Sports & GT's

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Formula Libre

<https://www.facebook.com/Formula-LIBRE-101143988915253>

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.