



MEMBERS NEWSLETTER

JULY AUGUST SEPTEMBER

2025



IMAGE - Neil Howie Euff Photography



Patron: Howden Ganley

Newsletter July - August - September 2025

Officers

President: Karen Clearwater
Secretary/Treasurer: Paul Coghill

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Past President: Nick Simpson

Committee

Barry Dorking Mark McGuinness Steve Keene

Vehicle Acceptance Committee

Kevin Telford(Chair) Wayne Perkins Brian James Steve Keene

Newsletter Publishers and Editors

Paul Coghill and Steve Keene

Website: www.classicmotorracingclub.nz

Contact: info@classicmotorracingclub.nz

UP AND COMING EVENTS:

DATE	EVENT	VENUE
21-23 November 2025	Wigram Revival	Ruapuna
6-8 February 2026	Skope	Ruapuna
13-15 February 2026	Southern Classic	Levels
20-22 February 2026	Ascot Park Speedfest	Teretonga
9th May 2026	Autumn Fling	Levels
3-5th July 2026	HRCC	Queensland
12th September 2026	Brooklands Challenge	Levels



It's a year since I took over the role of President and what a year it has been. Our three events this year (Brooklands 2024, Southern Classic 2025 and Autumn Fling 2025) have seen an increase in participation within most fields. I think the reasons for this are twofold. One is the outstanding work being done by the Race Committee in keeping the focus on the events as fun, friend and family focused and cost effective. This is very much within the spirit of the CMRC ethos where the prizes go to those who have not necessarily driven their cars to be first but to enjoy the thrill of "Skidding the tyres" one more time.



An image which will evoke many fond memories of racing gone by, Karen as committed as always at either the Dunedin or QT street race.

The other reason is the work of the co-coordinators of the groups getting behind the drivers and assisting in getting their cars out onto the track in appropriate fields. Our three main groups CMRC Pre 78's, CMRC All Comers and the VCC have grown to the point where we expect at least 20 cars per field at each event. Our Formula Libre group is also working hard to try and increase their numbers and it is hoped within the next twelve months this group will also have grown as there are some exciting restorations in the pipeline and some drivers returning having had some time off.

The executive (Karen Clearwater–President, Paul Coghill–Secretary/Treasurer, Nick Simpson – Past President, Wayne Perkins, Barry Dorking, Steve Keene, Mark McGuinness and Kevin Telford – VAC) has met monthly using "zoom" which allows us to be face to face but in different locations. Last AGM we (the members) approved the new constitution and have been formally re-registered as an Incorporated Society. One of the changes was the term for the executive members going from one year to two years. Currently we have eight members on the Executive but the constitution allows for up to ten so if you want to get involved please contact myself or Paul. It would be good to have a couple of new people as next year all current positions would be up for re – election. This also ensures that there is continuity in the leadership of the club as well. Paul has also ended up producing the Newsletter with some assistance last time from Steve. If anyone would like to help in this area please let us know.

Kevin has been working along with the class co-coordinators to encourage the high standard of vehicles within the club. If your car does not have a MotorSport COD (Certificate of Description) the CMRC VAP (Vehicle Acceptance) is an excellent way of providing a recognized paper trail for the authenticity and history of your car and there is no charge for it. The VAC's role is to help us maintain the standard of classic and historic vehicles and I was reminded of this at the MotorSport AGM where one of the COD Auditors commented on how he had been surprised by the high standard of vehicles in the South compared to the North. We have a fleet we can be proud of and having a VAP goes a long way to ensuring the historic value of the individual vehicle.

Paul, Nick, Steve, Zara Coghill, Rod McKenzie, Laura McLeary, Sacha Coghill and myself are the current race committee who have continued to work hard to provide enjoyable events. Zara is amazing as our Race Secretary who volunteers to manage the admin side of events. Her bright personality is an asset and goes along way to ensuring that any issues are able to be sorted quickly prior to or at an event. Paul manages to keep us all on track as the committee chair and meetings (again using Zoom) tend to be short and sweet ensuring all jobs are covered and the event will run smoothly. We have tasked Mark, Steve, Wayne and Paul as a marketing group who are responsible for making sure we have a good presence on internet media such as FB and the website as well as coming up with ideas to promote our club and sponsors for our Southern Classic event. The Exec and marketing group have made two major initiatives this year in the purchasing of club polo shirts and a Gazebo which we plan to have at the AGM. The polos have been well received and are only available to club members as a thank you for the support over the last 40 plus years. The polos have been very visible at events other than our club events and it is pleasing to see the pride with which they are being worn in NZ and overseas. The gazebo is going to allow us to promote the club at our own and other events and will provide a weatherproof area for the results as well.

Our five year Strategic Plan has been reviewed and while it is pleasing to see we have achieved some of the objectives others are still being worked on. The review will be presented at the AGM and our thanks go to Nick Simpson who has done an outstanding job of identifying where we are working well and where we need to improve, then setting objectives for us to aim for. Having a strategic plan helps to ensure we are moving forward in the right direction and maintaining the aims of the club for the future. Setting our goals for the next five years will be one of the tasks of the 2025/2026 Exec.

It was a privilege to represent the club at the MotorSport AGM and I was reminded how our club has been of influence over the 40 plus years we have been in existence.

Our membership has grown over the past year and is, at the time of writing, 230. This is because we as a club are moving in the right direction providing a welcoming and enjoyable experience for our members.

The Formula Juniors from NZ and overseas will again be joining us for the February Southern Classic 2026 which is looking to once again be an awesome event. As a club we are being approached by other registers to participate in our event as it is such a great weekend. While this is a great compliment we are also aware that the main focus is for our members so some groups can't be catered for every year but where we can we are trying to accommodate their members within our current fields. It is also pleasing to see that the "Powers that be" at National Championship level have realized that having a Championship event on in the South at the same time as our classic events is not helpful for either of us. It's great to know that we will be able to promote our event without the clashes we have had in the past.

We are fortunate to have the South Canterbury Car Club and their volunteers available to provide volunteers for what has become our "Home Circuit". My thanks to them and the officials of MotorSport NZ, the Vintage Car Club and Classic Action Motorcycle Sport (CAMS) who support our events.

