



Patron: Howden Ganley

Newsletter October/November/December 2022

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Vehicle Acceptance Committee

Barry Leitch Kevin Telford

Newsletter Editor

Trev Lister

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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

South Canterbury Hydraulics Southern Classic meeting 2023

The entries have started to come in and we are expecting strong support from the North Island groups the Historic Sports Sedans and Allcomers as well as the Historic & Vintage Racing Association. There are some very special cars coming down and will make so exciting racing with our South Island entrants. North v South, it's going to be epic!

We will be putting up postings on Facebook as the entries come in.

The Race Committee is working through its checklists and we expect to hold a very special meeting that will also be celebrating our 40 years as a club.

We would like to be able to present some of our history and would appreciate it if you could send any old photos or video clips of past meetings.

So, keep those entries coming in and look forward to catch up on February 10th.

Paul Coghill
Race Chairman

The banner features a dark blue header with the South Canterbury Hydraulics Ltd logo on the left and a list of racing categories on the right. Below the header is a photograph of several classic cars on a racetrack. Overlaid on the photo is the text '2023 SOUTHERN CLASSIC' in large white letters, with the dates '10 FEB - 12 FEB 2023' in red below it. At the bottom, there is contact information for Paul Coghill and a note celebrating the 40th anniversary of the Classic Motor Racing Club. The club's logo is also present in the bottom right corner.

South Canterbury
HYDRAULICS Ltd
any day... any hour

PRE78 SALOONS | SMALL SALOONS | LARGE SALOONS
VCC & HISTORIC | MOBIL 1 MAINLAND MUSCLE CARS
HISTORIC VINTAGE RACING (HVRA) | FORMULA LIBRE
SPORTS & GTs | HISTORIC SPORTS SEDANS AND ALLCOMERS

**2023
SOUTHERN
CLASSIC**
10 FEB - 12 FEB 2023

For more information contact Paul Coghill, race organiser at race@classicmotorracingclub.nz
CMRC CELEBRATING 40 YEARS OF CLASSIC MOTOR SPORT

Classic Motor
Racing Club
EST. 1983
NZ

Presidents Comment

The year is nearly done and what a busy one it has been!

Both the main committee and the race committee have continued to meet regularly. A good deal of work goes into the organisation and running of race meetings these days. I wish to thank the members of our committees for giving of their time so willingly.

Recent meetings have been devoted to preparation for our flagship even in February, the South Canterbury Hydraulics Race Meeting. Entries for the event are now open and it is pleasing to see that the 'early birds' have already sent theirs in.

For 2023 we have made a few changes which we hope will meet with your approval. The dinner next year will be held on the Saturday evening at the Phar Lap raceway. The cost of the dinner is now separate from the entry for the race meeting itself. We hope that most, if not all of you, will join us for what promises to be a special function.

One item that has come up for discussion a couple of time relates to how we start our races. It has been suggested that rolling starts would be safer and ensure that everyone is mobile prior to the start signal being given. We would be keen to have your feedback on this matter.

Speaking of safety, you may recall that we were keen to make an instructional video about the use of seat belts. This had been prompted by recent accidents that have had serious injuries. Tony Quinn has beaten us to it and what a good job him and Greg Murphy have done.

We believe that this is a 'must watch' for all competitors. Please click on the link below or copy and paste the link into your browser.

<https://www.youtube.com/watch?app=desktop&v=wyAJEvcPt5o&feature=youtu.be#menu>

Christmas is a special time to enjoy the company for family, whanau and friends. May I wish you all a safe and enjoyable festive season.

Nick Simpson

pre78 Classic Saloons

Well, we've got to the halfway point of the season with three of the seven **pre 78 Classic Saloons** race meetings successfully and safely completed and so far, so good.

1/. **Brooklands** meeting in early September and organised by the mighty **Classic Motor Racing Club** was an outstanding success as previously reported.

2/. **Wigram Revival** at Ruapuna on the 29th & 30th of October was an absolute cracker held on a lovely weekend weather wise. We had our own dedicated grid of **pre 78** saloons and we had 20 very enthusiastic entrants. The racing was absolutely thrilling with a lot of nose to tail, side by side stuff but nobody got sent to the naughty boy's corner for accidentally touching another driver's car so that was great. The Canterbury Car Club were absolutely delighted with our efforts. (Photo Clint Thambi)



3/. **Super Saloons** at Teretonga on the 3rd and 4th December was the usual high-speed flowing freight train for our guys with the newcomers thoroughly enjoying the exhilarating high-speed corners. Weather was cool, breezy but dry until the last race and overall it was another memorable weekend enjoying the Southern hospitality with a complimentary BBQ lunch put on by Ewan Macpherson.



