



MEMBERS NEWSLETTER

**OCTOBER NOVEMBER
DECEMBER 2025**





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October - November - December 2025

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Newsletter Publishers and Editors

Paul Coghill and Steve Keene

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UP AND COMING EVENTS:

DATE	EVENT	VENUE
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
8-9th August 2026		Lakeside Raceway Q.L
12th September 2026	Brooklands Challenge	Levels



PRESIDENTS REPORT - Karen Clearwater

It seems like only yesterday we were making plans for Christmas and the 2025 CMRC Southern Classic and now our focus is on the 2026 CMRC Southern Classic. The Race and Marketing Committees have been working hard in the background getting the finer details of the event planned and executed. The picnic atmosphere with the emphasis on competing and having a great social event will again be exemplified by the prize giving function.



Like our recent meetings it will be hopefully short and sweet as we manage to get through the presentations in about half an hour with lots of fun and laughter. As long as we can get started on time it should be over by 6 - 6.30pm to allow groups to organize their own social gatherings for the Saturday night. Paul is working with the caterers to provide a slightly more substantial nibbles than Friday (not at meal level) with the bar open for you to purchase drinks before and after the prize giving for those staying at the circuit. At this stage we are looking pretty good regards return sponsors or others who want to sponsor classes, however, if you know of anyone who would like to be a sponsor contact Steve on 021 740 855 or Mark on 021 474 738 or if you know or are someone who would be happy to provide items for the competitor gift bags please contact Karen on 027 240 6718.

By now you will all have seen that we are running eight race classes at the event. This may have left you wondering why not nine. Here's the exciting news! Over the last six months a small group have been exploring the idea of a Regularity Trial – not a race against others but against your ability to maintain a set lap time. These events are very popular in Australia and there has also been an event that is running along similar lines in the North Island. Aimed at those who have never been on a circuit but want to try it out, or someone who's decided that they want a slower pace, this event is for you.



PRESIDENTS REPORT - Karen Clearwater



After working with both MotorSport New Zealand and The Vintage Car Club we have managed to combine both VCC and MotorSport regs under a Basic Clubsport Motor Sport NZ Permit.

A lot of time and effort has gone into getting it right and we will probably find a few minor changes need to be made in the future or maybe even over the weekend but with the enthusiasm we have had from both organizations officials we think this will be a great experience for all.

My thanks go to Nick, Steve, Kevin and Wayne for their assistance and expertise as we worked on the initial idea and ended up with a concept and set of regulations that are acceptable to everyone. Their support and hard work in the background has kept me sane as we thrashed out what we believe will be a great addition to our sport.

Our membership is continuing to grow with both new and returning members and I'm sure this is due to the hard work of the co-coordinators of each class and the family friendly, low key atmosphere that is the mainstay of our club. If you're like me you're looking forward to the holiday break and some time out from busy lives. Take time to enjoy and relax but remember there are "idiots out there" so be safe and we'll see you on the 13th to 15th of February at Levels Raceway, Timaru.

Karen Clearwater



RACE REPORT - Paul Coghill

The Race Committee has been putting the hard yards in preparing for the Southern Classic 2026.

Thank you to all of our sponsors for supporting next year and helping make this the very special event that is enjoyed by all. We welcome a new event sponsor which we are looking forward to working with to not only lift their profile but to also help us widen our audience not only with competitors but also grow our spectator base.



Steve Keene from our Marketing & Race Committees will detail our new relationship later on in the newsletter.

Next years event will have our club classes of Pre78 Classic Saloons, Vintage & Historic, Formula Libre along with CMRC Allcomers that will be split into two groups.

This years invited classes include Formula Junior International celebrating their 70th anniversary with 12 coming from the UK, Italy, USA and Australia along with another 16 from New Zealand this field will provide some very close racing. We will also have another group of closely match cars with MX5 Heritage Club joining us for the first time. And also a welcome return in 2026 in Continental Rennsport with a wonderful mix of German brands along with European saloon and GT cars.

When's a race not a race? When it's a Trial! A very exciting addition to our event is a regularity Trial where the emphasis is on achieving consistent lap times and the opportunity to get every day cars on the track that have a WOF and are registered.

We see this as a great opportunity to get into our sport without the pressure of door handle to door handle competition as well as allowing people to have an event to move onto if they want to move out of competitive racing. Again, further information is provided below. Finally, I'd like to thank our Race Committee for your time and support you put into help deliver our wonderful event, the Southern Classic in 2026 from 13-15 February.

Merry Xmas and Best Wishes

Paul.



MERCHANDISE - XMAS IS JUST AROUND THE CORNER !

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 Steve (steve@nouera.co.nz) with you size and address and he will get one to you.

**SOUTHERN
CLASSIC** 25

**LIMITED EDITION
SOUVENIR T SHIRTS**



FRONT



BACK

\$35.00

CLASSIC GARAGE - YOU COULD BE ON YOUTUBE



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.



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VCC AND HISTORICS - Don Gerrard

After a very successful Brooklands Meeting at Levels in September the Vintage Car Club racing program moved into Hillclimb mode during October, starting with the Gebbies Pass/Summit Road event, a daunting 4.8Km run including 3 cattle grids to negotiate.

Hosted by RATEC, VCC competitors can enter cars from vintage up to the '90 cut-off period, together with other slight ruling amendments than our Pre-'65 circuit racing to encourage this form of motorsport. Two new competitors had a great day, Bruce Washington hustling his '26 Bentley 3/4.5 (ex Geoff Owen) and Russell Sherwin piloting his beautifully prepared '28 Ford A Speedster for bragging rights. Geoff Hunt all the way from Central Otago had entered his rapid VW Karmann Ghia gaining valuable Championship points for driving to & from the event. Mike Crehan in his '65 BRP U2 didn't agree with a road transport sign stating 'slow', so gave it a gentle nudge to a horizontal position, meaning that he had to run sans nose cone for the rest of the day! Neil Kays MGB Roadster ran well until a noise in the braking system brought about his retirement. Don Gerrard in the '59 Mistral re-aqainted himself well with the hill after a 10 year absence and it was Hamish Pidgeon in his supercharged BBM single-seater Special that really set the pace, ending up in the top 10 FTD's amongst the serious rally boys, in Evo's & Subaru's



