



Patron: Howden Ganley

Newsletter July-August-September 2022

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Up and COMING CMRC EVENTS:

Date.	Event	Venue
10-12 Feb 2023	SCH Southern Classic 2023	Levels Raceway
13 May 2023	Autumn Fling	Levels Raceway

Presidents Comment

Thanks to all who turned out to our 39th AGM in Timaru the evening before the Brooklands Challenge. The meeting was very well attended. It was absolutely fantastic to be able to meet again in person and to renew acquaintances. I also extend our thanks to the South Canterbury Car Club for hosting us.

We said farewell to Bruce Brown, Greg Scott and Brian Dixon from the committee. Their service over a number of years has been outstanding. The standing ovation they received was well deserved and shows the high regard they are held in.

We welcome Rod Hayman and Craig McQuilken to the Executive Committee. I am certain that both will play a significant contribution in the future.

The Brooklands meeting was blessed with fine weather which always helps to make a great day even better. There was some excellent racing and it was noted that people really enjoyed themselves. Committee members have received a number of positive comments and emails.

With the retirement of Brian Dixon, we are looking for someone to act as convenor for our Race Committee. At present Paul Coghill has kindly taken on this role. However, as he is also both secretary and treasurer for the main committee, it would be nice if a volunteer could step in.

We are also seeking some volunteers for our Race Committee. If you are unsure about what is involved, please feel free to contact any committee member.

One topic that was raised at the AGM is an important safety related item. It has become clear that a number of drivers are not wearing their safety harness correctly. In particular the importance of have the lap belts tight and the buckle in the correct position before top belts are tightened. We will be following this up with an education campaign as nothing is more important to us than the safety of our members.

The planning for our largest meeting of the year, The South Canterbury Hydraulics Southern Classic race meeting, is now well underway.

We can be assured of some great racing and entertainment.

Editors Report

Spring has come, with the Brooklands Challenge undertaken on a warm dry track. And the bike boys taking the trophy home. A bit of confusion here, as always, so below is a reminder of the basics of the Challenge, rescued from some hasty notes taken back in 2015. It looks complicated, but all you need to win the trophy is a crystal ball and a magic wand.

The Challenge - Brooklands Trophy Rules

Spring is when any excuse to get out of mowing the lawn is a good one. Classic Bike and Classic Car racers have the same urges. Break into the garage, dust down the bike, or car, get out of there and race. Now cars and bikes don't go well together. But where there is a will there is a way. For which we can thank George Begg. A racer of old who spanned the bike and the car worlds.

A long time back he was in England, along with Maurie Wear, thinking up some mischief to be made before making their way home. Noting that the banked track at Brooklands, the old heart of British motorsport, was in the process of being broken up they pitched in and rescued several small pieces of the track (on the basis that they won't be needing that any-more) and brought them back to NZ. A choice piece, with tyre marks still on it, was mounted on a bit of wood and presented to the CAMS and CMRC clubs for use as an Interclub Challenge Trophy. Just because cars and bikes can't be together on the same track at the same time didn't mean that they couldn't be on track at slightly different ones.

And so a challenge was born. A time challenge, with some random stuff thrown in. Mind you it wasn't to be a case of slowly driving around the circuit to match a time. Oh no, the words of the founding document were "No cruising around, be energetic about it! And no track-side signalling"

The deliberate part of the challenge is that each club nominates a three-member team. From there on things get a bit random. Each nominee works out how long it will take their team to complete four laps. including a pit stop for each team member. They must work out the order that they will make their pits tops, as on as in any one lap, one team member, and one only, must come in. The random part is that the length of time for the stop is determined by the officials in the tower, and neither the teams nor the timekeepers have any idea in advance of how long that will be. After which the team times are worked out and given to the referees in the timing room.

At which point time penalties are given for:

- not coming in on the allocated lap
- two vehicles coming in on the same lap
- missing the correct entrance to pit lane
- not keeping to regulation speed in pit lane
- not coming to a complete stop at the stop/go lollypop
- anything else that the officials deem to be a mistake.....