I'm looking forward to the next twelve months where we have some new initiatives in the pipeline. My thanks go to all the hard work done by our volunteers who help to make this club a great one to be part of and to all the drivers, family and friends who have supported the club over the past years.

Karen Clearwater
President



RACE REPORT - Paul Coghill

This year's Brooklands Challenge was, as expected, a very special meeting with the historic trophy donated by George Begg 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 year we were joined by Gina, George's daughter, and her family to watch the Challenge. It was especially pleasing to have George's grandsons involved in the presentation although the trophy went to the CMRC this year!

Also, this year we had a very special display of racing Valiant Chargers with was arranged by Mike Norris. Mike flew out from Australia for the occasion and the on-track display of 20 cars was outstanding.

For our Brooklands event we had a record 117 entrants but with the usual pre-race attrition we settled at 102. An excellent entry for a one-day club event. Thank you.

We were well supported by CAMs with and entry of 24 bikes providing some very spirited riding during the day.

Our club class of Vintage & Historic, Pre78 Classic Saloons and two groups of CMRC Allcomers provided some out standing racing which is reported by others in the newsletter.



Fantastic angle of Paul Coghill in action in his Jaguar Special
Image Credit - Wendy Howie Southern Zone Photography

It was pleasing to see an entry on 9 Libre cars at the event which is a great turnout given the low number we have seen in recent years. We are working hard on increasing the numbers at our future events.

So now onto the Southern Classic for 2026. No doubt you will have seen some of the marketing on Facebook of next years event. Steve Keene will continue to promote the event over the next few months with the entry information expected to come out at the latter part of November.

Looking forward to seeing many of you at next year's Southern Classic.

BROOKLANDS TROPHY - Karen Clearwater

Once again the piece of concrete bought back by George Begg and friends from the Brooklands Circuit, called the Brooklands Trophy was to be fought over by the CAMS(bikes) and CMRC(-cars) members. Since 1989 this historic chunk, has been a key part of the Annual Brooklands meeting where a three person team from each club try their best to win it for the honour of their club. The formula for finding the winner is based on the estimated time it will take for your bike or car to complete four laps of the circuit. Times for each club member are added together and the total times are then combined as your clubs team's time. The team that is closest to their total time wins. Sounds simple doesn't it. Just multiply your average lap time by four....well maybe but what about the time it takes for the first lap.... Oh yeah that's a slower lap as you accelerate away from the start flag drop. Umm and then there's the pit stop that each vehicle/bike must do with one member entering the pit on each of the first three laps to do a stop/go penalty. Umm how do you know what time to add for that? They have no idea how long the pit stop may be. This is decided by the SCCC officials and even the referees have no idea how long it will take.

Teams are chosen at the beginning of the day through a random process. This year for cars there were three MG's entered so that seemed reasonable enough, oh dear by the end of qualifying there was only one...quick army volunteering of two cars parked next to the broken "Salt 2" provided substitutes. For the bikes it was simple three Manx Norton riders were "volunteered". A representative of each team provides the estimated time to the referees. Apparently the bikes envelope contained \$100 but the Car's only two pence. This year the teams were cars (CMRC) Matthew Christian, Sam Christian and Tom Henman, and bikes (CAMS)



Imagine the tails that piece of concrete would talk if it could.
Image Credit - Nick Simpson

Along with the two officials (one CAMS and one MotorSport NZ) a group headed up to the tower timing room. This year we were privileged to have George's daughter Gina Tulloch, her husband Andrew and their sons Sam and Ben, along with a friend join us in the tower to assist with time keeping. Cell phones came out and the method of time keeping was explained. The penalties which could be applied for various misdemeanours including failing to enter the pit lane on the correct lap or speed, completely missing the pit stop, excessive acceleration on leaving the pit, minor excursions from the track etc. were explained. An immediate protest was lodged by the CAMS representative that the cars were not all MG's however this protest was deemed unacceptable because there were still three cars ready to go who had put in their times due to force majeure with the other cars. So far the \$100 bribe was not working.

The bikes had the first shot at the circuit and performed well although it was later noted that one of the bikes had taken a bit of a shortcut in one of the sections. The boys were impressed by the wheelies from the bikes team as they departed pit lane but as they were still within the pit lane speed limit no penalty was applied. The time looked reasonably close. Now it was up to the cars. Would they manage to take the trophy back from the CAMS team who had won it last year? Would they manage to keep all three cars on the circuit? No worries the cars managed their pit stops well and apart from a little tyre screeching brought it home. At the prize giving Sam and Ben presented the trophies:

RESULTS: CAMS 1 minute 21 seconds difference, CMRC 42 seconds difference. CMRC declared winner for 2025.

Thanks, as always to the SCCC officials and the volunteers who came up to the timekeeper's room. To the riders and drivers thanks for once again making this a memorable event.

CLUB AND CLASS AWARDS - BROOKLANDS 2025

Brooklands Trophy 2025

As noted with great pride in the proceeding report the CMRC Cars were the winners with Matt Christian (Mini) Sam Christian (BMW) and Tom Henman (MGB GT) with a total time penalties of beating the CAMS Bikes.

The trophy was fittingly awarded by the Begg family. And also further congratulations from a very proud Pre78 coordinator My Wayne Perkins !



The highly prized and historic Brookland's trophy being awarded to the CMRC by Georges daughter Gina Tulloch, and her husband Andrew (LH side) and thier sons Sam and Ben (RH). Image - Enuuff Photogrpahy



A very proud Wayne Perkins congratulates drivers who "brought home the bacon" Image - Nick Slmpson



The legend.

CLUB AND CLASS AWARDS - BROOKLANDS 2025

CAMS class award

Was awarded to Tony McLaughan for not only bringing along such a unique bike with his Ducatti Super Mono, but also for running so well on his first time out on it. Congratulations Tony.



Pre 78 Classic Saloons class award

The Class award was awarded to Alan Radburn for getting bionically enhanced then coming back to racing fitter, faster and better than ever. Maybe you can pass on the secret to few of us needed a bit of pace ! Congratulations Alan



Formula Libre class award

Michael Hey takes out this award for an absolutely awesome display of clean fast driving in his Ralt RT4. It was great to see the car and congratulations Michael.