George Kear Kato Special
Image Credit - Phillip Dickie Autofocus



Chris Read BCM Special
Image Credit - Phillip Dickie Autofocus



Grant Clearwater Austin Healey
Image Credit - Phillip Dickie Autofocus



Neil Mc Donald Munroe Special
Image Credit - Phillip Dickie Autofocus



Phil Benvin XK140 FHC
Image Credit - Phillip Dickie Autofocus



Jon Haack TR3
Image Credit - Phillip Dickie Autofocus



Stephen Aldersley Austin Seven
Image Credit - Phillip Dickie Autofocus

In early November the popular annual Hawkswood Spint/Hillclimb was held, courtesy of The Country Gentleman's Historic Racing and Sportscar Club. Using a 2.8Km section of the old SH1 20Ks north of Cheviot, the Banks Peninsula Branch of the VCC had 20 competitors entered ranging from Jaguars to Healeys, Triumphs to Lotus and everything in-between including a '34 Morgan Family MX 3 Wheeler - even Peter Leversedge made a 'retired' outing in his '49 Stuart Special. This venue offers steep inclines, S bends, dips, hairpins, fast straights and this year some loose shingle chips which made for slight caution. David Owen in his Ford Escort RS didn't mind the sideways stuff, likewise FTD man in the VCC Class, Michael Bushell in his Porsche 911SC. Great to see Kris Ward exercising his dad's '57 A35, 'Peanut' and the two Henderson boys from Gore in their quick Jaguar Mk2's with Will in his 3.8, edging out Evan in his 4.2 variant.

VCC AND HISTORICS - Don Gerrard

End of November was time for the Wigram Revival Meeting at Ruapuna and unfortunately Russell Greer in the Edelbrock Special had to withdraw at the last minute along with Mike Crehan who had engine mounting issues with his U2, giving 16 cars on the grid.

Close racing over the 2 days had four cars fighting for line honors, David Owen's C-Type Jaguar Rep, Hamish Pidgeon's BBM Special, Mick Toll's Beattie LT16 & Tracey Barrett in hubby's Lotus 23B Rep.

Graeme Hamilton's ACE III was sounding splendid, closely followed by Russ Haines in the Holden Special and Dunedin's Phil Thomson in the Daimler Special, the Cowie Spangeralli Holden surrendering to the rapid SP250 Daimler of Brian Ashworth. Great to see both Shadetree MKI & II in attendance, along with Mark Barrett's beautiful Lotus 20 single seater, the McDonagh Mistral, the Vanguard 6 Special of Don Ammon, whilst Neil Kay entertained spectators with some rotating grass cutting in his MGB Roadster.

The last weekend in November, saw VCC Classes for both the Coronet Peak & Josephville Hillclimbs with a great turnout of cars. FTD went to Jared Dacombe in the Nissan Skyline, with Sam Smith in the historic Lycoming Special and George Kear in the Kato Special not far behind at the Queenstown venue.

At Gore, Jared did the double, with Neil McDonald in the lovely Munro Special and George Kear second & third respectively.



Mark Barrett in his Lotus 20
Image Credit - Phillip Dickie Autofocus



Bryan Ashworth in his rapid SP250 Daimler
Image Credit - Phillip Dickie Autofocus



David Owen's immaculate C Type Jaguar
Image Credit - Unknown



Bruce Washington in his Chrysler climb the peak
Image Credit - Wade Parkinson Photography

PRE 78 SALOONS - Bruce Farley

REFLECTIONS ON HIGHLANDS

For us Highlands was a real adventure.

But firstly I want to reiterate Wayne's comments. Not even sure where to start. Yes the entry fee was higher than some other events. However, we got 20 minutes of practice. 20 minutes of qualifying. Three 6 lap races and a final 10 lap race. It was close to a two day meeting as far as wheel time was concerned. And there were only 3 classes running including us so the races were very quickfire - no doodling around. So much so that we embarrassed ourselves mid afternoon.

We were so busy socializing as Pre-78ers do that there was a 2 minute call till track opening and none of us even had our helmets on !!

We got under cover garaging and the track is just soooo cool and exciting - I can only imagine the show we would put on with a bigger field But most of all we were made so welcome by Highlands - from management, staff, and volunteers. They were genuinely excited to have us there. So next year I really hope all the effort Wayne has put into getting this happening results in an exciting field of Pre-78 cars.

Truly, it was a great day on a fabulous track.



Gerald Hargreaves (Jaguar) leads Mark McGuiness (Alfa) and Wayne Hull (Capri)
Image Credit - Josh Kelly



Wayne Hull (Capri) leads Bruce Farley (Fiat 128R)
Image Credit - Josh Kelly



Eric Swinbourne in his quick Suzuki CX-G
Image Credit - Colin P Lim

Sunday practice was an eye opener - my first time ever in a FWD car and it was very different. Took a bit to get used to with very different braking and lines. I was impressed how willing the little motor was even with a conservative rev limit.

I qualified 10th very close to quite a gaggle of cars and in race one worked my way up to 6th as I gained confidence. I got a great start in race 2 and was running 4th for a few laps before being swamped by a couple of faster cars to get another 6th. Then we had two handicap races - the last one 10 laps - not even sure where I ended up but I had a really great time and it was great in the pits with some new cars / drivers and everyone was so enthused.

So a huge shout out to Alistair for entrusting me with this precious little car and to all the guys who fronted up and made it a very memorable day.

Bruce

PRE 78 SALOONS - Wayne Perkins

WIGRAM REVIVAL

We had a fantastic weekends racing at the Wigram Revival held at Ruapuna in mid November with warm, sunny and dry weather with a gentle cooling breeze, quite idyllic really.

We had 28 entrants with two in our 0-1200cc class, five in our 1201-1400cc class, seven in our 1401-1800cc class, six in our 1801-2400cc, five in 2401-4200cc class, three in our 4201cc plus class and one very special Invited guest being Tim Stace in the Stace family E-Type.



The pack fire down into Ruapuna's turn 1
Image Credit - Enuff Photography

Everyone had a great weekend apart from Alan Radburn who managed to trip over the hairpin ripple strips and gently rolled his immaculate 1971 Mini Cooper S much to everyone's dismay although Alan was fine and surprisingly not flustered by the whole thing. The Pre 78's had some excellent racing with extremely close times whereby two thirds of the field were covered by less than two seconds, so we appear to be able to match both Formula 1 and Supercar V8's as regards parity between competitors.



Jason Lambert (Mustang) holds off Tony Pearson (RP2000) and Mark McGuiness (Alfa)
Image Credit - Enuff Photography



Shane Caughey (Escort) leads Monty McHaffie (Capri) and Trevor Lines (Cooper)
Image Credit - Coldart Photography



Tim Stace (E Type) holds off (Capri) Craig Pidgeon (Avenger) and Peter Scobie (Cooper)
Image Credit - Enuff Photography

Ruapuna is a cracker place as are the people that man it, so thank you to the Canterbury Car Club for inviting us to your wonderful Wigram Revival Classic and Historic meeting.

