



Patron: Howden Ganley

Newsletter July – August - September 2023

Officers

President: Nick Simpson
Secretary/Treasurer: Paul Coghill

Vice-President: Wayne Perkins
Past President: Barry Dorking

Committee

Craig McQuilken Rod Hayman Leon Hallett Steve Keene

Vehicle Acceptance Committee

Leon Hallet(Chair) Barry Leitch Kevin Telford Wayne Perkins Brain James

Newsletter Editor

Trev Lister

Website: www.classicmotorracingclub.nz

Contact: info@classicmotorracingclub.nz

Up and COMING CMRC EVENTS:

Date.	Event	Venue
9-11 February	Southern Festival	Levels Raceway
15 th June	Autumn Fling	Levels Raceway

President's Report

AGM and the work of the committees

On 1 September we held our Annual General Meeting at Levels in the South Canterbury Car Club lounge. Thanks to all who turned out. My thanks also to those who have offered to take leadership roles within our club. We are indeed fortunate to have such a large group of dedicated members who give up their time to ensure we can go racing.

Our committees for 2023/24 are as follows:

Executive Committee:

Nick Simpson (president), Wayne Perkins (vice president), Paul Coghill (secretary/treasurer), Barry Dorking (past president), Craig McQuilken, Rod Hayman, Barry Leitch, Leon Hallett and Steve Keene.

It's great to have Leon and Steve aboard as first-time committee members.

Race Committee:

Paul Coghill (chairman), Nick Simpson, Karen Clearwater, Rod McKenzie, Zara Coghill and Laura Arras.

Vehicle Acceptance Committee

Leon Hallett (chairman), Barry Leitch, Wayne Perkins, Kevin Telford and Brian James.

One of the exciting items on the agenda was the Driver Development Scholarship that Craig McQuilken has been working on. This is really exciting and is an opportunity for our club to support up-and-coming motorsport talent. There's a lot of work to be done to turn the raw concept into reality but Craig 'has the bit between his teeth.' I will keep you all posted as this idea is developed further.

The vehicle Acceptance Committee is up for a busy year. We have expanded this committee to include 5 members. It is anticipated that there will be some major developments in this area very soon, watch this space.

Brooklands Challenge

Following on from the AGM we staged our annual Brooklands meeting on the Saturday. The meeting was blessed with fine weather and some close racing was on show. We even drew a modest crowd on the embankments, which was a bit of surprise given that we had not really promoted the event to the public to any great extent.

Thanks to all those who entered – I hope you had a good days racing.

This year we tried something different with the Allcomers class. Post qualifying the field was split into two classes based on lap times. Paul's aim was to give everyone close racing. Thanks to those who have already given us some feedback on the day and how you found things. Your comments are important to us and all feedback is discussed at committee level.

Over the next few months we have a major review of our club constitution to complete. The ties in with changes that are being made to the legislation that governs incorporated societies. Barry Dorking is taking the lead here.

It seems that as soon as we finish one race meeting the next one comes along in pretty short order. Planning for our February meeting in 2024 is already underway. This is going to be a great meeting!

Nga Mihi
Nick Simpson

Race Report

Trevor and Karen have covered the Brooklands meeting really well below so I'll leave you to read their reports.

Planning is underway for the for our Southern Classic, 9-11 February 2024. Attached is a ½ page advert that is going into NZ Classic Car in October. Entries will be emailed out in the latter part of November is usual.

Please note that the Autumn Fling for next year has moved from May into June. This was to accommodate the South Canterbury Car Club and the timing of next year's rally. Weather is also perfect in June albeit a little 'crisp' first thing so I'm sure we will have a great day's racing.

Paul Coghill
Race Chairman

Editor's Notes:

Cars, Bikes and Connections. Part 1 The Brough Superior 4:

This being the Brooklands Challenge we start this newsletter with a nod and a wink to the bikes, in a quirky wee reminder that road bikes and cars can have shared histories. The nod and the wink come from a description of a 1930's Brough Superior 4 motor cycle, extracted and paraphrased from the 750 Motor Club's 1960 Publication "Austin Seven Companion". A copy of which can be found in the Library of the Hokitika Industrial Heritage Park.

