



MEMBERS NEWSLETTER

APRIL MAY JUNE 2026



Skidding Tyres In Classic Style Since 1983



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April - May - June 2026

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UP AND COMING EVENTS:

DATE	EVENT	VENUE
3 - 5th July 2026	HRCC	Queensland
8 - 9th August 2026	Grass Roots Race Meeting	Lakeside Raceway Q.L
12th September 2026	Brookland's Challenge	Levels
November 27th - 29th	Wigram Revival	Ruapuna
February 5th - 7th	Skope Classic	Ruapuna
February 12th -14th	Southern Classic 2027	Levels
February 19th - 21st	Ascot Park Hotel Speedfest	Teretonga



PRESIDENTS REPORT - Karen Clearwater

Once again, it's been a busy few months starting with finalizing our Strategic plan for the 2026 – 2028 period. Thanks go to Nick for his hard work on updating and collating the thoughts of the Exec. This report then goes out to members for comment and acceptance at the AGM. Also, thanks go to the marketing group of Mark, Steve, Wayne and Paul who have spent a lot of time working on a plan and timeline to help achieve some of our strategic plan goals.

There was a great turnout in May for our Autumn Fling meeting and the Red caps for the Race committee and Exec members sure stood out around the pits. These are already helping to make it easier to find one of us when you need a question answered or some other assistance. This was the first Autumn Fling I have attended for a few years as it's a long haul up from Invercargill for a one-day event.



This year as the non-racing co-ordinator for the Regularity Trial group I was privileged to go up to the top of the control tower for their race as all our co-ordinators are invited to. Here you get to see the work of the Assistant Clerks of the Course and safety controllers. Their job is to make sure the races proceed properly and deal with incidents as they happen. It's a thankless task but one that's most necessary to the smooth running of the races.

It was good to see the number of entrants with our saloon classes and the VCC class having excellent numbers. The Formula Libre class and the Regularity Trial were both smaller in number and these classes are ones that we are focusing on at the moment. While small in number it is great to see the enthusiasm the drivers in this field have for their cars and fellow competitors.

Over the last twelve months (since the inception of the CMRC incident reports at the Autumn Fling 2025) there have been 29 incidents logged including from the Clerk of the Course (CotC) from our four meetings plus the Wigram Revival meeting. Ten of those were acted on by the CotC.

The CotC's included Red Flag issues, False Starts and a couple of contact incidents. On average we have two or three events per day per meeting so our Autumn Fling with 14 events was definitely not normal. Some were the result of mechanical failures creating issues for others but others were the result of over enthusiasm or poor driving standards.

So as a committee we have committed to increasing driver awareness including some revision driver training. You will already have seen some of the FB posts on driver safety and standards over the last few weeks. We are also in the process of trying to obtain a recognized race driver to come and do some practical sessions on the Friday before Brooklands. There will be a driving observer in the tower for the Brooklands meeting to help give us, as a club, some indication of the reasons why we are having so many incidents recently. As a club we are about displaying our cars in the best and cleanest way we can without causing damage to our cars. Hopefully this has been a wakeup call for us all to drive hard but with respect for our fellow competitors.

Unfortunately, I won't be at our Brooklands meeting instead I will be at the original Brooklands Track and also at the September Goodwood Revival Meeting. It's time for Louise (daughter) to come home from her job with the GB4 and GB3 series so we are going to spend a month with her and Felicity (other NZ based daughter) in the UK before she comes home. The good news for the club is that maybe that will mean her race car comes back to life and we may have another scrutineer available. Oh, and just to make you all jealous yes, we are going to visit Mulhouse for a few days to visit the famous Bugatti collection known as the "Schlumpf Collection".

I'm sure many of you are busy fettling your cars over the winter months in preparation for the new season. Have a good winter and remember "Drive safe on our roads and avoid the idiots out there"



RACE REPORT - Paul Coghill

Thank you for such and excellent turnout for our last meeting of the season, the Autumn Fling. It was the usual Autumn morning, heavy dew (some may call it overnight rain!) on the track with blue skies and temperatures reaching the mid-teens.

It was our second running of the Regularity Trial and we were able to introduce six new entrants to this event. Along with four from our previous event gave us a total of 10 which is encouraging. We had a number that were at the Southern Classic but the date clashed. We are looking forward to improved numbers again for Brooklands.



We were well supported by our VCC & Historic members with a record 18 entries and with similar numbers for the CMRC Allcomers and Pre78 Classic Saloons.

We have still a lot of work to do to get the numbers up in Libre. I know other circuits are struggling as well. We have 26 Libre members but only 5 entered the Fling. I've seen events at Ruapuna with only 3. So, if we want Libre to continue to get on the program members need to buddy up with someone and get them to the Brooklands Challenge September 12th. We need ten entries.

Our committee **RED** caps certainly stood out and seemed to do the job of making it easier to find us in the pits.

The number and type of incidents were disappointing but we have reviewed them and see a clear need for driver education which will be sent out in the coming weeks prior to Brooklands. We also have had a volunteer offer to take on the role of Drivers Standards Observer and will work with our class coordinators at Brooklands.

We are well supported by all the volunteers from the South Canterbury Car Club along with MSNZ, thank you on behalf of the Race Committee and the Entrants.

Finally, thanks to the Race Committee for your time and effort in making our events so successful.

Race Radio. Brooklands Challenge

Autumn Fling was our first event where Race Radio was available and for the Brooklands Challenge it will be voluntary once again so a great opportunity to get used to it.

Race Radio will be compulsory the next years Southern Classic in February.

Information about getting Race Radio is provided late on in this Newsletter.