CMRC CLASSIC ALLCOMERS - Steve Keene

WIGRAM REVIVAL REVIEW

It was with great interest we embarked on the first official effort between the CMRC and the Canterbury Car Club to work together to create a Classic Allcomers field for the revival meeting. I was curious to see not only see how many, but what types of cars would enter and how the grid would look as the cars headed out for start race 1.

I was very surprised to see not only the range of marques, car ages and drive trains, but I was most impressed to see the high level of presentation of the cars throughout the grid. It made me immensely proud to see many cars which were not very long ago considered by some as just "hotrods" or "club cars" turning out in pristine condition and turning on some great racing on the track.

The group looked fantastic, glistening under the Canterbury sunshine with 30 cars lining up for the green light in race one, and standing on the bank I spent a fair amount of time watching the crowd reactions, and I heard many comments about the grid. Comments such as, gee when was the last time you saw one of those, or look how quick thats going, or I remember my brother having one of those and he wrapped it round a pole were not uncommon throughout the weekend, but it certainly proved the Allcomers groups is not only hugely popular and interesting to the crowd it is now an entity in its own right.

The support I received from the Canterbury Car Club was immense, and I am very grateful to them for their assistance and the opportunity combine cars to create the grid. This meant the welcome and overdue return of the Porsche cars running with the Allcomers Saloons - which we intend to replicate at not only Skope but also the Southern Classic with the revival of Rennsport at Levels providing some European marque drivers the opportunity to cross enter an effectively run up to 10 races between Allcomers and Rennsport !

Wigram also created some great new additions in the the NZV8 Commodore of Randall Diggs, and the ex. John Bowe BA Falcon V8 Supercar of Darryl Breen into the classic grids, and both cars were not only beautifully presented, but performed very well with their lap times perfectly dovetailing into the pointy end of the grid.

Of special note was the growing numbers of Raotray engined cars coming into classic circuit racing with Matt Dellit returning after his circuit debut at Brooklands, and bringing along with him Scot Lee in his similar spec S1 Rx7. These two joined Peter Blomfeild's S1 SCCA Car, and Ken Thompsons original PRO7 which has just been through a huge repair job following a very unfortunate incident in a previous meeting, but looked sounded and performed flawlessly.



David Stone (Sapphire Cosworth) leads Phil Mauger (RS500 GPA) Kerry Smallbridge (Escort) Corey Ashworth (Celica) and Marcus Stewart (Porsche)
Image Credit - Coldart Photography



Peter Blomfield (Rx7) leads Kerry Smallbridge (Escort) Alex MacAskill (KE30 Coupe) and Corey Ashworth (Celica)
Image Credit - Coldart Photography

CMRC CLASSIC ALLCOMERS - Steve Keene

Unfortunately Lynn and Chris Hatton brought their beautiful Camaro's out to Wigram, but had a multitude of issues over the weekend, but when they were going well they were hauling the mail, and I believe the issues are being sorted now ready for Skope and Southern Classic.

We also saw the return to the Allcomers grids of David Berry (HQ) and Tony Mann (Victor) after they ran their Pre 78 cars at Brooklands, with driver running well, and rumor has it a certain Capri is about to make a come back to the tracks in 2026.

The Ford fields were also looking great with the new to NZ, RS500 Cosworth of Phil Mauger and the Cosworth Sapphire of David Stone running along with Kerry Smallbridge's Silver Escort MK1.

Last but not least we saw more Japanese cars in new classic driver Nick Ilton debuting his 1985 Honda Civic SI, running with Corey Ashworth making a classic racing return in his ST205 Celica, and of course it was Neville Stowell at the pointy end of the field all weekend in his R32 GTR.

SO WHAT HAPPENS NEXT ?

Well we have a number of opportunities in the coming season with Skope in late January providing an opportunity for accepted cars to run in applicable grids, so if you'd like to run then let me know and I can help you work through the process.

For the faster cars within our grid the Canterbury team are looking to build their John Osborne grid, so if you have got a A Class car and you have always wanted to be involved in Skope, reach out to me to start the process.

We then move onto the Southern Classic and again we will be running two full grids of cars so the opportunity now presents itself to run scratch and handicap races safely as the lap time differential will be far less. Racing throughout both fields will be of a very high quality, as I am already getting a pretty good idea of what the entries will look like, and it will be a top quality field, with even more diversity.

I wish to invite all competitors to consider doing the 3-peat and attending the Ascot Park Hotel Speedfest at Teretonga the following weekend from SC26. I can understand that to do 3 meetings in a row is a big task, but Teretonga is an incredible circuit, and their team of volunteers and club members are a really friendly bunch and again the Saloon classes should provide even a larger range of cars to race as the Southlanders have some really interesting machinery hidden away.

If you're traveling from out of Canterbury and need storage for your car between the events then let me know, I can assist.

Wishing you the very best of wishes to you and yours over the festive season,
Steve



Guy Stewart (911 IROC) eases around the outside of Paul Carter (Starion)
Image Credit - Coldart Photography



Nick Ilton (Honda Civic) leads Belinda Hargreaves (BMW) with Lynn Hatton (Camaro) in pursuit
Image Credit - Coldart Photography

FORMULA LIBRA - Brian Dixon

With the weather forecast looking good for the Wigram Revival meeting out at the Euromarque Motorsport Park, Ruapuna, we set up our space in our allotted area for the Formula Libre class 20th November, Thursday afternoon. There were approx. 18 - 20 entry's entered for our class which was excellent. However, we had some withdrawals dropping us down to 15 entry's. The entry of the two F5000's raised my eyebrows a little but I had raced with another 2 a few years ago and they did not cause any problems other than their closing speed on us slower cars. Both the 5000's of Steve Ross and Michael Hay had pulled out prior to Friday's practice. Steve's with mechanical issues at Manfield and Michael's with other issues. Probably a sensible solution. Steve Donaldson in the Ralt RT4 Atlantic acquitted himself well, running close to the front of the field in most races. Youngster Blake Knowles driving the Taatus FT50 lead the field in most of the races; fast cars and youth are hard to compete against.



