



Patron: Howden Ganley

Newsletter April/May/June 2022

Officers

President: Nick Simpson
Secretary/Treasurer: Paul Coghill

Vice-President: Wayne Perkins
Past President: Barry Dorking

Committee

Brian Dixon Greg Scott Bruce Brown

Vehicle Acceptance Committee

Barry Leitch Kevin Telford

Newsletter Editor

Trev Lister

Website: www.classicmotorracingclub.nz

Contact: info@classicmotorracingclub.nz

COMING CMRC EVENTS:

| Date. | Event | Venue |
|-------------|--------------------|-------------------------|
| 2 Sep 2022 | AGM | Levels Raceway 7:00 PM. |
| 3 Sept 2022 | Brooklands Meeting | Levels Raceway |

President's Comment

Our Autumn Fling meeting was a great event. Thanks to all who attended and helped to make the day a success. As a committee we made the decision to offer a reduced entry fee to this meeting. Although it led to a small loss we had budgeted for this. As I have said previously, we see this as a way of providing value to our members.

Our Next meeting will be the Brooklands in September. This will also be the weekend for our AGM which will be an in-person event (not a Zoom meeting as last year). I look forward to seeing you there. There will be more information in future newsletters to follow.

The process of writing a strategic plan for our Club is now underway. This will chart how we plan to move forward and meet future challenges. I have taken responsibility for this task. The plan will be divided into four focus areas, each based on one of the original goals that were stated at our founding in 1983 as:

- To promote and organize racing and speed events at suitable venues for the members of the club
- To encourage the restoration, preservation and use of classic and historic racing cars
- To raise funds to promote the objectives of the Club
- To do all such acts as shall further the objectives of the Club

This plan will be presented for the consideration of the membership at our AGM.

One of our key goals will be making sure that we always have the personnel to run our Club. You may have noted recent changes in the race secretariat. Zara Coghill has started to pick up the work so capably done over recent years by Di Dixon. We need to recruit new members for our committees and finding new helpers for race meeting days is high on our priority list. If you feel that you have something to contribute, we would love to hear from you.

Over the years we have probably been a little lax in allowing a range of modifications to creep in to some of our cars. This was not done out of laziness. It happened because we wanted to foster competition and get more people out there racing. However, from time to time, it is good to take stock of things. In a previous article I mentioned our desire to have fair competition and, as far as possible, period correct vehicles that conform to Motorsport New Zealand rules for Classic Racing. I also promoted the idea that having a Certificate of Description (COD) was highly desirable.

The types of tyres that can be used in our competition events have been a source of much recent discussion at committee level. In future events vehicles conforming to Schedule T&C will not be permitted to run slick tyres.

Nick Simpson
President

Editors Report:

Whoopee! Still a little cold, but nowhere as wet as our last meeting. That damn bump is still there though, this time catching out a couple of long-time competitors in John Hepburn and Neil Green. John knows the track backwards, and it was Neil's first nudge of a tyre wall in 22 years of running the Anglia. Sure, bumps come and bumps go, but that "whump" sound of a car taking on an Armco fence is not a sound I like to hear. Be careful out there.



Else a lot of fun. With a wee hint that a changing of the guard is under way. Arriving late Friday, in the gloom, I went looking for the race secretariat with everyone hunkering down for the night. "I can help you there" said Zara - "it's me". A damn good job she did too. A short apprenticeship under Di's steely gaze, and she's ready to run. When I asked how she got the job she replied "Dad told me I had to". Thanks Paul.

That's a handy reminder to us all that the AGM is next up in early September. Don't be afraid to put your name down for a job or two. It's time for the Dinosaurs to take a wee nap.

Seventy or so racers braved the variable weather conditions, helped out by an early morning decision to drop pre-race practice and go directly to the qualification runs. A good idea as even with the morning crib we were running on the edge of the clock at the end of the day.



A quick BYO social in the clubrooms ended the fun. Class awards can be found later in this report.

