



Patron: Howden Ganley

Newsletter April-May-June 2023

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Up and COMING CMRC EVENTS:

Date.	Event	Venue
1 st September	40 th AGM	Levels Raceway
2 nd September	Brooklands Challenge	Levels Raceway

President's Comment

I hope you are all managing to keep warm as winter starts to bite. I imagine a good number of you are doing essential repairs and generally getting your cars ready for the new season which will start in September. Our Brooklands Race Meeting is scheduled to take place on September 2nd at Levels. As is our tradition, our AGM will be held on the previous evening in the South Canterbury Car Club clubrooms. I look forward to meeting you there.

Thanks to all who competed or acted in a support role for the Autumn Fling. It was good to see 2022/2023 season out with a strong showing of cars and drivers in what was a pleasant and relaxed atmosphere. It is always good to get together with the VCC.

The MSNZ Annual conference and AGM was held in Wellington this year. Our Club was represented by myself as delegate, and by Craig McQuilken as our observer. Wayne Perkins was there as part of the Historic Commission ensuring that the CMRC was well represented. Once again this was a positive event and the sport appears in good shape to face forthcoming challenges. We have produced a report on the conference that will be available to our members via the Club website. Regrettably, there is an imminent increase in fees for competitors and clubs. As we are all no doubt aware, the cost of everything seems to be going up. Given that fees have not increased in 5 or so years this is not unreasonable. When you look at the costs of competing overseas it seems we still get a pretty good deal.

Almost all of our regular competitors have now managed to come onboard with the system we have been using for taking entries at our meetings. Our committee members wish thank everyone for their flexibility as we made these changes. As it turns out this has been good preparation for the future...

MotorSport New Zealand is replacing the old *Possum* web portal. The new system is to be called *MotorSport Online*, though currently many refer to it as *Sporty*.

It promises to be a revolution in terms of the way we plan, permit and run our meetings. The aim is to have the entire process available online. Drivers will soon have a digital licence which can be viewed on your phone. Vehicle logbooks will also be digital. Paper logbooks may continue for historic vehicles but there will still be a digital version.

Members of our Race Committee have started training for when the new system comes available. All going well the Brooklands meeting will be the first use for us.

As competitors the entry system will not be too much different from the *Cognito* system we have used for the last 18 months. So, in some ways, we have had a bit of a head start.

We will keep you updated on developments via email, the newsletter s and our website.

Please be assured that there will be assistance available to anyone who needs help transitioning to using *MotorSport Online*.

Nga mihi
Nick Simpson

Pre 78 Classic Saloons

On Saturday 3rd September 2022 we excitedly attended the Brooklands meeting at Levels Raceway which was to be one of three of our Classic Motor Racing Club 'home' meetings. We had 19 entrants with good weather and it was a great start to our best season yet with young Monty Mchaffie making a very welcome debut in his 1974 Ford Capri 3.0 V6 GXL. It was so so good to get back into the race seat. (photos – Philip Dickie)



Six weeks later we rolled into Christchurch for the Wigram Revival at Ruapuna on Friday 28th October. Testing was held on the Friday with qualifying and racing on the Saturday and Sunday. We had 20 entrants with Garry Cliff being a new welcome addition in his 1977 Datsun 160J, Tony Pearson was a guest in his 1977 Ford Escort RP2000 and we welcomed Paul Peryman back in his

1977 Alfa Romeo Giulietta. As always, we had a great weekend racing with an excellent discussion at the Saturday afternoon debriefing about the direction that we are going as a class and how I need to be quite a bit stricter with our criteria for acceptance.

At the start of December we were 560 kilometres further south at Teretonga. We had 15 entrants which is about the minimum that we can turn up with and still be considered a standalone class at race meetings. We were delighted that Monty and his family made the road trip down from Christchurch and he once again absolutely shined on the track, others making welcome returns were Tony Forde in his 1974 Ford Capri II 3.0 V6 GT, Rod Sinclair in his 1965 Alfa Romeo Giulia and Alistair Campbell debuting his newly acquired 1972 Fiat 128R. At the Saturday debrief is where Mark McGuinness from Wellington with his 1972 Alfa Romeo GTV won the 2022 pre 78 Driver of the Year award which was richly deserved by a chap who lives in Wellington but has travelled south for every single pre 78 meeting since our inception.

Next meeting for the pre 78's was back at Levels for the South Canterbury Hydraulics meeting at Levels starting on Friday 10th February with testing and qualifying. We had a superb field of 26 with Matt McLeary in his 1974 Triumph 2.5 PI along with Crew Chief Laura making a welcome return as well as David Wood with his maroon 1976 Triumph 2.5 PI. Tony Adams debuted his 1964 Ford Anglia 1500 GT but sadly was involved in a suspension damage incident when Noel Parrish in his V6 Capri made an unfortunate mistake whilst alongside him. The Saturday night prizegiving was at the Phar Lap Raceway where the pre 78 guys received their 2023 Trophies. The Sunday racing was the usual exuberant fun with close racing and was capped off at the end of the day when we had a flying farewell race with 4 of the HVRA guys joining us and a rather random Ford GT40 where we got pretty well smoked. (photo – Philip Dickie)



