



Patron: Howden Ganley

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Up and COMING CMRC EVENTS:

Date.	Event	Venue
13 May	Autumn Fling	Levels Raceway
1 st & 2 nd September	Brooklands(2 nd)/AGM (1 st)	Levels Raceway

President's Comment

The South Canterbury Hydraulics meeting was an outstanding success. The weather did its part and so did the competitors which allowed us some great competition. It was a fitting celebration of our 40th anniversary.

When running a meeting of this scale there are many people that I should recognise and thank. The danger in doing this is that I may miss mentioning someone and failing to acknowledge their contribution. Firstly, let me thank our loyal sponsors and in particular our naming sponsor. Your support is truly valued. I encourage our members to support these businesses wherever you can.

The members of the executive and race committees have all put in many hours of work. We are a fortunate club in having so many dedicated and capable volunteers. Much of the work is unseen and not immediately visible to the competitors or the public. Nevertheless, their efforts are pivotal in ensuring that race meetings run smoothly. Thank you all.

I also want to give a 'shout out' to our members who supported this event. On behalf of the executive committee and the race committee I wish to thank all of our members who have raced at our last couple of meetings. I believe that you can measure the strength of a club by the involvement of the members. If this is correct then we are in good heart.

As part of the follow up to our biggest event we sent out a survey. Getting opinion from our members is one of the goals in our Strategic Plan. I wish to thank everyone who responded. Typically, voluntary surveys have a low response rate but you gave us a great number of responses and comments. These have been thoroughly analysed and will inform our future planning for our events.

Planning for future meetings has already begun!

Our next event is the Autumn Fling which will take place at Levels in May 13. We have, once again, taken the decision to keep the entry fee really affordable for our members. At \$120 this represents outstanding value for the racing that will be provided. We are just in the process of finalising the Supplementary Regulations for this meeting and getting a permit. Information will come to you as competitors very soon.

Even though the dust is still settling on the SCH meeting, we are already negotiating with classes who will race in 2024. Exciting times ahead!

Nga Mihi
Nick Simpson
CMRC President

Editor's Notes: A big pat on the back to the SCH organising committee. Eight big grids covered by 150 or so entries. Also, to race control, that's a big mob to keep track off. In addition, the handicappers were magic, more than once yielding results down to a few hundredths of a second. Not forgetting our spectators, a wee sample off whom I got to chat with, as I wandered and admired the cars they arrived in. An exercise well worth the effort.

One of those chats was with a chap who had been a handicapper in the good old days. It's an art he said, no good just relying on a calculator and lap times. The art and the skill in it is how much to allow for baulking and off line cars as the field compresses during the race.

Also, a feel good chat with a new fan. A Canadian maker dropping in on a whim, having seen the advertised on a road side hoarding and thinking - something different. She was carrying the photographic equivalent of a small bazooka and herself immensely.

The last chat was an end of meeting one with a group that has never missed a meeting. Parked up the same place, their chairs up against the fence before kick-off, and stayers to the end.



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Leaving my wandering to be topped off by a nearby McLaren with a personalised plate to die for.

So to the racing.

Given the size of the fields we could be forgiven for thinking that this was a Classic saloon car meeting. Such was the predominance of saloons over the other cars. From a spectators point of view, outside looking in, there was often little difference between one grid and another. But not so from the inside looking out where twelve races over two days keeps everyone on their toes and the only other car that matters is the one that you are dicing with right now. That said there is a subtle difference between an historic car and a classic one. Essentially one raced when it was young, and the other didn't. Yes, it would be nice to see more of the former, but given their value they tend to get tucked away in garages and museums.



Getting those cars out of those sheds was not a problem for the **Historic and Vintage race car groups**. Thirty six entrants through two grids (Skopec & SCH2023) would have been the biggest field for these cars in some time. Thank you all. My camera twitched every time I walked past one. But vintage is a word that changes from time to time. When I was a lad in the '60s the cut-off date for when a car could be regarded as "Vintage" was 30 or more years old. A bit of creep over the years brings us to the current cut off point for vintage race cars being 1965. The years given in the entry lists are either the year of build of the car or the year of the era that the car represents. Retrospective specials indeed. The car in the photo is Murray Frew's 1929 Chrysler based car. The races themselves went to the two Barrett Lotus 23s and John Rapley's Brabham BT2. All replicas, and all close to that cut-off year. In the meantime, our Race Chairmans Jaguar Special took on a fixation for the hairpin marshalling point. An intermittent ignition fault that appeared at more or less the same place on the second lap of every race and refused all attempts at repair. Damn! Murphy can still bite at times.