The Saloons:

There were plenty of them split, as is now the norm, into three fields. The group one field was very well behaved indeed. On a tip off from the snoop I went looking for Paul Carter and his Mitsubishi Starion. An unusual car to find anywhere these days and a driver that just fizzles with enthusiasm. Paul's car dates to a change in the Australian Touring Car rules in 1985, when they moved away from a set of home grown Australian Group C rules to the FIA International Group A ones. The earlier Australia turbo cars had been built to take advantage of a CAMS ruling that had unexpected consequences. The intent was to encourage under 2 litre cars to fill out



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the big banger fields, with a tempting offer of bonus championship points in the races. There was no turbo engine equivalence rule in the mix, so small turbo cars remained small and still got the bonus points. A couple of the small car teams took advantage and powered themselves up to big horses by adding turbo's to their wee donkeys.

The Starion's were the next step up the ladder, being Group A turbo cars from day one. Paul's was one of four prepared by Kevin Bartlett as a "customer" car. Paul says that it never raced and the internet backs that up. If you want to talk to him about his car, be prepared to be there for a while.



Just down the paddock was another Japanese turbo racer. This one a replica of the Nissan Godzilla's from the last days of Australian flirtation with the Group A. (The Aussies went back to writing their own rules in 1993 - V8's only from here on in thank you very much - and the Godzilla's were no longer eligible). We can thank the Beeby Boys for rescuing at least one chassis and an RB engine or two before the drifters hoovered them up. My talk with them was a bit more mundane. Like how come

you threw away a win in the second race? The answer was that the gear lever went loose and floppy with a lap still to run. The photo is the car at Levels, in Enduro trim, but on another day. One with sunshine!

Wayne Perkins and the team do a grand job with the pre '78s. Another big grid and always some-one to play with. Meanwhile, back on the clubrooms embankment, we heard the sound of screeching tyres, out of sight over the back of the track, near the old Klondike flag point. We couldn't see anything, we just heard it. Thankfully, without an accompanying whump. Wayne had got onto the grass scooting backwards at a fair old pace and wondering what to do next. For a look at this ride try the pre '78 Facebook page. Rumour has it that Wayne's dash camera contents were immediately uploaded to the pre 78 site, Paul Coghill's dash cam coverage likewise. Back in the paddock no-one asked the obvious question, nor could we find anyone prepared to remove Wayne's bicycle clips and find out.



The Single Seaters:

The VCC field looked good on paper but was hit by a number of no shows on race day. A pity, as the racing produced a close matched gaggle of cars. Bill Cowie ending up as the meat in a Barrett Lotus sandwich for much of the racing. The bread was Mark's newly acquired 20 Junior and Tracey in one of their 23s. On track these two loti lived up to the fraternal mould and stuck together all day. I am hoping to get a "Member's Car" article together on the 20 in the next Newsletter.

It was also a Lotus day in the Libre races, albeit all being replicas, with build years given as '72, '78 and '89. Not so much siblings this time, more like cousins. Even so they also stuck pretty much together on the track. Sure, it is a Libre race and there are plenty of faster cars in it. That doesn't stop the fun, and having a play pal on track is always a good thing. Thanks to Trevor, Greg and Hayden for the entertainment. Keep flying the flag guys.



Awards - 2022 Autumn Fling May 14 Levels Raceway Timaru

A large thank you to all who attended our final meeting of the season and congratulations to those entrants who deserved these awards. Well done all.

Class Awards:

| | | |
|--------------------------------------|----------------|--------------------|
| Saloons Group 1 | Paul Carter | Mitsubishi Starion |
| Classic Large Saloons | Frank Ryan | Trans Am Camaro |
| Historic and Classic Saloons Pre '78 | Blair Bishop | Fiat Abarth |
| Vintage and Historic | Tracey Barrett | Lotus 23C |
| Formula Libre | Gary Arnold | Van Diemen FF 1975 |

CMRC Club Awards:

| | | |
|--|----------------|------------------|
| Ross Clifford Sportsmanship Award | Jamie Green | Datsun 1200 |
| Lindsay Neilson Best Performance | Maurice Bone | Ford Anglia 105E |
| Scotts Auto's Best Presented | Tony Densem | Holden Torana |
| Ransley Shaft Hard Luck Award | John Hepburn | Holden Monaro |
| PDL Best NZ Special | Bill Cowie | Spangeralli |
| Peter Gendall Most Polished Performance | Bruce Tinnelly | Holden Monaro |
| Spinners Award (Very closely followed by Barry Evans – Hillman Hunter GT) | Wayne Perkins | Vauxhall Viva GT |

A FEW NOTES FROM THE SNOOP

Hi all, the end of our 2022 racing season is upon us and our Autumn Fling event has passed with another well attended meeting. Probably the largest number of entrants for this meeting for some time. well done team.

