



Patron: Howden Ganley

Newsletter January/February/March

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COMING CMRC EVENTS:

Date.	Event	Venue
14 May 2022	Autumn Fling	Levels Raceway
2/3 Sept 2022	Brooklands AGM	Levels Raceway

Presidents Report

The South Canterbury Hydraulics meeting, our biggest meeting of the year, has been and gone. Thanks are due to many people who make such an event happen.

We managed to run a successful race weekend thanks to the willingness of the competitors to get out and race and, while doing so, obey the restrictions that we needed to put in place as a committee to ensure racing could proceed - thanks to you all.

I need to acknowledge the members of both the executive committee and the race committee. The decision to go ahead with no spectators and thus significantly reduced revenue, was not taken lightly. It involved many online meetings and these officers of our club willingly gave up many hours in planning and discussion. In the end we made the right call. We took the view that we are a motor racing club and that we should go ahead if at all possible. To cancel two meetings in a row 'went against the grain' and when we heard that Skope was postponed our determination was only increased.

The service award made to Brian and Di Dixon at the end of the meeting is thoroughly deserved.

Pip and Noel Sutherland have come down each year from Auckland to assist with running meetings. Regrettably, they have decided it is time to step back. We will miss Pip's enthusiasm and eye for detail in 'doco' and Noel's trips around the pits on his bike as CRO. Your contribution over the years has been so much appreciated.

The sponsors were simply amazing. Despite the lack of spectators and many sponsors not being able or allowed to attend, they did not abandon us. Every one stuck with us and their financial contribution was pivotal. Our most sincere thanks to you all. We hope that next year we will have our corporate suite back and look forward to hosting you and thanking you in person.

Due to prudent financial management over a long period, our club is in a sound financial position.

We have decided as a committee that we will assist the South Canterbury Car Club to purchase new WiFi equipment. This will be used in the race secretariat and pit areas. Levels is our home track and we feel that this contribution will make really help the SCCC as well as benefiting those who hire the circuit such as ourselves.

You will also note that the entry fee for the upcoming Autumn Fling meeting is reduced for members of the CMRC. This is one way we can return value to those who are financial members.

I was looking at some the digital images I have on my computer a few days ago. One in particular struck me. It was a cluster of formula juniors, largely from England, contesting turn 1 at levels. I look forward to the post-COVID era when we can get back to normality.

Nick Simpson.

Editors Report - Cold Rain and Newsletters.

A truncated report this time around as your scribe had a day or two where not much went to plan. Capped off by a camera that decided that it no longer wanted to be one and a call on family matters that shortened my days at the races. With luck this newsletter will still make sense. But not without a big thank you to Brian and the organising committee for putting together a memorable meeting under Covid conditions. Also to Philip Dickie for photographic help after my camera went AWOL. If you were there Philip most likely has a shot of your car. You can get him at 0274 401 476.

Vintage and Historic:

Saturday was cold, and wet and slippery. It was also my only day at the races, and began with a chat with John Rapley, this year running his BT2 Brabham in the Vintage and Historic class. So pleasing to see it back on track in John's hands after a year or two sitting lonesome under a tarpaulin, somewhere near the sea, while John and the Police were looking for it. The car was stolen, while in its trailer on its home driveway in 2017. The trailer was a converted caravan and still looked much like a real one. The Police opinion is that it was probably stolen for use as a mobile P lab, with the Brabham being dumped as surplus to requirements.

The car was eventually found in a raid on a "place of interest", but in a very poor state. Attending to a rusted chassis was only the beginning of John's rebuild of the car. This was its second rebuilt in his hands as he had previously restored it in the late '80s for the Southward Museum.



Tongue in check John describes the car as the 13th out of 12 BT2s ever made. It is singular and unique, beginning life as an in house development car for the 1963 BT6 Formula Junior production run. In essence it is a BT2 from the driver bay forward, and a BT6 from the drivers seat backwards. This duality has flummoxed Brabham chasers since the day it was made. (No wonder really as neither BT2 nor BT6 were not factory designations. They are a retrospective gift to help journalists keep track of things. The factory knew John's car as FJ-13-62. That tells us that it is the 13th Formula Junior Brabham made in 1962 made in 1962. BT whatever doesn't come into it.