CMRC Allcomers class A award

One model of car we never expected to see in the Class A group was a N/A Honda Integra, but with James Swaney behind the wheel of his version, he put on an excellent display of fast and clean driving to mix it right up there with the fast boys. Congratulations James



CMRC Allcomers class B award

There were many people who could have won this award with the quality of driving on display, but the winner today was Blair Etwell. First time at Levels Second ever race in his fabulous Falcon 6 cylinder, and even a race win. This man is a very quick learner ! Congratulations Blair



VCC & Historic class award

Terry Cartwright was the very deserving winner of this award with his svelte Blue 1959 Mistral. It was noted it was wonderful to see Terry returning to racing, and especially in an open top. Congratulations Terry.



Ross Clifford Sportsmanship Award

Don Gerrard took the top honor in his for his huge effort in promoting the VCC class, and his total commitment to supporting its competitors. Congratulations Don



CLUB AND CLASS AWARDS - BROOKLANDS 2025

Scotts Auto's Best Presented

From the moment it rolled off the trailer it was a give-in that the stunning Ginetta of Ian Perry was going to take this prize. The workmanship and quality of finish was a sight to behold. Congratulations Ian.



Ransley Shaft Hard Luck Award

This award goes to a man who traveled all the way from The USA after having spent many \$'s on a beautiful restoration to only have a cooling issue with his car. Cameron Lawes, we hope this award is at least some compensation for your hard luck. Congratulations Cameron



PDL Best NZ Special

And the winner is Russell Stewart in his 1969 Mallock U2. Russel presented his lovely Mallock for the first time at Levels and the car not only performed well, it also was presented beautifully. Congratulations Russell.



Peter Gendall Most Polished Performance

Trevor Fairley takes out this award for not only being a great driver, top bloke in the pits - that is all automatic for Trevor, but quite simply have the "most polished car" just look at the alloy bonnet. Congratulations Trevor



Spinners Award

Sorry to say but there were no surprises here as the crowd roared with applause and Wayne Perkins takes the award.... yet again. This time even Wayne out done himself by not even waiting until practice was over to explore the envelope. Congratulations Wayne again !



Lindsay Neilson Best Performance

And the winner was Brent Findlay for simply "pushing hard". Brent is always at the top of his game in his Datsun's and always smooth and quick with 100% commitment, Brooklands was much of the same throughout the day. Congratulations Brent.



Volunteers Award

This very prestigious award is always awarded with a great deal of respect and thanks to a hard working volunteer who has stood out for going beyond the call of duty. Congratulations to Abby Calder who was marshaling throughout the day. Thank you very much for your hard work and enthusiasm.



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

Hamish Robinson was well deserved in winning this award overall for his tremendous performance all season in his Fiat Uno. A real father and son team Hamish and his dad Matthew are what our club is all about, great people on and off the track, always happy to help, and love their racing. \

(Image - Neil Howie Enuff Photography)



Peter Gendall Most Polished Performance

This years overall winner was a difficult decision with some great driving throughout the season by many. However Paul Goodwin took the win for his consistent trouble free driving in his beautiful and unique historic Honda Civic. Paul just keeps getting quicker, and his smile keeps getting bigger which is what its all about !

(Image - Nick Simpson)



PDL Best NZ Special

Graeme deservedly won this award for his commitment to not only the VCC and Historic group and their circuit meetings, but also for the incredibly standard in which is ACE III special is always presented Ace III. We thank you for bringing this car to the circuits for everyone to enjoy, and your hard work in preparing and presenting the car. Congratulation Graeme Hamilton

(Image - Enuff Photography)



Scotts Auto's Best Presented

This is a very difficult award to win considering the level of presentation we are luck enough to see at the CMRC, however many would agree that Tim Stace's beautiful Jaguar Mk2 was a sight to behold both inside and out, an exceptionally presented car that not only looks incredible

(Image - Josh Kelly)



Ransley Shaft Hard Luck Award

And the winner overall had to be Tony Mann, who not only had suffered a pretty major failure in his Vauxhall Victor at the Autumn Fling, has also suffered another issue with a certain sump plug on his Imp in practice for Brooklands, we wish the best of luck for the meetings to come Tony !

(Image - Josh Kelly)



Classic Motor Racing Club Award

Nick Simpson was awarded this prestigious trophy for his work not only on the club's strategic plan but also his countless hours of voluntary work over many years as Clerk of Course, general volunteer, Race and Executive committee member and also as Past president. Well deserved Nick, and congratulations.



Spinners Award

Wayne Hull takes out the honor of the overall spinner of the year. As shown here, great spinners think alike as another great spinner collects the trophy on Mr Hull's behalf. We hope you enjoy the award, even though a voucher for tyres may have been more useful !

(Image - Nick Simpson)



HOW TO TAKE HOME THE SILVERWARE.....

As we have many new competitors and club members with us in 2025 I've been asked a number of times how the trophies are awarded.

The system is very simple, at each of our events, Brooklands, The Southern Classic and the Autumn Fling, competitors are selected as winners for each trophy for that round, and they are presented a certificate at that round. At our AGM which is always the night before Brooklands, its time to award the Overall winner of each trophy for the season and a winner is selected from the 3 people who have been awarded a round win for the trophy at each meeting.

So the key is to be consistent, whether its driving performance, car presentation, sportsmanship or even having bad luck, consistency counts, as finishing first isn't the aim of the game.

Steve Keene

CMRC UNDERCOVER

One of the exciting new investments made by the Club is the design and purchase of our very own 6m x 3m Gazebo from Hercules Gazebo in Christchurch.

The Gazebo, will have a variety of uses from housing the results board to selling merchandise, to displaying cars, trophies, and being its a very large and noticeable billboard, it will make appearances at other meetings and other circuits throughout the calender raising the clubs flag to current and prospective new competitors.

We have also designed and had Hercules produce and supply matching table clothes, so we have somewhere to put the new merchandise ranges for sale, and some great looking platforms for prize giving and AGM events.