The times are added up and the difference between the real time and the estimated time is worked out. Penalties are added, or deducted, depending on whether the difference between the times is positive or negative, and the team with the least difference to their estimated time is deemed to be the winner. Some years the margin is only a few seconds, on other years it has been whole minutes.

In its first-year the trophy was won by CMRC, the next by CAMS and it's been hotly contested ever since. Then of course there is the banter between the team leaders both in the timing room and afterwards in the social one. All adding to the fun.

There used to be a companion trophy for the losers, a plastic masterpiece affectionately called "Hands," despite having only one hand. With that giving the typical gesture adopted by many of us, drivers or riders, when roughed up on the road. But the temptation was just too great. "Hands" has disappeared.

The Racing

On the track for real we had a good entry list for each race grid. Sixty-four drivers and eighteen riders. The bikes, of course, Saloons small, large, and pre '78, A well supported Formula Libra grid and a grand turnout of Vintage and Historic cars. This later grid popped up a couple of quite startling cars.

The first of these being a retro Lotus 16. As faithful as possible to the original and the most photogenic car I have seen for some time. The builder and the owner will tell the tale.

Stephen Beattie and Brian Pearce have been friends for 55 years. Born and educated in Hastings both were apprenticed to the Motor Trade achieving Advanced Trade Certificates. Stephen as an Automotive Reconditioner and Brian as a Motor Mechanic. Both were members of the Hawkes Bay Car Club during the 1960's competing in local events and at the Levin Motor Racing Circuit in vehicles including Morris Minors, Austin A35's and Mini Coopers.

In the early 70's Stephen moved to Auckland while Brian headed south to Christchurch. Stephen purchased a Tool Making business and Brian became a Police Officer. The two maintained contact over the years during which time Stephen began building a number of



Beattie Clubman Sports cars of his own design many of which have since been reproduced as Redline or Beattie UK sportscars as the rights to reproduce these cars was transferred to others. (Google - Beattie Sportscars or Beattie Sportscars UK)

Brian a member of the Classic Motor Racing Club has scratch built a replica Series 3

Lotus Seven and a Mallock inspired U2 which he raced until sold, now owned and raced by CMRC member Hamish Corbett.

A little over 2 years ago Stephen relocated to Geraldine and with Brian attended the 2021 Enzed Classic Meeting at Levels. While admiring some Formula Junior Cars. Stephen said "we should build one of those, what say we both put in \$5000 for a start and see how we go."

Brian having attended the Goodwood Revival Meeting had never forgotten the spectacle of Colin Chapmans first Formula One car a front engine Lotus 16, defeating some earlier rear engine Mk 20 or 21 Lotus and so he said "if we can build along the lines of a Lotus 16, I'd be a starter."

Sixteen months after construction commenced, the Beattie LT16 (Lotus Tribute 16) powered by a 1600cc pre crossflow 4-cylinder Ford Kent engine lined up at Levels for the 2022 Brooklands Meeting successfully completing its first 3 races driven by Stephen, following a 20-year absence from racing.

While keeping the Lotus 16 in mind, it was not possible for a number of reasons to faithfully replicate one. The objective was to produce a car that represented the quintessential 1950's racing era, something which hopefully performed well and would bring a smile to the faces of those having an affinity with that period of Motor Racing.

Stephen and Brian spent a great deal of time researching front engine cars of the period looking at photographs, specifications, mocking up etc to achieve the profile and dimensions of the completed Beattie LT16. Perhaps unsurprisingly, there was no question about the colour - British Racing Green with a bit of yellow as a quiet 'salute' to Lotus heritage! The car has been constructed to conform to MSNZ safety requirements and has a MSNZ Logbook the intention being to race (sorry) exercise it in VCC/Historic events.

In sharing their respective talents between Christchurch and Geraldine, Stephen and Brian have achieved a stunning looking 1950's period racing car which it is hoped likeminded enthusiast will view and enjoy. Brian and Stephen really appreciate the support, interest and advice of CMRC members, Gill & Hayden Cox, Mark & Tracy Barrett, Gary Wilkinson and Morrie Bone during the development of the car along with the support and encouragement of the enthusiastic staff at Geraldine Auto Restorations.