A little rain in the early morning arrived just to test our fortitude and wet weather skills but caught a couple of drivers out on the entrance to the front straight. My commiserations to Bruce and John who now have a fair bit of frontal damage to repair on Bruce's lovely HT Monaro. Neil Greene also kissed the wall in the mighty Anglia. Neil made comment that she is a strong old girl up front and will be back like new shortly. Barry Fairbass in the beautiful 68 Mustang gave a masterful display of car control pirouetting gracefully down the front strait without touching the walls. All this in the practice combined with qualifying.

The weather then fined up but there was little heat in the track till mid-afternoon. Some great racing followed. I will left the rest of race report to others, but I would like to touch on our volunteers and officials availability. Many take them for granted but as a race organiser I know only too well that they are a bit thin on the ground. We have a shortage of A Grade scrutineers available to us and this has been apparent over the last few events. We have over a few issues lost a couple of our A graders that have supported us in the past, but luckily managed to semi fill that spot only to lose Grant due to covid a couple of days before the autumn fling event.

Many phone calls later we were lucky to obtain the services of Malcom Lovett from Ashburton. Murphy's law stepped in again and we lost Mike and Julie our treasured timekeepers due to unforeseen problems Again a few frantic calls and we were lucky to have Chris Pullan help out from the CCC and all of a sudden, we were back on track again. Many thanks to Malcom, Chris and Geoff for helping out at very short notice. The point I am making is that our officials and helpers are very busy and time poor with all of the many events being held now days. Their experience and knowledge is invaluable. We need to extend our list of helpers and officials and look after them.

Although the Autumn Fling was the end of our 2022 racing season it was also an event leading up to a few changes in the way the CMRC will be running our future events. From the start of AGM and Brooklands meeting our club events will be for CMRC club members only. The VCC and the CAMS Motorcycle club will be invited as they have been part of the Brookland event since the start of this event.

The other item of concern is that of tyre selection. Our club rules state that T&C cars should be running DoT rated but road legal tyres, not slicks or the popular two grooved tyres. This will be enforced. The club has published a list of acceptable tyres further through this newsletter. There will be a few curly issues to work through, ie Shellsport cars and a couple of others. Anyone wanting to clarify any issues should contact our Vehicle Eligibility Advisor, Barry Leitch who is only too happy to have a chat and help you.

Motorsport has always been an evolving sport with modifications galore and in the past some amazing cars built in some one's humble garage. The wild and powerful OSCA and the likes and now we have a few of the new era of electric race cars. I pop around to John Sloan's garage where he has always a project being worked on. A recently rebuilt Formula Ford, a Formula Atlantic of his having a freshen up, A nearly completed rebuild of the 1970s Scorpion sports car and a new project of converting a Formula Ford 1600 to electric. This a project of Derek Wilson the coordinator of the Historic FF group and the new Wings and Slicks class. John is doing most of the fabrication and build. The Nissan Leaf electric motor is almost fitted and is waiting for the many batteries to arrive so they can be placed. An interesting project but not

sure where the end result will fit in.

Greg Scott and I are still trying to expand our group of Formula Libre and single seater cars and David Hunter is working with the sports cars There are quite a few hiding away in garages, but are hard to get their owners to prize them out. The single seaters and sports cars are going well in the North Island but not the case down here, but they have been in the past an exciting class of racing. We need to build these classes up in numbers.

