



MEMBERS NEWSLETTER

APRIL MAY JUNE 2025



IMAGE - NEIL HOWIE ENUFF PHOTOGRAPHY



Patron: Howden Ganley

Newsletter April - May - June 2025

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Up and COMING CMRC EVENTS:

DATE	EVENT	VENUE
12 September	AGM	Levels Raceway
13 September	Brooklands Challenge	Levels Raceway
13-15 February	Southern Classic 2026	Levels Raceway



Where is time going? We are at the end of our summer season and heading into winter. Our Autumn Fling was an outstanding success with 75 entries. All reports back to me have been that it was a great day so well done to Paul and the race committee team.

I attended the MotorSport NZ Conference and AGM which took quite a different format from past conferences which have previously focused on reports from the different commissions. This year the Friday focus was on bringing the clubs up to date with what has happened in the office over the last twelve months and the future direction for the office and MotorSport NZ.



This was followed by several presentations for the rest of the Friday. Saturday was set aside for the finances and AGM followed by the Awards Dinner at night.

Friday started with a welcome from Deb Day as President followed by an update by Jordie Peters on the Strategic Plan. The office focus has changed from a Head Office to being a Support Office and with some resignations over the last year, the staff have gone from 11 to five members although two positions are now being advertised – Sporting Manager and Regulatory Manager. Wayne Scott is continuing as CEO in the transition period.

Last 12 months has seen major movement in achieving goals. The Constitution will go out to clubs in late August with a Special General Video meeting to be called in late September for ratification. STEM (Science, Technology, Engineering and Maths) project is working in high schools and one of the schools had a demo of their car, track and wind tunnel available to look at during the lunch break. This and “Girls on Track” where education providers are being encouraged to bring their students along to events and work alongside volunteers for a taste of motorsport have been well received.

Chris Westerdal from Sports Chaplains NZ gave a presentation on how they are now part of the support team available to members and volunteers and how they can be approached to assist members. You don't have to be referred to this service they can be contacted on their website <https://www.sportschaplains.co.nz/> where they have several resources available for clubs or individuals.

Brent Harris (Barrister involved in Sports representation) gave a presentation on “Risk Management and our obligations as a club”. Our risk is low due to plans and processes in place which show we are doing all that is “reasonably practical” to prevent harm or injury however there is always room for improvement and occasionally all the Holes in a Swiss cheese will line up and present something that no one had expected to happen. Lots of questions and discussions on what is a worker vs a volunteer, club vs individual liability, is the aim of the event to make money or is it community based? Our event/circuit plans along with the MotorSport manual go a long way to helping with this. His final comment however was make rules realistic, cost effective and practical not so extreme that people will not be able to comply with them.

Mike Keech gave a very good presentation on Sponsorship in sport and who and why to approach someone. It made me think about who and why we approach people for our Southern Classic meeting in February. How do we look after our sponsors and the difference between partnership and sponsorship. Sometimes the best sponsor is not the one associated with motorsport but the local Macca's that people attending as a competitor, crew, official or spectator buy food from.

Megan Thorn from Exult spent the afternoon giving us some tips and traps for looking after volunteers. Some of these things we are good at doing by showing our appreciation of volunteers in a variety of ways. Volunteers Awards, lunches, drinks with everyone at the end of the day, just speaking to some of the volunteers about life in general, beeping your horn or a friendly wave to a flag point marshal are all different ways of showing we acknowledge and appreciate them. Also 99 ways to help a volunteer find their right fit in your club or event without putting them or letting them get into a position that may cause issues for your club.

Was this a good use of our day? Absolutely I ended up not sleeping well that night just going over some of the ideas and how they apply to our club. As you all know I'm passionate about youth and getting them involved so had lot of thoughts floating around. All through the day there was opportunity for people to have input, ask questions and get involved in some practical stuff.

Saturday morning saw the financial report presented and surprisingly there were not many questions to answer. Probably helped by questions and answers from the day before as well as a honest verbal report from Wayne Scott. The current financial state of Motorsport NZ is one of health and growth not loss for the first time in three years. It has not been an easy process and hard questions have been asked of and by the CEO, President and Board as to what has gone wrong and where to fix it resulting in growth in the finances but also within the membership and successful events being run.