Hercules Gazebo were chosen, not only because of the quality and service, and their competitive pricing, but also for their offer to support our club members with an ongoing EXCLUSIVE CLUB MEMBER DISCOUNT - see next page for details.

These are very high quality Gazebos, and whilst nothing is bomb proof, if you've had enough of having your Gazebo fall apart or blow over in a gentle breeze I strongly suggest having a chat with Hercules, as they will certainly provide you a great quality Gazebo at a very competitive price.

The discount can also be used if you're looking for promotional gear for your business as they provide a wide range of other items for your promotional requirements.

The gazebo raised at half height - unfortunetley the moment the top went on the wind got up so we didn't dare to go to full height !



Front view of a table cloth as installed.

These are made out of waterproof high grade material and are nice and heavy which stops them blowing away !





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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.

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CMRC -HEADING INTO THE CYBERSPHERE



You may be famous !

Just a quick reminder that our friend Paul Day has been very busy placing videos onto his You tube channel Classic Garage from Brooklands and many of our previous meetings.

If you haven't checked out his channel yet, go to YOUTUBE and search for Classic Garage NZ and check out all the action, there are interviews, in-car footage and event profile videos from our last 3-4 meetings. Well worth a watch, and remember to subscribe to his channel - there is NO COST to subscribing, but it will mean when he puts a new video up you will be notified.

CAMS - TWO WHEELED ACTION AT BROOKLANDS

Wow! What a fantastic day racing at the Brooklands Challenge! CAMS is focused on the racing of classic and post classic bikes and sidecars from Vintage through to 1995 but also has many members on more modern machines.

This was evident in the CAMS bike race group at Brooklands, with everything from Manx Nortons through 80s superbikes to SuperMotard machines enjoying the day. We had some great racing but also very much enjoyed watching the huge variety of classic cars on track, combined car/bike meetings are rare these days which make this event even more special.

The Brooklands challenge meeting is always incredibly well run, friendly and welcoming, a huge thanks to the CMRC and all the officials and helpers for an amazing event. We'll have to step it up next year to try and get the Brooklands trophy back in the CAMS trophy cabinet !

Dave Reesby - CAMS President.



Image Credit - Neil Howie Euff Photography



Image Credit - Wendy Howie Southern Zone



Image Credit - Neil Howie Euff Photography



Image Credit - Neil Howie Euff Photography



Image Credit - Wendy Howie Southern Zone

HEY CHARGER ! - BROOKLANDS CELEBRATION



A site which may never be repeated !

Image Credit - Wendy Howie Southern Zone Photography

We love it when a great idea becomes a reality and thanks to the hard work of Mike Norris based in Australia he managed to muster more than 20 Valiant Chargers including some of the most famous racing cars from all around the country to attend a centenary celebration display and parade at Brooklands, all examples of the marque were in pristine condition, and we would like to thank all the owners and particular Mike for making this event such a success.

Check out our gallery for more images, and Classic Garage's YouTube channel for a special feature on the show.



VCC & HISTORICS - Don Gerrard

The Banks Peninsula Branch of the VCC enticed to the grid 17 competitors for the Vintage & Historic Class at the opening Brooklands Meeting on September 13th at Levels. This was also the first round of their Branch 2025 / 26 Race Series Championship and double points were on offer to kick start the season.



The VCC field Lined up ready for the green flag
Image Credit - Wendy Howie Southern Zone Photography

In the over 2500cc Class the Jaguar Special of Paul Coghill took out 3 wins but not far away was the 2.8 supercharged Mercedes powered BBM Special of Hamish Pidgeon, against the brute power of the Chevy V8 CAE Sprinter of Paul Coory. Mark Barrett was doing double driving duties in his Lotus 23B Rep with the Argo single seater, kindly provided Royce Bayer to help boost the Formula Libre Class. Mark reckoned the Argo was easier to pilot than the Lotus which he managed to keep in front of Mick Toll's Lotus LT16 in the 1501 to 2500cc Class. The Daimler V8 Special of Phil Thomson ran well with no water issues, the Clearwater Furore II putting in consistent performances ahead of the Ashworth Daimler SP250 - Bryan also doing double-duty of the 2 wheel variety on his Ducati. Russ Haines still seems to be extracting even more drive from his historic Alpine Rapier and Mike Crehan had his first outing in the BRP U2 a new car to our grids. The 0-150cc Class saw a welcome outing for the very historic Cooper T52 of Kevin Anderson and still showing it's nimble race-craft to see off the Mistral of Don Gerrard and the Mallock MK8, a well known car from the deep south now in the hands of new competitor Russell Stewart who had a great day of fun getting to know his new steed.

Thanks again to the CMRC Team for another well organized and thoroughly enjoyable Meeting must be one of our favorite circuits for the VCC !



Tracey Barrett leads Paul Coghill
Image Credit - Philip Dickie Auto Focus



Phil Thomson in the Daimler V8 special
Image Credit - Enuff Photography Neil Howie



Terry Cartwright in his Mistral
Image Credit - Wendy Howie Southern Zone Photography

Pre 78 Classic Saloons - Wayne Perkins

It's hard to know where to start when telling you about the Brooklands race meeting at Levels because there was so much close racing and excitement so I'll start with our smallest capacity entrant.

Eric Swinbourn's 1976 Suzuki SC100 CX-G made its debut in the 0-1200cc sub class which it narrowly won in spite of only being 998cc. By his own admission there is now a truck load of development work and fine tuning work to be done, with the seat & adjustment being first up because Eric had never tried sitting in the Suzuki with his helmet and HANS device on which when he climbed in folded him up like a half open pocket knife. The engine needs to go back onto the rolling road because of a big hole in the mid range which for a man who is used to Formula 5000's and Ducati Super-bikes is probably going to take a little getting used to, even though a change to a wilder cam is also on the cards. The entire close ratio gearbox internals have been machined by Eric who also fabricated most of the other race specification components as performance parts quite simply do not exist for SC100's. Personally, I have absolutely no doubt that in 12 months time it will be quick.



Eric Swinbourn in his mighty Suzuki SC100 CX-G
Image Credit - Colin P Lim



Mama Mia ! Fiat Feista - Alistair Campbell (36) gives chase to Blair Bishop (903).
Image Credit - Neil Howie Eneff Photography

Moving onto the class results from the Brooklands meeting at Levels last Saturday and in the 1201-1400cc class we had 5 entrants.