The next 3 months will I guess be dedicated to repairs and maintenance so you all will be busting to be at our next BROOKLANDS CHALLENGE and AGM on the 2 and 3 of September

Happy maintenance and racing from the SNOOP



Wade's Footnote

At the Driver's briefing Wade Henshaw came up and introduced himself. Those of you with long memories will recall that Wade had a comfortable lead in the 2006 NZ Touring Car championship after the South Island rounds. But when the championship went north his car may as well have had a bulls eye attached to its back bumper. Sure, rubbing is racing but he ended up spending a fair bit of time in northern dust storms not of his own making, and the championship disappeared from his grasp. (You can still catch these races on U Tube. Look for New Zealand Touring Cars 2005).

In addition to the driving Wade also built the Mike Pero cars. He still builds cars and engines, including Mazda rotary ones. It was one of these that he ran at our meeting, 13 years he said since he last drove at Levels. Welcome back brother. His intended ride was the ex Kim Austin RX7 Ashley Rally Sprint car but a failed O ring in the oiling department finished his day early.

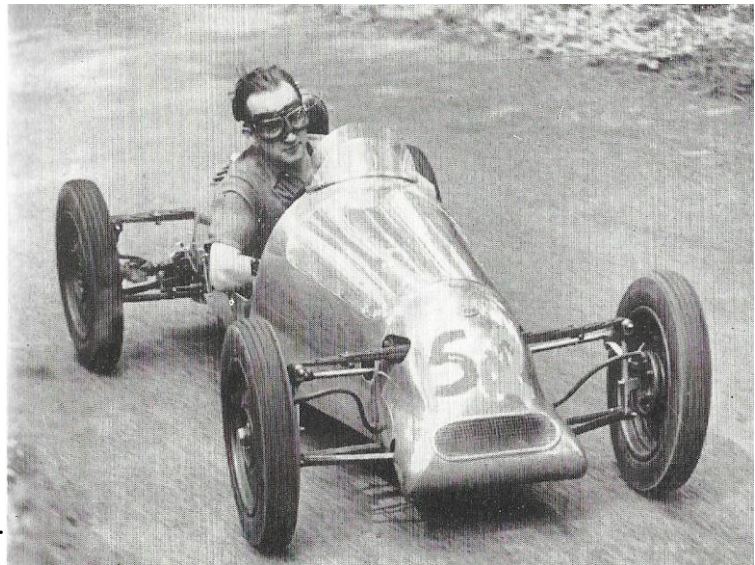
The Editor's Page - Things That Go Bang.

A reminder to Specials builders about the trials and tribulations of getting a new idea on track. This narrative is paraphrased from Gregor Grant's wee gem of a book "500 cc racing" published back in 1950 but still valid today. (I found a copy of said book in Wanderlust Books in Alexandra on my last trip though that town). Its lesson is that what looks good on the drawing board, or on the workshop floor, is not always ready for racing.

Work began on the first Cooper 500 in June 1946. A couple of Fiat front ends were attached to each end of a simple box-section frame. A single cylinder 5 stud speedway JAP engine drove through Triumph clutch and gearbox. Final drive was a single chain to a solid axle, driving the rear wheels by short shafts with Ford Anglia universal joints.

The car was completed in five weeks, just in time for the July Prescott hill-climb. The night before practise John Cooper and Eric Brandon snuck the car out for a run on a 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, leading to an ominous silence. Both engine bearer tubes had parted company from the frame.



Eric knew a chap who ran a garage about 60 miles from Prescott. A visit procured a plough handle shaft and a bus track rod. 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 do the job.

John got away to a grand start in the next morning's practice but got too enthusiastic with the boot at Pardon Hairpin. The revs mounted and the 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 had been fitted. The car got through first practice but in the timed runs it repeated its Prescott performance. The reinforced engine bearer bars snapped and the gearbox mounting disintegrated. The speedway JAP engine obviously had plenty of poke. It was eventually 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. The car was entered for the Brighton International Speed Trials in December and beat the entire opposition in the 850cc racing class (there being no 500cc class) and also took 4th place in a hotly contested 1,100cc class.