The AGM proper was short and sweet. Voting used a new system which meant we did not have speeches as 2-minute videos had been sent out to clubs prior to the meeting.

- Board Member Amanda Tollemache
- Race Advisory Commission, Raewyn Burke joins Jeff Braid, who has been re-elected.
- Rally Advisory Commission Brian Budd and Dave Robb re-elected to their positions.
- ClubSport Advisory Commission Donna Elder joins Paul Walbran who has been re-elected.
- Historic Advisory Commission, Leon Hallet was elected unopposed, with one position remaining vacant – this will be filled by the board.

Questions were asked about the format of the conference and while everyone was enthusiast about the Friday presentations there were some requests for commission meetings still to be held. Another question was could we have an AGM that was online and maybe at a different time to the Awards etc. Could the conference be held in more satellite areas rather than at Auckland, Wellington or Christchurch by using local sponsorship. It was pointed out that Invercargill and Queenstown has the ability to host conferences and with the Auckland Jet flight it was actually cheaper to get to these days. All options cost so in the end it was decided Wellington for 2026 but investigate where for 2027.

Venue cost and services seem to be the issue so trying to make it cheaper with hotel accommodation and venue cost is worth investigating. There was a general feeling that for once the leadership at the top of MotorSport was listening and acting on recommendations from the members and that it is definitely heading towards a support office not a head office style of leadership.

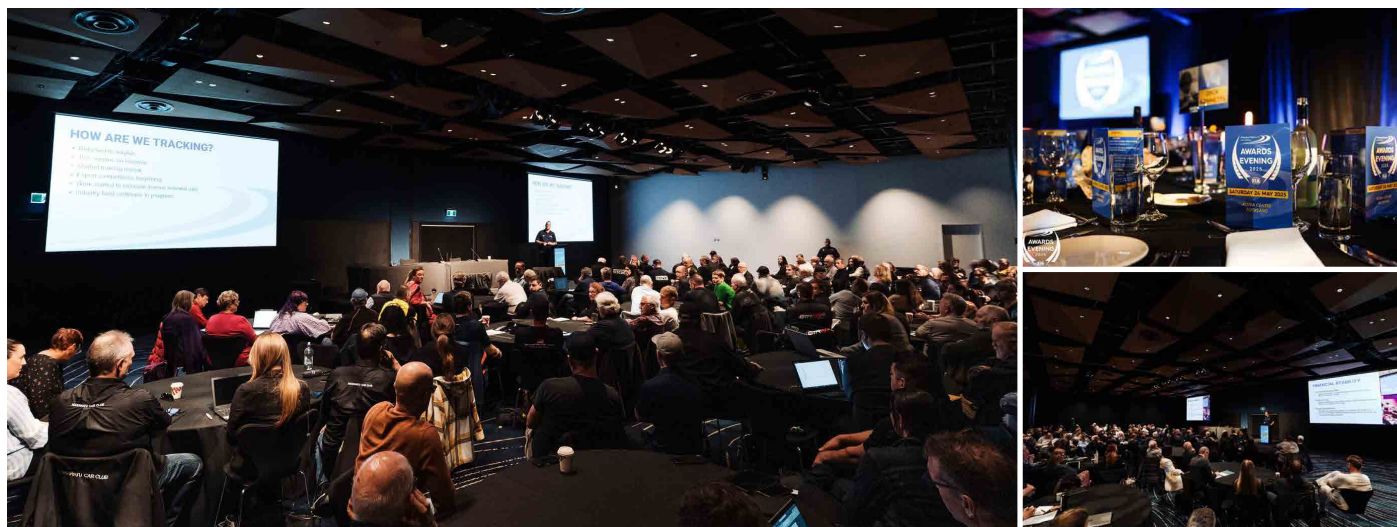
PRESIDENTS REPORT - continued

One of the things that we forget about with the conference is that it allows our motorsport community to reconnect. This is the place where we come together and chat about what's happening in our sport and bounce ideas off each other. I ended up at a table that had people from rally, clubsport, race, officials and rescue crew. Being the only woman at the table and was initially met with a little reserve but by the end of the day we realized that although we are in different areas many of the problems we face are common to all of us. New friends have been made and old friendships renewed.