BROOKLANDS

MEMBERS MEETING

SEPT 12TH 2026



LEVELS RACEWAY TIMARU

PRE 78 SALOONS - Wayne Perkins

The sixth and exciting final Pre 78 event of the 2025/26 race season was the Autumn Fling where we had twenty plus enthusiastic entrants in 6 of our usual 7 subclasses being 1201-1400cc (3 entrants), 1401-1800cc (5 entrants), 1801-2400cc (6 entrants), 2401-4200cc (6 entrants), 4200cc+ (1 entrant), Schedule K & CR3 (3 entrants).

We did our usual one day Classic Motor Racing Club race meeting format of qualifying then one scratch (best time) race and two handicap races which led to a variety of results but over the 3 races John Armitstead, Craig Pidgeon, Scott Johnstone, Walter Whittelston, Gerald Hargreaves, Jason Lambert and Neil Greene all managed to come first in their respective capacity classes to finish their seasons off on a high note.



**This great camera angle shows Jason Lambert's Mustang lead the field into turn 1.
Image Credit - Enuff Photography**

What wasn't quite so clever was that we had 4 separate contact incidents over the day which resulted in some of our valuable cars having panel damage as they went back onto their trailers which is not who we are.

Over the last six years we have done several 7 to 8 race meeting seasons with no contact whatsoever and through those years all of us were genuinely horrified at the thought of hitting another car so we'll have to make sure that we get back to that state of mind.



**Blair Bishop (Fiat) leads Monty McHaffie's Capri.
Image Credit - Josh Kelly**



**John Armistead leads Scotty Johnstone and Matt Mcleary.
Image Credit - Colin P Lim**



**Barry Dorking (Alfa) is a busy boy with Jamie Green (Datsun) on the outside and Bert Govans Jaguar giving chase.
Image Credit - Colin P Lim**

PRE 78 SALOONS - Wayne Perkins

Moving along into happier discussions we have several new experienced drivers joining us next season some of which have really quite valuable and rare saloons from the 1960's and 70's including some of Europe's and Japan's very best such as a 1972 Toyota Corolla Levin TE27, a 1970 Datsun 1600 (510), a 1972 BMW 2002 Tii plus a 1974 Fiat 128S



**Bert Govan demonstrates just how loaded the suspension is heading through the final turn and onto the front straight.
Image Credit - Josh Kelly**



**And so does David Berry who is trying hard in his Escort.
Image Credit - Josh Kelly**

Over the next couple of weeks I'll be finalizing our calendar for next season which will probably work out at six exclusive Pre 78 Classic Saloons events and probably another 2 events where we will be guests. Tentatively this is what it looks like....

#1 Brooklands Challenge	Levels	Saturday 12th September
#2 Queenstown Road Race Revival	Teretonga	Sunday 18th October
#3 Wigram Revival	Ruapuna	Fri-Sun 20th-22nd November
#4 Southern Classic	Levels	Fri-Sun 12th-14th Levels
#5 Southern Thunder	Teretonga	Fri-Sun 5th-7th March
#6 Autumn Fling	Levels	Saturday 8th May

We have also been invited to the following events where you are welcome to compete as an individual but we will not be attending as a separate Pre 78 grid/field.

MG Classic	Manfeild	Fri-Sun 13th-15th November racing with HMSC
Skope	Ruapuna	Fri-Sun 5th-7th February racing with Harold Heasley or Ron Silvester classes
George Begg Festival	Teretonga	Fri-Sun 26th-28th March racing with HVRA cars from the North Island

So roll on next season it's going to be a cracker and by the way our Pre 78 Regulations and Pre 78 permanent numbers have both just been given a bit of a tidy up so if you'd like an updated copy of either or both then just ask.

Cheers Wayne



VCC AND HISTORICS



And as the lights go green yet another great field of VCC and Historics head down towards turn 1 at Autumn Fling 2026.

Image Credit - Enuff Photography

The Autumn Fling in May at Levels wrapped up the Vintage Car Clubs 2025/'26 racing season and another successful one it was with a total of over 70 competitors participating in the 5 Hillclimb and 7 Circuit events that go to make up the VCC Banks Peninsula Branch Championship Series.

As this goes to print all the individual points gained are being calculated and the Trophy winners will be announced at the Club's Annual Awards & Prize giving Luncheon in August.

With approximately two dozen cars registered in each of the three Classes, 0-1500, 1501-2500, 2500-Over, the Championship has once again been very close and the majority of the cars survived



This evocative image shows Russ Haines in his Holden Special on the inside of Grame Hamilton in Ace 3

Image Credit - Philip Dickie Auto Focus Images



A very full field heads out of turn of turn 2.

Image Credit - Philip Dickie Auto Focus Images

VCC AND HISTORICS

However, the off-season will be busy for some with an engine rebuild for the Derek Milne's 3.8 MK2 Jaguar, a couple of gearbox breakages to be rectified and the BRP U2 of Mike Crehan had a major malfunction in the second race at the last May Meeting.

Also, as always at this time of the year, the marketplace is active with VCC cars looking to find new owners or get up-graded and already we hear of new Pre'66 projects well underway with new drivers joining us, so watch this space!

One such car for sale is the rapid Beowulf Special, which has a huge racing history and like many of the other historic race cars in our group like the Stanton Corvette, ACE III, Edlebrock Special, BCM Special, Lycoming etc, we are keen to see them remain locally, still on our grids and being regularly exercised and not locked in sheds.

Another Award up for grabs is the Bill Cope Trophy (originated in the UK) and kindly donated by Rob Cope-Williams, for a competitor "up-holding the tradition of Vintage Motorsport" which previously has gone to those who drive their competition cars to and from the event,- particularly relevant with our hillclimb entrants.