Fords and Libre: Together these two packs yielded a grid of 24 cars and some spectacular racing. The Fords in particular forming a tight pack, just like the good old days. But tight groups and wet tracks don't go well together, and the attending touches and spins made a mess of more than a few plans. Phil Foulkes, in particular, spent quite a bit of time on the grassy patches, none of it from any fault on his part. Phil's car is another example of replacement chassis and mixed identity. This one going back to the very early days of Formula Ford in New Zealand. That mixing and matching is recognised in its current designation of "Trident Palliser".

The Palliser bit of its provenance is straightforward. The Wood brothers (Howard and Donald) imported it from England, on a tip off from David Oxton, in 1972. (David being in England as the New Zealand champion and representative for the 1972 "World Formula Ford Final"). It was a good tip as Don took it virtually off the boat to its first kiwi race at Bay Park, straight off the trailer and onto



the rear of the grid, with a stunning drive to finish second by a wheel at the end. At this point it looked like the Palliser in the picture, only in yellow.

The “Trident” part of the identity comes from another set of brothers. Kim and Allan Crocker. When the Wood boys took to building their own cars, calling them “Cheetahs” (ask me nicely one day and I will tell you why) the Palliser found its way to the Crocker family, and was rebuilt in the form it has today. Essentially a long wheelbase version of the original car, but without the original chassis.

A Roaring Season Forum notes that Phil does not run a Palliser. Rather he runs a copy of a Palliser. It has the original log book that came with the Wood brother’s car, but it is not that car. The Trident Palliser designation removes any doubt.



At which point I ‘fess up and note that Howard, Phil and myself were members of the University Motor Club in the early ‘70s and know the original car very well. Given the demise of my camera I have relied on the internet to find a photograph of Phil and the car, from the NZ Formula Ford website. Thanks Guys.

Circuits and Bumps:

The bulk of the entries for the meeting were saloons of one sort or another. Classics, Pre ‘78s, Rennsports and Mainland Muscles. All of which are quite capable of being affected by unexpected bumps. More so if the unexpected bump is also a wet one. Not a matter to which I had paid much prior thought, but given space to wander I ended up at the Sweeper for a head on view of the track along the start/finish straight. The wet morning races saw a number of spins along that straight. Not at the corner leading into it, but on the straight itself. How the drivers kept on the black stuff while dodging the tyre wall on one side and the Armco on the other is a bit of a mystery.

An answer presented itself later in the day with the track a little dryer. Still looking directly down the start finish straight, every now and again a car would bobble on entry to the straight right at the point where the wet spins had begun. There is a bump there all right, benign in the dry but potentially hazardous in the wet. Albeit only for those cars taking the left-hand line on entry to the straight. Something, perhaps, to watch for on your next visit to the track.

The **pre ‘78s** showed themselves to be a grand spectacle after the trials and tribulations of getting up and running just a year or so ago. Anything that can pit an Imp against a Galaxie is gig worth



watching, and their face book page is well worth a visit.

The **Mainland Muscle** cars wave the big V8 flag, and a grid full is enough to get the



juices flowing. But pity the poor handicappers. A normal race begins with the cars all together at the start and leaves them spread out at the finish. A handicap race does the opposite. How do you get that full, but scattered, grid to the finish point at more or less the same time? I am glad that it was

someone else doing the maths. They did a damn good job of it too. John Hepburn and Craig Gilbert were the scratch cars, and, with a heap of dodging finished one and three. While the limit car was not spat out of the pack, finishing with a few cars still behind him. Well done.

The in between class of **Group 1 Classic Saloons** also drew a big field. My guess is that in time this group will be absorbed into one or other, or both, of the muscle or pre '78 fields. There are already plenty of overlaps. The one I looked at most was Bruce Goodwin's V8 engine MK3 Zephyr, and the show it provided at the end of race 1. Bruce had been slow away but was well up with the play at race end. His finish was unusual, a pull off onto the grass apron between the track and the tyre wall, with a straight ahead run, still on the grass, right up to the entry to turn one.



A worried Bruce was quickly out for a look underneath. Due to a bit of broken suspension his left-hand front wheel was towing out in a big way. The MacPherson strut on that side must have flapping like a wheel on a tea trolley. Attempts to tow the car just increased the toe out and the car wasn't going anywhere. In the end the strut came to its own rescue. Pull the car backwards and the wheel toes back in. Bruce convinced the Towie's that this trick would work just as well in reverse gear, and backwards he went, up the pit lane and all the way back

to the paddock. Job done! (Photo by Philip)

The **Rennsports** had a stranger in the camp in the form of Rob Lewis's Holden Monaro. Hmm! A German Holden, surely you jest. I guess that a tongue in cheek defence could be made that the General makes more than American cars and that there is/was always plenty of Opel influence in a Holden. Good luck on that. On track the Rennsporters ignored the interloper, running their own race and defending their territory, head-to-head if need be. (The BMW Waltz Photo by Philip).