Royce Bayer holds off Will Kitching and Don Elvy
Image Credit - Petrol Head Photography



Steve Donaldson pursued by Bailey Paterson
Matt Butchart, Ian Clements and Greg Scott
Image Credit - Petrol Head Photography



Greg Mowat signals the way past to Steve Donaldson, Greg Scott, and Ian Clements
Image Credit - Neil Howie Enuff Photography

I had a lot of fun dicing closely with Keith Cowan and old Blue was running pretty well for a change. Greg Mowat was the only Lotus 7 along with Michael Price driving a Birkin Seven entered. Greg's racing partner, Trevor Fairley had withdrawn due to a family illness. Friday was for practice and qualifying and we had 3 races during the day. Only 2 races on the Saturday with the weather still holding for some great competitive racing between a few groups from the class. Three races for Libre on the Sunday so a busy day for all of us. The class had a good weekend's racing with some good lap times posted by all drivers. A great entry was received for this class and I thank you all for your entry's.

Brian Dixon.

SOUTHERN CLASSIC SPECIAL

SOUTHERN CLASSIC REVS UP !

The CMRC Committee are working hard behind the scenes to bring you another fantastic Southern Classic for 2026.

With 8 exciting race groups, and our **brand new competition motoring initiative, the Regularity Trial.**

Please keep an eye out on the Classic Motor Racing Club Facebook page for more news but you can also visit the Classic Motor Racing Clubs website for all Southern Classic info. Just go to

<https://classicmotorracingclub.nz/southern-classic-2026-2/> and take a good look around.

And just as exciting we are very pleased to announce the very beginnings of the renewal of the **Southern Festival of Speed** brand which we hope to return to the pinnacle of South Island based Classic motor racing.

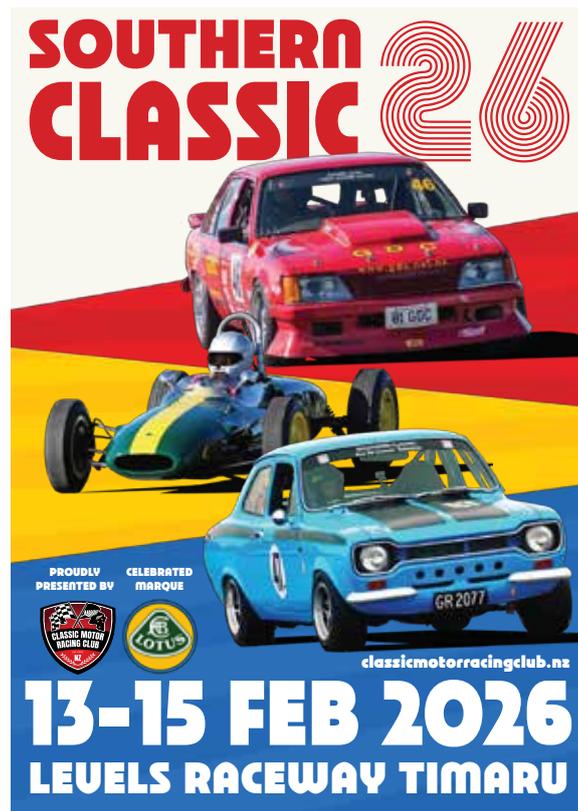
The Classic Motor Racing Club is focused on rekindling the brand which over arches the 3 premiere classic racing events being ;
Skope Classic (Ruapuna)
Southern Classic (Levels)
Speedfest (Teretonga)

The ambition is to take the brand back to its former glory and market the series of 3 races to domestic and international drivers bringing them back to the South Island to enjoy 2-3 weeks of relaxing and racing and enjoying the southern hospitality.

Who could ask for anything more, and as you will see later on in the newsletter there are new and exciting trans-tasman relationships blossoming which we hope we will spread even further abroad opening opportunities for visitors to race here, and for us to race there (wherever that may be).

For now, and heading back to closer pastures, we look forward to seeing you again at the Southern Classic, and hope you are able to attend all 3 events in the Southern Festival of Speed.

Summer in the South Island and premium Classic Motor Racing, what more could anyone ask for !



SOUTHERN CLASSIC 2026

PROUDLY PRESENTED BY  CELEBRATED MARQUE 

classicmotorracingclub.nz

13-15 FEB 2026
LEVELS RACEWAY TIMARU



Classic Motor Racing every February



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Euromarque Motorsport Park
Ruapuna Christchurch
Feb 6th - 8th 2026
www.skopeclassic.co.nz



Southern Classic
Levels Raceway Timaru
Feb 13th - 15th 2026
www.classicmotorracingclub.nz



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3 ACTION PACKED CLASSIC MOTOR RACING EVENTS

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SOUTHERN CLASSIC SPECIAL - Formula Junior

JUNIORS SET SAIL FOR NEW ZEALAND

The Formula Junior Platinum Jubilee World Tour is an international series of events celebrating the 70th anniversary of Formula Junior racing in 2026. While the tour has a global scope including US and other regional events, the 2026 New Zealand leg will feature the opening rounds of the tour. With the confirmed entry now of twelve International Formula Junior cars from the UK, Italy, USA and Australia already on their way and arriving in the country in the next few weeks, the anticipation of watching three consecutive meetings only in the South Island this coming February, promises to be something special.

The 12 international entries, many of whom compete regularly in British and European championships or series, includes British drivers Geoff Underwood, the winner of the recent Copenhagen Grand Prix, driving a Brabham BT2, and the vastly experienced Ray Mallock in his Mallock U2.

Intense competition is eagerly anticipated as there will also be a strong New Zealand entry resulting in full grids to provide close and exciting racing. Twice New Zealand Sports car Champion, Noel Woodford, will be driving his refreshed Gemini Mk3A, and in a welcome return to New Zealand, Australian resident Grant Walker will be driving a Lotus 18 FJ, owned by NZ's Jim Richards. Grant Walker raced Formula Fords in the 1970's winning the 1975 NZ Championship in the Brambles NZ Freighters team Elfin Superford whilst in 1977 driving a Titan, he was runner up in the then Driver to Europe Series. He also ran the ex Paul Fahey Cologne Capri before moving to Australia.

For the full list of entrants and for more info and images of these fantastic cars, please visit the article on our website, go to

<https://classicmotorracingclub.nz/southern-classic-main-page/latest-news-page/formula-junior/>



Geoff Underwood (UK) with his Brabham BT2



Charles Cooks (UK) Nike FJ



Formula Junior at their last outing at Levels

SOUTHERN CLASSIC SPECIAL - Team Kiwi Racing

A KIWI ICON FLY'S AGAIN AT SC2026 !

The Classic Motor Racing Club are immensely proud to host not only Team Kiwi Racing and team owner Mr David John, we are eagerly anticipating the debut to Levels Raceway of the Team Kiwi Racing Holden Commodore VT V8 Supercar which Jason Richards and Angus Fogg debuted at Bathurst, Mt Panorama in 2000.

