



COMMITTEE : A.Robertson, R.Toshach, M.Smit, S.Spencer-Bower, M.Collins, M.Elder, R.McKenzie, R.Low, D.Christensen, R.Noble, S.Paterson, M.Butchart, D.Wilson, I.McKeown (Technical subcommittee) JUNE 2020

Hi Everyone

Welcome to the June newsletter, and on Sunday afternoon, wasn't it great to see some real motor racing again with Supercars at the Sydney Motorsport Park. I'm afraid the novelty of Sim racing wore off for me some time ago and that has been reinforced by the reappearance of the world's best tin top series presented by the world's best commentary team. A very fit looking Scott McLaughlin picked up two wins with Nick Percat winning the third race in a Brad Jones Racing Commodore. Good to see the smaller teams getting amongst the trophies.



Although Sim racing in my book is a poor second to the real thing, it undoubtedly has a place as a training and promotional tool. It is very much with the latter in mind that your committee is having a good look at running a winter Sim series in 2021 which hopefully will include our South Island tracks. Whilst the sophisticated simulators like the MotionForce example in the classifieds are eye-



wateringly expensive, the basic stuff isn't.. The set-up on the left, (Logitech G29), with a gearlever, will cost about \$600. Get a sporty seat from the wreckers, make a frame to hold all this in the right places, and hook it into the computer monitor or

even better the wide screen TV, and you're racing. Be patient for eleven more months while we get our ducks in a row. In fact the negotiations to have this setup in the lounge may well take that long anyway !

Earlier in the month we had our annual "have a go" day. There were eight participants, and with people coming down from Auckland, Nelson and up from Invercargill and Dunedin as well as some locals, we just prayed for a fine day, 'cos there is no way we would send newbies out in the wet. Happily our prayers were answered, the cars ran well all day and people enjoyed the experience. We try to make it an occasion with food and drinks, and this year a static display of cars with the signwritten podium Canter as a backdrop. The cars do sell themselves and people





never cease to be impressed with how well they go. Interestingly, of the eight, at this stage four will end up in a car next season, with a visitor also booked in for a test day in July who has the same intentions



The display illustrates the range of classes

Nearest : Class one Van Diemen

Class two Stealth #9

Class three Reynard: post 30/6/80

Class three Van Diemen “

Class three Lola pre 1/7/80

Class three Van Diemen “

The news is still positive for our SIF1600 Championship series. I did predict in the last newsletter that we would have a chance of reaching fifty expressions of interest for the upcoming season and that now looks likely. At the moment the tally is forty nine including three scholarship cars still to be placed ; not the worst situation in the world, and the changes and growth is exciting.

The two Andys; Robertson and Downs, went to Invercargill and back on Friday to bring the Heffernan Stealth back in the trailer. I suspect this car is unique in that it is the only car on either side of the Tasman to have won the national title in both countries. Certainly looks different in orange; the photo was taken when it ran in Australia. Mr. Downs is the proud new owner.



Another car to find a new owner is the Michels SJ12 Mygale. Just goes to show the wisdom of advertising in the newsletter. Rick advertised for ages on Trademe with no luck whatsoever, but it only took one ad in the newsletter..... Apparently it is going to live in Cromwell and race in our series...brilliant.





One of the really pleasing developments for the Championship is the growth of class one for next season. We have always been strong in class two and three, but not so in class one. Well that is changing. Along with the aforementioned Mygale, there is the newly arrived ex Newgarden Ray for



Ryan Low, and presently on the boat is a container with a further four Rays, three of which will live down here, with the red one going up North. Apparently the cars are screwed down to the floor. The container has a small second floor with all the extra body work on it. The interesting thing is that clearly there is room for a fifth, which at \$4000ish for the container, would make the freight very reasonable. AND what you see is not all. There is at least one more coming...it just needs to be built! The understanding is that the four class one drivers who competed last season intend to do so again, and if we add the five Rays plus the SJ12 Mygale, that would be ten class one cars. Toss in the quick Stealths such as Jack Noble-Adams and James Penrose and maybe others as well, and we will have a keenly contested championship.