Was it worth attending? Yes absolutely.

As we are nearly at the end of June there are only a couple of months left to do a bit of a check on our cars health and any improvements that may be needed. It's also a good time to fill in our Vehicle Acceptance or MotorSport Certificate of Description papers if you haven't already done one of these. Kevin Telford used the last event to talk with some of you about these and I'm sure this has made it a little easier for you to understand why we need these.

Conference reminded me that CMRC is well known and respected as a group that leads in the Classic and Historic area of our sport and we need to keep doing this in a way that highlights the enjoyment, camaraderie and presentation of our cars in this area. We have a history of over 40 years of doing this and I am very proud to represent such an awesome group of people that make up our club.



Well, it certainly proved popular to get back into the month of May and away from late June for this years Autumn Fling. The Fling was canceled last year due to lack of numbers, however this year we received 75 entries so thank you for your support. It was a perfect day with good grids and great racing.

We introduced our CMRC Incident report at this meeting. This is our own initiative to document incidents with a view to reduce poor driver decisions while racing, and also highlight areas we could provide guidance and/or training. This is completely separate to MSNZ Incident reporting which you can also use if you want them to investigate any track incidents.

Through using our CMRC Incident report we found that we are not using the medical services that the CMRC provide as well as we could. We are looking at documenting our expectations of those services and also ensuring that competitors are aware and allow the medics to do their job. Afterall, we pay in excess of \$3,000 to have them there to ensure your wellbeing.

Our next meeting is the Brooklands Challenge which is a very special meeting with the historic trophy donated by George Begg and competed for after the Lunch Time break. The trophy has a piece of the Brooklands track from England that George 'collected' while there in 1985 and its suitably mounted on a piece of wood. This competition between motorcycles and cars has been going since 1989. Now there's some history for you!

See you at Levels for this years challenge.

CLASSIC MOTOR RACING CLUB NZ

BROOKLANDS

MEMBERS MEETING

PRE 78 CLASSIC SALOONS
CMRC ALLCOMERS
FORMULA LIBRE
VINTAGE AND HISTORICS
CAMS MOTORCYCLES

SEPTEMBER 13TH



PHOTO CREDIT - JOSH KELLY



CLASS AND CLUB AWARDS - Autumn Fling 2025

Pre 78 Classic Saloons class award

Scotty Johnstone was having his first ever meeting at Levels and for a newcomer to be so quick at our home circuit it was extremely well deserved plus his race craft was exemplary.
(Image - Wendy Howie)



Formula Libre class award

Greg Mowat was awarded the class award for his effort in driving his car down to Levels but most of all, for his brilliant display of driving out on the track on the Saturday. His attitude and comradery both out on the track and in the pit area was excellent.
(Image - Wendy Howie)



CMRC Allcomers class award

This was awarded Jim Wallace for his driving performance throughout the weekend. Jim had spent a lot of time and money in getting the car running properly, and then drove the car quickly, cleanly, and competitively throughout the day.
(Image - Josh Kelly)



VCC & Historic class award

The freshly restored Alpine Special of Russ Haines was the recipient. Originally constructed & raced by his father it looked the part on the track.
(Image - Josh Kelly)



Ross Clifford Sportsmanship Award

Other competitors commented on the way that Pete Swaney drove his stunning little Lotus Elite hard but always in a courteous and sportsmanlike manner. This exemplified the spirit of classic racing. Push the cars like their makers intended but do it fairly with respect for others. (Image - Wendy Howie)



Lindsay Neilson Best Performance

Bert's Jag went like a rocket. It's not hard to see why, back in their day, this model was a favorite getaway car for bank robbers. He certainly drove it like he stole it. A standout driving performance.
(Image - Neil Howie Enuff Photography)



Scotts Auto's Best Presented

The 1300 Mini that Trev Lines is campaigning is utterly stunning. Not only does it look good, but it is also very fast and saw off competition from cars with considerably more horsepower.
(It could have also won the 'Wolf in sheep's clothing' award)
(Image - Wendy Howie)



CLASS AND CLUB AWARDS - Autumn Fling 2025 - continued

Ransley Shaft Hard Luck Award

Tony Mann summed it all up in his brief (but very wise) speech as he accepted his award... 'You know how you should always to a spanner check before the event – well you really should do it...'