First in the class was Peter Scobie with his original 1966 Morris Cooper S #935 with a 1st, 1st and 3rd for a total of 5 points. Just two points behind was Blair Bishop in his 1969 Fiat 850 Abarth Coupe #903 with a 2nd, 3rd and 2nd totaling 7 points for second place in class. Next back in third was Alistair Campbell with his striking 1972 Fiat 128R #36 who achieved a 4th, 2nd and 4th totaling 10 points.

Just one point further back was Matthew Christian in his bright red 1968 Austin Cooper S #72 who came in over the two scratch races and one handicap in 5th, 5th and 1st for a total of 11 points.

One point further back was the happiest driver in the whole field who didn't care one iota about the results but was just absolutely delighted to be back racing with the Pre 78 family after surgery plus recovery and we were equally pleased to have him back. Alan Radburn in his 1971 Mini Cooper S #172 managed a 3rd, 4th and 5th for 12 points and complete happiness.



Alan Radburn in his Mini Cooper S
Image Credit - Neil Howie Eneff Photography

Welcome back Alan.

Pre 78 Classic Saloons - Wayne Perkins continued

The fearsome 1401-1800cc sub class of Pre 78 Classic Saloons became a little less fearsome when Ewan Macpherson's 1964 Ford Anglia 1500 GT #56 melted the end off the #4 cylinder spark plug during qualifying which meant that one cylinder was running spookily lean and as result Ewan withdrew the mega quick Anglia.

So that turned it into a four way battle instead of five and Piers Mingham's 1973 Ford Escort Mexico I #47 narrowly managed to edge out Brent Findlay's 1972 Datsun 1200 #212 coupe with a 1st, 1st and 3rd for 5 points compared to Brent's three seconds for 6 points but those two boys were nose to tail all day.

David Berry in his 1972 Ford Escort Mexico #333 was a little further back with a 3rd, 3rd and 1st for 7 points with Tony Densem in his delectable 1967 Ford Cortina GT Mk 2 #216 coming in a very happy fourth after an exciting days racing.



Dave Berry Escort Mexico
Image Credit - Philip Dickie Auto Focus

We had eleven entrants in the 1801-2400cc sub class and the winner was the very enthusiastic Bruce Farley in a 1969 Vauxhall Viva GT #34 who took out one 1st and two 2nd's for a total of 5 points closely followed by Luke Richardson in his 1972 Alfa Romeo GTV #4 on 7 points with two 3rds and a 1st. However the 'Dark Horse' achiever was Wayne Hull in his 1971 Ford Capri GT who has now jumped right up into the front pack and came 2nd, 1st and 5th for eight points and only one point behind Luke. Wayne's dad Allan has put many many hours into the white #222 so that it is now one of our top running Pinto 2.0L OHC Fords. Equally amazing was Tom Henman in his 1966 MGB GT #539 who while lacking the straight line grunt of the 'big block' fours still managed to hang onto the back of the six strong leading pack and take out fourth in the class which was quite extraordinary and a real testament to the tuning skills of the DSRacing Automotive Workshop in Nelson.

The rest of the 1801-2400cc sub class at our recent Brooklands event was even more thrilling than the leading pack with some very close fought battles. Merv Hoare with his metallic purple 1973 Ford Escort RS2000 #153 managed a 7th, 5th and 4th to take out 5th in class with Neil Greene in his historic 1955 Ford Anglia 100E #238 just a couple points further back in 6th place overall. Closely following was Sam Christian in the family 1976 BMW 320i E21 #323 with that exquisite howling sewing machine straight 6 engine which achieved an excellent 7th place result. Stand out achievement in the class came from Regan Hall debuting his 1974 Ford Escort RS2000 #555 which was presented in superb condition with very nice mechanical detail being a credit to his race engineer Nathan Graham from EuroK. However his DNF in race 2 scuppered his chances of a decent class result. Finally we have Barry Dorking in his 1975 Triumph Dolomite Sprint #2 who has been a movie star actor, Champion Fencer and University Lecturer even though he no longer qualifies as a human Pre 78 age wise but nonetheless still absolutely loves racing with the rest of the Pre 78 family.



Merv Hoare - Escort RS2000
Image Credit - Colin P Limm



Barry Dorking - Dolomite Sprint
Image Credit - Colin P Limm



Huge Pre 78 feild lines up for the green flag in race 1
Image Credit - Neil Howie Enuff Phtograpahy

One of our guys who didn't have a great run at the Brooklands meeting was Alan Taylor in his 1974 Ford Capri GT #74 who managed to snap the front extractor pipe off of the exhaust manifold flange which is no real drama but at a one day meeting by the time you've got it repaired the day is over. Another of our regular Pre 78's also had a disappointing day when his clutch stopped working (which I could relate to) and stopped his race day in its tracks. Rod Sinclair had qualified really well in his 1965 Alfa Romeo Giulia #50 just behind Monty in his V6 Capri and Mark in his V8 Charger so was looking forward to an exciting day. However come race one when he stepped into the Alfa to go to the dummy grid there was no one at home in the clutch department so he joined Ewan Macpherson (whose 1964 Anglia 1500 GT had also expired) up on the spectator bank watching race 1. It can be a very frustrating sport from time to time. The 2401-4300cc sub class was the usual good humored but pitched battle that we've come to expect from our Pre 78 six cylinder saloons.

I think Gavin Jackson with his Triumph 2.5 PI #46 was genuinely surprised that on a tight little track like Levels Raceway that Bert Govan was able to out qualify him with his 1966 Jaguar MK | 3.8 #427, anyway whatever it was, it certainly made Gavin buck his ideas up and he put in some demon driving efforts in all three races to achieve a 2nd, 1st and 2nd in class for 5 points which narrowly pipped Bert's 6 points with a 1st, 2nd and 3rd in class for the big red girl. Monty McHaffie in 1974 Ford Capri GXL 3.0V6 #336 had the misfortune to have a DNF in the first race (4th) but then bounced back with a 3rd and 1st to total 8 points and take out third overall in class.