Much as we as a committee are pleased with the support we receive, we are well aware that organisation is paramount to run a successful series, and that starts with our members knowing the race dates. To date it simply hasn't been possible to finalise a season-long calendar. As a committee we feel bad about this, and none more so than me, but the situation is a consequence of the Covid-19 pandemic which is making it fiendishly difficult to organise the Speedworks rounds. The TRS drivers and others, IF they are allowed into the country, will almost certainly have to quarantine for at least two weeks. It is highly likely that this will delay the start of the the TRS series which then leads to date clashes for at least one of the January rounds. For our part we felt our competitor members enjoyed the Speedworks rounds last year, and we indicated in our Expression of Interest that we were interested for this season too. Geoff would like to have us, but post- Christmas, nothing has been finalised. However for what it is worth, here are the pre-Christmas rounds and dates:-

V8 SUPERDRIVE





Mike Pero Motorsport Park Ruapuna 31/10/20 – 1/11/20 Wigram Revival meeting

Levels Raceway Timaru 7/11/20

Teretonga Park 5 – 6/12/20

At the moment it is uncertain whether we will have three or four rounds in the New Year, but as soon as we know you will.

One of the things we can justifiably be proud of is our association with Garry Orton and his US based Crosslink-Kiwi Motorsport F4 team. In recent years Michael Collins, Ryan Yardley and Bailey Paterson have worked for the Kiwi Motorsport team. There is a chance that Jack Noble-Adams will travel over for the two day F4 free test drive opportunity that Garry offers (although certainly no travelling this year). This is another component of Garry's package, but



the biggie is the series drive with the best team in the eighteen race F4 series. At north of NZ\$ 200k, this is far from free, but just the same, in motor racing terms it is extremely reasonable with excellent opportunities for the winner; namely an expenses paid US F3 drive. Win that and you are well on your way to your first helicopter. Europe, in comparison is far more expensive for much longer. It would be nice if the Club had a gold mine to make the initial step easier. I'm sure our Champs would account for themselves well.

As a little aside, if we are talking overseas racing costs, I had an email from Trevor Stiles recently. He and Ben are going testing at Brands Hatch about now. 800 POUNDS !! NZ\$1600 !!! but wait, there's more, Trevor says they expect to get about two hours in. Unbelievable.

Our Articles have been sitting at MSNZ waiting for a calendar. Some of the changes have been signalled, namely the "first come first served" policy. Other changes are that where your Club is responsible for collecting entry fees, there will be no additional charge for lateness. We will also consider refunds taking into account circumstances. There has also been a tightening up of the way components and/or cars are handled under Park Ferme or when inspections are conducted away from a circuit. If you are a driver please make sure you are familiar with Part 5, Article 60 in the National Sporting code, as well as the Articles

We have also clarified official practise as being the practise session immediately prior to qualifying. This will be the only practise session where marked tyres MUST be fitted, regardless of whether it is a one or two day meeting. Also remember to have the holes drilled for seals. These are listed in the regs and the May newsletter. Cymon Hewitt's intention is to seal every motor, especially the head.

V8 SUPERDRIVE





Talking tyres, we are getting interest from some tyre suppliers; at this stage Yokohama, Dunlop and Khumo. The people approached were given until the end of July so there may be one or two more. The 13 inch wheel size cancels a number out, and one option (but not the only one), we are looking at is a 175 front, 185 rear combo that should be very close to the rolling radius of the present Avons. We want to avoid a situation where additional gear ratios are necessary. The tyre shown is a Khumo V700 road/race tyre. Rather plain in comparison to the Yokos, but at \$190 each, would you complain ?



Looking ahead, and thinking about the technical regs, the TRW valves are listed as an option, but they seem impossible to source. The temptation this year was to remove them from the regs, but we decided not to until we were sure no-one was using them. Here is your chance then...are you, and if so please let one of the committee know. Otherwise they may go west in twelve months time.



