



Patron: Howden Ganley

Newsletter October - November - December 2023

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Secretary/Treasurer: Paul Coghill

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

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Up and COMING CMRC EVENTS:

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

Presidents Report – Nick Simpson

The year is nearly done and what a busy one it has been! My thanks go to all our committee members, volunteers and competitors.

Before I sign off for the year, I thought it was a good time to let you know what has been going on 'behind the scenes' on your behalf.

The planning for our February Race meeting is now well advanced. The Executive Committee has now approved a budget and the Race Committee is well down the track getting prepared for what will be a special meeting.

Entries are available and close Sunday 21st January.

As you will be aware Motorsport NZ fees have recently increased. The cost of hiring our home circuit, 'Levels,' has also increased significantly. Given that neither of these costs had increased in a long time this was totally reasonable. However, this does put pressure on us as we try to keep the sport affordable for our members. We have kept the entry fee as a similar level to the last couple of years and made some changes to make our income go a bit further. We are still keen to attract a few more sponsors. Please give Paul Coghill a call if you are keen to be a sponsor or if you know someone who might be interested.

Our vehicle Acceptance Committee (VAC) is now under the chairmanship of Leon Hallett. Leon has worked to produce a self-assessment tool that can be used to see if your car complies with the relevant schedules needed if it is to be considered eligible for classic racing. This is available on our website. Give it a go and see what result you come up with. Leon and the Vehicle Acceptance Committee want to work with competitors, and he is very keen to receive feedback on how well this works.

Craig McQuilken has put a lot of work into developing a CMRC Motorsport Scholarship. The response to date has been slow. Here is an opportunity for our Club to foster new competitors. If you know of someone who could benefit from a helping hand, please contact Craig. He would also like to hear from competitors who could offer mentorship in areas such as racecraft, working with sponsors etc.

Due to changes made to the Incorporated Societies Act we needed to reregister and to begin work towards developing a new constitution. Motorsport New Zealand has produced a document that we can use to ensure that we will be compliant with the legislation. Barry Dorking has recently received this and work on redrafting our constitution has commenced. If you have an interest in this area you can use this link to see what he is up to. <https://is-register.companiesoffice.govt.nz/law-changes-for-societies/key-changes/>

The development of the Pre-78 Classic Saloons has been an outstanding success. This is largely due to the persistence, energy and enthusiasm of Wayne Perkins.

Wayne has decided to take a step back and I'm pleased to confirm that Leon Hallett will be the new class coordinator.

I'm sure I speak for all CMRC members and competitors in saying 'Thanks for all your hard work Wayne.' It is time to do some more racing and a bit less paperwork!

As we work towards our next race meeting it has become evident that there are shortages of volunteers in some key areas. (This is a national issue not just our Club) The roles are many and varied ranging from timekeeping through to competitor relations. Becoming a volunteer is a great way of being involved in motorsport. The work is usually interesting and satisfying. We are happy to arrange training and to assist financially with your acquiring new skills to help our Club. If you feel you would like to take up a volunteering role, please contact any member of the committee.

I extend my best wishes to you all for a safe and a happy New Year.

Race Report – Paul Coghill

Entries are coming in for our Southern Classic, 9-11 February 2024. Please make sure that when you login to MSNZ and are looking for our event you must have the South Canterbury Car Club 'ticked' in the Filter by Location box at the top of the calendar as well as Filter by Club. If you can't see Thunder down Under at Levels this weekend then these boxes have not been ticked.

When entering through Sporty we do ask for some details that are provided by MSNZ and automatically filled into the entry. The issue we have is that we can't extract the information we need for the Programme so please provide that detail.

We also ask for a copy of your licence. This is also a prompt for you in case it expires between the time of entry and our event. It does happen. So, by providing this Zara, Race Secretary can be sure you are all up to date.

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.

Pre 78 – Farewell from Wayne Perkins

As probably most of you are aware, the recent Teretonga meeting on the 2nd and 3rd of December was my last as the **Coordinator** of the **Classic Motor Racing Club's Pre 78 Classic Saloons**.

The last 4 years have been very satisfying right from when I once again started racing at Classic events and realised that there were a whole heap of competitors with legal MSNZ T&C saloons that were getting seriously peeved off with being made to race against cars that were basically just hotrods with either late model engines or radical modifications that were way way outside the **Motorsport NZ Appendix 6 Group 2 T&C** regulations.

Organisers of historic and classic race meetings at the time just accepted all and sundry to their events and then just jumbled everything in together which meant that many competitors with correct cars became immensely frustrated and quite simply gave up and withdrew from classic motor racing.