We all hope that repairs won't be too difficult, and the Victor will rise again. (Image - Wendy Howie)



PDL Best NZ Special

Maureen Cowie's ShadeTree Special harks back to an era when many racers built their cars from scratch. She commented that while she was pleased to win the award that the car won it rather than her. Next time Maureen....

(Image - Josh Kelly)



Peter Gendall Most Polished Performance

The Fiat 128 is a tiny car with a tiny motor but when driven well can really surprise. In Race 2 Alistair Campbell seemed to have found an extra gear as he held on to first place in an exciting finish. We noted his ear-to-ear smile as he hopped out of the car in the pit paddock. He had clearly enjoyed himself! (Image - Wendy Howie)



Spinners Award

After a very consistant drive in Race 1 and 2. Alan Taylor had the Capri on song in Race 3 and he held on to the lead with skill and determination. That was right up until the last lap when he had a 'mishap.' (Image - Autofocus Images Philip Dickie)



Ross Clifford Sportsmanship Award

Other competitors commented on the way that Pete Swaney drove his stunning little Lotus Elite hard but always in a courteous and sportsmanlike manner. This exemplified the spirit of classic racing. Push the cars like their makers intended but do it fairly with respect for others. (Image - Wendy Howie)



Volunteers Award

Firstly the CMRC would like to extend our sincerest thanks to all the volunteers who worked hard at the Autumn Fling - without you there is no racing ! However of special note was Denise Scrivener who worked tirelessly all day in the dummy grid area, without your hard work we would have no idea where and when to go and in what order! (Image - Wendy Howie)



VCC & HISTORICS - Don Gerrard

The last race meeting of the season for the Vintage & Historic Class and the final round of the Banks Peninsula Race Series Championship. With double points on offer, Saturday 24th May at Levels proved to be in sunny conditions, perfect for the excellent 18 car entry. A pity Graeme Hamilton couldn't make the start line - the pilot of ACE III however did provide his 'sick-note'.

The 1501-2500cc Group included a new car making its debut, the freshly restored Alpine Special of Russ Haines. Originally constructed & raced by his father decades ago, Russ inherited the car and true to his word over many years has painstakingly rebuilt the car which looks super-cool and got quicker & quicker each race. Royce Bayer's beautiful Lotus 23C Rep was flying, the twin-cam right on song and even after a 'cat & mouse' dice in race two with the mighty Chev Sprinter, the blue Lotus proved to be well and truly on winning form.



Kevin Stevenson - Shadetree Special MK1
2024/2025 Champion
(Image Credit- Enuff Photography)

That just left Paul Coory in the CAE Chev Sprinter, Bill Cowie in the Spangeralli Holden, Hamish Pidgeon BBM Mercedes Supercharged Special and Paul Coghill, Jaguar Special to contest the over 2500cc Class.

In the 0-1500cc Class, Mark Barrett was pedaling his pretty Lotus 20 Single Seater and as the day went on he was right up at the sharp-end but Mrs Barrett in her Lotus 23C Rep still stayed ahead by a second or two as they crossed the line. The popular Ashworth SP250 Dart showed its usual dominance but had to continually watch in his mirrors the very quick and well-driven Terrapin of Tony Steer.

Close racing was the highlight throughout the field - the Shadetree MK1 managing to hold off Pete Swaney's Lotus Elite and Colin Hey's Wolseley 1500, whilst the two Mistrals, MGB Roadster & Maureen Cowie's Shadetree MK2 were always in contention.

Only a few casualties - the Jaguar special developing an annoying misfire, the Cowie Holden Special a more serious mechanical ailment and the BBM Special a suspension issue that brought about a retirement.

Many thanks to CMRC and all the volunteers for such a great day of racing and we look forward to the Brooklands Meeting in September. Thanks also to all the VCC competitors and especially to those who have supported our Race Series & achieved Class Awards.

Very big congratulations go to Kevin Stevenson, Shadetree Special MK1, our 2024/25 Overall Champion.