This piece of New Zealand motorsport history has just returned from a 25th anniversary tour to Bathurst following a multi-year ground up restoration back to its former glory as it lined up on the grid at Bathurst in 2000. The tour to Mt Panorama was arranged by TKR as an anniversary of not only TKR's debut at Bathurst but also in memory of their incredibly talented and greatly missed young driver Jason Richards, who sadly passed away aged 35 in 2011. And now the tour will continue to span New Zealand.

The Southern Classic will provide additional excitement to spectators with the car on full display, and a wide range of official team merchandise available to purchase, but the car will **also run at speed** at the end of the days racing on all 3 days of the meeting, giving us all a rare opportunity to hear and see this machine in all its glory once again.

You can read a lot more about the history of the car, and the outcome of that historic Bathurst debut in 2000 on our website.

Just go to

<https://classicmotorracingclub.nz/southern-classic-main-page/latest-news-page/team-kiwi-racing/>

SOUTHERN CLASSIC 26



SPECIAL GUESTS



13-15 FEB 2026 LEVELS RACEWAY TIMARU



CELEBRATING THE LOTUS MARQUE AT SC2026

A recent addition to our race meetings has been the inclusion of a car display and parade for a classic marque.

At Southern Classic 2025 it was Datsun, and at the Brooklands 2025 meeting it was the mighty Valiant Chargers. As we will have a variety of Lotus cars competing closely in the International Formula Junior and VCC and Historic groups, we felt what better opportunity to celebrate this most prestigious marque.

'Simplify, then add lightness' was a term invented by the legendary Colin Chapman, but the term "light" will only be a description of the individual cars, as we have received tremendous support from the Southern Lotus Register who are making the Southern Classic a key feature of a weekend long club catch up, and at this stage the plan is for over 25 cars to join in with the race cars to not only show all things Lotus, but also parade the marque during Sundays lunch break.

We have also just happily received confirmation that Lotus cars New Zealand will be bringing 3 of their latest machines, with a VERY rare Jim Clark edition of their sensational Emira Sports car. There are only 60 of these produced worldwide, and we are very lucky to have this incredibly collectible vehicles coming for display. Additionally our drivers will be able to try out the latest Emira Turbo as the events Pace car, and crowds will be able to see up close the new Lotus Eletre SUV, so bring your wallets as these will be available to order from your local dealer network (excluding the Clark Emira which have all sold out already).



CLARK EMIRA EDITION



EMIRA TURBO

CALLING ALL LOTUS OWNERS !

Please reach out and make contact with us if you have a Lotus car, whether it is a race car, or road car, please let us know, we would like to see as many of these cars at the show and in the parade as possible !



LOTUS ELETRA

WHO IS WHO IN THE ZOO AT SC2026?

The Southern Classic will again feature some top level classic racing fields, and the challenging and car equalizing circuit which we have grown to love at Levels will surely provide some great racing entertainment.

We are hugely privileged to again see the return of one of the largest fields of Formula juniors in New Zealand with drivers from as far away as Italy racing these incredibly rare machines in what will be a field of over 30 entrants.

We also look forward to seeing one of the largest turn outs for the crowd pleasing Pre 78's and our Allcomer A and B class group will be out in force with some very close racing throughout both fields.

The PRE 66 Vintage and Historic field has been seeing a real resurgence of late and we hope that SC2026 will see one of their biggest and most entertaining grids yet.

We also look forward to a wide and varied range of cars joining the Formula Libre group with more racing between the 1.06 - 1.18 lap time bracket guaranteed.

We will also welcome back the Continental Rennsport and the MX5 Heritage Cup to Levels with action a plenty in both grids.

Making its debut will be the new CMRC Regularity Trial marks a new and exciting initiative created for owners of classic race and road registered cars to have a go on the track without the stresses of outright racing.

Go to our website for all the details.

SOUTHERN CLASSIC 26

8
ACTION
PACKED
CLASSES

PROUDLY PRESENTED
BY



FORMULA JUNIOR INTERNATIONAL



PRE 78 CLASSIC SALOONS



CMRC ALLCOMERS CLASS A



PRE 66 VINTAGE AND HISTORIC



CMRC ALLCOMERS CLASS B



CONTINENTAL RENSSPORT



FORMULA LIBRE



MX5 HERITAGE CUP

2
FULL
DAYS
OF
RACING

CELEBRATED MARQUE



13-15 FEB 2026
LEVELS RACEWAY TIMARU



SOUTHERN CLASSIC SPECIAL - Regularity Trial

The Club is very proud to announce a brand new way to enjoy your classic car on the race track. As detailed in Karen Clearwater's Presidents report, there has been a tremendous amount of work done behind the scenes to create this new group, and whilst we recognize a regularity trial is not exactly a brand new idea, our variation is different in the fact that for the first time fully road registered classics can run alongside homologated racing vehicles on the same track.

WHAT IS A REGULARITY TRIAL ?

A regularity trial is **NOT** a race but a speed trial, and the only focus is driving your car at speed on a race track with the key objective of driving each lap as consistently as possible over a given number of laps.

This type of event is **NOT** about how fast your car, or driving is, it is about how consistently you can drive your car to a given lap time, and how you can do this better than the other drivers. These events are specifically designed to create an enjoyable, low-cost and low-risk way for people to enjoy their cars and compete in motorsport without the pressure of an outright racing environment.

Competitors nominate a lap time after the practice session(s), and then during the trial, you have to lap as close to that nominated time as possible, if you go too fast or too slow you will accrue penalty points. The driver who has accumulated the least points at the end of the trial wins.

Whilst driving around a race track consistently may seem simple, remember, you cannot use any form of timing device whilst driving, so you have to use your speedo, your engine rev's, gear changes, braking points, and racing lines to determine how fast you're going. You will also be on the track with other competitors, so you may be passed or have to pass another car, this can only be carried out on the straights, so you have to drive strategically.

So why would someone want to run their car in a regularity trial ?

Well we believe that this type of event will open up the door to a wider range of drivers and cars which we may never have seen on the track before or again, if that doesn't quite make sense here are some examples of how the trial could provide you an opportunity to do something on the track that you may not have thought about.