Just missing out on a spot on the podium was Matt Mcleary in 4th with his immaculate baby blue 1972 Triumph 2.5 PI sporting the #44 number made famous by Bob Tullius and Group 44 as the unofficial British Leyland race team in North America from the 60's to the mid 80's.



Can you get a wider camera lens Neil ? - the huge feild wind into turn 3
Image Credit - Neil Howie Enuff Phtograpahy

Pre 78 Classic Saloons - Wayne Perkins continued

Final class result was the 4300cc plus class which had three entrants for the first time in a long time.

Jason Lambert was debuting his recently completed 1966 Ford Mustang GT #316 so he quite sensibly decided to start from the rear of the field in the first race but nonetheless still managed to come first in class in that race which he repeated in the next two races to take the class win for the day which was pretty clever for a brand new car and driver in our series.

Also debuting a new car was Mark Burrows in the 1976 Chrysler Charger CL which was originally a Jim Little endurance race car before becoming the Hansons Tire Service #18. Like all cars that haven't raced for a long time it had a variety of niggling issues which culminated in a flat spotted tyre and retirement but nonetheless still managed 2nd in class. Finally the 1967 Camaro #67 which through an excess of good old fashioned ham fisted exuberance managed to cook its already dodgy clutch on the start line of the first race effectively ending its day on the spot. Anyway congratulations Jason and Mark on bringing a bit of life back to our 4300cc plus class.

To summarize the Pre 78's had a fantastic day's racing and look forward to repeating it at the Wigram Revival in mid November.

Cheers Wayne



Mark Burrows heads into turn 1 in his CL Charger
Image Credit - Neil Howie Enuff Phtographahy



Jason Lambert debuting his gorgeous Mustang
Image Credit - Neil Howie Enuff Phtographahy



Also n his debut outing was Reagan Hall in his Mexico
Image Credit - Colin P Lim



Arrol Hall returns with his Datsun 1200 coupe to join the Pre 78's
Image Credit - Colin P Lim

CMRC ALLCOMERS - Steve Keene

Firstly thank you to all the volunteers for your support at Brooklands. I know it is mentioned time and time again, but as I slowly get more involved in the “behind the scenes” operations at our race meetings, I am continually impressed in how much work time and energy all these volunteers invest in making it possible for us to race. From up the in the tower its incredible to see how all the links in the chain work with precision not only to run an actual race, but to just perform the grid formation and start procedure, its very impressive.



Choppa Stevenson in his rare and very rapid Mitsubishi Starion
Image Credit - Auto Focus Philip Dickie

I was also want to thank Paul Goodwin, and Peter Bloomfield for their assistance, with Paul helping out with driving standards observer for the group from the tower, and Peter from the banking, again its a big job, but it goes some way to helping the officials in making sure the “minor issues” are addressed to make a race meeting run smoothly. And that it did. Brooklands was an excellent turnout for all groups, and again the Allcomers had great numbers, and a quality turnout of cars in both Class A and Class B.



Chris Hatton had a quick and consistant run in dad Lynn's Camaro
Image Credit - Auto Focus Philip Dickie



Brian Scott showed impressive first time out performance in his newly aquired ex-Pinepac Camaro.
Image Credit - Auto Focus Philip Dickie

Class A was a little down on overall numbers, but the range and quality of the entrants was again excellent. Neville Stowell and Steve Ross shared wins in Race 1 and 2, and a very close handicap finish in race 3 with Brian Scott in his recently purchased the ex - Pinepac Camaro winning race 3 by 1.3s. Fast and consistent drives from Chris Hatton who took the wheel of his Dad Lynn's Camaro after they were forced to withdraw his own almost identical car at the last minute with mechanical issue. Yet again Mr consistent Choppa Stevenson drove his ultra rapid Starion to some great positions with a best placed 3rd in race 1.

It is great to see not only a rare car in the Starion, but an equally rare engine (FJ20) going so quickly, and Choppa seems to never not have a smile on his face running the car in classics. Another very impressive drive was from James Swaney in his Honda Integra who was right in the mix all day, James and Dad Peter intend to run the Altezza which has been purchased from Gerald Hargreaves very soon, watch this space.

For a bloke that was thinking about pulling the pin on racing a while back, Steve Parker still knows how to drive quickly, and racked up some impressive laps in his Porsche taking on some cars with a lot more grunt, unfortunetley Steve did suffer a mechanical issue in race 1 which put him out for the rest of the day, but I'm sure he will be back on his Porsche very soon.



Matt Dellit in his RX7 Series 1, is new to circuit racing but loving it. Giving chase is Peter Thompson in his Toyota Levin.
Image Credit - Auto Focus Philip Dickie

One of the key strategies in the revival of small and large saloons into Allcomers was to broaden the range of cars and marques and to provide an attractive platform for drivers to join our club and enjoy their cars. It was tremendously satisfying to see new faces and cars entering the group at Brooklands. Lachlan Galloway brought his Green KP Starlet down all the way from Nelson, Ken Thompson entered his immaculate RX7 Pro 7, and Matt Dellit also joined the growing Rotary ranks in his Silver S1 Rx7. All these guys must be seeing the growing contingent of Starlet's and Bruce Henderson's RX3 and wanting to join in on the fun !

Another newcomer to the group running an invited car is Blair Etwell. This was his first time out on the track at Timaru and a believe his second ever race in his recently purchased Falcon AU 6 cylinder and he won the Race 2 Handicap. This Falcon deserved an invited whilst being a little newer, it has tremendous Australian history in the AUS 6 Cyl championship and full CAMS log books from racing at every circuit around Australia, again another great car and new driver combination on track, and to top it all off Blair won a race !