No prizes for guessing what is going on here, and after a few laps in that thing, what are our chances of getting her back. Not great would be my guess but nothing is set in concrete so maybe we have a chance. It is hard to beat horsepower but I did read recently of a F1600 team owner in the UK who reckoned he had worked out how to get 200hp out of a Kent. Every engine builder he dealt with swore they could get 5hp more out of their opposition's motors. The team owner reckoned that if he went around nine engine builders twice, he would have a 200 hp Kent ! Hard to argue with that.





Nigel Barclay is continuing to beaver away with plans for the SIFF fortieth anniversary Festival meeting on May 1st 2021 at Ruapuna. The plan is to have a fun day on the 1st, a Saturday, followed by a Canterbury Car Club race day on the Sunday, so if you behave yourselves at the Saturday night dinner, you can race again on Sunday. Nigel has been busily garnering prizes for the occasion, one in particular being some assistance to attend the Phillip Island Classic meeting, which apparently is excellent .

Another nice touch will be the presentation of a lovely cup donated by Dave Arrowsmith. It will be up to the organiser to decide who will be the worthy recipient.



One of the intentions will be to have as many as possible of the South Island Championship winning cars present . One that will be is the rather special LM1 Swift, built by Larry Mulholland in Christchurch and winning the South Island Championship in 1982 in the hands of Geoff Pascoe. Geoff still lives in the South Island (Picton ?) and helps Garry Orton during the TRS series. These days the car is owned by Willie Scott from New Plymouth and is presently in Christchurch

There we go. Remember to check out the classifieds, and as always,

Stay Lucky,

Derek.





Classifieds

Van Diemen RF91

EX Debbie Lester, Greg Tullet, Collins family multiple championship winning car,

Car is Immaculate ! The best in NZ.

New Body Work

New Stainless floor

New radiators

New fuel tank

New front uprights

New fire system

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Full set of spares : body work, uprights, suspension arms

6 wheels, brakes, radiators, gear ratios

Only one meeting since rebuild

Car located in Christchurch

\$40,000

Contact John +61 452 526 562 or Nigel 021 490 907

VAN DIEMEN RF05

New motor by Graham Cook. Hitech exhaust, Ohlin shocks, Aim dash, spare set of rims, lots of suspension and setup book.

\$40,000

Contact Wayne on 0274 324 771



VAN DIEMEN STEALTH

Spare suspension, wheels, ratios, recently rebuilt Ohlins 2 ways

Little use in recent years, still a very competitive SWB Stealth.

\$43,000 contact Kerry Ross 021 605 360



V8 SUPERDRIVE



CROSSLINK





VAN DIEMEN STEALTH

A winning car as driven this season by Bailey Paterson. New block, head pistons, etc. Gearbox reset at the start of the season, reconditioned bellhousing,, new clutch, thrust bearing. Comprehensive spares package, including one set of wheels, complete set of suspension, gears for all NZ circuits, axles, spare set of Bilstein dampers, body molds

\$45,000

Contact Scott Paterson bus 03 065 0876 mob. 0274 863 181



A piece of advice from Malcolm Yardley. On these distributors the cover over the module can short out. Insulation should be fitted in the side cover. The terminals should also be insulated and possibly bent over. For any further advice phone Malcolm 0274 315 170



100mm x 100mm 12 volt 36 LED Rain Light. Exactly the same as fitted to Andy Downs' car. Very good lights that easily exceed MSNZ requirements, and look at the price.....\$45.00 incl

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Throttle linkage \$199 + GST

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V8 SUPERDRIVE





VAN DIEMEN '90- '92 BODY PARTS
2x LH side engine covers \$90 each

1x bonnet \$100

1x engine cover \$250

Parts available ex Auckland and Ex Christchurch. Contact Shane on

0274 739 406



CAR STARTING TO JUMP OUT OF GEAR? Rebuilding those worn dog rings and gears is a very economical option to buying new.



Further enquiries to Justin Neill Engineering

Ph 03 323 9900 Mob 027 228 0050

Email justinneill@xtra.co.nz

10 Langston Lane, Papanui, Christchurch

KONI DOUBLE ADJUSTABLE DAMPERS : 265mm between the eyes, complete with springs

\$2500

Contact Richard Bethune 021 595 007



V8 SUPERDRIVE





SEAT MOLD to suit Van Diemen RF90-92. Anyone wanting to make their own seat is welcome to borrow this mold. Contact John Sloane 0274 519 994

Remember too that John intends to sell the restored '91. His asking price is \$36,000.