The f

Formula Libre field was also big, thanks mainly to the Historic Formula Ford group who made the journey south. On the opening laps the field would stretch out to encompass the entire back straight, settling into a few squabbling groups as the race went on.

Plenty of people to dice with. Break free of one group and attach yourself to the rear end of the next one. Repeat until satisfied. By meeting's end the snoop was very satisfied indeed. A series of fastest laps yet for the Van Dieman Mondial and still a group shimmering in the distance to aim for. One more lap would have done it.



pirouette. Nothing solid or vertical

and fittings took a pounding from the tarmac. All was replaced or repaired in time for the afternoon races. Well done team! Well done.



The **Sports and GT** cars had their first race disrupted by a red flag. John Mines had the JRM humming nicely until its right-hand side rear wheel parted company and parked itself on the edge of the track while the rest of the car went into a slow motion

was hit but the rear suspension links

Classic Saloons: One of that repair gang was also racing in the class. But rubbing is racing I guess and a full race dice with a last lap touch up saw a swap of paintwork between a couple of cars and maybe a few swear words. Post-race a few more words were exchanged in the paddock, the cars being parked almost flank to flank. Never the less a quiet place was found to talk things over, concluding the exchange with smiles and a handshake. Thank to both of you to you.

Now comes the noisy bit. From both sides of the fences. The **Mobil 1 Mainland Muscle Cars** provided the show, and the spectators showed their appreciation. Our meeting provided the Muscle Car group an opportunity to fit in a couple of their championship races. A nice dovetailing of needs. These are today's race cars. Someday soon they will bridge the gap and become Histories in their own right. Keep coming back, somewhere out there a little boy waits.

In search of Jimmy's Line. If you spend time watching a big saloon field you will see that their normal line through Castrol Curve is a nose to tail trek on the high side of the corner with ducking and diving left out until the cars reach the back straight proper. Jim Little was always worth watching on that part of the track. His many Chargers finding a way to duck underneath the car immediately in front of them before coming to the straight itself. I never did figure out how he did it, but he would leave the curve, now on an inside line, fully alongside the car he had been tailing. But now travelling quite a bit faster than it was. A bit more chat with the punters on that corner confirmed that while Jimmy is retired, the fan club remains. Confirming both that the line was real and that none of them knew how he did it. A bit more watching established that the current driver crop doesn't know either. Now there is a challenge! (Photo courtesy of the TNF website)



SNIPPETS FROM THE SNOOP

Hello fellow racers. The racing season is certainly in full swing at present and many of you will have been competed in one or maybe the three of the Southern Festival events just passed. We had so much fun when I took the Van Dieman up to Manfield a couple of years ago that we decided to attend the M.G. Classic once again in November 2022. We were in the Classic Single Seater Class which comprised of Formula Juniors, Formula Fords and a couple of the Historic Sports Cars. A good mixture of cars which gave everyone somebody to play with. The weather was not good with three races being declared wet. I have no wet tyres as yet, although Wayne Murdoch has kindly made available a set for the rear. Thanks Wayne. So only the front tyres to obtain now. If anyone has a set of front 180 or 200 x 55x13 Michelins if possible that are surplus, please give me a call on 027 4310395.

SKOPE.

As always, a large entry and is regarded by many as the premium classic event in New Zealand. The two classic meetings that follow this meeting are equally up there by their picnic styled events. Apart from a couple of glitches, the Van Dieman ran pretty well in the extreme heat over the three days of the meeting. All classes were well represented and our Formula Libre class was no exemption. Scrutineering was very vicious with Roll hoop heights being strictly adhered to. I am slightly confused, as when my fire extinguisher was checked they got a bit stropky as the tag placed on the extinguisher had been damaged with the seat rubbing on it and making the date of service unreadable but then they commented that as it was a plumbed in unit, it did not matter!!!

