



Patron: Howden Ganley

Newsletter April - May - June 2024

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Up and COMING CMRC EVENTS:

Date.	Event	Venue
30 th August	AGM	Levels Raceway
31 st August	Brooklands	Levels Raceway

Presidents Report – Nick Simpson

Hello to you all – I hope the winter is treating you well.

This month's bulletin will be slightly briefer than usual as our bulletin editor, Trevor, is currently not enjoying the best of health. I'm sure you all join with me in wishing him a speedy return to full fitness.

During the winter months our committees have continued to work towards improving our club.

I'd like to touch briefly on a couple of important points.

Marketing

The success of an organisation depends on getting our message out there. Being able to attract competitors, sponsors, volunteers etc. is vital to our future success. Mark McGuinness has written a marketing plan and it's a great piece of work. He has taken the bare bones that were part of our strategic plan and fleshed these out into a fully-fledged plan. You will start to see the impact of this plan in action very soon.

Constitution

Our new club constitution is ready for your approval at our AGM this year. Barry Dorking has continued to craft a document that, while based on the template provided by Motorsport New Zealand, is unique to the CMRC. Barry's talents in this area have been recognised at higher levels. He has been recently appointed to a MSNZ committee looking at how constitutional change will be implemented for the wider sport.

Strategic Plan

The Executive Committee have reviewed our Strategic Plan and changes have been made where needed. Sometimes this has meant asking some hard questions about why we do certain things and whether the old way is always the right way. We live in changing times and this will test our ability to adapt. We will continue to use this document as our road map to the future.

As the days start to lengthen again we turn our minds to racing.

The Race Committee was really disappointed to have to cancel the Autumn Fling. The numbers of entries we received was insufficient to run a meeting that was financially viable and which would generate good racing for our members.

The Brooklands Challenge will be another story. Our next race meeting is Saturday 31 August at Levels International Raceway. I know many of you are busting to get out there for a skid and we are expecting strong entries. Paul will have entries open until 25 August but please do not wait until the last minute – get in early! I look forward to seeing you there.

Our Annual General Meeting will be held on the evening of Friday 30 August in the Levels clubrooms commencing at 7pm. Drinks and nibbles will be available beforehand. I have always maintained that one of the signs of a healthy club is good attendance at the AGM. If you can make it your presence would be appreciated. As usual we will elect the club officers for the next year as well as have our annual prize giving. If you would like to stand for an elected role now is the time to put your hand up and contact Paul Coghill.

Race Report – Paul Coghil

Unfortunately, as referred to by Nick above we had to cancel the Autumn Fling for the reasons stated. The latter timing of the event this year probably did us no favours but we agreed to move the date to allow the South Canterbury Rally to run on our date in early May. Next years Autumn Fling will run on 24th May which is only two weeks after our normal date and the weather looks great next year so will be a great event once again!

The planning for the Brooklands event is underway and entries will be out latter this week with the AGM on the Friday night at the club rooms

The Southern Classic 2025 will run from Friday 7th February to Sunday 9th with Waitangi Day on Thursday the 6th.

Invited classes for next year's event are HVRA, Historic Formula Ford S.I. and Historic Allcomers and Sports Sedans along with our normal CMRC classes.

Pre 78 – Wayne Perkins

As always, it's been a bit of a mission with a fair amount of horse trading but we've finally got our **2024/25 Calendar** locked in.

There is now unprecedented demand for race dates from a variety of classes including groups coming down from the North Island because of the lack of circuit availability with the North's reduction to three tracks. An example of this is the **Super Weekend** at Ruapuna which we attended in March and thoroughly enjoyed, however for next year they have more classes applying than they have room for and because we only had 20 entrants at the last one we have missed the cut, so **no** Super Weekend for us in **2025** but I'll have another crack at it for us in **2026**.

On a different note, all **three** of the **South Island Circuits** we attend are now aware that **we do not wish** to be **amalgamated** with other classes under any circumstances as long as we reach their stipulated minimum to have a standalone class which is **normally 15** but likely to be raised to **20 entrants** as the numbers of classes wishing to compete at race meetings increases.