As more and more correct cars withdrew, they were replaced with increasingly radical cars so it became a spiral of destruction for nice period correct T&C saloons. Most competitors kept saying someone should do something about organising a proper classic saloons class so I thought "**Well it might as well be me**".

So, in late 2019 and early 2020 I approached the few remaining correct cars owners and asked them if I established a class for MSNZ Appendix 6 Group 2 Saloons would they support it and the answer was a resounding yes, therefore next step was to approach the **Classic Motor Racing Club Executive** to enquire if I was to establish a **Pre 78 Classic Saloons** sub group in the Club would they allow me as the **Coordinator** to have **sole control**.

Barry Dorking who was the **President of the CMRC** at the time drove it through with determination ably assisted by **Paul Coghill** and so the **78's** came into being, we had two CMRC Executive members who loathed the class from the word go and neither stood for re-election the following year so we were controversial but also wildly successful from the word go.

The first dedicated **Pre 78 Classic Saloons** grid was the **Brooklands** meeting at Levels on the **5th September 2020** and amazingly we had **22 cars** entered, 90% were T&C compliant from the word go and over the next few months the remainder corrected their respective cars to be virtually 100% legal. After walking the talk, we then very quickly progressed to 40 to 50 competitors attending 7 events each year with three race meetings at Levels and two each respectively for both Teretonga and Ruapuna.

We now have our own Motorsport NZ approved **Regulations** as well as a **register of permanent numbers** and amazingly the **Canterbury Car Club** now use the Pre 78 eligibility criteria for their **Harold Heasley** saloon class at Skopec which was something I was told from the word go would never happen but it just goes to show that if you lead by example miracles can happen.

Anyway, long story short, nowadays we also have a successful Facebook page and well over 100 registered prospective competitors with a group of 25 to 30 of the nicest people on planet earth as our core group. It has been an absolute pleasure to be the first **Coordinator** of the **Pre 78's** but to be honest I'm not really a very good regulator, administrator or judiciary type so I'm going back to being just another competitor.

Leon Hallett who is on the **Executive Committee of the CMRC** and absolutely passionate about old saloon cars has kindly accepted my request to be the **new Coordinator** so any queries, rulings, decisions or requests for information contact him on either Leon.hallett@ppgroup.co.nz or 027 321 2615.

I would like to thank all the competitors that have supported the **78's** over the last 4 years especially the regulars and I look forward to rolling up on the grid beside you in the future.



Vehicle Acceptance Committee – Leon Hallett

Sports & GT's

As per the previous report the Sports & GT's class has been discontinued for the time being. This was following a survey of the current members with cars in this class.

The conclusion being that some cars are either a reasonable fit, or are already accepted into other grids as below:

1. Pre 78's – production T&C cars (MSNZ Group 1 and 2)
2. HVRA – as above, plus period spec and Scheule K cars (MSNZ Group 1 and 2).
3. Classic Saloons/S>'s T&C (MSNZ Group 3 and 4)
4. Historic OSCA, Sports Sedans & Shellsport

Groups 1-4 are all MSNZ Appendix 6 compliant.

5. Saloons/Sports & GT's - (Category 1)
6. Saloons/Sports & GT's - (Category 2)

The group 5 and 6 are cars that are non-compliant with MSNZ Appendix 6 but have nowhere else to go. They can be split on lap times and are still being labelled as "Large" and "Small" Saloons for the upcoming Southern Classic. It needs to be amended to include Sports and GT cars, not just "Saloons".

Pre 78 Classic Saloons

As most will be aware, I have been invited to be the new coordinator of this very successful and popular class. Wayne Perkins has done a brilliant job with this group getting it established and I'm honoured to be taking the reins from here.

With respect to vehicle eligibility for the class, we are not proposing any radical changes as the formula is well established and will only require "tweaking" at best. We will liaise with the current members and ascertain what areas of the current rules are well supported and what areas might require refinement. There is a desire from both myself and Wayne to focus the group as an Appendix 6 T&C Class only with a view to retaining a 'production car' basis for the class.

Historic cars may have a place within the group, however that is not the main focus of the Pre 78's. Historic (Schedule K) and historic spec (Schedule CR) cars are encouraged to run with HVRA which specifically caters for that. In turn, HVRA is a devoted supporter of CMRC and encourages membership across both Clubs.

With the class being an "invite" group to date, some certainty and clarification around eligibility may be worth consideration, however, the invite status would need to be retained by the class coordinator to ensure the class remains an attractive and safe racing environment for its current members.

Large & Small Classic Saloons

I see the "All Comers" as being the next issue for the CMRC VAC to work through as these are cars that don't comply with Appendix 6, or the CMRC Vehicle Acceptance Criteria. These cars make up the currently named "Large Saloons" and "Small Saloons" grids.