So, with a full racing Calendar already scheduled for the '26-'27 season, we look forward to the opening round at Levels in September - can't wait!



Paul Coory (CAE Special) leads Tracey Barrett in her Lotus 23B with Russ Haines in close company in his Holden Special.

Image Credit - Philip Dickie Auto Focus Images



A great camera angle captures the flowing lines of Terry Cartwright in his Mistral heading towards turn 1.

Image Credit - Euff Photography



Greg Noller's stunning MG A was driven as well as it looked.

Image Credit - Euff Photography



Another driver giving his Mistral some exercise was Don Gerrard, captured here in the afternoon sun through turn 1

Image Credit - Euff Photography

CMRC CLASSIC ALLCOMERS - Steve Keene

Again the Autumn Fling meeting was blessed with great race day weather, and apart from a slightly damp but rapidly drying track for practice and qualifying on Saturday morning, the rest of the day provided clear, calm and dry racing. This time we only ran one class, and whilst the numbers of entries was a little down on other events due to many cars in their "off season" and in the midsts of repairs or maintenance, the range of marques within the field was the best for some time.

The class enjoyed some great new entrants making their CMRC debuts, notably Luke Richardson in his Alfa Romeo 33, a car which is virtually identical to a Group A car, the overall presentation and bodywork matched with its howling V6 (pictures at back on newsletter) was very impressive and rare to see virtually anywhere outside of Europe. It would be great to see more cars of the Group A era joining the ranks, and replicas of some models would not be hugely expensive to undertake. We now have Nick Ilton's magnificent Honda Civic as a regular and these cars prove they can perform and cost effectively relive a great era in Touring car racing.

Another new competitor with a car I've been watching for sometime at Ruapuna, was Brett McCullough in his Mk2 Ford Escort. Brett has driven this car very competitively at Ruapuna for sometime, and the Autumn Fling marked his first time to Levels.

Complete with a full Zakspeed body kit, 15" wheels and a very healthy Twin Cam, the car was quick from the outset, and we look forward to seeing a lot more of Brett, his wife, and the Escort at events in the future.



Luke Richardson's Alfa 33 was a delight to the eye, and to the ear, and will only get quicker !
Image Credit - Philip Dickie Auto Focus Images



Nick Ilton impressed with smooth consistent laps in his Honda Civic Group A Replica
Image Credit - Josh Kelly



Brett McCullough worked out the quick way round Levels very quickly in his exceptional Mk2 Escort.
Image Credit - Enuff Photography



Kerry's rapid and beautiful Mk1 Escort was on the pace.
Image Credit - Philip Dickie Auto Focus Images

Speaking of Mk2 Escorts, I know of a couple sitting sheds in various states of repair, and it would be great to see these back out on the track soon, and whilst we are on the subject of Fords mighty small sedan, it was great to see Kerry Smalbridge getting back on track at our club meetings with his magnificently prepared Mk1. The Silver bullet last ran with us at Wigram Revival, and it was great to see Kerry his supporters, and the car back at Autumn Fling. Kerry tells me he's now "found his home club". Another welcome return was Danielle Hurst in her Pre65 HA Viva. Danielle is now starting to get some strong reliability from the Viva, and she was thoroughly enjoying herself throughout the day. It is great to see the car in its original Coby livery just as it was raced and as it should be.

CMRC CLASSIC ALLCOMERS - Steve Keene

And in keeping with the theory of “couples who race together stay together”, Danielle’s partner Corey Ross was getting amongst the field in one of the Mazda Mx5 heritage cups cars which joined the Allcomers grid for a fun days racing. These “modern classics” really put on some close racing with virtually identical specification and performance, these guys have to really drive the cars 10/10’s to get any advantage and they really enjoyed the day making a great addition to the field.

One of the Marques which we look forward to seeing a lot more of soon is Datsun, however Graeme Menzies held up the marque’s reputation very well in his very rare and ultra rapid 1200 2 door. Graeme always drives and presents the car at a very high level, but whats really incredible is the cars rarity. Datsun 1200s were sold mainly as 4 door sedans, 2 door “fastback coupes”, wagons and utilities however there was also a 2 door sedan which is rarely seen on these shores, let



Close and clean racing is par for the course in an MX-5
Image Credit - Enuff Photography



Graeme Menzie’s driving and car preparation were immaculate as always.
Image Credit - Josh Kelly



Where else do you see a Fiat Uno Turbo racing next to a 67 Mustang ?
Image Credit - Philip Dickie Autofocus



Alex MacAskill leads just some of the pack out of turn 2.
Image Credit - Enuff Photography

Due to the range of car speeds we again ran all races as “scratch” and nearer the “pointy” end of the field we saw the welcome return of Mike Small’s 67 Mustang, some very fast driving from Hamish Robinson in his Fiat Uno Turbo, and consistently quick laps from Steve Parker in his 911. Dave Stone is continually getting quicker in his Sapphire Cosworth, as is David Hudson driving his MX-5 Turbo. And in the hard fought mid pack we also saw some great driving for Blenheim’s Alex MacAskill, Belinda Hargreaves in her BMW, and local driver Peter Thompson in his Levin.

Exciting times are ahead, with a number of cars returning to the track for September’s Brooklands meeting and some cars even being returned back to an even more “classic racing” spec for the upcoming season. We also have a number of great events planned for the class so keep an eye out for our upcoming calendar as we are likely heading to a track near you !



What a varied and exciting range of cars and engines types. Allcomers is all about celebrating the wide a varied classic race cars New Zealand is so lucky to enjoy.
Image Credit - Enuff Photography

CMRC Classic Regularity Trial - Karen Clearwater

As Nick was away, for family reasons, it became obvious that there was a need for me to help manage the Regularity Trial as a co - coordinator.