Following weekend, we rolled up onto the grid at Teretonga for the Star Insure Classic Speedfest with 18 entrants including Kynan Yu from Cromwell in his 1971 Alfa Romeo GTV and Bren Findlay in his

1971 Datsun 1200 Coupe both making welcome returns to the 78's. Steve and Barb Pauling made the 2,000 kilometre round trip from Nelson with their 1974 Ford Escort RS2000 and were rewarded with excellent results once Steve had removed and repaired the gearbox twice. Local Teretonga aficionados Todd Read 1969 Ford Escort 1600GT and Todd Blackmun 1976 Datsun 120Y were back in attendance with Todd taking the much-coveted Brian Crosbie Memorial Trophy in squally conditions on the Sunday afternoon.

Five weeks later we cruised back into Invercargill for the much-hyped George Begg Festival and we were not disappointed in any way shape or form, it was incredible. Right from when we rolled into the pits and saw the marques laid out the pre 78's with our own individual names and numbers above our garage areas we were impressed. The displays were fantastic and there were exotic cars and race cars everywhere, the food was scrumptious and I was overwhelmed by the fact that the majority of attendees adopted the Goodwood tradition of dressing in age appropriate for the year of your race car.

Unfortunately we only had 16 entrants and after a long season we started to have mechanical issues so our numbers continued to fall so on the Saturday night I made the decision to invite the HVRA guys to join us in our Sunday afternoon handicap race and they reciprocated by asking us to join in their handicap race.

Thankfully the two groups then made a semi respectable field numbers wise so that the early saloon racing finally lived up to the expectation that the spectators had of us so all in all it was great and we look forward to returning in strength in 2025.

On the 13th May the pre 78's reassembled for their final race meeting of the summer season at Levels for the Autumn Fling meeting run by the Classic Motor Racing Club. Our numbers had climbed back up to 18 with Alan Radburn returning with the engine rebuilt in his 1971 Mini Cooper S, not only that he'd had the little brick on a rolling road dyno which turned it into a green and white rocketship. Money well spent according to Allan. I managed to accidentally Chernobyl the engine on the Viva when it spat its water out and I didn't notice quick enough so that was a bit of a downer but I cheered up no end at the end of the day when Laura on behalf of the rest of the pre 78 group gave me a stunning presentation pack with embossed glassware and labelling which I was quite gobsmacked with, so thank you. (photo – Neil Howie)



It was another great season. We had three minor panel damage incidents as we collectively did over 3,000 laps of some of the closest and most exciting racing seen in this country for many many years. We had 46 different competitors at our 7 different events and we had superb fun but best of all we thoroughly enjoyed each other's company and wholeheartedly welcomed new competitors to the class. Personally, I'm very proud of what we've managed to achieve as a group and where we are going but most of all I would like to thank the competitors for their amazing and ongoing support for the pre 78 Classic Saloons.

Wayne Perkins

Our new Pre78 Classic Saloon Face Book page - <https://www.facebook.com/groups/pre78classicsaloons/about>

The Snoop follow-up

In the Snoops Report for the last Newsletter, I made a visit to John Sloane's garage. I had not taken many photos. returned for another sneaky look at the rebuild of the "Spirit Invercargill. (Also called the Scorpion). This was originally Brian Clay and Brian Taylor in 1975 and powered by a Fiat. The rebuild of the car is almost finished and ready to fire up couple of minor tasks are completed. A new Aluminium been built by Robin Officer and though its shape has been little from original it looks magnificent in its orange livery.

The Snoop Strikes Again: Electric Formula Ford.

The Electric powered FF project had been batteries. These have now arrived. Lithium from the original so they do not catch fire. or more to power the car. Each battery is large block of chocolate and about the problem is where to place them. I certainly upon 100 of these beauties.

John and Derick are using a Nissan Leif a LD200 Hewland gearbox. The clutch is estimates that the batteries will weigh power-plant requires around 400 volts to adaptor is needed to reduce this to 2,500 rpm at the rear. The project is more of an engineering exercise to explore an electric FF at the moment. When completed it will have no real class to race in.



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EDITORS PAGE

Pole Position. A DIFFERENT SORT OF RACE

(Information Source – Stephen Hicks History Thesis, University of Canterbury 2015)

In the south polar summer of 1957/58 English and New media reports focused on a “race” to the south pole. On it the story was a good one. But this “race” was a bit of misinformation. Both of the race teams were on the Neither was racing the other.

Coming from the East, in the comfort and ease of their west, on windblown modified Ferguson farm tractors, Edmond Hillary and a bunch of clever kiwis.



Zealand
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media
same side.

Sno- Cats,
From the
were Sir

The original intent had been that the Fergies would be used for handling operations around Scott Base, offloading of ships and so on, and that the depot laying part of the expedition would be done by the kiwis with dog teams on the ground and aircraft from the air. The Cats and the Fergies were two arms of the same expedition. Coming in from the East the British party were about to become the first team to traverse the Antarctic continent.