The **Sports and GTs** also drew a big field, with Mark Scott showing a ton of pace in the Tuscan, from a pit lane start to just shy of the lead at the end of race 2.

The class was not to be outdone in the waltz department. Philip got this shot at the end of race 1. It is a sort of mirror image version of the BMW Waltz with Debbie recovering from an off and Mike Baker on guard duty.

Leaving this report where it started. Saturday was cold and wet and slippery.

Race Class Report - Formula Libre (Greg Scott)

Formula Libre had an entry list of 24 single seaters this year. This included the Historic Formula Fords that have always run with us but this year were running a points championship as well. This gave us a great mixture of single seaters and some excellent racing with some of it affected by rain without any accidents.

The Historic Formula Fords have confirmed they will run with us next year so here's hoping the numbers of single seaters will keep getting larger. A big thanks to the North Island competitors that travelled and supported us this year. (Photo Noel and Pip), with thanks to Scotts Auto Sales for their continuing support and class sponsorship.



Race Class Report – Sports and GTs. (David Hunter)

A very short report from me, my father-in-law passed away during the first race on Saturday morning, so I was on the trailer and gone.

I didn't manage to get around everyone, but those I did were as usual enthusiastic and much looking forward to the weekend's racing. We had 19 cars in the class, quite a mix from five Porsche, including Wayne Grave's gorgeous 1973 "Raspberry" 911 RSR, through TVR, Fiat, Lotus, Triumph MG, Mallock, Mistral, Mogul, Donovan and SID.



SCH Southern Classic 2022 Awards.

Well raced ladies and gentlemen, raced under not so perfect conditions for part of the meeting. The Race Committee commends your efforts.

CLASS AWARDS

Historic and Classic Saloons Pre 1978	Ken Williams	1968 Mercedes 280CE
Mobil One Mainland Muscle	Rod Hayman	1970 Pontiac Firebird
Classic Saloons Group 1	Bruce Goodwin	1973 Mk3 Zephyr
Sports and GTs	Kirk Ransley	1977 TR7 V8
Continental Rennsport	Liam McMahon	1988 BMW E30
Historic Formula Ford	(Own Awards)	
Formula Libre	Jacob Cuniffe	1994 Swift
Vintage and Historic	Bryan Ashworth	1960 Daimler SP 250

TROPHIES

Ron Brooking Cup	Neil Greene	1955 Ford Anglia 100E
David Brown Memorial Cup	Mike Small	1967 Ford Mustang
Les McGraw Trophy	Royce Bayer	1976 Donovan Typhoon

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The Snoops Report.

Hello to our fellow club members and classic racers, 2022 is certainly racing along faster than I care for as well as throwing up a few obstacles at us, life wise and of course our racing,

With Covid causing the cancellation of the Skope meeting announced almost immediately after NZ going into Red the race committee, with the blessing of the CMRC executive committee. elected to punch above our weight and proceed to go ahead with the running of our 2022 South Canterbury Hydraulics Southern Classic. We figured that most of our valued racers would be busting at the seatbelts to get some racing in and support us. Needless to say there were many hurdles to leap through before we could open up for documentation. We were fortunate that the SCCC were running their truck meeting a couple of weeks before so we could observe and use their pits layout and look to see what security we needed to comply with in Government and Motorsport requirements.

This, of course, was a considerable expense. Entries were rolling in and though we lost 40 to 50 with withdrawals due to the increase in Covid numbers and some of the advertised forthcoming weather conditions we had fairly good fields in all classes, especially the Historic and Classic Pre '78 Saloons. Due to the advertised rain arriving dead on time on Saturday a few stood down from racing in the name of safety but most got their racing laps in. Sunday's weather was a little worse than advertised but still enough dry time to get our racing in. As advertised, we could not have any Spectators, Sponsors or Saturday evening dinner and prize giving. But we still managed to get around the pits and present our awards and trophies. As an appreciation for those that had entered, we presented them with a wine or beer glass for 2022 adorned with the beautiful Alfa Romeo GTV of Mark McGuinness. The list of award winners is separately listed.