South Canterbury Hydraulics Southern Classic

With having stepped back from organising after the CMRC Autumn Fling Meeting 2022, I had no idea what to expect after quite a few years in being involved but both Dianne and myself were a lot more relaxed and our racing went pretty well with both the car and driver and the lap times were great. The Saturday night function had changed from the on-site marquee to the Phar Lap Racing rooms on the outskirts of Timaru and went well. However, I myself still prefer the function being held out at the track. I was very humbled by the rousing applause when I was presented with the Les McGraw Trophy. Les was a great friend of ours over the years from when I joined the CMRC and was instrumental in getting me onto the committee and finally as President. Thanks for everyone's kind words during the evening event. Getting that award was very special to me.

TROPHIES AND AWARDS

CLUB TROPHIES:

PDL – Best New Zealand Special	Russ Haines	MG V8 Special
Ross Clifford – Sportsmanship	Tracey Barret	Lotus 23C Replica
Peter Gendal – Most Polished Performance	Gregory Scott	Brabham BT21 Replica
Lindsay Neilson – Best Performance	Rhys Gould	(Two cars, busy boy)
Spinners Award	Alister Campbell	Fiat 128
Scott Auto - Best Presented Saloon	Matthew Robinson	BMW 635
Ransley Riley Half Shaft – Hard Luck	Alan Radburn	Mini Cooper S

SCH CLASS TROPHIES:

Blueprint Historic Vintage Racing Assn	Matt Coory	Ford Mustang
VCC Banks Peninsular Vintage and Historics	John Rapley	Brabham BT2R
AF Southgate and Sons Sports and GTs	Trevor Fairley	Lotus 7 Replica
Paul Smith Earthmoving Classic Saloons	Graham Fraser	BMW M3 Evo
Kelford Engineering Services Pre 78 Saloons	Gavin Jackson	Triumph 2.5PI
South Canterbury Hydraulics Mobil 1 Mainland Muscle Cars	Tony Densem	Holden Torana A9X
Leitch Motorsport Formula Libra	Robin Longdon	Lola T342
Million Dollar Cruises Historic Sports Sedans & All Comers	Paul Andrews	Ford Escort Mk 1
Historic Sports Sedans & All Comers GP & MMC	Chris Hatton	Chevrolet Camaro
HVRA & pre 78 Classic Saloons GP	Leon Hallett	Mustang

SPECIAL CMRC TROPHIES:

David Brown Memorial Trophy

Less McGraw Trophy

Ron Brooking Trophy – Enjoyment of the Sport

Adrian Dobbe

Brian Dixon

Ethan Kemp

Vauxhall Viva HB

Van Dieman RF84 FF2000

Citroën Spyder Special

TERETONGA Speedfest.

We had decided to go the whole hog and support our Southern friends at Invercargill and stopped off at Timaru to break the trip down. The classes were mainly small with the exception of the Pre 78 Classic saloons and the Club Saloons. I felt a bit sorry for Norma and team as the loss of the Touring cars to the up-and-coming George Begg Event. The racing was great until Sunday afternoon when the rain arrived affecting the Single seaters and one other class. As a result, the racing finished early which must have been disappointing for the spectators. However, this was another great event.

While at Teretonga we gave our spare ticket to Gary Arnold's (FF1600) sister and had a great chat with her. She had been a swinger on her husband's road racing sidecar bike a few years ago and now has purchased a Formula Ford. She plans to join the CMRC and go racing next year.

I was looking forward to watching the 3 Sports Racing cars (Scanz) together at Teretonga. Royce Bayer's Typhoon, Sam Smith in the Rhubarb Mk3 and Gerald Duncan driving the Sid 2. All three of them were important cars in the mid 1970's, unfortunately, the Typhoon did not race due to rear axle damage at Levels. There are a few more of these Scanz cars under restoration at the moment. I called into John Sloan's garage to check progress on the Scorpion rebuild. The car is almost completed with wiring and paint just done. It will be an awesome car when finished. Sadly, John is a fabricator & car builder and not a driver so for us to see it on the track he will need a driver. John has also got the electric motor and gearbox fitted to the Formula Ford that he and Derek are building. They have stopped work on this until they can purchase the batteries needed before the car can go much further.