With the removal of the Sports and GT's class, I believe the Large and Small Classic Saloons classes should be renamed as per items 5 and 6 above. It is likely some Historic Cars will sit within these Classes, in particular cars that have been modified away from their period specification, however, are still significant and should have a place to run.

Ideally any Appendix 6 eligible cars would be relocated to one of the other grids with these two classes being used as a "catch all" for any remaining cars.

Historic OSCA, Sports Sedans & Shellsport

The CMRC has a unique opportunity here to provide a well-defined historic grid for these particular cars. There has been no consistent space for these cars and they have typically been bundled into the Large and Small Saloon fields.

We now have Steve Keene on the CMRC executive who has a passion for these particular cars and is well connected to owners of these in both the North and South Island.

I would like to work with Steve, if he is willing, with support from the CMRC VAC to establish a well-defined class under the CMRC banner for these particular cars.

Appendix 6 T&C Groups 3 and 4

These are the Clubs next generation of Classics and will likely make up a reasonable percentage of members moving forward. These are cars dated from 1978 to 1999.

The MSNZ Historic Commission has done a lot of work in the definition of this Schedule and that will be released and incorporated into the MSNZ Manual over the coming year. Once confirmed, this is an area we should seek to establish a defined "Class" with its own coordinator to ensure the longevity of the Club.

The key to the success of any of the CMRC "classes" is having a coordinator or team of enthusiastic supporters in each one. The Pre 78 model has proven that, and we can adopt that for the other classes with the right people which in turn lightens the load on the exec as a whole.

Happy for you to contact me 027 3212615 to discuss any of the above.

The First American Production Line Sports Car – Trev Lister

You might know two of the cars in the photographs below. But maybe not the third. All date back to the 1950's. The Corvette normally taking on the title of first American Sports car. When really that title belongs to the third car of the set, the Nash Healey of 1951. The Corvette first appeared in 1953 and the Thunderbird a couple of years later. This article is about the third car in the set. It comes with a question. How could a car with so English a name also be the first American Sports Car? To answer that question we need to follow the carer of Donald Healey.





In the 30's Healey was both designer and driver of a number of competition cars. Winning the Mote Carlo Rally in 1931 (in an Invicta), working with Riley, and, a later on, becoming the design chief of all of the late -30's Triumphs.

Post war he emerged as a manufacturer in his own right with a road/race car very much in the English Idiom of the day. An open two seater for both road and track use, complete with a Riley engine, that received the name "Silverstone" following its debut at that track in 1949.

A year or so earlier the UK Government had introduced a purchase tax, now known as the "luxury tax", on just about anything that moved. For cars this tax was set at 67 per cent for cars valued at more than 1,000 pounds. Healey treated this tax as a challenge, with the production Silverstones coming in just under that bar, and reaching a ready market. The second prong of the luxury tax was a set of generous export incentives. The UK, being functionally broke in the aftermath of WW2, had a policy of export or die. Leaving the next challenge for Healey obvious. Sell into the American market with a little more horsepower. What he had his eyes on was a 5 1/2 Litre V8 recently introduced by Cadillac. A trip was made to General Motors in the hope of getting access to the Caddie Engine but to no avail. However, the trip was not wasted. A chance encounter with the President of Nash Motors on the ship that carried him back home from America. If GM would not play ball Nash would. An agreement was made. Nash would provide engines, transmissions and the running gear of their recently marketed Nash Ambassador. Healey would supply bodywork, revised cylinder heads and manifolds. Then place the whole lot on a modified and beefed up version of the current Healey Silverstone chassis and send them to America for sale through the Nash dealerships.



The bodywork was later revised to reflect the then current styling of the Nash Saloons. With Pininfarina now doing both the bodywork and the final assembly of the cars in Italy, and sending the completed cars direct to America. A complicated and expensive arrangement that made life easier for the Corvettes. When they came to market in 1953 the home grown Corvette came in at about 1/2 the cost of the Nash.



By 1954 the Healey factory was busy with their new Austin Healey100 design, and the Nash Healey drifted off the radar. That said production effectively ceased in 1954 when Nash and Hudson amalgamated to form American Motors.

But not before 500 or so of the Nash Healeys were sold before leaving the road open to the Corvettes. The first of which were fitted with our old friend, the 6 cylinder Chevrolet Blue Flame engine.

A look at the specifications for the Nash straight 6 and the Blue Flame 6 show a striking similarity in both capacity and claimed horse power. Along with enough physical similarity for your Editor to confuse the two the first time the bonnet was lifted. (This on the occasion of being invited to take one for a run on the service roads of the NB Center in Allentown). And a jolly nice ride it was too.

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:

Please see attached the Humber 90 Special for sales – Alan Bryce 03 928-5475 Or 027 656 4632