



Shell Aviation



# Newsletter

August 2010

The opinions expressed in this publication are of the various authors and not necessarily those of Pre 65 Racing Saloons Inc.

# Editors' Comment

My two cents.....

By the time you are receiving this bulletin the club should know the short-term answer to the request regarding being able to use leaded race fuel for this (2010-11) season. Unfortunately for us, AVGAS is no longer a long term option under MSNZ rules, which for some will require major re-engineering of engines either before the start of the new season at worst - or the start of next season at best. As it stands right now, as I write this, AVGAS is banned.

So, what to do if we don't get the dispensation? Well, some of us have very limited options at the moment. One popular stance is turn up to the first meeting and race as usual, with AVGAS, and see what happens. I will be taking this option if I race this season as I am sure others will in both Pre65 and other classes. The outcome maybe no action will be taken, or we will be refused entry to the circuit and receive a fine & a licence endorsement. Some in our class have mooted they will protest mine and any other car running on leaded fuel. OK, whatever floats your boat, it takes all types I guess, so that is out of my/our control. I personally don't believe anyone will do this, but it could happen.

Another option I have been exploring is to get the car through the COD system under SCH T&C. This sounds in theory OK but the car will need many small costly cosmetic modifications as it is, also I have it on good authority MSNZ may take the leaded fuel out of the COD rules over the next two years. The club is in talks with the H&C commission for a blanket COD status for all Pre65 cars. We will have more news in the next two weeks on this.

Some drivers and cars in the class have no issue using an unleaded fuel with their current engines in their current guise with big big horsepower and torque gains and in their mind, no adverse effects. Some can afford to experiment with these fuels. This is great news! Good luck, I wish you well and I hope it works out for you. Others can't, so don't be closed minded, remember we all want to see Pre65 still going in another 20 years. Also please remember, just because this experimental fuel may (& I say may as nobody yet actually knows under prolonged race conditions) work for you, you do not know if it suits all engines in the class which is defiantly doesn't for various reasons. No member knows how it will affect other cars' engines; some think they do which is laughable at best.

The sensible option is the club needs to take a long and hard look at the rules of the class, in particular the head(s). We need to wake-up and all options need to be explored ó including a blanket use of suitable later model or aftermarket heads across the board ó including aluminium. We are now or soon will be forced to run modern fuels, now we must explore the use modern components to make them work together and the new configurations to be guaranteed to last in a racing situation. I am sure this will be a lively debate, but an option that 100% needs to be investigated. I can envisage the arguments now, most will be flawed or assumed as fact, but again it must be an option to future-proof the class. If it doesn't affect you as your car can use this experimental unleaded fuel with no adverse effects, again this is great news for you. For the others, it will cost us money whatever option we take, so we need to ensure whatever option is put forward it is the right option for us as a class in its entirety.

Whatever the case, whatever the outcome, and whatever fuel we are allowed to use, once all the bullshit has been tossed back & forth, we must get numbers on the grid again this season. This may be hard if we do not get an AVGAS dispensation and the track officials will not let you race with AVGAS and your engine can not use (or blows to bits with) these experimental fuels that we are being forced to use. In the worst-case it could be the demise of Pre65 as we need to get 20 cars minimum on the grid to meet our IRC contract commitments. If we don't get 20 cars the club pays. We have only limited funds to keep doing this. Interesting times you will agree.

Anyway, that is what I think about it. Some of us have no option, others do. If you feel differently why not comment in the 'Members Forum'. Just keep in mind there are 2 handicap races at our meetings, we use open diffs & small brakes and we are not racing for a million bucks in prize money. We all want to keep Pre65 cost effective & strong going into the future. A few things will need to change to ensure it does in my opinion.

Also a big thank-you to Alex Davie for putting in the long hours with MSNZ for the use of AVGAS in 2010.

# Presidents Report

Welcome to another season everybody.

It is shaping up to be a very challenging season. If we stop with all the negative talk and start thinking, talking and planning together, we will get through. Before I get too grumpy I would like to thank all our sponsors and supporters. Without sponsorship our Club would struggle to exist. I haven't been vocal enough in thanking and promoting our sponsors. Many thanks to the following people and businesses:

***Pete and Heather Stevenson*** - Taranga Meat Packers - thanks for all the meat supplied for our BBQs.

***Watson Haworth Motors*** - thank you to the Haworth Family for taking up door sticker sponsorship.

***Tony Elmiger Contracting*** - Tony and Cathy for sponsoring our flash new website.

***Kuhmo Tyres*** - Blairs from the South Island have now been long term sponsors which we really appreciate.

Please support our sponsors if you require any of their services or products.