This is our entry level event run under a Clubsport permit and as it is not a race against other cars at full speed this allows a person to drive a car at a lower speed and with slightly less cost requirements.

The idea is to try and set a lap time that you can consistently go around the circuit at. Points are deducted for the difference between the nominated lap time and the actual lap time. See the link on the website for more information.

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

The drivers welcome took place as usual with a reminder that this is a fun meeting and along with the written briefing, and a gentle warning about one or two things from our Clerk of the Course Dave R, it was up to the tower viewing room for a briefing for new competitors and Regularity Trial competitors.

The differences between a race and the Regularity Trial were explained especially the use of the safety car for the starting procedure. Drivers were advised to just take it quietly the first couple of laps to see how the track went and then to increase their speed once they were a bit more confident.

It was great to see Emma Bishop in her father's Fiat 850, Kaian Greene in his Grandfathers Ford Anglia and James Berry in his father's Ford Escort taking part in their first event.

Tim Neal had traveled all the way down from Fielding in the North Island in his Fellpoint Mini Jem to take part as well. The field of cars were all classics in their own right and I personally loved seeing the Left Hand Triumph Vitesse as I used to own a Vitesse many years ago and it was a "little sleeper" that I loved driving especially passing people up hills as it had a very grunty engine!



Kaian Greene drove Grandfather Neil's Anglia Superbly.
Image Credit - Enuuff Photography.



Emma Bishop took the wheel of Father Blair's Fiat and was quick and most importantly consistent.
Image Credit - Enuuff Photography.



Dave Berry handed the Escort keys to son James, who drove well straight out of the gate.
Image Credit - Enuuff Photography.



Tim Neal travelled all the way from Fielding to run his Magnificent Fellpoint Mini Jem.
Image Credit - Enuuff Photography.

CMRC Classic Regularity Trial - Karen Clearwater

The drivers were then dispatched on the practice laps. Oops looks like we didn't make it clear enough that you should be keeping within a few lengths of the car in front...leaving nearly quarter of a lap behind is a wee bit too much. However, after some gentle encouragement about this point and some discussion over the recorded times vs the times drivers (and their teams suggested times), Steve and I logged the nominated times into the spreadsheet. This is a marvelous little device where it takes the lap times recorded by the timekeepers and (as long as we did the conversion from minutes to seconds correctly) then worked out the penalty points. Our thanks go to Nick and Pauline who between them created a spreadsheet to do all the calculations. A couple of the drivers had set times that we felt were a bit slow but this is all about a driver gaining confidence and feeling safe going around the track.



Roland May brought along his immaculate MX-5 and ran well for his first time. We hope to see more MX-5's out on the track soon!
Image Credit - Enuff Photography.



James May's Mk1 Escort looks the goods, and James is getting quicker and more with every lap. We'd forecast this car to be double entered in Allcomers shortly!
Image Credit - Enuff Photography.



Kaian Greene drove Grandfather Neil's Anglia Superbly.



Kaian Greene drove Grandfather Neil's Anglia Superbly.



The Regularity Trial provides a new way for drivers to get involved in classic motor racing, and also created a special occasion for the Greene family, with 3 generations out on track. Neil Greene (Anglia) with Jamie (Red Datsun 1200) and Kaian (shown here driving Steve Pauling's Escort).

Image Credit - Enuff Photography.

After the first trial a couple of the drivers were advised to reduce their lap times. Emma especially had set a 1:51 but after the first couple of laps was already down in the late 1:30's. Kaian was showing the benefit of being a Stockcar Junior driver as he had taken to this like a duck to water. He had obviously listened to the advice from his grandfather and uncle and was taking some great lines. He was eventually the overall winner.



CMRC Classic Regularity Trial - Karen Clearwater

The second trial started better with most of the drivers settling down into their pattern however Connor had a wee problem and didn't finish. Emma by now had found her pace and Tim was just having fun in the wee green machine. Up in the tower we were watching the times very carefully as there is a breakout time of 1:20 which is approx. 80% of the normal lap time for a small/medium Pre 78. James Berry in his father's Ford Escort was getting closer and closer to this time. Break the time and you get a black and white flag as a warning, break it twice and it's disqualification for that trial.

The Pre 78's were on the grid for their race when "Oh no what's Blair Bishop doing!" Turned out a mechanical fault would rule both him and Emma out for the rest of the day. Kevin Telford the groups mentor on the track and off had also pulled out. The Triumph Vitesse was back out with the rest having fun for the final trial. Again we were watching the times as one car was getting closer and closer to the break out point. Looks like the Berry's might have to buy another car and James join his dad in the Pre 78's. Kaian was heard remarking to his dad that they needed to get another car so he could come racing. Kaian's Mum responded with "We've already got six cars....." Needless to say as both Kaian and his dad race Stockcars she was not impressed. Blair is now faced with a problem as Emma is dead keen to continue doing this and the wee Fiat may be under a bit of stress. All in all another successful day enjoyed by everyone who took part.



Connor Goddard continues to get quicker, and more consistent in his awesome Vitesse.
Image Credit - Enuff Photography.



Kevin Telford had a very busy day as one of the event scrutineers, assistant coordinator for the trial, and helping out in the pits with the other trialists. Driving his Peugeot 205GTi was probably the most relaxing part of the day!
Image Credit - Enuff Photography.