John Armitstead (Mini man) has bought back his Torana XU1 which was previously raced by Timaru's Graeme Sargent. Graeme campaigned this car for many years with the CMRC (the window on the car indicate some of the years). Rumour has it that John stage up to 9 Torana's in his



I have finally started to restore 7 Series 3 Rep. which was damaged at Manfield in 2005. The poor old seven has been hiding under covers in a lock up since then. It has been taken back down to the chassis which has to be repaired. Hopefully, this will be a 12-month repair and I can get her back out onto the track.



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Editors Page: A Feel Good Story with a happy ending.

Extracted and paraphrased from K.B. Hopfinger's book of March 1954 "Beyond Expectation".

One day in Germany, in 1945, near the town of Fallersleben in Lower Saxony, a group of American G.I.s encountered a small deputation lead by a Catholic Priest, a Franciscan Friar and an Engineer. This little deputation had come from a township, not far away, that was being harassed by a bunch of unruly Russian and Polish ex Guest workers. The ex in that description arising because, a day or so earlier, the troopers keeping tabs on the barrack compound had disappeared in the night. Leaving the guest workers free to roam.

The initial response of the G.I.s was along the lines of "Serves you right, you started the war, sort out your own mess." But the engineer in the deputation spoke with an American accent. "There are more than thirty children in our town he said. All of them are American Citizens".

The town was Wolfsburg. A town so new that it did not appear on any maps. The engineer was one of many American mass production experts who had been persuaded, pre-war, to take up jobs in that town. They made Volkswagens. The G.I.s were soon on their way with a new message, delivered to the children by a man wearing a strange uniform and saying something to them in a language they had sometimes heard Ma and Pa speak. "Hello Bobbie, President Roosevelt has sent me..." When things got troublesome a volley or two from their Armoured car did the trick. Law and order was restored. The next day eighty Sherman tanks rolled in.

In essence Wolfsburg was a town and a factory not owned by anybody. But having been the property of the Nazi Labour Organisation it was regarded as a "prize of war." But no-one wanted it.

Fortunately, it also had repair and maintenance assets quickly appreciated by the British Army, in whose sector it lay. Still, no-one wanted it. In 1948 the British Army handed the factory back to the German Federal Government. It would be administrated as a trusteeship between the Federal Government, the province of Lower Saxony and the employees of the plant. At that time the plant employed 10,000 people and could produce 45,000 vehicles per year.

The town and the factory were a legacy of Ferdinand Porsche. From 1898 onwards, when he got his start in the motor industry, the making of a small car for the masses had never been far away from his thoughts. But the big motor companies for which he worked did not share his vision, leading to a series of walkouts and resignations until he set up his own design consultancy in December 1930. A few months later a project number was allocated to a design study entitled "small car". He was well aware that if it ever became a reality, it would need more financial support than he could provide. Otherwise, it was a project like any other. (The Auto Union race cars were built on the same basis). The objective in each case was the same. Complete the design work and then find someone to pick up the idea and run with it.

The "small" car that emerged from the drawing boards, in December 1931, was beetle shaped with two doors, four-wheel independent suspension and a rear mounted three-cylinder air cooled engine. Sounds familiar? But who to partner with? The German Motor industry was caught up in the great depression as as much as anyone and none were prepared to consider such a car.



So, the project was offered to motorcycle manufacturers. Firstly, Zundapp and then NSU. Both expressed an interest. Here was a small car that the owner of a motor cycle today could perhaps afford later when things improved. It was the Zundapp managing Director who coined the term "Volksauto". (Peoples car to you and me). But the then state of the German economy prevented Zundapp from going any further, and NSU tripped over a prior demarcation arrangement with Fiat. Even so the project showed promise, and

shelved until some later time. Much like the man with the motorbike!

When the opportunity came it was politics, not economics, that got it back down off the shelf. Hitler saw political capital in a peoples car. Would Herr Porsche please prepare a feasibility study for such a thing? A car for every garage, two doors, room for a family of 5, economic to run, reliable to use, air cooled and sold at a price.