Paul Coory CAE Chev Sprinter with Tracey BarretT (Lotus 23R) Bryan Ashworth (Dart) and Tony Steer (Terrapin) in hot pursuit.
(Image Credit- Enuff Photography)



Southern Classic 2025 white Tee

A limited number of T shirts (50) were printed with the CMRC logo on the front and the poster of this years event on the back. These are still available for sale. No doubt they will become collectors items in years to come!

Contact Laura (laura-leigh134@hotmail.com) with you size and address and she and Matt will get one to you.

**SOUTHERN
CLASSIC 25**

**LIMITED EDITION
SOUVENIR T SHIRTS**



FRONT



BACK

\$50.00

Photo Gallery - making photos matter

Please remember that we have a huge collection of professionally captured images sitting on the CMRC website, these aren't only free to view, you can also purchase high resolution versions directly from the photographers who are listed above the gallery.

By buying the digital high resolution or "high res" image for short, it opens up an absolutely endless list of possibilities in which you can use that photo for. Everything from posters, to thank you cards, tee shirts (see above as an example) to personalized mugs and other items, virtually anything can be en-blazed with your image once you have the digital version.

Go to our gallery at www.classicmotorracingclub.nz and contact the photographer from our gallery info. Then a greet place to start is to Contact Laura (laura-leigh134@hotmail.com) with what you're looking to do.



I don't like being the person to labor a point, however the Autumn Fling 25 was simply stunning. Not only in my role as a coordinator of this ever growing class, but also in my role as a helper on the race committee, every aspect of the meeting was thoroughly enjoyable. From up in the tower watching this field with the panoramic view of levels in the clear sunny weather, to walking through the pits talking with competitors, Autumn Fling was what classic motor racing for me is all about.

I particular want to thank the volunteers who made the event work, as I now have been witness to what is involved in not only running a meeting, but also running each race, and I can assure you there is a tremendous amount of people working together very professionally to make it happen, so thank you without your skills and experience none of this would happen.

The Fling saw 22 entries, and whilst there were a number of drivers either away or preparing their cars for the coming season, the quality of the field was excellent.

Race 1 was Scratch start order, with Johnny Hepburn and Neville Stowell dicing for the lead with Neville eventually taking the chequered flag by just 1.7s. As is becoming common practice there was close racing throughout the whole field, and it was great to see some new faces cutting their teeth and running with the group at Levels for the first time.

Race 2 was started from the previous finishing order, and this time Mike Small in his gorgeous Mustang pipped Neville with just 0.029s, then a very small way back the battle for third was close with Greg Donaldson in the big red Commodore taking the honors. Of special note was Steve Parker in his Porsche who has not long returned to the track in a car which is still fairly new to him and who finished a very strong 4th place.



© Josh Kelly 2025

Dave Berry manhandles the big HQ Holden with Choppa Stevenson (Starion) Rob Lewis (Torana) and Hamish Robinson (Fiat Uno) giving chase.
(Image Credit- Josh Kelly)



© AUTO FOCUS IMAGES by Philip Dickie

Mike Small in his mustang leads Jim Wallace in his BMW M5 and the rest of the field through turn 1.
(Image Credit- Josh Kelly)



© Enuff Photography

Another panoramic shot from Neil Howie (Enuff photography) which portrays not only the beautiful setting which is Levels raceway, but also the huge diversity in our Allcomers feild. And aren't they all so well behaved !

Race 3 again started from the last race finish order, and again as this group is evolving and has such a diverse range of cars with all manner of power-trains, safety is the key so its all about drivers getting to know each others racing style. Neville Stowell and Mike Small were at it again and finished a close 1-2 with Jim Wallace in his BMW M5 in third spot. New members to both the CMRC and the Allcomers group are Jared Hansen (Datsun 510) and Choppa Stevenson (Mitsubishi Starion), these gentlemen have been racing for many years in their cars and are hugely experienced, and this shone through with not only consistent lap time, but great top 10 results.



Andy Giles was in fine form in his stunning MGB V8 yet again.
Image - Neil Howie Eneff Photography

Also of special note - yet again is Hamish Robinson in his mighty little Fiat Uno which never ceases to amaze me not just with its overall lap performance, but in the way Hamish navigates his way around a race. This little car with this very tall driver finished in the top 10 in every single race !