Thank you also to people who donate their own money and/or time to make things happen - the Club appreciate and need all of you.

Now back to the negativity surrounding the fuel situation. The amount of rumors in circulation is doing nothing but harm to our Club. I reported at the AGM that change of fuel is inevitable. We knew it was coming, we didn't know when. So why am I hearing CRAP such as "the V8 Club are starting their own Club" "We might as well park our cars up" and "the Club is in ruins because of the fuel situation".

All of these rumors have NO merit! Let's crush them and get some club unity back.

We are still waiting a decision regarding a dispensation for Avgas for the upcoming season, but either way we need to prepare for unleaded fuels.

We do have Members driving for rule changes regarding cylinder heads. Everybody needs to do their own homework and put forward their findings/ideas and suggestions.

We need constructive input not damaging gossip.

Pre 65 North Island has been going for 20 years and I'm dam sure NZ Motorsport can't stop us now!!

See you at pre season check.

Wayne

# Technical Report

Hi all,

Well only about 8 - 9 weeks to go before the first meeting at Manfield.

Hope you are all well along with your cars.

Nothing much new to report.

Alex will cover the fuel problem elsewhere in this bulletin. Hope you can all sort it out.

A bit of housekeeping.

## Tyres

Please get your orders in early to save panic at the last minute. Can bring them to checking days if needed. Kumho have changed to the V70A pattern for their tyres but it is now in the same compound as the V700 was so you should not really notice a difference. Also would be nice if when you need tyres for your road cars that you also run them on Kumho. Have Kumhos on Jocelyn's car and my Chevy pickup and find them a top tyre.

## Numbers

If you need any new numbers or backing please let me know ASAP as it is easier to order then all at once. Plus also can bring them to checking days.

Enough for now see you at the checking days.

Get well soon Pick.

Looking forward to seeing you back at the track.

Regards

Merv

CTO

# Club Captain Calling

Hi All

As I sit here thinking of the up and coming season which is only eight or so weeks away. I'm saying to myself what a great thing we have going here at Pre 65, what with our new IRC Meetings, car numbers not too bad with some new ones and not so new ones coming out soon or some of us later, then the phone goes ó Robbo this fuel thing what do think or what are you doing???

Some of the members I have spoken too seem to think they will try this or try that or so-in-so says this and so-in-so says that, and it won't be a problem.

Problem? We have a problem all right a big one! Even if you don't think so - this one will cost you bucks, some members big bucks, others not so much.

I'm only saying one more thing on this subject at the moment and that is the cost of keeping these old cars on the track is not and will not get any cheaper. The thought of spending large sums just to keep them on the track and going slower for that matter isn't going to wash with me.

Here's a little note for you all maybe Motor Sport NZ can follow like the Canadians and Americans.

In fall 2009, "Environment Canada" consulted stakeholders on a proposal to amend the Gasoline Regulations to allow the use of leaded gasoline in competition vehicles. Proposed amendments were then published in Part 1 of Canada Gazette on April 3, 2010 for a formal 60-day comment period that was required before final publication.

The Gasoline Regulations have now been amended to allow for the production, import and sale of leaded gasoline in competition vehicles.

The amendments have been registered and are in effect.

The amendments will be added to the Orders in Council database in the coming days and publication will follow shortly thereafter in the Canada Gazette.

Don't hold your breath for NZ to follow suit.

Anyway, what a great AGM and Prize Giving those Boys and Ladies put on for us in Wanganui, well done team and many thanks from all of us.

See you at a Track soon.

Robbo

# Race Dates (5 Years!)

## 2010/2011

October 2/3	Manfeild
October 23/24	Taupo
November 13/14	Manfeild (MG Classic)
December 4/5	Pukekohe (Thunder in the Park)
February 6/7	Manfeild
March 6/7	Hampton Downs
April 23/24	Taupo

## 2011/2012

October 1/2	Manfeild
October 22/23	Taupo
November 12/13	Hampton Downs
December 3/4	Pukekohe (Thunder in the Park)
February 4/5	Manfeild
February 25/26	Hampton Downs
April 7/8	Taupo

## 2012/2013

October 6/7	Manfeild
October 20/21	Taupo
November 10/11	Hampton Downs
December 1/2	Pukekohe (Thunder in the Park)
February 2/3	Manfeild
February 23/24	Hampton Downs
March 30/31	Taupo