FINAL RESULT - AUTUMN FLING REGULARITY TRIAL

Surname	First Name	Nominated	Trial 1	Trial 2	Trial 3	OVERALL	RANK
May	Roland	99.50	5.97	8.17		7.07	9
Toswill	Phil	90.00		6.28	7.41	6.84	8
May	James	92.50		2.45	2.57	2.51	3
Goddard	Connor	89.00	2.45	DNF	3.41	2.93	5
Neal	Tim	98.00	4.52	13.07	DNF	8.80	10
Telford	Kevin	93.00	3.34	2.09	DNS	2.71	4
Greene	Kaian	85.50		1.08	0.79	0.93	1
Taffard	Mark	94.00		2.13	2.11	2.12	2
Bishop	Emma	99.00	9.31	3.46	DNS	6.38	7
Berry	James	94.00	3.07	4.98		4.03	6

Formula Libre - Brian Dixon

A disappointing pre-race entry of seven cars for our final event of the CMRC's racing season. Admittedly, 3 of our regular competitors were out with severe damage from the two previous meetings but disappointing to say the least with the open wheel brigade. The class lost another 2 cars prior to the race day which was unfortunate, this left an entry of 5 cars for the day.

It was a very cold morning start and a damp track after a good night's rain fall, we expected a few spins and with no heat in the track we were not disappointed. Our class being the first on the track for the meeting.

Great to see Hamish Corbett make the trip from up north to race his lovely little Bowin FF. Hamish had a sensible practice, feeling out the track and progressively got better and ended up winning all of his races.

I was excited to welcome Cliff Bruning from Blenheim to our group with his newly finished restoration of the Taliesin 1, SCANZ Sportscar. The CMRC's Autumn Fling was it's first outing since the rebuild was finished and was being used as a testing to sort out the gremlins that come with a complete new build.

In the first lap of practice Cliff had a spin (cold slicks and cold damp track). The second spin was due to coolant dropped on the track and back wheels problem which was fixed and racing was trouble free after that. I will follow up with more information in the Snoops Report.

Andrew McLean in the Nilmah was another to loose traction and ended up in the grass with no damage to car or driver. As the track dried Andrew got it together and had some close racing with Greg Mowat in his Clubman. Trevor Fairley's wife encouraged him to go racing again and these three cars were never apart all day.

Although just a small group they had bags of fun and to those that couldn't or would not enter you missed a great day to finish our season before the cars are pulled down for any winter maintenance.

I am looking forward to seeing a larger group entered for our Brooklands Meeting being held in September at Levels, Timaru.

Cheers and keep warm and busy until then,
Brian Dixon, Formula Libre Co-ordinator.



Cliff Bruning tests out the steering lock in his recently restored Taliesin 1

Image Credit - Philip Dickie Auto Focus



Greg Mowat in his Clubman.

Image Credit - Philip Dickie Auto Focus



Hamish Corbett came from the North Island to run his Bowin P6F

Image Credit - Philip Dickie Auto Focus

THE SNOOP

As mentioned in our Formula Libre class report, it was great to see Cliff Bruning out at Levels to debut his newly restored 1970's SCANZ Sports car. Cliff purchased the car as a basket case 18 years ago. It had been left under a tree for many years and was certainly worse for it when Cliff obtained it.

I did some research on it's history which was recorded in the book, 'Historic Racing Cars of New Zealand', written by Graham Vercoe.



The car was built by Gerald Barker originally with a 1420cc Ford motor. Gerald raced it briefly then sold it to Carey Barr then it moved onto Dave Ball. It was powered at that stage with a 1907cc twin cam Lancia. Cliff has informed me that some details in the book were wrong and it was powered originally with a Hillman Hunter motor then changing to a L6 Datsun, then the Lancia ??



The Taliesin 1 running in a SCANZ race at Manfield in 1986
Image Credit - Unknown



Cliff leads the Libre field into turn 1 at Levels at the Autumn Fling after a complete restoration.
Image Credit - Euff Photography.

Gerald then built another car, the Taliesin II in 1978. Both cars ran successful campaigns in the SCANZ competition having been runner up and third placings in 1980 – 81, 84 and 1985.

Cliff has kept and reused as much of the original car as possible in the restoration and it's first time on the track for many years was at the CMRC's Autumn Fling meeting this year.

He has quite a few items to improve on before it's next event at the Brooklands Trophy Meeting in September.



This angle demonstrates the "wedge" design of the car.
Image Credit - Euff Photography.

THE SNOOP

Cliff is no stranger to the Levels track. He has campaigned several cars with the Pre 65 Class. A lovely little A40 Farina, a Vauxhall Velox and a Chevy Nova to name a few. My favorite is the Black A40. This car is owned by Cliff's friend Peter but driven mostly by Cliff.

This car was purchased new and turned straight into a racer. It has raced at the Nelson Beach races and the Renwick Street races, Wigram and the rest of the South Island circuits.

The A40 has had a wide variety of engine types from the BMC units, Ford 120E and even a Ford Zephyr.

It was even at one stage running in OSCA and ran mid engine and with a rear wing (a bit different).

The great Pat Pascoe even campaigned it at some stage.



Right in amongst the PRE 65 action in the little A40.
Image Credit - Unknown



Not sure if the Falcon, or the trailer is getting some attention, but isn't half the fun of going racing, just getting there ?
Image Credit - Unknown

The plan was to rebuild it back to classic at some stage but with the extensive racing history any period would be acceptable I would imagine. Hope you all enjoy this brief report from the snoop on Cliff and his racers.

The following photos supplied by Cliff Brunning.



Right at home amongst the Cortinas and Anglias, the A40 was very competitive in PRE 65
Image Credit - Unknown

AUTUMN FLING 2026 - AWARDS

CLUB AWARDS

PDL Best NZ Special

Awarded to Terry Cartwright -

Perseverance - Terry keeps bringing his car out and trying hard every meeting.



Ross Clifford Sportsmanship

Awarded to Gavin Jackson -

Managed to avoid spinning cars, showing excellent driving and sportsmanship.