A little further down the track, if you will pardon the pun, the Formula Libra class was also showing signs of growth. The Leitch family arrived with their Formula Pacific Ralt RT4, a car much used both overseas and here in New Zealand, and immediately began to wage war with Greg Scott's Brabham BT 21. And an interesting battle it was, between two generations of Ralph Tauranac designs. The Brabham looked to be the more agile of the two, with the Ralt taking a while to warm up its tyres before chasing down its elder brother. Three close races, two of which fell to the BT21, but only just. Another lap anyone?



The snoop was also having a good day. Retired from race organising, well at least semi-retired, and looking much relaxed for it. Lapping faster than ever, with the Mondial Van Dieman singing a happy song. Now, if we could just attend to that Aero package!

As is always the case the bulk of the field was in our Saloon Car classes. Large and Small ones, Pre '78 ones and a sprinkling of Southern Muscle Cars to round out the grid. Not in a grid of their own for this smaller club meeting, but as leavening in the Large Saloons class. And this is where things got tricky. There are some subtle differences in race class tyre requirements in the MSNZ rules for Classic and Historic Saloon cars. A difference that led to some lively debate at the club AGM the night before over which cars can run slicks and which cannot. These big picture MSNZ rules should not be confused with our own club rules for performance parity within our pre '78 class as set out in the last Newsletter. The debate was over a bigger issue. Putting performance aside, Classic Racing is not about winning or losing. The bigger issue is do any safety concerns arise when a race class that normally has a grid of its own is mixed with another class? My notes below "A Letter from the Editor" attempt to address that question.

A Letter from the Editor: Rules are made to be Interpreted

Tyres and Classic Racing:

I was flabbergasted at the heat in the AGM debate on tyres for classic racing. As I said at the time, if each race class is in accordance with MSNZ requirements for that class, where is the problem? Back home I have had time sit down and read once more the MSNZ Manual to remind myself just what those requirements are, and how they differ between classes.

As I said on the night, as a young Public Service engineer, I learned my craft at the Ministry of Transport, writing and administering safety standards. My boss was a wise old owl. The first question to ask of any rule is, he said, what purpose does this rule serve? Rules themselves are for the guidance of the wise. They are not cast in stone and need to be approached with an open mind. Rules are made to be interpreted, and different people will interpret them in different ways. That doesn't make one party or the other right or wrong. It just makes them different. If the parties can't resolve those differences, then a good rule will have the backing of a good tribunal that can.

The interpretation that follows begins with the MSNZ rules for Classic Cars, Historic Cars and retrospective or replica ones. All of which are catered for in the race classifications used by MSNZ. And all of which will turn up at our grids from time to time. Note here that each race is a standalone event in its own right. That is as it should be, as each class has its own characteristics and its own technical requirements. In the same way that we would not put Formula Fords out with Trucks, we may have to consider if the differences between classic and historic cars are great enough that the two should not run together. As we shall see below, tyres really don't come into it.

That may sound a little strange, but if you take a hard look at our club pre '78 saloons you will see that they also meet the MSNZ definition of Classic Saloons (pre '78 or over 20 years old with a minimum production run of 100 units) and maybe even the MSNZ definition of series production Historic Cars (series production of at least 1000 units in a 12-month period). That is the nature of rules. As the old owl said there is always room for other interpretations. Pre-ambles done we can now get on to the interesting bit.

The MSNZ rules require that Classic Saloon Cars race on radial construction road legal tyres. Historic Saloons may do so, but generally don't. Opting instead for the alternative route of tyres that "respect the specifications applicable to the period represented by the car". Tyre and rim sizes are closely monitored for Classic Saloons, but are "free" for Historic ones, provided that the general MSNZ regulations for wheels, rims and mudguards are respected.

Retros and replicas also add a bit to the mix. These are cars that replicate a vehicle that existed in the past (or one that could have been manufactured in the past) and are just as welcome as the real thing. For Saloons, as long as the car could have been built for Allcomers, or OSCA or any past NZMS sanctioned series, then it can run to the wheel and tyre requirements of the period that it represents. I expect that our guest grids not only meet the technical requirements of their class but also contain cars that meet the MSNZ replica or retro definitions. (Even if they are not documented as such). That would place them in the MSNZ Historic Cars category. What price tyres now?