So here we are at the mid-way point and we have some neat events coming up.

4/. **South Canterbury Hydraulics** - meeting at **Levels** the weekend after Skope will be brilliant as we have our own dedicated pre 78 grid and superb pit area so it should be very pleasant indeed. I would have to admit I have an absolute soft spot for the pits at Levels with the shelterbelt trees and general logical layout. Entries are available from the event organiser **Paul Coghill** from the **Classic Motor Racing Club**.

5/. **Star Insure Speedfest** - meeting at **Teretonga** the weekend after Levels will be another cracker where once again we have our own dedicated grid for the pre 78 Classic Saloons and best of all we are treated like Royalty by the locals and good old fashioned southern hospitality means we will have a complimentary pre 78 BBQ lunch with a social debriefing after the racing finishes on Saturday. Norma the Teretonga Manager has the entry forms and once again we are featuring on the event poster for the second year in a row.

6/. **George Begg Festival** - meeting at **Teretonga** in late March and early April is the cherry on top for this season's race meetings. This extraordinary meeting only occurs every two years and whilst a little pricey this event is absolutely jam packed with social functions and motoring events. Plan to turn up on Thursday at the latest and depart on Monday at the earliest. We have some very special **pre 78** only events with some of our members bringing some ultra-cool old road cars to use in the displays and touring events. I keep you in the loop over the next few weeks on the pre 78 Facebook page as it all evolves.

7/. **Autumn Fling** is a one-day meeting on Saturday 6th May at our home circuit of Levels and is normally a ripper as by that stage the drivers are all really race fit and the cars whilst on their last legs are going as quick as they've gone all season. It's a fun meeting to end the season.

Moving along, in the newsletter before the **Wigram Revival** I raised a few pertinent questions about the future direction of the **pre 78** group and what I needed to do to make it better for you guys and what your preferences are, I was seriously impressed with the phenomenal response both by return email and at the group meeting after the racing on the Saturday at Ruapuna and amazingly apart from one individual we are all on the same page. So, to recap....

A/. Rolling starts instead of standing starts, what are your thoughts?

Standing starts got 99% approval with most commenting that it is part of the thrill and excitement of car racing. Rolling starts appear to be an endless source of frustration so we have had our last rolling start at the recent Teretonga meeting.

B/. Am I on the right track with the types of cars that I'm allowing into the pre 78 Classic Saloons permanently?

Apparently, I am and you are all happy with our mainly steel bodied, glass windowed, interior and exterior trim, original diameter wheels and factory running gear specifications.

C/. Am I on the right track with the types of cars that I'm allowing into the pre 78 Classic Saloons as occasional invited guests?

This one showed I've been a little too liberal and whilst you were delighted to be racing against cars such as Jeremy Stace's gorgeous 1964 Jaguar E-Type some of the other saloons I've allowed in with no interior, plastic windows and the like have not really met with group approval at all so I'm taking that on board and will adjust our criteria accordingly

D/. This year we have a total of 8 race meetings (about one every 6 weeks on average, is that too many, too few or just right?

7 appears to be the magic number so next season I will adjust that accordingly and each alternate year will feature either 3 meetings at Ruapuna or 3 at Teretonga depending on the biannual George Begg Festival but will always feature two 1-day meetings and one 3-day meeting at Levels with the Classic Motor Racing Club. Originally, we were going to attend the Truck meeting at Ruapuna in late March 2023 but because the George Begg is on the following weekend we have since withdrawn with the Canterbury Car Club's blessing from that event.

E/. We have three meetings at Levels and Teretonga and two at Ruapuna, is this the right mix?

The answer above basically applies to this question as well but I am seriously impressed that so many of the Christchurch chaps have never raced at Teretonga in spite of the fact that they adored the South Islands other high speed track Wigram.

F/. I know you rejected it last time but do you want to race at Highlands?

I was surprised by the depth of emotion on this one but needless to say we may need a little more water to flow under the bridge before we come back to the issue of racing at Highlands. I was heartened that many of you said that you would rely on my judgement and decision about racing there in the hopefully not too distant future.

G/. Do you want strict enforcement of COD's or are you happy with our current situation of leaving it up to me?

I was flattered and humbled that all of you rely on my judgement based on our parity criteria as opposed to purely COD's. Whilst you all agree that COD's are good things, most of you think there are way too many historical anomalies to allow blanket acceptance of COD's as guaranteed admission to the pre 78 group. Most of you commented that there are some nice cars that will never get COD's but based on parity performance would be perfectly acceptable in the pre 78 group so I've taken that onboard.

H/. Do you have any suggestions on how to make the pre 78 group better?

Wow, I was gobsmacked that you are all very content with the group and are quite happy with me working out how to make improvements as time rolls on.