I could not overlook the polished performance and driving of Jim Wallace in his BMW M5, a car with international race history, which I know he has spent a lot of time to get running, and is now thoroughly enjoying. Jim had great results throughout the weekend, and made it look effortless in the process, hence his class award.

Making a welcome return to a CMRC event was Alan Dunn in his beautiful and rare Celica which goes just as good as it looks. It was also hugely encouraging to see the return of many of our regular drivers, and I wish to thank all of you for supporting the class and the club and making these events so much fun, the banter and the relationships which are growing in the group is satisfying to see, and as one driver who's been doing this for a very long time said to me "its not just about the cars, its about the people".

Its as much about catching up with your mates as it is racing the car, and I get the feeling this group and this club is getting this right.

So where to from here ? Well Brookland's is just around the corner, I hope all of you will be getting your cars prepared, and as soon as the sup's come out, lets see those entries, as from all accounts Brooklands is going to be BIG, not joking folks - if what I'm hearing even is half right we're going to have a bigger and even more exciting field in September.

The group is ever evolving and we are currently seeing more drivers with cars that are 100% suitable to both Class 1 and 2 approaching us to run so were looking forward to this class going from strength to strength.



Alan Dunn made a welcome return in his incredibly rare Celica
Image - Josh Kelly



Philip Dickie beautifully captures the immaculate Mk1 Escort of Kerry Smallridge
Image - Auto Focus Images Philip Dickie

Pre 78 Classic Saloons - Wayne Perkins

We had yet another wonderful turnout by the Pre 78 Classic Saloons when we had 28 entrants for the Autumn Fling at Levels Raceway on Saturday the 24th May. It was the last race of what has been a great season with a total of 8 meetings which we attended as an autonomous standalone class representing the Classic Motor Racing Club and one other event being Skope where we were very welcome invited guests.



This stunning Neil Howie image sums up the Autumn Fling for 2025. Spectacular South Canterbury weather, the sunshine over the idyllic Levels raceway, and glorious grids of classic racig cars breaking through still with thier magnificent engine notes. Here is just some of the incredible grid of 28 entrants in the Pre 78's hustling into turn 1.

At the Autumn Fling we had our usual six separate classes being 0-1200cc, 1201-1400cc, 1401-1800cc, 1801-2400cc, 2401-4200cc and 4201cc plus and as a result we ended up with our usual multitude of both class winners and podium winners in each of the individual groups.

Overall victories are somewhat meaningless and not recorded by the Pre 78's because of our cubic capacity emphasis on the different subclasses which surprisingly are turning into rather clever tactical battles whereby event class victories are being taken out by not necessarily the fastest cars but the cleverest of drivers.



The 28 entry strong Pre78's gathered for thier season finale photo.
Image - Unknown



Luke Richardson saves tire wear in his Alfa
Image - Neil Howie Enuff Photography



Image - Josh Kelly

Pre 78 Classic Saloons - Wayne Perkins

The following list are the good buggers that made the effort to finish the Pre 78 season on a high with an excellent turn out of competitors.

CMRC Pre78 Classic Saloons - Autumn Fling 2025

Class Coordinators - Wayne Perkins & Betty Perkins

#	Name	Year	Vehicle	Rating
2	Barry Dorking	1975	Triumph Dolomite	1998
4	Luke Richardson	1972	Alfa Romeo GT	1986
11	Trev Lines	1970	Leyland Mini	1300
24	Scotty Johnstone	1975	Ford Cortina	1993
27	Craig Pidgeon	1971	Hillman Avenger	1598
34	Wayne Perkins	1968	Vauxhall Viva	2000
36	Alistair Campbell	1978	Fiat 128	1490
44	Matt Mcleary	1972	Triumph 2000	2500
46	Gavin Jackson	1974	Triumph 2500	2724
47	Piers Mingham	1973	Ford Escort Mk1	1760
58	Walter Whittleston	1971	Ford Capri	2994
64	Mark McGuinness	1964	Ford Falcon	4738
74	Alan Taylor	1974	Ford Capri	2000
99	Eric Swinbourn	1977	Suzuki SC100	999
100	Bruce Farley	1968	Vauxhall Viva	2279
153	Mervyn Hoare	1974	Ford Escort Mk1	1993
162	John Scott	1965	Ford Cortina	1500
174	Jamie Greene	1974	Datsun 1200	1298
186	David Hudson	1972	Datsun 1200	1400
212	Brent Findlay	1971	Datsun 1200	1390
216	Tony Densem	1967	Ford Cortina	1500
222	Wayne Hull	1971	Ford Capri	2000
238	Neil Greene	1955	Ford Anglia	1993
271	Murray Kelman	1968	Ford Escort Mk1	1600
336	Monty McHaffie	1974	Ford Capri	3000
427	Bert Govan	1967	Jaguar Mk2	4200
539	Tom Henman	1966	MG BGT	1950
903	Blair Bishop	1969	Fiat 850	1438