When Porsche asked “at what price?” the reply was “anything at all below 1,000 Marks” That was a shock. Had Zundap or NSU been able to proceed the car might have come to market at 2,000 Marks. But 1,000? That would be absorbed by the material and labour costs alone. Ferdinand would use the NSU prototype as his starting point, see the photo above, and redesign to meet the Government requirements. But he would not commit himself to any cost price. He would be very vague indeed about that. The feasibility study was signed off in January 1934 and details of the plan were released a few weeks later at the Berlin Motor show. “One must have the courage to face problems, said Hitler, and what cannot be solved within one year may become an established fact within ten.”

The German Motor Industry saw this as political hog wash. Few thought that the small car hint would ever become Government Policy. But the policy makers were undaunted. It was Hitler’s wish that the car be sold for less than 1,000 Marks. Perhaps Dr Porsche would now consider how the price of the car could be reduced?

In May 1934 a request was made to proceed with the development of a Volkswagen. This request did not come directly from the Government. It was routed instead through the German Society of Automobile Manufacturers. (It was expected, for budgeting purposes, that each would supply certain components). Porsche was to provide three prototypes as fast as possible. The first to be completed within 10 months. Supposing a production run of 50,000 vehicles, the projected manufacturing cost was not to exceed 900 Marks. There was nothing in the request to say that the car would be produced and sold, and the cut-out arrangement with the German Automobile Manufacturers remained. It was to be the Society’s job to develop the car. Individually none of them had any interest in a small car. But collectively their industry as a whole was a different thing, and the alarm bells were ringing. Just assuming” mused the Society. If Hitler goes ahead with this plan what will happen to our private industry?”

They were soon to find out. The design study had been routed through the Society, but the economics of mass production meant that the next step would need to be a Government project.

Opel were the first to stumble. General Motors, the owners of the Opel Company, offered to make a smallish car at around 1800 Marks. (Pretty much where Porsche had been with his vague, but unstated costings for the early experimental cars). The offer was rejected. This was to be a German project, not a foreign one. Never the less a smallish Opel was displayed at the Berlin motor show at 1,450 Marks, but when Herr Opel said to Hitler, “This is our Volkswagen”. Hitler walked out on them. The practical selling price was still a long way away from the political one. It was now clear that if the Volkswagen was too be produced at all, it would be by Government decree. What this might mean to companies caught up in it soon became clear. The small Opel would eventually be produced, but a Reichstag order had established Government control over the supply of iron and steel, and Opel applications for such were often refused.

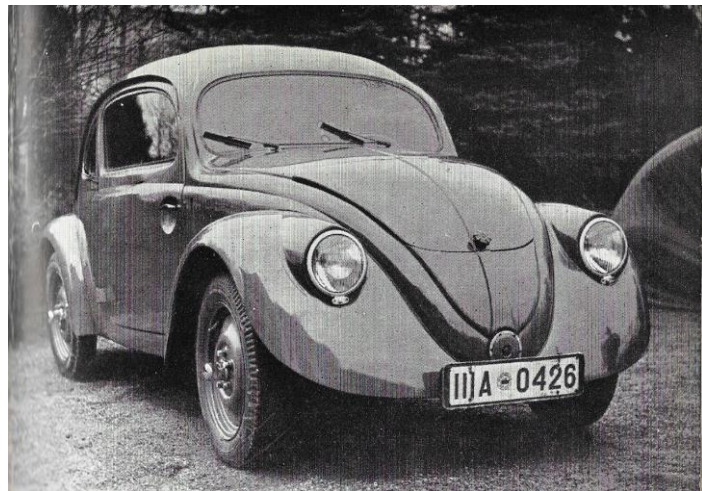
An absolutist Government running a command economy can do all sorts of things! And do them they did! Compulsory acquisition of land, 24 square miles of it, a modern factory with state-of-the-art machine tools, presses and modern mass production methods. A brand-new town to accommodate 90,000 people (the workers and their families), along with a cadre of production engineers familiar with mass production on such a scale. The plan was to produce 500,000 cars per annum, rising eventually to 1,000,000. There was nothing in Europe like it.