Peter Gendal Most polished Performance

Awarded to Luke Richardson -

Luke's new Alfa Romeo is a great looking car was driven well.



Lindsay Neilson -Best Performance

Awarded to James Berry -

James decided to borrow Dad's car for the Regularity Trial today. He sat his license in the morning and aced it, stewards observed him and said it was great driving.



Spinners Award

Awarded to Cliff Bruning -

Just practicing ! Multiple spins in multiple races !



Scott Auto Best Presented Saloon

Awarded to Scotty Johnstone -

His Mk3 Ford Cortina is well presented and looks great off and on the track.



Ransley Shaft - Hard Luck

Awarded to Ken Thompson -

It was the first time out in 10 years for Ken's Datsun 1200 Coupe. Ken had a oil cooler leak and tried to get on the grass out of the way but got hit by another car.



AUTUMN FLING 2026 - AWARDS

Volunteers Award

Awarded to Dave Remmerswaal -

the most underappreciated volunteer - does all the work and gets most of the flack if anything goes wrong.



CLASS AWARDS

Regularity Trial

Awarded to Tim Neal - Fellpoint Mini Jem

Came all the way from Fielding, has been adopted as a Southerner, so will the car be remaining here ?



Formula Libre

Awarded to Hamish Corbett - Bowin P6F

Great to see this combination out there giving it everything on track.



Pre78 Classic Saloons

Awarded to Jamie Greene - Datsun 1200 Sedan

Good clean racing and a well deserved 1st place in the last race.



CMRC Allcomers

Awarded to Steve Parker - Porsche 911

Fast and consistent all day.



VCC & Historic - Banks Peninsula VCC

Awarded to Greg Noller - MGA

Drievn well and went for back of field to midfield.



Brooklands is just around the corner, and so is Race Radio !

As documented in the previous newsletter Race Radio is a great new aid to assist in incident reduction for all competitors when out of the track. Race Radio will be in operation at the Brooklands meeting in Septemeber 12th, and whilst it will not be mandatory across all classes yet, Brooklands provides a good opportunity to start getting used to the equipment before it does.

To reiterate -

The benefit of direct contact with entrants is that it makes the meeting flow with communication such as call up to the dummy grid, indication of pit gate opening as well as race messages relating to yellow flag, slippery surface etc which are given immediately as the officials become aware. Most importantly any red flag incidents are broadcast so you know before you get to the next flag point. The CMRC will be making Race Radio mandatory in 2027 starting with our Southern Classic (12-14 Feb). Prior to that it will be optional for our Autumn Fling (9th May) and Brooklands Challenge (12th Sept) which is a great way to get used to it prior to 2027.

Recently at the Highlands FOS meeting the Vintage & Historic and the Nostalgic & HVRA classes had to use Race Radio. The feedback we have received was very positive and happy to have it as part of their equipment.

It was also made clear that you need to use the best head set by putting speakers into you helmet permanently rather the using the earpieces.

Here is the link to the Harris systems.

<https://harrisraceradios.com/products/gt-members-race-receiver>

There is a large number of Earpieces, speaker as well as cables available depending on the helmets involve.

<https://harrisraceradios.com/collections/race-receivers>

Bags to hold the receivers that can be attached to race harness or overall epaulets etc.

<https://harrisraceradios.com/products/receiver-bag-for-nitro-bee-xtreme>

Contact :-
Rex Harris



PRE RACE CHECKS - Nick Simpson

10 minutes in the shed can save hours of repairs

Just in case you missed this in the last newsletter, we thought it would be a good idea to re-publish this again as a reminder.

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

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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

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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

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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

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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.



MSNZ AGM 2026 REPORT - Karen Clearwater

Held in Wellington this year it was an opportunity to meet our new CEO Mike Hartley. Mike shared a bit of his back story and what he hopes to bring to MotorSport NZ over the next period. He is taking over the leadership after Wayne Scott and Deb Day have brought it back on track over the last couple of years. The work they had done was frequently acknowledged during the conference and the Awards dinner as well.

It was great to see this recognition of Wayne and the effort he has put into the management of our sport to restore its focus to being about the clubs and this is one of the areas that Mike is also focused on as the new CEO.

His passion for the grassroots of our sport did come through several times so it will be interesting to see over the next twelve months how this passion will benefit our club as well as motorsport in general.



The Friday sessions were on the whole quite good especially the session on club management and governance by Kevin McCaffrey. It was very pleasing to note that most of the suggestions he was making we are already doing as a club including having a well thought out Constitution, Strategic/Marketing Plans and policies such as our social media policy. Michael Masi spoke about the highs and lows of his experiences in motorsport and the value of good teams working together and the importance of having more than one person capable of doing a job. This proved very valuable in the Covid years when it was very challenging to continue running the F1 circuits. Jordie Peters spoke on the use of AI in our sport and where it can be helpful while at the same time acknowledging that it has a few hooks as well. It relies on good information being put in otherwise you can get rubbish out. The designers of the Sporty program which is used by MotorSport NZ to manage documents such as logbooks, membership and events were also in attendance to sell us their "VIP" package.

One of the better aspects of the day was when we broke into discussion groups and focused on what was and wasn't working for us as individual clubs and suggestions for how we can improve our sport. There was a lot of interest in our newsletter, which I had taken physical copies of with me, especially how much info was in it including safety etc. Well done Steve and the group co-ordinators who provide these articles. Also interest in the Regularity Trial and how we are using that as a method to attract new competitors.

I was pleased that the "call from the clubs to at least have some availability" of the Commission members to connect with those members at conference was listened to. An additional time on Saturday morning was added to the program to facilitate this. Hopefully next year this will be better planned as having all four commissions meeting around tables in the same room at the same time did not allow you to participate in more than one commission. The Historic Commission had only a small number at his table including me and the chairman was more focused on telling us what had been done in the past rather than opening it up for discussion between clubs dealing with issues in this area.