-  Do you own a historically significant, or a high value racing vehicle that you may not want to risk in out and out racing ? As long as it laps slower than a 1.20 at Timaru heres a controlled lower - risk place to run the car !
-  Do you have a relative, or friend who is always wanted to get out on the track, have done a few track days but don't necessarily feel comfortable to step up to door handle to door handle racing ? The trial offers a great way for them to hone their driving skills, learn to not over drive and become consistent lap after lap, and compete for something, but in a more comfortable way.
-  Have you raced for Donkey's years, but just don't feel as happy racing in the big fields we see at events nowadays - well the trials perfect, run your car at the speed you FEEL COMFORTABLE and pass on some of your skill to new drivers in showing them consist lines, good car preparation, and driving tips and help them "catch the bug".
-  Have you done a few track days, and want to do something with an element of competition but not yet ready or not sure if you want to go door handle to door handle.

SOUTHERN CLASSIC SPECIAL - Regularity Trial

So what can you bring along ?

You can enter either a fully homologated Racing vehicle - must have a current log book and meet all schedules required to race.

You can also bring a long a fully road registered vehicle, and the car must have a current WOF and Registration. Car will go through a standard Audit, and you will need the correct safety equipment for the type of vehicle your entering.

You will also either need a full C grade license or a MSNZ Basic License to compete.

For all the details and more please go to our website link below where you can view the full information brochure, and get all the assistance you need to either get started into classic competition from scratch, or just understanding what you will need to do if you're a seasoned pro ?

<https://classicmotorracingclub.nz/regularity-trial/>

And if you're still looking of more information please make contact with us so we can talk you through the event and the process of getting ready to run.



What are we competing for ?

As with every event that is included at a Classic Motor Racing Club event, our first priority is always to see entrants enjoying their time on and off the track, building new friendships, and learning something new.

The Regularity Trial is built with all of the above as our major focus, and were looking forward to seeing new cars, new drivers, and seeing them getting involved in classic motor racing.

However its not a competition without some form of acknowledgment of competitors performance, and the Classic Motor Racing has been bestowed the privilege of awarding the overall winner of the regularity series one of New Zealand's most prestigious and historic trophies, the Sundstrum Trophy.

The trophy is owned by the Otago branch of the AA, and has been awarded for their annual Navigational rally dating back to 1949 until its final running a few years ago. We hope that whilst entrants will not needs to use a map to find their way around the circuit, there are still many challenges they will need to strategically work through many challenges to come out on top of this new exciting event. For more details on this most important part of New Zealand competition motoring trophy, please follow the link back up the page.



SOUTHERN CLASSIC SPECIAL - Our Sponsors

OUR NEW NAMING RIGHTS SPONSOR

CMRC Welcomes Classic Driver Magazine to the Southern Classic !

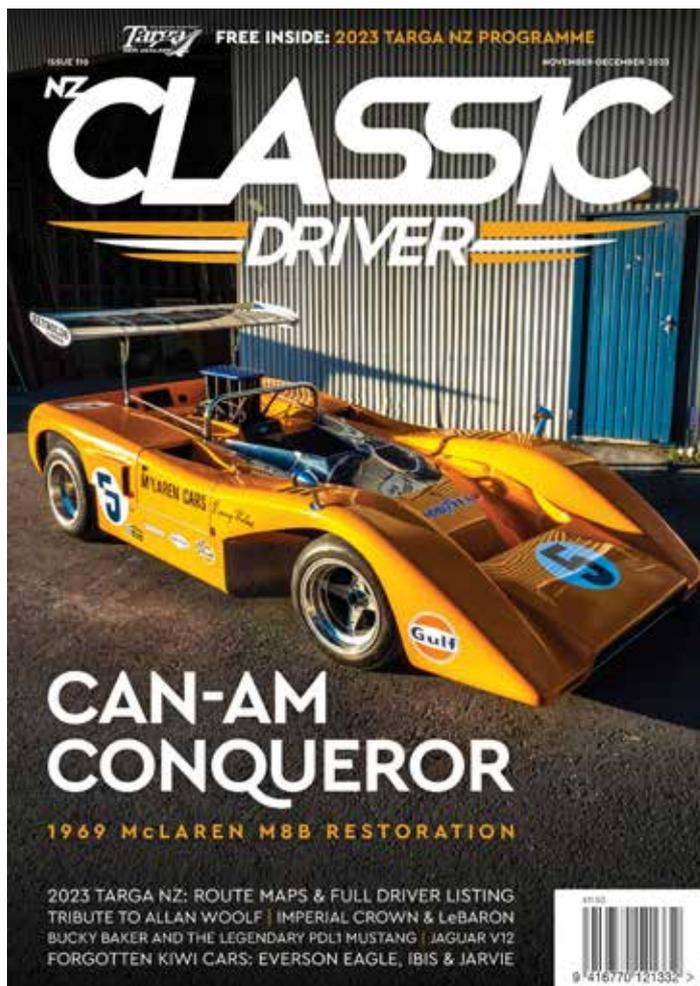
We are incredibly proud to announce that the Southern Classic 2026 - and hopefully beyond will be supported by the NZ Classic Driver Magazine.

NZ Classic Driver and the Classic Motor Racing Club have created a partnership which we believe will not only provide our club members long term benefits which surround the magazine, but also provides the Classic Motor Racing Club a wider reaching marketing platform to promote our meeting and generate more spectator involvement.

Long term we believe our club can provide greater value to the magazine by providing content, and also creating opportunities to members to showcase their classic road and race cars.

NZ Classic Driver is a publication created by Allied Media, who also produce O3 Lifestyle Magazine, Rugby News, and Kiwi Gardener, so there is far more than just Classic Cars for our members to embrace. Allied Media also produce a wide range of local newspapers, so chances are you may see more articles relating to our meeting in your area soon.

We look forward to working alongside the team at Allied media to increase the profile of the Classic Motor Racing as a whole, and in addition our club and meetings.



NZ CLASSIC DRIVER



SOUTHERN CLASSIC SPECIAL - Our Sponsors

The Classic Motor Racing Club would like to extend our sincerest gratitude to our valued Class Sponsors listed in alphabetical order below, and we encourage our members to support these companies so they can continue to support our club.

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The logo for Merrin Street Brewery Bar features the text "Merrin Street" in a light blue, cursive font above "Brewery Bar" in a larger, white, cursive font, all set against a dark grey background.

MERRIN STREET BREWERY BAR

For a great meal and refreshments in central Christchurch,
Your local for great honest food

Shop 4/5 Avonhead Mall 210 Withells Road Avonhead.

The logo for Upper Classics features a white outline of a classic car's front end, including the hood, headlights, and grille, set against a dark green background. Below the outline, the text "UPPER CLASSICS" is written in a white, sans-serif font.

UPPER CLASSICS

Veteran or Vintage, Motorcycle or Classic Car restoration. Upper Classics can bring your vehicle back to life !