Classic salons, sports cars and GTs must be part of a production run of at least 100 units and must have been manufactured before Dec '77, or be more than 20 years old. That puts our pre '78s and our large, or even our small, saloon grids squarely in the Classic mix. But here again they overlap the requirements for Historic Touring Cars. (Being part of a production run of at least 1,000 units in a 12-month period). And as we have seen above historic saloons are not limited to road tyres.

So, considering whether or not a specific race class must use road legal tyres is an exercise in futility. And in any case MSNZ have already done that for us. What we need to look at right now is not tyres. The question really is whether or not we can safely run a race with both classic and historic saloon cars on the same grid. To that I would say yes, after all we have been doing just that since Adam was in his nappies.

A FEW NOTES FROM THE SNOOP

Watch out John, you are next



HI ALL, our 2022 year ended with our AGM at the track clubrooms after a free testing session to all members on Friday after 1.00pm courtesy of the CMRC. Well attended I believe as I was unable to attend the testing.

The AGM was pretty well attended and was productive with some interesting debate and discussion on a couple of issues that needed to be sorted, namely tyres and the invites and conditions of entry to classes of members of associated groups, namely our Mainland Muscle Car group. A motion was set to have a member of their club, invited to be part of our executive committee which I believe has been filled. Hopefully, these i

Our 2022-23 race season started on Saturday, being the ever, popular BROOKLANDS CHALLENGE. (Report by others) in newsletter. After an engine freshen, (preventive maintenance) and our proverbial clutch replacement we decided to bed the rings in in our qualifying session due to missing our testing on Friday, so qualifying times were not inspirational but got more serious for the remainder of the races improving all the time to end the day with a cracking race time of 1.11 and a third for the podium behind Gregg in the Brabham and Barry in the Ralt Atlantic.

Finally old Blue and the driver had got it together, smiles all around. It's been some time since I raced alongside Barry although that was in our Lotus 7s, this was the first time in our later Formula cars.

The meeting did have a sad side to it for me as some of you may now know that I had decided to step down from Executive Committee after 20 years any many of those including Race Committee. It was time to step down and let a few fresh faces take the reins with perhaps some new ideas for the future. It was also time to let me enjoy my racing, as anyone that has organised race meetings, especially the larger meetings like our very successful Southern Classics, it difficult to hop from your organisers cap to your racing helmet and be totally focused on your racing.

This will also give my lovely wife a well need break from the paper side of these events so she can concentrate on her duties as crew chief, haha. I would to thank all of you that Dianne and I have been privileged to be involved with at documentation and the mechanics of running these meetings and the friendship and loyalty shown by the many of you returning to keep participating in our race events, club and southern classics. We will miss that, but rest assured we will not be absent in the pits. Thank you all.

CARS, its gratifying to see many new cars and new members joining the CMRC. I think that this has been made possible due to a very positive presence on social media and the continued support from the two NZ classic car magazines who continually post photos and dialogue of our meetings especially the pre 78 classic group. We just need them to cover our other classes a little more. With the advertising we did with them for our Southern Classic meetings our club has built up a good repour with them and they believe that our club is doing well with the promotion of Classic racing along with the other invited classes to keep the public interest continuing at the bigger meetings.

The Lotus team owners. Mark and Tracey Barret have to be commended for bring us their tremendous collection of Lotus car to our meetings. When I first met them, they campaigned their original Series 2 Lotus. They then added a couple of Lotus 23s. One for each of them (as you do), incidentally, Tracey seems to have the edge on Mark on the finishing line, maybe a couple of cunning moves there Tracey. They then have added a Lotus 20 formula junior to their collection. Mark and Tracey are a really neat and approachable couple and it's wonderful to have them and their cars in our club.

Brian Pearce and his friend over the last couple of years have just completed a new build of the pretty little Lotus 16 front engine formula car. They debut their new project at the Brooklands Challenge in the VCC class. They are both to be commended on the finished car which is simply amazing. This build is very close to the original specs and details or as close as they can be.