Craig Pidgeon (Avenger) and Brent Findlay (Datsun) chase Barry Dorking (Dolomite)
Image - Autofocus Photography Philip Dickie



Matt McLeary (Triumph) gives it his all around the outside of Wayne Hull (Capri) as the field negotiates turn 1
Image - Enuff Photography

You will not find a better list of human beings as every one of them is a good bugger, you know it's amazing but when I first started this madhouse class over half a decade ago I thought it would be an old car race class but it has since evolved into a far bigger thing as both wives, family and crew members have created the Pre 78 'family' concept and somehow evolved the class into a friendly social club of car enthusiasts and surprisingly of all age groups who enjoy going racing in their old classic saloons but even more so seem to love the comradery of meeting, greeting, catching up, yapping, helping, advising, laughing and finally socializing with both new and old friends.

From time to time I stand back from the trees to look over the forest and I'd have to admit that I'm quite humbled by the utter enthusiasm and enjoyment that so many people including our enormous fan/spectator base get out of the Pre 78 Classic Saloons which funnily enough is a result of their own input and not mine.

Hopefully over the next week or so I'll be able to publish our 2025/26 Pre 78 Classic Saloons Calendar which I think will better reflect both our adventurous nature and enjoyment of cool road trips to exotic race tracks on the world's greatest South Pacific Island to go Classic motor racing.

FORMULA LIBRE- Brian Dixon

Saturday 24th May, we arrived at the Levels Race track, Timaru at 8.45 am. After documentation and a welcoming from the officials we were all very quick to start the practice and qualifying sessions on a very cold and slippery track.

The entry for our class was very disappointing with only 6 entries which was reduced to 5 just before the meeting. I was looking forward to catching up with Grant Campbell who had entered his Titan FF which he had purchased back off Brian McCombe, Dunedin. Grant had owned this car for 30 plus years before Brian raced it. Brian had raced this car successfully until ill health stopped him from racing. Unfortunately, Grant withdrew as he was unhappy with the cars performance during testing prior to this event. Another regular driver, Gregory Scott was not able to enter as his Brabham was still being repaired after breaking a half shaft which damaged the rear section of the chassis at the CMRC's Southern Classic meeting held in February this year.

There were some good times produced for this class during the day with Steve Donaldson leading the way with his beautifully prepared Brabham BT21.



Steve Donaldson (Brabham BT21) leads Greg Mowat, Hamish Corbett, and Trevor Failey.
Image - Neil Howie Enuff Photography



Greg Mowat drove his Bavister Clubman to the track, raced and then drove home the following day.
Image - Josh Kelly

Hamish Corbett was next with Greg Mowat snapping at his heels. Trevor Fairley was next who had a couple of good dices with Greg and myself. This was the racing order for the rest of the day with myself having to withdraw due to gear selection problems.

I was impressed with Greg Mowat once again in driving his race car down to the circuit from Christchurch and successfully racing his car at the meeting and then driving it back to Christchurch the next day.

All drivers from our class had a super day's driving.

Thank you to Paul and team and the South Canterbury Car Club, it was a great meeting and well organized. For those of you who have cars suitable for the Formula Libre class let's see your entries for the Brooklands Challenge meeting in September this year.



Trevor Fairley (Lotus Seven)
Image - Autofocus Images Philip Dickie

SAFETY EQUIPMENT !

Your FIRST line of defence !