Paul Williams - Ford Escort Mk1
Image Credit - Auto Focus Philip Dickie

Hamish Robinson was again consistently quick in his giant killing Fiat Uno, another great performance, and another consistent driver was Alan Dunn in his unique and glorious Celica, he went very well, and rumor has it there something even more unique and quick coming to a meeting near us soon ! Another welcome return was Paul Williams in his Mk1 Escort which as normal he drove very rapidly and finishing in the top 5 order in all 3 races. David Stone (Mr consistent) brought the Sapphire Cosworth out and finished in the top 10 in what seemed to be a trouble free meeting. And finally its great to see some more "modern classics" entering into the fold on a regular basis with the very welcome return of Peter Thompson in his Toyota Levin, and the lovely red MX5 of Dave Hudson. Both cars were quick and consistent and I hope to see more joining in soon. The next meeting which the Allcomer cars can attend is the Wigram Revival at Ruapuna in November, and I'm looking forward to being part of that meeting alongside other cars from the Canterbury car club for what should be an exceptional weekend of motor racing.



Alan Dunn in his fabulous Toyota Celica
Image Credit - Auto Focus Philip Dickie

Theres more new and exciting cars about to join, and we look forward to seeing a few more faces back in Allcomers after taking lay-overs in their other cars between drinks.



Blair Etwell in his immaculate-ly prepared AU Falcon 6 cylinder. Image Credit - Neil Howie ENUFF Photography

Cheers Steve

FORMULA LIBRE- Brian Dixon

It was a great weekend down at the Levels Track, Timaru for the Brooklands annual meeting. And although the entry for our Formula Libre class was small, those of us who had entered, thoroughly enjoyed the days racing.

Thanks to the support of our three regular drivers, Gregory Scot driving his beautifully prepared Brabham BT21 and Greg Mowat and Trevor Fairley driving their Lotus 7 sports cars who enter the Formula Libre class fastidiously.



Gregory Scott in his Brabham BT21.
Image Credit - Neil Howie Enuff Photography

John Sloan had kindly made available to Royce Bayer his '86 Reynard Formula Continental race car to Royce to drive at this meeting. Royce took John up on his offer which allowed him to offer the drive of his well prepared 2 Litre Argo to fellow Vintage Car driver Mark Barrett. Mark took to driving the Argo like a duck on water and drove exceptionally well. Well done Mark.

Mark usually drives his Lotus 23 or his Lotus Formula Junior in the Vintage Class and was a double entry for the Brooklands Meeting.

Thanks John, Royce and Mark for your participation.



Fantastic image at speed of Micheal Hey in his Ralt RT4
Image Credit - Auto Focus Philip Dickie

Gary Arnold from Timaru was the only Formula Ford driver to enter the Formula Libre class for the meeting. Unfortunately, at the practice on the Friday, the oil problems that he has been experiencing lately, reappeared so the Van Dieman RF 75 was placed back up onto it's trailer. Thanks Gary for your support out at the track and for entering the class.

FORMULA LIBRE- Brian Dixon

Also great to see newcomer Michael Hey who had entered with his Ralt RT4. Michael is a new driver with our Club and entrant for our class and he fitted in nicely with our group.

He was to have some good dices with Royce and with Gregory Scott. Very entertaining for the spectators of which there were many to support the days meeting. Michael has had plenty of experience in racing single seater's including Formula Fords.



Andrew McLean driving his rare and beautiful presented Nilmah Sports
Image Credit - Auto Focus Philip Dickie

It was fantastic to see Andrew McLean back racing with the CMRC driving his Nilmah Sports for the first time for many years. I had the pleasure of racing alongside Andrew and his car back in the late 1990's particularly at the meetings held down south at Teretonga whilst I drove my Lotus Seven, Series 3 Replica. That leaves me with my entry driving my RF 84 Van Dieman. I had a good dice with Greg Mowat in one of the races. Thanks Greg.



The Formula Libre field awaiting the green light.
Image Credit - Euff Photography

Lets get the entry's back for this great class once again for the up and coming CMRC's meeting being held 13th – 15th February, 2026, down at the Levels Track, Timaru.

Pencil this date onto your calendars and please give some thought into entering the Formula Libre Class in any CMRC upcoming meetings.

Brian Dixon.



Formula Libre lined up for a race.
Image Credit - Dianne Dixon

THE SNOOP

Hi all. Well what a great start to our new race season. It certainly came around very quickly and was certainly well attended with excellent organizing for the Race Committee. I was parked in the pits alongside Andrew McLean who was driving the pretty little Nilmah Sports Car when Quinton Taylor, one of our official photographers from Gore came up for a look at the Nilmah and to have a chat with me. During the conversation he casually slipped in a comment to say "I have one of these and it is nearly close to being in action". I had assumed that there was only one of these built but on some probing a little, I was surprised to find out that there were about seven (I think) built, so Quinton's car will be a welcomed addition to our Sports and Libre field next year. We look forward to seeing you and your car out on the track Quinton. Cars in garages. Some guys just prefer building or restoring race cars but have little interest in racing themselves. John Sloan (not a current CMRC member) is just that. His garage just houses a Ralt Formula Pacific, Raynard 86 F2000, a Mugan Honda Formula 3, a Vauxall powered Caterham Lotus 7 (genuine) and the rebuilt Spirit of Invercargill also known as the Scorpion Sports car. This is being very close to being finished but unfortunately unless sold may not see any racing. Such a shame. John has a driver who ran the Reynard from time to time but due to the proposed lap time 1.30 for Ruapuna and 1.06 for Formula Libre racing, they may not be eligible.

Royce Bayer is another interesting and very clever member. Royce must have ants in his britches as he can't stand still for 5 minutes and is constantly rebuilding race cars. In the relatively short time that I have known Royce he has rebuilt the Bowin FF, Tiger Formula 2000, the beautiful Typhoon Sports racer, the Lotus 23 R, the Argo 2 Litre and his currently rebuilding the historic Beowulf. This car finished 3rd in the 1965-66 Gold Star for sports cars. Les McGraw and myself raced alongside this car when it was owned and raced by Richard Wright of Cambridge. Unlike John who has not been in a race seat, you can not keep Royce out of one. I understand that he was a hardy competitor in the Mini's and Cortina classes in his early racing days. Keep it up Royce. I have a soft spot for gentle giant, Greg Donaldson from the who has always been a great supporter of our Club. Greg has raced the pants off his Holden Commodore for a few years now at our Club events and a regular supporter of our February Southern Classic's. He was persuaded to take it to Bathurst a couple of years ago and the old girl was approaching 300 km's on the Conrod Straight, no mean feat for an older car. This year Greg was part of about 15 Muscle or Touring cars who were invited to race at Bathurst. Greg in his new Camaro acquitted himself well along with the other Kiwi contingent. Bruce Tinnelly, Rob Lewis to name a couple. Well done guys and Sandra Eden.