It was also great to see Amon Trusler out with his newly built Levin, once again a credit to the preparation and complies with T&C.
See you all at our next event. THE SNOOP

1955 BCM Special – Owner CHRIS READ, ARROWTOWN. NZ.

History

The car has always been known as the BCM Special. The maker's name was Brian Claude Mabey and his initials form BCM.

Brian Mabey of Nelson NZ had nothing else in mind but to replicate one of his favourite cars – the 250 F Maserati. The shape and mechanical layout of this, the third car he built, follow this design.

The car has been owned and raced by the present owner, Chris Read, for over 50 yrs. Previously maintained by Dave Mills and now by Geoff Nolan, with help from John Chrystall.

Specification

The engines original spec. was a 6 cylinder, triple 1 ½" SU carburetted, 2250cc Vauxhall EIP motor (No EP 62902). When Ernie Sprague replaced the 1 ¾ "carburettors on his Zephyr with Webers, the larger SU's were fitted to the BCM. The crankshaft and camshaft were hand made by Brian Mabey.

While this now worn-out motor still exists, it was replaced with a later model Vauxhall block with side draft carbs. The original Scintilla magneto is still fitted. Engine revs are now restricted to 5500, however earlier owners used 6000 and 7000rpm at times. Compression ratio is 8.5:1 and the motor runs on Av Gas.

The mechanical rev counter is a converted speedo and the face was painted by a world-famous artist and is probably worth more than the car!

The motor is front mounted in a tubular frame driving through a Jaguar clutch, by open driveshaft to a rear mounted 4 speed and reverse Austin 6 / Wolseley 6/80 gearbox. The gear-box in turn is solid mated to a hand cast Halibrand type differential housing, containing variable ratio step up gears and a Ford Model B4 crown wheel and pinion and side gears.

The 'drop gears' are a noisy mixture of old straight cut and helical gears and the ratio can be altered in 10 minutes.

Racing

The handling of the car is not sophisticated but much has to be said of the suspension, with its top transverse cross-springs front and rear, and swinging arms at the bottom. The front uprights are of solid steel manufacture, but the rears are fabricated to house swinging half shafts with double universals and inboard brakes.

The original BCM's brakes were segmented drum brakes off a Vampire Jet aircraft, converted from pneumatic to hydraulic operation. The car was eventually converted to discs in the late 60's and thank God as they were a nightmare to use and service.

Brian Mabey was killed in a accident at the Nelson beach racing in 1960 but not before he made a twin cam head for this car. Now lost there is a reward for any information leading to it – does anyone have any info!

The car's first major subsequent outing was at Wigram in Jan 1962 and later at the 1962 Tere-tonga International meeting where it raced with it the earlier BCM (This earlier car is also owned by Chris Read).

The BCM was at raced at Renwick, Waimate, Ryall Bush and subsequently at all major NZ race and road circuits, including a second in the NZ Beach Racing Championship and 2nd in the NZ Gold Star Hillclimb series.

The car was often driven to events.

A top speed was recorded at 127.5mph in 1962 with a 13.1 sec standing ¼ mile.

The car has been rebuilt three times since 1973.

Previous owners:

Brian Mabey, John Reid, John Armstrong, Keith McClelland, Ken McDonald, Neil Mclay, Geoff Murray, Alan Jamieson and Malcolm Bathgate – know of any others?

Contact chrisread8@hotmail.com

Kevin Telford in the BCM 2020



The Waimate 50. Below was an article the Kevin Telford wrote are racing the BCM at Waimate in the nineties.

A REAL RACE CAR? by Kevin Telford

"So what's it like to drive a real race car?" was the question Grant Clearwater asked me. Well, after a big smile I expounded a few choice expletives and had to agree that front-engined Formula 1 race cars are the "real" race cars to drive.

It's not very often I get to drive or race one of New Zealand's historic race cars, so after a very enjoyable day of racing the Cullen and being able to take her home in one piece I was tired and content. It was determined not to burn a hole in yet another piston so I drove each race with surprising discipline. The old Harley 1000 wasn't being revved over 5000 all day and Jim's witch's brew of methanol acetone petrol and toluene seemed to be working. Having fueled up and ready to go for the last race Chris Read and myself relaxed for a chat. I asked Chris how his day was going as he looked a little ragged around the edges. I'm stuffed, he said something about tennis, a large bottle of red and a party until 4. I should get someone to drive my car, he said; why don't you have a go?