"Many have attempted to manufacture a perfect motor cycle and many have attempted the construction of a perfect motor car. In 1931 George Brough brought both ambitions together in the form of a motor cycle with a car engine. He had had in mind the construction of such a machine since he had introduced his superb V twin motor "Brough Superior" cycles to the market in 1927.



A four cylinder version was on display at the Olympia Motor Cycle show of 1927. It stood in a glass case and was guarded closely. It had four cylinders in V formation, with the crankshaft fore and aft in the frame. The public marvelled, but an announced purchase price of 250 pounds discouraged buyers.

A second such machine appeared in 1928. In common with the earlier machine it had 4 cylinders, and never achieved production. The engine in this case was an all alloy in line side valve unit.

Undeterred an existing four cylinder motor car engine was used in the next iteration of the four cylinder Brough Superior machine. The engine of choice was the Austin Seven, with the promise of lightness but the disadvantages of water cooling and of necessity the use of the gearbox that came with the engine. The result was revealed in 1931, and the impact of a this remarkable and individual design on the placid motor-cycling world of the time was quite staggering.

The most obvious departure from the norm was the incorporation of shaft drive to the two rear wheels, bolted back to back on a final drive unit in such a manner that the tyre treads touched the road less than nine inches apart, and therefore counted for registration purposes as a single wheel. (A motor cycle being defined as a motor vehicle with two wheels, or three when fitted with a side car).



Ten examples were built to order, in both cycle and sidecar form, with the engines ordered from Austin as required. The original intention had been to use A7 sports car engines, but only two or three of these could have been used due the cessation of A7 Ulster production, also in 1931. Leading to the use of standard A7 units bored out by Brough to 800 cc, with balanced crankshafts, polished connecting rods and aluminium cylinder heads. These with inclined spark plugs to allow removal of the plugs without first having to remove the fuel tank. Brough advertising indicates a top speed of 70 mph, and the Austin 3 speed gearbox ratios translate that out as around about 5,000 engine rpm. There were few outward changes to the engine. A crankshaft driven water pump was fitted to aid cooling (the A7 engine being thermo syphon arrangement). There was a set of two matched radiators. One each side of the steering down tube. There was no kick start, engine starting being by the normal Austin starter motor. This later being a luxury for a motor cycle, but a necessity for the Bough. How else could the engine be started in the absence of kick start mechanism on the A7 engine? The same applying to the absence of a motor cycle hand clutch system, that function now provided by a pedal under the rider's left foot, with a left hand throttle twist grip on the handlebars. A right hand side twist grip was used to adjust ignition timing. Brakes were coupled and could actuated by either a right hand foot pedal or a right handle bar lever. So plenty of "effects of controls" training would have been necessary. The gear lever did not help matters, emerging from beneath the saddle just below the riders right knee.

The 750 Motor Club article on the bike, from which these notes are drawn, notes "with the controls thus disposed it was possible for a person with the normal quantities of arms and legs to change gear." Fortunately it was a notably flexible machine by the standards of the day so it was not necessary to perform this task all that frequently.

To cap things off overheating still remained a problem, Traced eventually to interference with air flow caused by the bulk of the front wheel and its mudguard, cured by adding an extra radiator mounted well clear of the obstruction.

And So to the Racing.

The day began with a bit of drizzle and a damp track. A combination of circumstances that would have made it difficult for the bikes. Accordingly the bikes were held back until late in the first round of racing, rather than sticking to the original timing. That change went well. Returning to the original race schedule for the afternoon. And





bikes a plenty there were. With the gesture much appreciated.

On the car side of the move there was still a bit of dampness about, more so on the back section and discretion was still the first part of wisdom. A situation pointed out by Mark Scott's team on his first run with the big red Camaro. He pulled out a handy lead early on and then dropped back a bit. On my enquiry "did something happen out there?" the response from his crew was no. The track was still a little slippery in parts.