It was good to meet Tim Hill (NZ International Grand Prix delegate) and commission member who provided assistance in getting our regulations etc in place for our regularity trial.

MSNZ AGM 2026 REPORT - Karen Clearwater



The actual AGM was pretty short and sweet with the department reports having been sent out prior to the meeting. Financially we are in a much better position and now have a surplus that allows the following areas to finally be addressed:

Officials – addressing a lack of Recruitment, Training, Development, Recognition in all areas
Clubs – assisting in projects and development through the new “Club Assist Fund”

The elections were a mix of non-event or in my case a bunch of nerves. Emma Gilmore was automatically elected to the board unopposed as was Richard Kelly -Race and Helen Cameron – Clubsport. Tony McConachy was elected to Rally and Historic went to Mike Macready. Apparently, I missed out by a very small margin and it was interesting the number of people who I didn't know who came up to me later and said they were disappointed as they had voted for me for Historic Commission. However, that is democracy and the good news is that the “power's that be” have suggested there may be other ways to allow us to become involved. We will wait and see.

The Awards dinner was interesting as this year we had put forward a couple of nominations. Hamish Robinson in the Fiat Uno was selected as a finalist for the Lupp Trophy (see Article on his nomination). Unfortunately for Hamish the winner was Anna Collins, who many of our members may know through her journey through the ranks of go carts, formula ford and who is currently the winner of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in the McRae GM1 #004. Although I was disappointed for Hamish, he was honored just to receive the nomination and be invited with his family to attend the event.

I met his mum and uncle who were very proud of his achievement in being a finalist and who had thoroughly enjoyed the experience of being at the Awards dinner. I must admit he scrubbed up not bad for a boy from Tarras. I also caught up with Anna who was rapt at receiving the Trophy. She's another example of growing up with motorsport from an early age where family involvement is paramount. Her dad and grandad have been her and her siblings support crew through the years and you'll see them on the tools at every meeting she's at. We are privileged to have people like Anna and Hamish as examples for our Historic and Classic branch of the sport.

Next year's AGM is to be held in Christchurch so have a look at the Awards that are given out and see if there is someone you think is worthy of a nomination for recognition in our sport. It can be a driver or a volunteer and send an email to Paul or myself with the reasons why. It's our opportunity to thank someone or highlight their efforts for our club at a National Level.

HAMISH ROBINSON - Karen Clearwater

As part of the awards ceremony for MotorSport NZ clubs are invited to nominate people worthy of the award. They can be volunteers or competitors who match the criteria for nomination.

This year we nominated Hamish Robinson in his 1987 Fiat Uno Turbo for the Lupp Trophy.



Hamish in his very rare and very rapid Fiat Uno Turbo. One of the tallest drivers in one of the smallest cars. Image Credit - Colin P Lim.

The Lupp Trophy is awarded annually to the competitor who demonstrates exceptional sportsmanship, outstanding vehicle presentation, and who most embodies the spirit and values of Historic and Classic Motorsport in New Zealand, while competing during the season in a vehicle at least 25 years old.

The following is what we submitted to MotorSport NZ for his nomination where he was one of three finalists.

“At 14 Hamish became interested in his father Matt’s Fiat Uno and over the next 10 years has rebuilt the car into what it is today. The car has been described as the closest thing to a Group A Fiat Uno turbo in perfect period race trim currently racing. The car is always presented to a very high standard, and is unique in its own right which can create obvious issues around finding parts etc to maintain the car’s 1301cc Fiat Turbo 4 cyl and Fiat gearbox. It does not have much power, but is very light.

What sets it apart is its performance in Hamish’s hands. Hamish is an incredible driver, and he’s consistently quick making the car perform way above what it should be capable of. His car is at the very front of our second CMRC Allcomers class which means he frequently beats Porsche 911’s, 0 V8 powered muscle cars, rotary engine cars, and many very quick Ford Escorts.

Hamish’s sportsmanship is shown by his hard but clean, fair racing on track and his polite and helpful attitude off track. He is part of our up-and-coming family members who have taken over cars previously raced by other members of the family.

Comments from the CMRC Allcomers Co-ordinator Steve Keene

“It’s the perfect driver/car combination, and in my opinion the car could never go quicker than with Hamish behind the wheel.

Hamish has been racing the car for 5 years now and he has developed his skills along with the car. I believe he has talent that now extends far above the performance of the car. But along with his speed he is also one of the most polite, respectful, and honest drivers within the club, he will put his hand up if he has made an error, and always listens carefully to instructions or advice or briefing.

In any photo of a group of cars with Hamish included, the Fiat is always on the “ready line” to take advantage of any opportunity that arises, and if someone comes out of a corner slightly to slow, Hamish will be there ready to make the pass – however always cleanly.

HAMISH ROBINSON - Karen Clearwater

Hamish epitomizes excellent sportsmanship. Hamish is always polite, and fair on the track – I've never once heard any criticism of his driving from any competitor and he and his dad are always helping everyone around them in the pits. Matt and Hamish make an incredible team, they are happy to help anyone, they always will lend a hand, and will lend tools, and give parts out to anyone in need.

Hamish has always been a very good sports person, he was exceptionally talented at Rugby and Basketball as well.

A view, which I'm sure is shared with all our competitors, is that it is special to see a Father and son combination enjoying our sport to its fullest and doing it all themselves and on a very small budget.

And also aren't we lucky to have such a unique car in our group, I would hasten a guess there isn't another one racing in NZ and POSSIBLY even in the Southern Hemisphere, so they have to do it themselves, it's not like there is a lot of parts support or advice from other owners they can rely on for assistance."