Well, the last time I drove the BCM it was at Invermay gravel hillclimb and what a shocker. I gave the car back to Chris on that occasion and pronounced him a magician, with no brakes, a gear change that felt like a shovel in a barrowload of gravel and your knees around your ears for a driving position, this was definitely a NZ special all right - an unleashed beast! So with these fond memories I declined with a warm thanks but no thanks.

After much arm twisting by Chris such as go on, why not? I warmed to the idea and the next moment I was adjusting the belts in the green monster, wondering about my resolve and shaking with nervous energy. I could feel the adrenaline start to surge through the old veins. Chris explained to Dave Mills that his prized pet was going to be raced by Kev in the last race "only off the back of the grid, Dave;" "you know, just a potter round at the back of the field." Dave's face finally broadened into a smile as I reassured him that I would look after his lovingly prepared engine.

While being pushed up to the dummy grid I received starting, gear change and braking instructions from Chris. I tried reassuring myself as I settled into the prospects of racing an unfamiliar car on a much cut up circuit in a handicap race. Grid position #6? In what should have been the Cullen's position was now me in the BCM this was going to be interesting, what happened to the back of the grid? I looked at Chris who had a cheesy grin on his face saying, hold her in third all the way down the back straight, the rev counter doesn't work so change gear when the exhaust crackles. Use 3rd & 4th and power slide through the corners to get her round. Don't forget, change 1st straight into 2nd then count 123 123 123 as you ease her through into 3rd or you'll select 2 gears at once. Double the clutch up and down the gears. OK? Suddenly we were off, dip the clutch, and the old Vauxhall burst into life, what a glorious exhaust note, at least a couple of hundred horses to play with, that put the smile back on my face. Reminiscent of the 1952 HWM I thought as I followed the front cars around to the start. The man in the funny hat dropped the flag and I was off, safely into 3rd, I was braking for the first corner where's the brakes. The pedal felt like a brick with the corner looming up fast 3 cars wide. Mental note: ease off brakes and use engine.

The first lap I followed the CAE sprinter as the BCM danced all over the place. It felt huge in comparison to the little Cullen. Hard on the tail of the CAE, when Lindsay under-steered into the drums at the monument corner I nearly followed him. Just letting the brakes go and touching the throttle ever so gently I squeezed her through the corner. Passed the Riley on the back straight - well, suddenly I'm leading, check the mirrors, no cars, let's have a play. I tried a few different lines; boy are these rear tyres going off. Wagging her tail with any throttle, over-steering with the slightest turn of the wheel. Check the mirrors - OH NO, that black thing, the sod's catching me. Graeme's ACE was all over me; methinks discretion is the better part of valour, and Graeme whistles by. I'm sure this old girl has a little more urge, doesn't Chris usually beat Graeme? I thought. I've got to be missing something. So time for some demon braking, I hope she pulls up, 100m, 50m, out of shape touch of opposite lock squeeze the throttle out comes the tail boy this is fun why am I facing the damp patch? foot right up it as I chase the ACE across the line.

Can I have another go please? 5 laps? I wanted 25. Couldn't get that damn smile off my face. I might have to build one of these real race cars yet.

Kevin

Chris Read was never aware of this article as it was never published for reasons I won't go into!

Chris' comments after reading it recently.

Where the hell did that come from Kevin and was it published???

A star!

I know you had fun but this is stella.

I remember the day. It was the re-creation of the Waimate 50 for cars that had competed. Off I went and won the race and received the Gerald McKissock trophy or rather was awarded it but never saw it.

The race was a ripper and I was trying hard and it went on and on and on. Nobody said it was I think 20 laps. We were used to 5!