2-4 Halls Place, Christchurch

P +64 3 962 7700

F +64 3 338 5082

The logo for Banks Peninsula VCC features the text "Banks Peninsula" in a black, serif font above a circular emblem. The emblem has a gold border and contains the text "VINTAGE VCC CAR CLUB of NZ" in black and white, flanked by two gold wings.

VCC Banks Peninsula Branch

The Club to join for everything involving Vintage Car ownership, competition, and road driving.

P +64 27 344 2301

E bankspeninsula@vcc.org.nz

The logo for Willis Bond features the text "WILLIS" stacked above "BOND" in a large, dark blue, serif font, all enclosed within a thin black rectangular border.

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E reception@willisbond.co.nz

Hi all. Well the year is nearly over but our racing season is only just beginning for many of us. Not a lot to report as the Christmas rush business wise is in full swing.

I will not dwell too much on the Saloon Classes as they are well covered from the excellent reporting constantly from Wayne and I am not aware of any new cars coming through but the word perseverance and Hillman Imps keep popping into my head. First the Imps, I never realized until recently the number of these troublesome little cars that have raced in New Zealand putting aside the Sidchrome Imp which has a rich history and the Jack McIntyre Imp.



There have been many popping up on the various social media pages over the last couple of years with many engine changes, such as Datsun and wonderful creations racing in the UK. Massive wide wheel arches and huge wings and chopped bodies. Many were rallied in the UK.

Perseverance must go to Tony Mann and Ian Perry. Tony has a couple and to be fair he spends more time keeping them going than racing but when they are in form they go exceptionally well. Ian Perry has been campaigning the Stiletto Imp regularly and has been very reliable, a stunning looking car.

Perseverance must also go to Greg Mowat and Trevor Fairley for campaigning their Clubman 7's. Perseverance in a different way of course as their cars are amazingly reliable. Perseverance goes in this case to their great attitude to racing. They are out classed in the Formula Libre class, running at the tail end every meeting but their dedication and enjoyment is second to none. Trevor built his car completely by himself and it is a credit to him and I believe that he had not raced before. Greg Mowat on the other hand has a long history of racing, starting back in 1986 share driving Paul Coghill's Triumph Vitesse. He double entered with Paul until 1988 when he started racing his own black Vitesse.



Tony Mann
Image - Phillip Dickie



Ian Perry - Imp
Image Credit - Phillip Dickie

He has raced the Vitesse with the CMRC and the Otago Sports Car Club until 2000 then moved to Auckland. Greg has now got the Black Vitesse back on the road after 20 years in storage. His 7 was built by Neil Frazer in 1996. Greg purchased it in 2010 and started racing once again in 2012. This car has done more than 60 meetings. He also drives it to and from most race meetings. Both Greg and Trevor need to be applauded for their attitude to Classic racing.

Hope all of our followers and members have a great and safe Christmas.

PRE RACE REMINDERS - Kevin Telford

Get ready get set - you need an audit ! *Help us so we can help you !*

Due to the increase in race entries during our CMRC meetings we have seen a lot more cars coming through for audits. This is great to see but it puts increased pressure on scrutineers to get all the cars through checks before the first practice.

As drivers, you can help us to make the audit process less challenging by doing two simple things before the check.

1. Get all your documents and log book ready and open at the right page that we need to stamp.
2. Have all your safety gear clean and out of your kit bag for inspection.

Our aim as scrutineers is to be proactive with safety by actively improving members knowledge and awareness.

We want you guys to be safe out there, when the it all goes sideways.

See you all at the next race, Kevin.

CMRC VAP - Steve Keene

What is a CMRC VAP, and why should I get one ?

When I first joined the committee I had heard a little bit of talk of a process called the CMRC VAP, but never knew a lot about it. As time went on as the coordinator for a CMRC group I started to learn more, and then saw first hand its value in action.

In the old days the VAP (Vehicle Acceptance Procedure) was a mandatory step a prospective new Classic Motor Racing Club member went through in order to race their vehicle at our members meetings. It was a way for the club to understand if a vehicle was suitable for our club class structure at the time. Whilst at present it is not a mandatory feature of becoming a club member, there is value in its existence.

What the Document does provide is a complete and full description of a vehicle, including photos, dimensions, drive train description, competition history, and log book details.

The most valuable part of this document is that for once, you as the vehicle owner will have a document which describes the car in a concise and comprehensive manner.

The document is useful if you ever want to enter other events in New Zealand where organizers may not know your car. It also provides a foundation document if you wish to apply for an MSNZ COD.

It is also valuable if you ever go to sell your vehicle as it shows the car is already documented with the club, and provides a full description of what you're actually selling.

For more info on how to obtain a VAP contact your CMRC class coordinator or Kevin Telford on 0276 253 455.



10 minutes in the shed can save hours of repairs

As we head into the silly season and we hopefully all get to enjoy a few days or weeks break before activities, and most importantly the classic race season ramps up, we encourage you to spend some time in the shed with your beloved (the race car) and do a complete once over before you load up on the trailer ready to take on the track and all its glory.

Here is our simply self scrutiny checklist for a helpful guide to the key items to look over, before its all to late.

It is a pre-competition checklist to help you ensure that when a vehicle is presented at a safety audit, it should pass.

LOGBOOK & LICENCE

- Is the logbook up-to-date? e.g. is the photograph of the vehicle current and accurate?
- Is my COD with my logbook and licence?
- Have any repairs to be done noted in the log book by an auditor been completed?
- Is my licence current (i.e. not expired) Is my Club licence current?

Checked

VEHICLE GENERAL CONDITION

- Do a walk-around - is there any loose bodywork or panels that require repair?
- Steering - is the system working properly – no excessive play etc.
- Brakes - functioning well – good feel and pressure
- Battery - properly secured and charged
- Lighting and wiring – functioning – in good condition - is the rain light working?
- Exhaust system – secure – no leaks – noise within limit
- Throttle return spring(s) – functional with no sticking
- Fuel system – caps/vents in place and working - no leaks etc.
- Fluids – check brake and clutch master cylinders for level as well as coolant

The numbers with each item below refer to Schedule A – Driver and Vehicle Safety. If there is any doubt that an item complies with the rules, please check online at <https://motorsport.org.nz/wp-content/uploads/Schedule-A-Part-One.pdf>

DRIVER APPAREL

- Protective helmet Art 4.1 Good condition- no significant scratches/cracks etc. – expiry date?
- Frontal Head Restraint Art 4.2 Good condition – restraining straps - no fraying/stretching
- Race Suit Art 4.3 Clean (free of oils stains etc.) and within expiry date
- Protective clothing Art4.3 Clean and free of holes/damage – fitting well

VEHICLE SAFETY

- Safety structure Art 4.6 In good order – padding as appropriate
- Race Seat Art 4.7 Properly affixed to car – check mounting points
- Safety harness Art 4.4 In good order – within expiry date – check mounting points
- Fire extinguisher Art 4.8 Securely mounted – check gauge for good pressure - expiry date?
- Firewall/rear bulkhead Art 4.12 Secure – no gaps to driver safety cell
- Interior – General No loose items

This is not intended to be a complete list of what you need to ensure is in good order. If in doubt about anything on this list please contact Grant Littleton - 0274 691 655 or Kevin Telford - 0276 235 455.