A situation not appreciated by the next race field. (The first race of the day for the Pre '78s). This group struck trouble early on, with their race being red flagged on the first lap. Being a big group re-setting the grid took some time. After which their normal close racing resumed. To the consternation of a lady spectator. "Where, she asked, are the Mini's?, there were always Mini's in the good old days".



They were still there, or as a full grid but scattered throughout the pre '78s. I hope that she found them. In comparison finding the biggest of the pre '78s was not so difficult. Andrew Miln's 450 SLC Mercedes was big enough to fill up the fore ground of any shot within its reach. So here they are together.

The Libra field was full of interest. A round up of the normal suspects and a wee hint that the class may be growing.

What caught my eye was Royce Bayers's Argo. This one being a 1994 example, ex Japan. All in all much like the Formula Toyota class when it started in New Zealand in 2005. Maybe even an inspiration for it.

Royce reports that there are at least two more of these car in New Zealand. Here's hoping that they will join in. And that raises an interesting point about Formula Libra.

Watch Steven Donaldson in his Van Diemen. Very quick indeed for a Formula Ford. But no cause for alarm! this, after all, is Formula Libre.



The VCC field is represented here by a copy of correspondence between Chris Reid and Bill Rossi-Ashton regarding the New Zealand Mistral sports cars of the late 50's/early '60s' These have been stalwarts of classic racing since its inception. Two of them at this meeting. Thanks Chris.

About 1950 two friends of mine and myself were involved with the 750 Car Club, which was originally founded for the owners and racer's of Austin 7s and Austin 7 based Specials. As usual the most difficult part of building was making a reasonable body. One of us had some basic knowledge of reinforced plastic, and I produced a model of a body of suitable size for A7's. The Club wanted us to produce these, and we set up a company to do this. (Micron Plastics).

We made a small number of shells and then we were joined by another friend who was making a car to be powered by an air-cooled flat four designed by a noted Hill Climber – Archie Butterworth. I drew up and modelled a body, which was produced and became the Mistral. (The flutes in the side were to match up with the cooling ducts).



This was based on a 90 inch wheelbase and we sold several to Specials builders, as well as one to Frazer Nash, and another to Morgan. The F-N car was raced in Ireland and sadly was involved in a fatal accident and fire, as I remember.

We had an enquiry from Bob Blackburn, of Weltex Plastics, (In New Zealand) who wanted to produce kits for sports cars (then almost impossible to import). I offered to sell him a mould and to come to NZ to help him.



The car had a simple tubular chassis and used Ford 10 engines and components. I had some reservations about the chassis design, but it was simple and cheap. I worked for Weltex for about a year, and as I had been racing a Lotus 6 in the UK had a couple of drives in NZ. The Mistral was not too bad, but the chassis forced a rather high driving position. We

made moulds for bonnet and doors, and eventually a hardtop. I do not know the history of the moulds after I left NZ in '58, but gather they went to another manufacturer.

I hope this might be of interest – It was great meeting you and seeing Mistral bodies again after all these years!

Regards and best wishes for the races.

Bill Rossi -Ashton.

Brooklands Trophy Challenge. With Thanks to Karen

Every year there is a good natured fight for the Brooklands Trophy between the CAMS bike riders and the CMRC car drivers and this year was no exception. The CAMS riders were Phil Price on the 1936 Velocette, Garry Cotterell and Neville Wills each on a Manx Norton. The CMRC drivers were Nicholas Cross in the Alfa Romeo GTV, Piers Mingham and Stephen Pauling each in a Ford Escort Mk 1. A full briefing with the riders and drivers was held with many questions about how many laps, the circuit layout and the crucial pitstop (note not even the organiser has any idea how long the SCCC officials will stop them for) that each car/bike was required to do, how to calculate the overall time, and what would happen if they got it wrong. Due to the bikes needing to be started at their pits it was decided that they could go first. After some more questions, to the challenge organiser, both teams went off to try and work out their times.