Photos should be in the next newsletter



RAY GR20 Motorsport Solutions has secured an arrangement to import new GR20 Rays in kitset form, and is seeking expressions of interest. The kits are imported minus the motor, and are VERY attractively priced. Spares availability has also been arranged, again at attractive prices.

For further enquiries contact John on 03 349 3600 mob 0274 333 183 Email motorsportsolutions@xtra.co.nz



VAN DIEMEN RF85

Freshly rebuilt motor (Hartley). Rest of car also rebuilt including new dampers.

Spares include rockers, wishbones uprights, noses, set of wheels, sundries.

Current belts; a genuine turn-key car

\$26,000 contact Phil Foulkes 0274 941 249

JOHNSTON HUSTLER 1972

Chassis #2 Some body molds and suspension parts

\$20,000

Contact Snow Chisholm 03 4420 332



V8 SUPERDRIVE

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PRESS RELEASE – MOTORSPORT SOLUTIONS – MOVING WITH THE TIMES !

With Formula 1600 looking to be the most successful class in New Zealand Motorsport this season, Motorsport Solutions (MSSL) is committed to providing the on-going support of competitor's right thru the field.

Here at MSSL we are now offering performance-based checks and maintenance on your valued single seaters and saloons at a fixed price.

Services provided to assess the condition and relative performance of the systems that make you competitive on the racetrack. Now is the time to get serious!

SERVICES OFFERED :

Set up checks and Recommendations : –

Include checks for worn or damaged rod ends, wheel bearing movement, check toe, caster, camber, front and rear ride height and corner weights.

Report done with customer consultation.

\$275 Single Seater \$375 Saloon

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Shocks dyno tested and spring rates, checked for serviceability and report to customer.

\$200 Single Seater \$300 Saloon

Brake and Bearing check :-

Bleeding of hydraulics, checking for pad and disc wear, cracking etc.

Including wheel bearing assessment for serviceability reporting to customer \$180

Gearbox :-

Remove gears and inspect condition of dogs, gear selectors and make recommendations on ratios, general condition and serviceability, assess wear in CV joints, inspection of gear linkages \$195.

Report on pricing for rejigging if new parts required.





Engine in Car :-

Check and clean carburettor, check and set ignition timing, inspect ignition leads and wiring. Leak down/compression test, check tappets and valve lift for legality.

Report to customer \$395

Engine Kent F1600 :-

Customer removes from car for engine dyno testing for performance and tune. Engine fitted to dyno and run up to assess performance. Tune assessed and recommendations made if required and allowance for 2 hours for tuning and any necessary adjustments \$675

Test Day Staffing :-

MSSL can supply staff to run your car on a test day and help you get the best out of yourself and your car. This can be done by the half day \$250 or full day at \$450

Data Analysis Free Service :-

Our experienced trained staff can discuss your data and make recommendations of driving and car performance to improve your decision making and overall performance.

Free of charge, when any of the above services are used.

These prices are available between May and September and should be discussed prior to booking in work. All prices are excluding GST and any consumables.

Any extra will be discussed and agreed with the customer before work is carried out.

Other Services that we can include :-

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Specialists in Hewland gearbox rebuilds and servicing MK8/9, LD200, FT200, DG300, LG500/600 set up jigs for all and good stock of parts.

Crack testing of components – magna flux and dye penetrant.

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A very well appointed trailer.
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Single axle F1600 trailer. Duratorque suspension &
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Winch + tilting. Very easy loading
Very easy, stable trailer to tow
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VAN DIEMEN RF90 Complete frame strip and sand blast last winter. Crack tested, extra gussets and
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2-way adjustable Konis set to the same specs as the
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Henshaw engine, 1 season old, head refurbished last
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1.04.5 around Teretonga with a novice driver.

Comes with a complete set of spare front
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IVEY modified aluminium head, complete with valves and
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\$5,500

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