Andrew McLean's Nilmah Sports
Image Credit - Nick Simpson



Typhoon Sports Car



Greg Donaldson in his mighty Camaro
Bathurst 2025. J-Mac Sports Photography

SEATBELTS !

Are they really that important ?

Our safety belts are the first line of defense for the driver and critical in reducing injury from race collisions.

Although most of us have used race harness belts for some time, we often don't maintain or use them as well as we should.

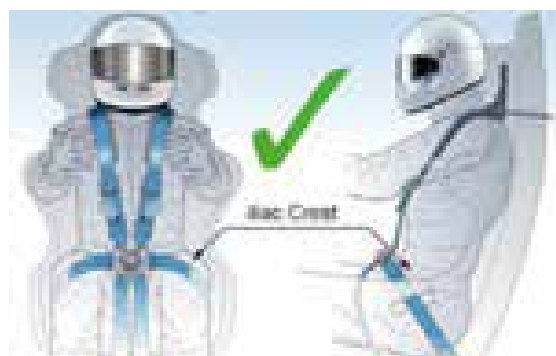
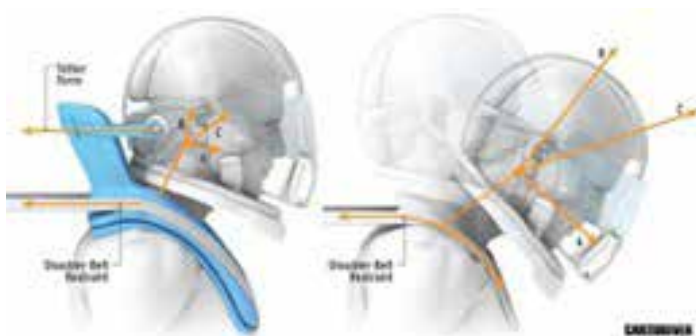


Would you use these belts ?

PRE RACE CHECKS

- 1/ check that the belt labels are still current and confirm the belts expiry date.
- 2/ check the condition of the webbing, catches and attachment buckles.
- 3/ Sit in the race seat and attach and adjust the belts ,frontal head restraint and helmet. Make sure they fit the head restraint correctly and are not misaligned. It pays to get an experienced person to check your belts after you have adjusted them, just to make sure they are aligned and adjusted correctly.

The correct tension of the belts is very important for the reduction of injury and often should be tighter than you think. They should feel tight and restrict your movement in the race seat.



Continued on the next page

SEATBELTS !

Are they really that important ?

CLEANING -

To clean racing harness belts, use a mild soap and warm water solution, avoiding harsh chemicals or solvents that could weaken the material. Thoroughly rinse and allow the belts to air dry naturally, away from direct heat.

Remember just because your car has been through scrutineering, it doesn't mean that you shouldn't regularly inspect and maintain the most important part of safety equipment. Look at the YouTube video that Tony Quinn made after his accident and take his advice. If you think they're tight, tighten them again. <https://www.youtube.com/watch?v=wyAJEvcPt5o> If you any questions regarding your safety equipment, please don't hesitate to ask.

Brooklands Meeting-

Grant and I found the general standard of the cars we scrutineered for the Brooklands meeting, in great condition, so thank you for making our job easier. We would however like to remind all drivers to please have all your safety equipment organized before the audit and have your logbook at hand ready for the inspection. These small tasks would save us a lot of time and allow us to focus on the audit rather than looking for your gear. Also just to make it clear, that even if you don't need an audit for a race meeting, we need to sign off your logbook and issue you an audit sticker.

Thanks again to all competitors and volunteers, you made our job a pleasure and it was great to catch up with you all.

See you all at the next event.

QUICK NOTES

HANS DEVICES - FOR YOUR INFORMATION

You may not know, but FIA Approved Frontal Head Restraints (FHR's) or better known as HANS devices do carry an expiry date which is not currently enforced by Motorsport New Zealand.

SFI approved units on the other hand, have an expiry 5 years after the date of original certification at which time they must be re-certified. The recertification requirement is part of SFI38.1 standard equipment and it is enforced by MSNZ. There are suppliers in NZ who can re-certify your HANS.

Whether you have a FIA or SFI certified HANS device, you should frequently check the tethers and rubbing pads for wear and tear as these should be in good condition. There are companies in NZ who can replace these parts as required.

If you need further information or names of companies for maintenance or Re-certification of you HANS, we suggest you contact the Tech team at MSNZ.



DON'T BE A DRIP !

To now before we start this segment - I wish to firstly not offend anyone, as it could have been and probably was any number of drivers over the Saturday which had the same problem with ...shall we say.... dripping. I meant OIL ! yes it was noted on several occasions that there was one heck of a lot of oil being dispersed not only in the dummy grid area but also around the track. The problem was it wasn't it huge amounts rather more like subtle rain showers all over the place.

Whilst it goes without saying that cars will drip oil, there seemed to be a lot more about than normal, and it was a gentle reminder to double check sump plugs, sump seals, oil filters, cooler plates and lines, and most importantly and often overlooked CATCH CAN.

These nifty little tanks can get overfull and leak, so double check connections are tight, and its not overflowing all over the shop.

Small leaks can make a big difference not only to your engine, but also someone else's day - it also keeps our friends at Levels much happier !

Thank you in advance.



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 !

THE FINISH LINE - EVOCATIVE IMAGES



Image Credit - Wendy Howie Southern Zone Photography



Image Credit - Wendy Howie Southern Zone Photography



Image Credit - Colin P Lim

THE FINISH LINE - EVOCATIVE IMAGES



Image Credit - Auto Focus Philip Dickie



Image Credit - Enuff Photography Neil Howie

Please remember all of the images you find in the newsletter are on our gallery in low res - high resolution images can be purchased from the photographers and their details are also listed there.

It's coming up to Xmas so maybe a subtle hint or two to your loved ones that one of the images of your car or another would great in pride of place in the pool room !