It would not be difficult to obtain labour to build such a big plant. But experienced production engineers would be a different matter. A delegation to America signed up German speaking Americans to become the mass production experts in the plant. Even if it did not yet exist. The foundation stone was laid in May 1938. The town itself appeared on no map, not even German ones.

But we have got a little ahead of ourselves. The three prototypes were late in delivery and the price problem was not yet solved. The prototypes had been ordered in 1934 on a ten-month delivery schedule but were not delivered until October 1936. They had been assembled in the Porsche family garage. A big one to be sure, but he wanted them to be as perfect as he could make them. In accordance with the contract each was to be subjected to an endurance test of 50,000 km, observed and recorded by the Society's technical staff. The home base for the tests was also the home garage and the cars were run on a mixture of Autobahn and Black Forest loops. As soon as a car came in its test data was handed over, the car was refuelled and serviced and taken out again by a new crew.

The Society's report was positive. General performance was satisfactory, road holding characteristics likewise, and fuel consumption was within economic limits.

Troubles and short comings had been experienced but had not fundamentally affected the general performance of the cars and rectified without any technical difficulties. deemed advisable to continue the development of the vehicle, but by now the companies were out of the picture.



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Politically if something could be done in with private capital in many plants, then there was no reason at all it could not also be done in Germany. There was no going back, and now that Porsche was entirely responsible for development of the Volkswagen he could incorporate additions and modifications based on the previous prototype test.

the USA,

Finance was also no longer a problem, but no one could start mass production on the envisioned scale with cars that had only been tested for 50,000 km. A second test round would give a further 30 pre-production cars as much experience as possible in the shortest possible time. 2,500,000 km of it. Reluctant as they were to countenance small cars Daimler Benz were required to build this round of pre-production prototypes. And to develop the jigs and presses that would eventually be needed to make them. Required is the right word here. No one argued with Hitler.

By the end of May 1937 Mercedes had delivered 30 cars for the first testing round and 200 troopers had been press ganged to drive them. Over the next 4 months Porsche collected an accumulation of test data to an extent never before attempted by a European manufacturer. When the first 30 cars had done their bit they were replaced by another 30. The same again please, but this time in winter.

The price conundrum was solved through a savings scheme with a built in Government subsidy. It might cost more than 1,000 Marks to bring a car to market, but the subsidy would cover the gap. No one would pay more than 990 Marks on their side of the deal.

The foundation stone for the town and factory was laid just two months after Germany stormed into Austria and two days before the same order was given to march into Czechoslovakia. The world had changed. With Germany now on a war footing finding labour to build the plant was a hard ask. There was no unemployment in Germany. But over in Italy there was plenty. A wee chat between the dictators and the plant was erected by an

Italian workforce. Even so things went slow. By the end of 1940 it was still only half completed. The Italians had gone home, replaced by forced foreign labour. Up to 11,000 guest workers at any one time. It was elements of this workforce that were troublesome when the guards vanished overnight in 1945.



At the same time hordes of people from the area around Wolfsburg descended on the plant with plunder in mind and some of the guest workers joined in. Can't say I blame them. Hence the delegation of Priest, Monk and Engineer that began this story.

For all of the political attention and all of the money laid out on the project the plant had very little influence on the war itself. Nor

was it a commercial proposition when it was handed over to the trustees in 1949, still operating with machinery installed prior to or during the war. Much of which had been salvaged from the rubble of war time air raids and the mayhem and looting of 1945.

A post war assessment of the plant showed that had the war not intervened, even if the Treasury had been prepared to subsidise the plant for several years, it would still have taken at least 10 years to become a standalone commercial undertaking. Given the fact that no-one, in 1949, had wanted such an orphan its face value in the hand over year was next to zero. The trustees got a good old-fashioned bargain. In that year they made and sold 45,000 or so cars. In August '55 the millionth VW left the factory.

Twenty million cars later, in 2003 the last Beetle made rolled off a Mexican assembly line. Not bad for an orphan that no-one wanted. The rest, as they say, is history.



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www.classicmotorracingclub.nz

Remember this is your website and you can add photos to it to make it more interesting.

The latest entry form is always on the Website as is the membership form.