QUEENSTOWN ROAD RACE - Wayne Perkins

Queenstown Classic Motorsport history began on Saturday 4th October 1986 when Rob Boulton with 4 or 5 helpers organized a 'Sprint' for historic and classic cars through the streets of Queenstown. The day itself was rather wet which made for some very spectacular and lurid slides which had the local population utterly fascinated by these mature but slightly crazy people that had descended on the town.

Classic racing in those days was entirely different to today, back then it was considered a 'Gentlemen's' pastime for the 'right' people with the 'right' vehicles but was nonetheless still enjoyable to watch and especially with some of the priceless cars that we had in New Zealand at that stage.

On Saturday 7th October 1989 after 12 months of hard work by a very small band of volunteers the inaugural Queenstown Classic Road Race came into being. By the end of the day it was being hailed by both competitors, spectators and organizers as one of the greatest street circuits and Classic car racing events in New Zealand.

It featured on both the Television TV1 and TV3 news, Nationwide newspapers and media, plus there was a half hour feature on the TV1 sports show two weeks later. The track itself was a relatively simple and safe design that flowed nicely and suited cars with good drive out of corners and superb brakes.

One of the more revolutionary aspects of the meeting was that all fields were now date based as per the following....

- 1A/ Pre 1968 Single Seater's and Sports Racing Cars
- 1B/ Post 1968 Single Seater's and Sports Racing Cars
(amalgamated with 1A)
- 2/ Pre 1968 Saloons
- 3/ Post 1968 Saloons
- 4/ Pre 1968 Sports Cars
- 5/ Post 1968 Sports Cars

The fact that all competitors knew why they were in a particular class made for a happy and harmonious relationship between them and the Queenstown organizers and as the years rolled by I tweaked the dates for anomalies that arose.

This was the original birth place of our current Pre 78 Classic Saloons group 36 years ago with many of the cars and drivers at that meeting still racing in the 78's to this day.

Long story short for the next decade Queenstown became home of one of the greatest road race circuits in New Zealand.



Steve Jones - Ford Capri 3.0V6



Larry Greene chases Roger Duncan



David Hunter is his Fiat 125T



Blair Bishop, Murray Frew and Ron Mackersey lead the pack



Peter Scobie, Keith MacDonald and Noel Atley

QUEENSTOWN ROAD RACE - Wayne Perkins

At the very first Queenstown Road Race in 1989 as organizers we honestly did not realize the overwhelming support we would get from the Classic Motor Racing community and the Queenstown public for a brand new circuit and event.

For instance the Pre 68 Saloons had six Jaguar Mark II 3.8's, yes six of them including the World famous Ray Archibald 'Works' built car driven by his son David. There were six Cooper S's, three Mark 1 Lotus Cortina's, two Triumph Vitesse's, two Mark 1 Ford Cortina 1500 GT's plus another five other equally lustrous entrants and virtually every one of them was Road Registered with a WOF and was driven to and from the event.

The estimated 5,000 spectators that attended the inaugural race meeting were captivated and mesmerized with the close racing of these cool old fashioned saloon cars on the streets of their Alpine village. The circuit layout was Greg Doran's idea and was exceptionally good.

Some things we were lucky enough to do right, one of which was having a superb and well informed commentary team with Donald McDonald and Stuart Maclean, another was the after match function at the Skyline Restaurant that was to become legendary in its own right.

Mind you we were all a little younger in those fabulous Golden days of New Zealand Classic Saloon car racing which of course continues to this day with the Pre 78's.

The second of the Queenstown Road Races was held on Saturday 13th October 1990 and by then it had evolved considerably. The first road race was held in conjunction with the Classic Motor Racing Club however the second one was run by an autonomous Queenstown committee mainly from a purely pragmatic view but also because unlike nowadays in the early 1990's the CMRC was quite elitist and wouldn't allow cars that weren't Marque cars so cars like Anglia's, Imps and many others weren't permitted so we went down our own eligibility route.

We settled on 6 classes being Pre 68 Single Seater's, Post 68 Single seater's, Pre 68 Saloons, Pre 74 Saloons, Pre 68 Sports & GT's and Post 68 Sports & GT's.

I believe we were the first and only major historic and classic racing event in New Zealand to ever use cut off years to create chronologically correct looking fields based on the age of the cars.

That concept certainly worked well with both the 140 competitors and 4,000 spectators being very enthusiastic about it and that enthusiasm continued to grow over the next decade until it finished in 1998 following the tragic death of two spectators who entered a prohibited area.

At our recent Highlands meeting I was talking to a couple of grizzled old Motorsport identities up on the deck of Level 1 and one of them said... "It certainly took you a fair while to do it lad" I replied.. "To do what?" he replied... "To bring proper classic racing saloons back to Central Otago in October".

I knew immediately what he meant, the Queenstown Road Race used to occur around the streets of New Zealand's Tourism Capital in October each year from 1989 to 1998 and I was one of the main individuals organizing and promoting that event.

It was actually one of the three 'must do' Classic events each year in the South Island with Wigram and the Dunedin Road Race being the other two. He continued... "I suppose this year is the trial and next year you'll bring the whole Pre 78 pack to race here"

I immediately thought - 'Yes, yes, absolutely, what a brilliant idea' and since then Highlands have happily confirmed that we will be regular ongoing guests at the Jackson Orchard Sprint Series so next October the Pre 78 Classic Saloons will be competing (drum roll!!!!) in the very first of the Queenstown Road Race Revival races and that my friends is just the beginning as there were a whole heap of cool classes at the original Queenstown Classic Road Races and the Pre 78's are just the first class of hopefully a full event recreation at Highlands one day.



QUEENSTOWN ROAD RACE - Wayne Perkins

Here is a great selection of Queenstown Road Race Program covers