Just prior to the challenge starting the combined time for each team is given to the challenge organiser under the watchful eye of CAMS and CMRC officials who all then retired to the tower to complete the timing of each group. Please note the organiser does not divulge to either group what the others times are and does not operate one of the stopwatches. As always there is lots of banter in the tower as to who will win etc. This year the bikes started well with the team all completing their stops at the correct time and exiting the pit lane to re-join the rest of their team...but wait what's happening to the Velocette...it's pulling over on the back straight OH NO. CAMS officials are sure that's it as the bike stops and doesn't complete it's final circuit. This has to be a penalty for sure. The organiser advises that the stop watch on that bike is to keep going until the two remaining bikes cross the line and that will become their total time.

You see the organiser realises that in past challenges the cars have repeated the same mistakes as the riders so it's never over until the cars complete their challenge. The CAMS official says that he's going to switch to his slow stopwatch to time the cars now.

The cars start off well but oops what's happening... the blue Escort has just realised he's supposed to come in on this lap and has missed the usual pit entrance...no worries let's just try grass cutting to come in using the bike circuit to get to pit entrance... might need a new set of undies after that manoeuvre but somehow he makes it "sort of safely" into the pit entrance and scrubs off enough speed to not incur a further speed penalty. "PENALTY" shouts the CAMS team realising that it may still be possible to win the challenge after all. Tension builds as the CAMS team hope that there might be another mistake made or a car has a mechanical problem. However the rest of the CMRC drivers manage to complete their stops and all three cars crossed the line together. So one penalty for each team means that it's possibly now down to the times. Again the organiser smiles sweetly after getting the official times for each group and says all will be revealed at prize giving.

At prize giving, after some banter about mechanics forgetting to fuel the bike (hotly denied by CAMS) and discussion on what is the correct way to enter the pits, the times were read out. Bikes had ended up one minute and 22 seconds over their estimated time but the cars had managed to be 29 seconds under their estimated time. It was a close shave but with each team having a penalty applied it was the CMRC drivers who managed to secure the trophy for this year. CAMS were gracious in defeat but advised CMRC to watch out for next year when they would be back for another enjoyable event.

Brooklands Meeting Trophies

Ross Clifford Sportsmanship	Trevor Lines	Mini
Lindsay Neilson -Best Performance	Chris Read	Mistral
Scotts Auto's Best Presented Saloon	Rod Sinclair	Alfa Romeo Guilia
Ransley Shaft -Hard Luck	Steve Ross	PDL Mustang
PDL best NZ Special	Phil Thomson	Daimler Special
Peter Gendal Most Polished Performance	Tracey Barrett	Lotus 23 Replica
Spinners Award	Andy Miln	Mercedes Benz 450
Brooklands Challenge	Won by Cars	

Class Awards

CAMS	Phil Price	1936 Velocette KTT
Allcomers GP1	Mark Scott	Chevrolet Camaro (Big Red)

Allcomers GP2	Andrew Giles	MGB GT V8
Pre 78 Classic Saloons	David Hudson	Datsun 1200 SSS
Vintage and Historic	Stephen Aldersley	1953 Jaguar C Type Replica
Formula Libre	Steven Donaldson	Titan Mk 6
Sports and GT's	Greg Mowat	Super 7 Clubmans
Volunteer's Award	Gavin and Joanne List	Starters

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](http://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.

MARKET PLACE:



Paul Peryman advises that he has retired from racing and his Alfa Romeo racing saloon is for sale. He may be contacted at paul.peryman@actrix.co.

Your editor has likewise retired from racing and announces that he has a shed full of Fiat Twin Cam parts. Should anyone be interested. Top of pile is a Lancia Beta twin cam engine tricked out to 1725cc and 140 HP or so. Also enough bits to assemble a 1608 twin cam. And including a rebuild of one of Keith Laney's Clubmans Cars from the 1980s