But while wintering over at Scott base the kiwis had come up with a few enhancements that made it possible to use the tractors for the main haul itself. Even so the traversing party to the expedition were confident that their Sno-Cats would outpace the Fergies and pass through the pole well in advance of the Fergies coming the other way. But it didn't turn out that way.

From the West the kiwis had laid down a series of supply dumps for the big cats to feed on, and scouted a route to get them safely down off the polar plateau into New Zealand's recently built Scott Base. So hardly a race really.

Certainly, the participants didn't regard it as such. It was the media that caused the confusion. The explanation is a simple one. Short on fuel themselves, but with time up their sleeves and the pole close to hand, the Kiwi tractor train made a side trip to the pole. They had departed Scott Base in mid-October '57, and, on more or less familiar ground, got their work done before Christmas. But the main party left their eastern lair late, and their big cats had struggled to make progress over unknown and difficult terrain. By Christmas they were still 600 miles short of the pole.



The slow pace had created a different sort of race. Not to the pole, but to Scott Base. Given the lateness of the season this became a high stakes race against time. Even with the Route-Finding guidance of the Kiwis, would the poms reach Scott Base in time get out of Antarctica before freeze-up? They could and they did. Just.

And three Fergies became instant legend.

LATEST SNIPPETS FROM THE SNOOP

(Along with a great big thank you to him in covering the Editor's absence on other business. The Editor)

Hi fellow racers, snooping news is a little sparse for this issue. I am afraid that as I didn't get to see much of the racing at the end of season Autumn Fling meeting. Numbers were a little lower than expected - though the pre '78s, as usual, had a good turnout again. Wayne is doing a great job to keep the turn up of these vehicles returning to race with us. Great also to have the continued support of those of our members who also belong to the Mainland Muscle Car Group. Bruce, Greg and Mike Small regularly find the time from their MMC racing to support our meetings with their beautifully prepared vehicles. Thank you, guys. Thanks also to Michael Johnston for bringing out the 240Z Scarab. This car has bags of history beginning as a works car for a race team in the 'states. Mike purchased it from a North Island owner who did not realise its previous history.

Unfortunately, our Formula Libre and Sports & GT's Class was thin on the ground with only six cars attending. Good to see amongst them Julie Greer out in her formula ford. I understand that it was Jules first time out since being involved in a huge single seater crash a couple of years ago. Trevor, in his Lotus 7(R) was the only sports car in the class. He has been slowly and surely improving his times due to improved suspension settings and gaining confidence in his driving.

There must have been quite a number of Formula and Sports Cars left in their garages for various reasons which is a shame as if we cannot find a reasonable class we may not be invited to attend. The CMRC have only two club days in our race season, leaving no excuse to claim over racing. Part of the reason, I believe, is that there are too many single seater groups out and about, to the detriment of our club groups.

The VCC produced some pretty good racing with a good full grid of cars. Please accept my apologies for the lack of details of this racing, I did not see a great deal of it.

<u>Certificates for the Autumn Fling</u>		
<u>Certificates</u>	<u>Car</u>	<u>Member</u>
Sports & GT's (Class withdrawn)	N/A	N/A
pre78 Classic Saloons	Fiat 128R	Alistair Campbell
Formula Libre	Tartuss FT40	Greg Scott
Classic Saloons	Datsun 1200	Jamie Greene
Classic Large Saloons	240Z Scarab	Michael Johnston
Vintage & Historic	Spangeralli	Bill Cowie
<u>Certificates (Trophies award at AGM)</u>		
Peter Gendall Polished Performance	Lotus 23B	Mark Barrett

Scotts Auto Best Presented Race Car	BMW	Steve Howell
Ransley Shaft Hard Luck	Viva GT	Wayne Perkins
Ross Clifford Sportsmanship	Mustang	Leon Hallett
PDL Trophy for the Best NZ Special	Mustang PDL1	Steve Ross
Lindsay Neilson Best Performance	Viva GT	Bruce Farley
Volunteers Award		Dave Kingsbury

Souvenir Hunting Glasses and Hats.

Brian is having a clean out of old stock Souvenirs. Glasses in the main but a few hats as well. If your sideboard has space to spare contact Brian at 027 4310 395 and fill out your collection.

Year.	Sponsor.	Image:	Item:	Stock:
2006	Bruce Pidgeon		Glass	10
2008	Placemakers		Glass	8
2009	Placemakers		Glass	12
2013	Enzed	Formula Jr	Cup	10
2014	Enzed	Porsche 911	Glass	18
2015	Enzed	Ondrack TVR	Glass	12
2016	Enzed	Holden Torana	Glass	24
2019	Enzed	Holden Monaro	Glass	5
2020		Mini	Hat	18
2021		BMW 635	Hat	18
2021	SCH	BMW 635	Glass	8
2022	SCH	Alfa Romeo	Glass	8

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.

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.



Car for Sale

Beattie LT16 Single Seat Race Car - a new build completed in the last 12 months as a 'Tribute' to the quintessential 1950's front engine Formula cars.

Beautifully built with NZ MotorSport Logbook. A stunning looking car, race proven and very competitive in Historic fields. Genuine enquires only please. Phone Brian 027 2855156