They say that motor racing can be trying at times and I can relate to this as Old Blue has been misbehaving regularly lately. After a lengthy rebuild after last year's Skope meeting we were ready for the Wigram Revival only to have the clutch disintegrate on Saturday. Rebuilt again for our SCH meeting she performed so well we decided to enter for Teretonga seeing that she behaved in Timaru. Only to have the clutch slip again on Saturday causing an early retirement and departure from the meeting. BUGGER. New clutch underway and so far mechanic and clutch rebuilder baffled as to why we are having these problems, but will be ready for the delayed Skope meeting and our Autumn Fling meeting on 14 May at Levels.

You will note that the Autumn Fling meeting is a week later than last year, but this is due to the SCCC Calendar. Entries again through Cognito. The form has been overhauled and is hopefully easier to navigate for you. As a way of giving something back to our club racing supporters we have discounted the Autumn Fling entry cost to \$120. We should be back to running thus meeting under normal conditions so hope that normal pit placements, spectators and crew numbers are as per before Covid Red conditions. Please support this meeting as I am sure you will even if the date is in May. By supporting our meetings, you are also supporting the Levels circuit and the SCCC.

Our Executive Committee has been on a proactive drive to up out membership numbers and have been reasonably successful on this. We are also active in encouraging members to bring their cars, if needed, into compliance with the NZ Motorsport Classic requirements of T&C and Schedule K and

other appropriate schedules. This includes tyres. The Historic and Classic Pre '78 saloons are already implementing this and have a list of compliant tyres required for their class. This should cover most of our classes. We will publish this list shortly and will be encouraging racers to carefully look at this for our oncoming race season.

It was great to see Royce Bayer out competing in the Donovan Typhoon sports racer at our SCH Southern Classic. I first saw this car at a Jaguar Car Club bent sprint at Ohoka in the early 1990's when I was competing in my Lotus 7 and thought it was a pretty looking sports car. It disappeared again for quite some time until it appeared at a PDL meeting, run by Steve Donaldson who had completed a complete rebuild of it. It disappeared again until Steve lent it to Royce to run it at our meeting. Royce hopes to bring it to our Autumn Fling Event. I will endeavour to do a more detailed write up on this car in a later newsletter.



Enjoy your racing, regards, The Snoop.

Pre78 Historic & Classic Saloons (Wayne Perkins)

Following our season opening event at the Wigram Revival in late October we then progressed onto the Super Saloons event at Teretonga in early December which was superb on the Saturday but somewhat damp on the Sunday. In spite of that we had excellent racing and certainly fired up the class for our late summer events.

We rolled up at Levels for the South Canterbury Hydraulics on Friday 11th February and whilst we were jammed into a fairly small pit area we were absolutely delighted to be racing. So many had said there wasn't a snowball's chance in hell of the meeting going ahead that it was great that two or three pushed it through regardless, well done to Paul and Brian.

We had 31 entrants at Levels which was just about twice as many as the next largest class which just goes to show that if you have a period correct class with MSNZ based rules then the competitors will come. Many of the saloons in our class have been parked in sheds for years after they were previously made to race against all sorts of oddball hotrods and club type cars that don't comply with any sort of regulations so it's fantastic the old and correct saloons are reappearing in droves.

Our racing was apparently the highlight of the event according to the limited number of spectators being both very close and yet exceptionally clean with no contact or even near misses and apparently is now featuring very favourably in a national Classic Car magazine. We were lucky enough to roll out onto a dry track for each of our races which was meant to be two scratch and two handicaps however the handicaps were turned into reverse grids so we abandoned them and reverted to scratch races. Probably in the future we will set our grids at Levels so that we can have proper handicap races that give all the entrants the opportunity of winning a race.

The following weekend we rolled up at one of our favourite tracks being Teretonga with 34 entrants keen to savour that long fast flowing track. Saturday morning qualifying was done in the wet and by putting my big boy pants on I qualified 5th to be the first of the cars not on dedicated 'Wets' and I was delighted. The rest of the racing was in the dry and was the usual exciting nose to tail, door

handle to door handle stuff. Unfortunately, on the Saturday afternoon race we had three minor panel damage incidents (our first ever) which resulted in three of our drivers receiving one strike. You get one strike for each panel damage incident that you cause and when you get to three strikes you are removed from the group.

So far it has been a great season with many happy existing, returning and new drivers thoroughly enjoying their Historic and Classic Saloons pre 78 racing.

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.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.