Hamish is in my view a top class person, a great sportsman on and off the track, and a fantastic asset to Classic Motor Racing, and I would think a great inspiration to any young person who would like to get involved in motor racing on a budget and in a car THEY would like to race."



A perfect example of Hamish's style. Peeking up the outside, ready to turn in and try and inside line on the exit of turn 2. He would end up leading the race with Mike Smalls Mustang in hot pursuit !

Image Credit - Josh Kelly



Down the inside of a very quick RX3 Hamish uses the incredible cornering ability of the Fiat to make up for the limit of its straight line speed.

Image Credit - Eneff Photography

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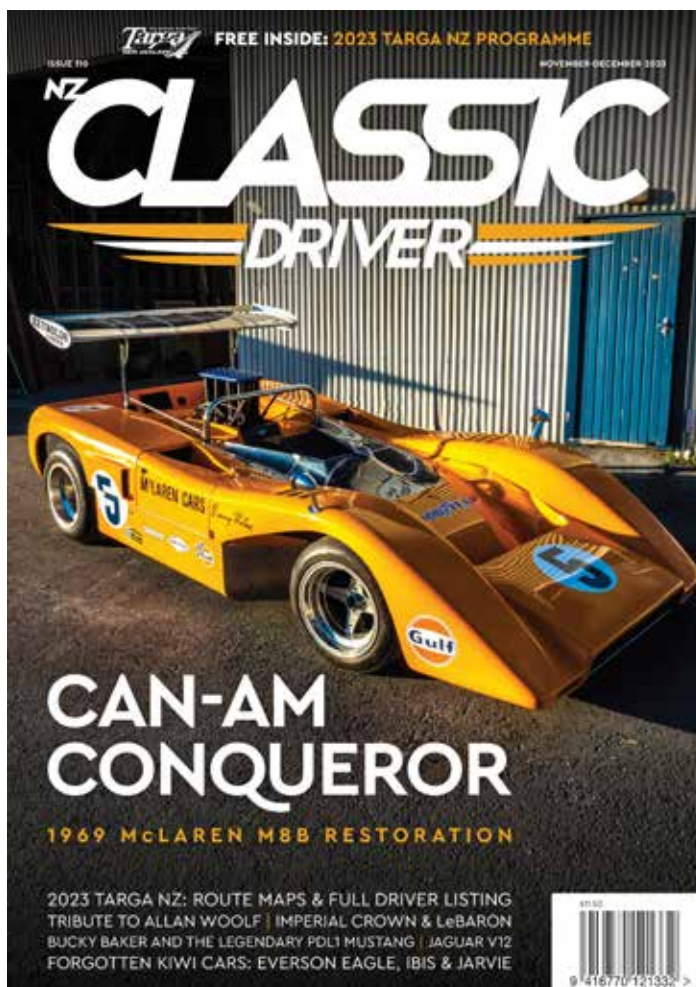
I'm sure it goes without saying that more than ever, we all understand the value of partnerships, and our club would again like to take the opportunity to recognize and say thank you to our loyal sponsors of the Southern Classic 2026.

These business backed our event, and provided us all the opportunity to come together and enjoy our sport, and as a club we are sincerely grateful of their assistance.

Please remember to support them when and wherever possible.

NZ Classic Driver is a publication created by Allied Media, who also produce 03 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.



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CAPTURING THE MEMORIES

The Classic Motor Racing Club would like to say a heartfelt thank you to our loyal and supportive group of Photographers who attend our meetings and brave the elements to capture the images which provide a backdrop to all our racing memories.

Their work is a huge contribution to everything we do behind the scenes in promoting our events to the world on social media, providing content for our programs, and keeping historic reference of events through our newsletters.

If you are to aware you can go onto the classic motor racing website and visit the gallery at any time and see if your car or antics have been captured on film, and what's even better is you can contact the photographer directly to purchase high resolution images for your own use.

The possibilities to use the images are endless, but we will leave these example here for thought, remember, Xmas is only 6 months away !



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 Southn Classic 2026 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.

PADDOCK PIC's

Veteran Photographer Colin Lim took a stroll through the paddock to catch up with a few drivers and grab a few shots of the machinery standing still.



Tim Neil drove his rare and rapid little Fellpoint Mini Jem all the way from Palmerson North to run in the regularity trial.

Image Credit - Colin P Lim



Allistair Campbell makes last minute checks to his beautiful Afa Romeo GTV

Image Credit - Colin P Lim



It sounds as good as it looks ! The intake trumpets of Luke Richardsons V6 Alfa Romeo.

Image Credit - Colin P Lim



The Alfa 33 of Luke Richardson next to his "matching numbers" campervan !

Image Credit - Colin P Lim



Gerald Hargreaves's Jaguar Xj6 alongside his daughter Belinda's BMW.

Image Credit - Colin P Lim



Barry Dorkings stunning Alfa Romeo GT gleams in the afternoon sunshine.

Image Credit - Colin P Lim



This shot gives attempts some sort of context of size between James May's Mk1 Escort and Tim Neals Tiny Mini Jem which Tim drove all the way from Fielding.
Image Credit - Colin P Lim



One of these things is not like the others !
Image Credit - Colin P Lim



A close up of the beautifully executed Zakspeed rear flare installation on Brett McCulloughs Escort
Image Credit - Colin P Lim



There is nothing that the Robinson team cant seem to fix or help with.
Image Credit - Colin P Lim



Mike Small was back on track with his stunning 67 Mustang. A car which plays an accurate tribute to the late great Ian 'Pete' Geoghegan
Image Credit - Colin P Lim