In its first year the Cooper had established itself as a formidable contender, and serious thought was given to the possibility of building several replicas. For 1948 it was decided to build a series run of at least 12 cars, incorporating all of the modifications found necessary for racing. The rest, as they say, is history. But the vibration never went away. Stirling Moss, who got one of those first twelve noted that "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

Historic & Classic Saloons pre 78 Regulations

The Motorsport NZ tyre regulations for Appendix 6 T&C Group 2 production saloons up 31 December as follows.

Only radial tyres with a road legal tread in New Zealand may be road tyres having 1.5mm minimum tread depth across 75% of the tyre and around the entire circumference). Aspect ratio for radial restricted to 50% minimum. The use of semi- slick tyres with only radial grooves is specifically prohibited. Alternative tread patterned bias cross ply tyres conforming with the above tread depth and circumference specifications are approved.

Note: 1/. Examples of bias tyres are Dunlop CR65, or Hoosier vintage or TDR treaded tyres. 2/. Not all DOT rated tyres are road legal.



Tyre

Schedule 1977 are

used (ie: width of the tyres is

My interpretation of those Regulations for the purposes of clarity for the MSNZ Group 2 T&C cars within the pre 78 saloons group is as follows.

The United States of America Department of Transportation (DOT) developed the Uniform Tire Quality Grading (UTQG) standard to provide consumers with information to make an informed decision during tire purchase.

The UTQG marking consists of treadwear, traction and temperature.



All the **treaded competition radial tyres** currently available in New Zealand, that are **suitable/legal** for using in our **pre 78** group have **UTQG numbers**

Treadwear: indicates the hardness of the tyre, the higher the number the better mileage but less grip you will get and the lower the number the more grip but less mileage. Most one make series and autocross events overseas have a minimum of **100** as their regulated treadwear number.

We have a minimum of **80** as our treadware figure because quite a few of our guys are running Nankang's which have that treadware number. Tyres with a treadware **figure of less than 80** are **not permitted**.



Traction: indicates the tyre's ability to cope with wet pavement. There are four levels of wet weather, **AA** which is good, **A** which is adequate, **B** which is not suitable for wet weather and **C** which is totally unsuitable for wet conditions.

We have a minimum of **A** as our traction figure to reduce the risk of aquaplaning although some of the treaded tyres such as the Nankang's are quite unsuitable for anything more than a damp track.

Temperature: indicates the tyres ability to cope with extremes of temperature. There are three levels of temperature capabilities, **A** which is excellent and suitable for competition, **B** which isn't very suitable for competition and **C** which isn't suitable at all for any sort of hard driving.

We have a minimum of **A** as our temperature figure to reduce the possibility of high speed tyre failure.

Examples of treaded competition radial tyres currently being used successfully by members of the group are **Toyo R888R**, **Yokohama A048**, **Hankook Z221** and **Avon ZZS** all of which have **Treadware** figures of between 100 and 220 and all have **Traction** ratings of A and **Temperature** of A.



Bias tyres: or cross ply tyres as detailed in the MSNZ regulations are permitted and whilst unsuited to very wet weather conditions are accepted by the pre 78 group for racing in dry or damp conditions.

The cross ply tyres that are acceptable are the Hoosier TDR, Goodyear Blue Streak, Avon ACB9 and the Dunlop CR65



Wet weather tyres: we allow all competitors to run what they consider to be the safest possible tyre for their race car to avoid the prospect of high speed aquaplaning and subsequent damage to their own and especially other competitors vehicles. Competitors wet weather tyres do not have to comply with UTQG figures or wheel diameter rules for our class.



Whilst our regular treaded tyres are perfectly acceptable in showers or light rain as conditions deteriorate, we expect you to fit wets or to make safe and sensible decisions as regards competing in very wet conditions.

V8 Saloons: To limit the grip of the V8 saloons and to keep parity with the other smaller capacity saloons the maximum size permitted is 23/7.5-15 or if using radials 245/60R15's



If you have any queries or require clarification, email me at wayneperkinss@gmail.com or Messenger me or text/ring on 021 549 551

Wayne Perkins

Coordinator H&CS pre 78

Classic Motor Racing Club

FACEBOOK PAGE:

Our club face book 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.