Now would be a great time to check over your safety gear and replace any items that are not up to standard.

During the recent audits we have completed, it has been noted that some of our members race gear is getting a bit tired and may soon be due for replacement.

You all, will be aware of the motor sport rules around the replacement of race equipment and date stamps etc, often the general condition is overlooked, especially underwear, Socks, gloves and balaclavas.

Helmets-

By carefully cleaning you helmet exterior you can check for any damage cracks and wear around the fittings. If the interior padding is removable, carefully hand clean the padding and check for deterioration of the material. Some manufactures offer new padding for helmets which could extend the life and safety of the helmet. Remember it's your head. The old saying "A ten-dollar helmet for a ten-dollar head" is not acceptable anymore.

Don't forget to try the fit and adjustment of your helmet to make sure it still fits correctly.

Also check your frontal head restraint attachment and condition. Some head restraints require to be re-certified after a certain date. Check your labels...

Race suits-

All ways store your safety equipment away after, it has been cleaned and inspected. Check for a good fit, especially if you are like me and picked up a few extra pounds.

Check for tears and damage to seams, zips and straps. Also, like race belts check for sun damage as UV can compromise the strength. Some of the old race overalls we have seen have been more faded than the drivers.

Follow the manufactures instructions when it comes to cleaning and remember to store your gear away in a clean and dry container, ready for your next race meeting.

If anyone is not sure about the date stamps or regulations around your safety equipment, please contact me or Grant for advice, we are happy to help.

Safety is about on-going education and reducing risk were possible.

Each race audit session we are going to focus on one safety item to help our race members.

We will do this by providing some targeted information on those items and moving forward, provide further education on all safety items at each race meeting.

So, look out for the extra info we will be provide you, at the audits.

Are you, or someone you know, looking to go racing?

For meetings such as those run by the Classic Motor Racing Club and others such as Skope, a competition licence is required.

The process for obtaining one is outlined on the MotorSport New Zealand website at this link <https://motorsport.org.nz/licences/>

A summary of this process is that you create a profile online, ensure you have a valid Club membership and then sit an exam. This exam consists of 40 written questions, which are all multiple choice, followed by an oral section where answers are given verbally.

So that you can study up on the answers beforehand, all of the items you can be tested on are on the website.

Nick Simpson, our past president, is an official Licence Examiner.

STAYING CONNECTED - CMRC online

FACEBOOK PAGE

Remember CMRC operates a very cool Facebook page

Our club face book address is:- <https://www.facebook.com/groups/1379395309504773>

Theres always something going on, and always some great banter in the comments section of the Posts, so jump on and join the page, and if you've got something interesting to add put up a post. 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

Simply go onto www.classicmotorracingclub.co.nz

Remember this is your website and you can add photos and have articles published to make it more interesting. We're always looking for more great stuff to add onto the site, so feel free to send through your photo's and writings to us and we will upload them (where appropriate !).

Also as a reminder the latest entry form is always on the Website as is the membership form.

WELCOME RACERS
THANK YOU FOR YOUR SUPPORT



YOU AND YOUR CAR
ARE THE STARS !



FOR SALE

GARAGE PROJECT CLUB- MANS RACE CAR FOR SALE AS IS.

This car is one of a small batch of "Club-Mans" cars built and raced by Keith Laney in the 80's and '90's. I am unsure which one this is but as far as I am aware this is the only one that used Fiat running gear. I purchased it direct from Keith a number of years ago and have since rearranged some of the chassis tubes and added an anti roll bar, along with mounting points for seat belts and buckles. The front suspension is now based on Triumph Herald hardware.

The car now carries the hybrid Fiat twin cam engine discussed in my "Two into one" Engine Article of March 2020. This one is three into one. It started out at 1592 CC but now has 1725. If the slide rule remains true, it should now pull 145 or so horsepower.

The project comes with a supply of engines and engine parts. Enough to occupy one wall of the garage. Everything from cylinder heads to valve shims....



That said it still has a few finishing points. Notably electrical and fuel line runs.

That said, most of the value of the car remains in it's engine.

If interested please contact me at taandpa@xtra.co.nz or phone 022 428 4051.

Regards to all.
TREV LISTER