Long story short, the following is what we are up to **next race season** and I'd have to admit I can't wait.

- 1/. **Brooklands** - 31st August @ Levels - 1 day - Classic Motor Racing Club
Qualifying on Saturday
- 2/. **Festival of Speed** - 11th October @ Ruapuna - 3 day - Canterbury Car Club
Qualifying on Saturday
- 3/. **Wigram Revival** - 22nd November @ Ruapuna - 3 day - Canterbury Car Club
Qualifying on Saturday
- 4/. **Super Saloons** - 7th December @ Teretonga - 2 day - Southland Sports Car Club
Qualifying on Saturday

5/. **Southern Classic** - 7th February @ Levels - 3 day - Classic Motor Racing Club
Thu 6th is Waitangi Day

6/. **Speedfest** - 15th February @ Teretonga -2 day – Southland Sports Car Club
Qualifying on Saturday

7/. **George Begg** - 10th April @ Teretonga 3 day - Scott O'Donnell

8/. **Autumn Fling** - 24th May @ Levels 1 day - Classic Motor Racing Club
Qualifying on Saturday

So, there you go a grand total of **eight** dedicated **Pre 78 Classic Saloon** events that you can pick and choose from to suit your own budget, personal availability and circuit preference. For instance, I presume the **Canterbury** and **Marlborough** competitors will attend the **Wigram Revival** at Ruapuna whereas the **Otago**, **Southland** and **Central Otago** ones will probably attend the **Super Saloons** at Teretonga two weeks later.

I have tried to organise it so that those competitors with gainful employment (especially the younger ones) can travel through on the Friday night, **qualify Saturday morning** and travel home on Sunday night so that they don't have to take time off work to attend our meetings

I'm hoping to be able to arrange storage for any of our Pre 78 Competitors who wish to leave their Race Cars in Invercargill between the late February **Speedfest** meeting and the **George Begg** in early April to make life easier by not having to tow your car to Invercargill and then back again.

The Classic Allcomer Saloons – Steve Keene

To make classic saloon racing more fun and inclusive for a wider range of cars, competitors and spectators, the Classic Motor Racing Club has recently given the Small and Large Saloon class a complete overhaul with a view to making the class racing closer, straight forward and most importantly fun for competitors.

As the new coordinator for this group (the Classic Allcomer Saloons) , I have long held the view the motor racing should be inclusive to all, and that in this day and age classic cars are more expensive than ever, not only to obtain, but also to run competitively on the track, why should we then make it more difficult for them to run, with added rules and bureaucracy.



There are many classic racing cars out there which simply do not fit into some of the historic grids which currently race, but it is critical they are given a place to run in a “classic racing” environment alongside other cars of a similar age group and performance level.

The Classic Allcomer Saloons group in our view, now makes the Large and Small Saloons category a far easier place to race and understand. Simply regulations, and two classes of cars which are solely determined by lap time, and not specification, and so far the competitors seem to approve.

We are expecting this grid to grow substantially in the years to come, with a very positive response from many of our valued club members who have been contacted over the changes. What’s even more positive is the wide range of cars which are likely to attend. In Class A we will have some spectacular old Sports Sedans / Osca Cars and some very rapid muscle and Saloon cars turning laps, and in class B there will be an even wider selection of marques racing, everything from Datsun’s, Porsche, BMW, Alfa, Mini Coopers, and Fords.



We are also working hard on driving standards, both grids will be very diverse, and we wish to make every meeting as safe and enjoyable for all competitors possible. We will have driving standards observer both on track, and watching the from the banks, in look out for any questionable driving activity, and to try to “educate” where required

Our first meeting with the new group structure is the Brooklands round, were expecting a good turnout, and we think this new group will only grow as many more competitors from other areas take up the opportunity to run at our relaxing meetings with a great bunch of drivers and cars.

So, if you have a Saloon and have been racing in the Large and Small Saloons class, or have parked your car not knowing what to do with it, or you know someone who is racing somewhere else or all of the aforementioned, then contact me (Steve Keene 021 740 855) as soon as possible to talk about the rules and the way were going racing, I promise you will find the new regulations and group structure easy to work within, and the racing fun and enjoyable.