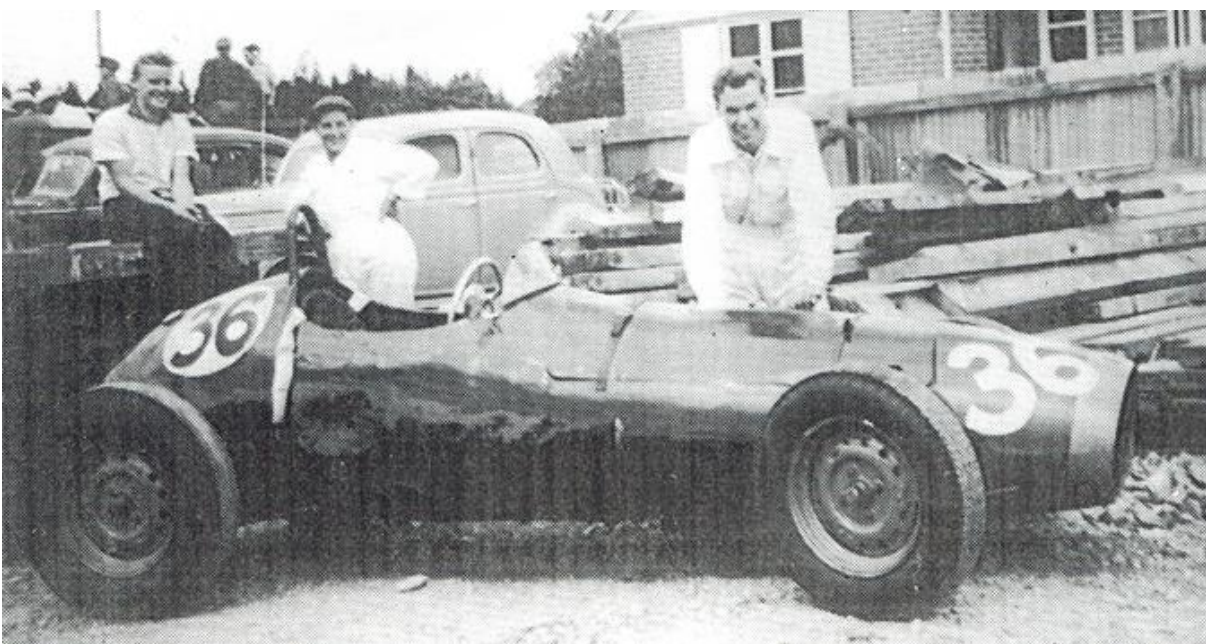
As I went past the pits after 10 laps I signalled to Dave Mills (Chief Mechanic) 'how much more' but he didn't get it.

I have never been so glad to see a chequered flag.

And Kevin was right, I was stuffed.

C.

This is the BCM at the Waimate 50 original, with John Reid so 1961. The earlier BCM was there also



Note the roll bar at Waimate which was Mabey's undoing (below) and put in by John Reid.

Also note no roll bar after the Ray Larsen body rebuild.



Dave Mills put one back in with a stay after the rebuild.



A great car and a great story.

Kevin Telford is now Chief Mechanic and soon to become the 'factory driver' once again?

Paul Coghill

Awards - 2022 Brooklands Challenge 3rd September at 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.

Brooklands Awards.

Class Awards:

CAMS	Noel Jackson	Harley Davidson
LARGE SALOONS	Andy Miln	Mercedes 500 SLC
SMALL SALOONS	Hamish Robertson	Fiat Uno Turbo
CLASSIC PRE '78	Roger Cunningham	Mustang
VINTAGE/HISTORIC	Steven Beattie	Lotus 16 Replica
FORMULA LIBRA	Barry Leitch	Ralt RT4

CMRC Awards:

Ross Clifford Sportsmanship Award – Jointly	James Dicey and Stephen Heffernan. (FF)
Lindsay Neilson Best Performance	Tracey Barratt Lotus 20 C (replica)
Scotts Auto Best Presented	Matt Mcleary Triumph PI
Ransley Shaft Hard Luck Award	Morrie Bone Ford Anglia
PDL Best NZ Special	David Clearwater Furore Sports
Peter Gendall Most Polished Performance	Monty McHaffie Ford Capri
Spinners Award	Graeme Menzies Datsun 240Z

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](http://www.classicmotorracingclub.co.nz)

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.