I/. Would you prefer a committee structure instead of an Individual running the pre 78 group?

I was also delighted that so many of you offered to step up to the plate in case I needed help with the workload of running the pre 78 group but there appeared to be total agreement that you are very happy and content to stick with the current (in Bruce Farley's words) benevolent Dictator.

Thank you for that vote of confidence in how we are going and we will do this again next year to make sure that we are still on track.

Cheers

Wayne Perkins

Daughters of Time.

Donald Capps and Trevor Lister.

Synopsis of a Paper to be delivered to the 6th Argetsinger Symposium.
Watkins Glen 4/5 November 2022.

Imagine yourself in a Ford assembly plant in the '30s. An engine and gearbox assembly has just been craned onto its chassis. The engine number had stamped onto the gearbox flange when the engine was given its test run and another stamping will soon be made on the chassis, somewhere near the left hand "A" pillar. The engine, the gearbox and the chassis all now bear same number. (This is called matching numbers a holy grail for a modern classic car collector). Then hold onto the thought that it was the engine that set the identity of the completed car. The chassis and the gearbox just came along for the ride.



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When Enzo Ferrari broke free from Alfa Romeo in the 40's he did much the same thing. In 1963, he said that he did not sell cars, he sold engines. "The cars" he said, "were thrown in for free since something has to hold the engine in". At Ferrari, the engine also defined the car. A check of the other 1950's Italian race car manufacturers shows that they also defined their cars according to their engines. This paper picks up the "engine as identity" thread as applied by Maserati to its Formula 1 250F cars in the 1950s.

The car in the photo below began life, in '53, as a formula 2 car with serial number 2038. In '54 it was



kitted out as an Interim F1 car, fitted with a 250F formula one engine. 2510. In '56 it was sold into Switzerland with a newer 250F engine. 2518. In each case the identity of the car matched that of its engine. One chassis, three engines, three identities. A classic example of the “engine as serial number” approach. So far so good. But a stumbling block awaits. In the 70’s the British Vintage Sports Car Club resolved that the structure conferring identity on a car was it’s chassis. That is, in England, the chassis defines the car. In the main it was English commentators who wrote the prior histories of ‘50s Formula One cars, and their

commentaries followed the English pattern.

But this “Chassis as Identity” approach is of limited use in a world that allows a single car to have multiple identities, or for an identity in common to turn up on more than one car. **The two approaches to identity are poles apart. One is hard edged and inflexible, the other is fluid and elusive.**

Put bluntly the English approach can be misleading when applied to Italian cars, and this leaves puzzles in its wake. In the 1950s the Maserati 250F assembly line produced 32 cars. (Four stopgap ex formula two cars and twenty eight 250Fs). These cars shared a common engine pool, and the engines set the identity of the cars to which they were fitted. In example Engine 2504 conferred its identity on four different cars, and car 2522 hosted four different 250F engines (plus a couple of sports car ones). So here is the stumbling block. If we are to claim that a particular car is, say, the Maserati 250F serial number 2504, then we must, at the same time, be able to say which one of the four cars that carried identity 2504 is the one we are are looking at. Probably to the great consternation of someone somewhere who is quite sure that car 2504 is sitting on his garage floor.

The photo below shows the Southwards Motor Museum 250F. This was the second car to be identified as car 2504. It took a while to recognise it as 2504 as it came to the museum with engine and identity 2509. It is regarded as being car 2509. Fair enough really as it only did one and a half races as 2504, but had a long race history in New Zealand as 2509.



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In truth the multiple identities of the 250Fs been hiding in plain sight all along. The older commentaries noted them but paid them scant attention, neither linking them to engines nor providing an explanation for them. We can do so and we will.

Recall that engine and identity 2504 turned up on four different cars. So in building an accurate provenance for any one of them we need to take care that the life stories for the individual cars (plural) known as 2504 don’t get intertwined and conflated into a single story. They are, after all, four different cars.

Donald’s database allows a retrospective “follow the engines” check to be done. This enables the engine fitted to any individual car on any given race day to be identified and teased out of the data. **Enough, one hopes, to keep the stories apart.**

Please enjoy the journey. A series of support papers for it is available on request.

Truth is the daughter of Time.

THE SUPPORT PAPERS.

Paper 1: Getting Started - A Car and a Museum.

Paper 2: Checking Out - An open note to members of The Classic Motor Racing Club of New Zealand.

Paper 3: Inherited Wisdom – The Historic Identities of the 250Fs

Paper 4: Warming Up - de Graffenried's A6GCMs.

Paper 5: Understanding the Interims – A key that unlocks the 250Fs

Paper 6: The 250Fs at last. What the Engine Traces Tell Us.

Paper 7: Puzzle Busting.

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.