In the meantime, key an eye out on the Classic Allcomers Saloons Facebook page for info and updates

The article below was presented to a motor racing history symposium at Watkins Glen by our Editor Trev Lister late last year.

The Gift of the SCCA.

1: The Mount:



1968 I was a lad of nineteen at a brand-new race track near the then small town of Mount Maunganui, with a job to do. Setting out the dummy grid and getting the cars out to the start line in good order. This on the occasion of New Zealand's first contact with Formula A. When a group of four SCCA race teams travelled to our track, in late '68, to showcase their cars.

This is my firsthand account of that visit, with a bit of help from some photographs that had languished, thought long lost, in a box, in a closet,

for sixty years before re-emerging and giving me the impetus to prepare this paper.

Mount Maunganui was then, and still is, a holiday resort and a Mecca for surfers. This provided the local Car Club with a fortuitous captive audience, for just this time of the year. The newly built track was made to accommodate them. And come they did on 28 December '68. 38,000 of them to crowd out the track and to see the new breed of race car. There is an old adage that says that spectator sports need both appeal and attendance to survive. The new track did that in spades.

In 1967 the SCCA amended the technical criteria for their single seat racing formula. Formula A. It was now possible to use a 5 litre stock block engine. On the face of it a small change, but one that changed New Zealand Motor Sport and then went on to change the world. One step at a time.

2: A Motor Sport Crossroad – New Zealand 1968.

New Zealand and Australia had historically invited Northern Hemisphere race teams to come racing in the Sunny South during the Northern winter, along with an opportunity to sell their obsolescent cars to their southern cousins. The racing was on an ad hoc Formula Libra affair. A situation addressed by the Tasman Formula of 1964, when the departed late '50s 2.5 litre Formula One was adopted for down under racing. A decision that kept the older local cars in play. But not for long.

A scant three years on and the 2.5s of the local fleet were being challenged by the new strain of mid 60's 1600cc Formula two cars, along with the best of our National Formula 1500 cc cars. Change was in the air. But what to?

3: The Teams:

Four SCCA Formula A teams cars came to New Zealand in December 1968. A Tauranga Car Club delegation had solicited takers at the season ending SCCA race at Laguna Seca in October 1968, and four teams put their hands up to make the trip down under. Grable, Phillips McMillan and Ramsey.



These old eyes note that the end of season SCCA Formula A race at Laguna Seca on 13 October was a scant day after the washed-out 12 October Can Am race on the same track. So, there were plenty of Kiwis at Laguna Seca that weekend, and the club's delegation may have been enhanced by them. (Denny Hulme in particular having a close relationship with the club). However, it panned out getting these cars to New Zealand was always going to be on a tight schedule. Essentially the visit itself was as much a demonstration as a race. And what a demonstration it was. A spectacle not to be missed. Ask any of us that were there.



The next year was even better. The stock block V8s had taken over with nigh on 2/3rds of the field being Formula A/5000, with a sprinkling of local builds and drivers from all over. By this time Formula A was worldwide. Thank you SCCA.

But all good things come to an end. That end being circa '76 or so in New Zealand. When the next cycle

of obsolescence, challenge and replacement clicked over another notch.

4: More Change in the Air:

By a happy coincidence the challenger this time was another SCCA offshoot. This time their Formula B, morphed into an international arrangement, now called Formula Atlantic in the Northern Hemisphere, and Formula Pacific down under. The siblings had pushed the old boys out of the nest.

In a final indignity the 5.000s and Pacific's could race together but with a 6% handicap being added to the 5,000's elapsed time at race end. An undeserved indignity that left the driver that won each and every race on the track not, in the end declared as the winner of the National Championship.

No wonder us old guys wait, with great expectations, for the Formula 5,000 nostalgia meetings.

There has been nothing like them and probably never will be.

Vehicle Acceptance Committee

Members of the Vehicle Acceptance Committee will be at Brooklands and will catch up with as many members as the can in the pits on Saturday.

As the VAC indicated in the last newsletter they have now gone ahead and amalgamated the Sport's & GT's into other classes (Pre78, Small Saloons, Large Saloons or Libre).

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.