## 2013/2014

October 5/6	Manfeild
October 26/27	Taupo
November 16/17	Hampton Downs
December 7/8	Pukekohe (Thunder in the Park)
February 1/2	Manfeild
February 22/23	Hampton Downs
April 19/20	Taupo

## 2014/2015

October 4/5	Manfeild
October 25/26	Taupo
November 15/16	Hampton Downs
December 6/7	Pukekohe (Thunder in the Park)
February 7/8	Manfeild
February 28/March 1	Hampton Downs
April 4/5	Taupo

(Note ó The Committee is also working on securing some special events including the McLaren Festival event Hampton Downs & and the V8 Supercars Hamilton 400 as further optional additions to our calendar).



# **Watson Haworth Motors**

[www.whmotors.co.nz](http://www.whmotors.co.nz)

## **Pre65 Members SPECIAL DISCOUNTS!!!**

**Over 100 Vehicles always in stock**

- Quality Cars in all price ranges
- Nissan & Toyota Vans
- People Movers & Coaches
- Tow Vehicles & 4WD's
- Late model vehicles
- Cheapies starting from \$1000

**Freephone Justin - 0800 16 10 90**



# Notice to Competitors

## WELCOME TO THE NEW PRE65 COMMITTEE

### President

Wayne Davies elected un-opposed. This will be Wayne's 5<sup>th</sup> season at the helm and surely not his last...

### VP

Bill McKinnon steps up for go in assisting Wayne. Thanks to Robbo for his last years efforts (Didn't do anything).

### Series Coordinator

This year it is a joint appointment of Sue McClintock & Noleen Hobman. Don't piss them off.

### Series Scrutineer

Merv MacDonald yet again unopposed in his 3497228<sup>th</sup> season at the top of technical department.

### Secretary

No Change, Alex Davie unopposed again is the only capable man for the job after last years' efforts.

### Treasurer

TBC. This is a committee appointed position. Do you want to have a turn? Didn't think so.

### Committee

- 1) *Justin Haworth* fluked another elected position. Not sure why? Maybe the South Island had a word.
- 2) *Tony Elmiger* elected for his general wisdom and his Mustang driving prowess.
- 3) *Daniel Johnston* for grooming into a future long-term president.
- 4) *Tim Patterson* brings a level head and a voice from the Whanganui region.

### Club Captain

Dave Robbo Robinson brings his diplomatic approach and masterful reverse grid race improvements.

### PR Officer

Justin Haworth elected himself for this position as no one else could be bothered doing it.

### IRC Representative

Alex Davie returns for another year. Don't even bother standing against him next season. You will lose.

### Technical Department

- 1) *Merv MacDonald* (See Series Scrutineer)
- 2) *Dave Robinson* will check your car thoroughly unless you leave a bottle of CC on the seat.
- 3) *Shane Hobman* returns so he can have another good look at the Jeff Warn Holden.

# Unleaded Fuel Q&A

## **Why Can't Older Engines Use Unleaded Fuel?**

By far the biggest problem arising from using unleaded fuel on older engines is a condition known as valve seat recession (VSR). Without the protective lead coating (previously provided by leaded fuel) on the exhaust valve seats, the intense heat (650°C) and hammering effect of the valves opening and closing, causes iron deposits from the valve seat to become micro-welded to the valve edge. Left unchecked, this continual tearing away of metal particles will result in the exhaust valve digging a deeper and deeper hole for itself into your cylinder head. Eventually, and often very quickly, the engine will breakdown completely and it will require an expensive rebuild. To combat this problem, modern petrol engines have special hardened valve seats which can withstand this harsh environment.

## **What about pump grade High-Octane Unleaded as a replacement (98 or similar)?**

Although this fuel may have replaced leaded fuel at the pump, it is by no means a direct replacement. Petrol manufacturers only recommend that it is used for light duty applications. It is not suitable for racing or high performance applications with your O/E Pre65 cast iron head(s) because the fuel burns much hotter than its predecessor. Its octane rating also seems to be an unknown quantity. 98 unleaded is actually 86 MON. Avgas is 100-102 MON so a drastic drop in compression ratio will be necessary before you even start to think about the effects of VSR.

<b>Fuel Properties</b>	<b>Racing Fuel 100 Plus</b>	<b>BP Ultimate 98 Unleaded</b>	<b>VP MS109</b>	<b>Gull Force 10 (E10)</b>	<b>E50</b>	<b>E85</b>	<b>AMS</b>
RON	105-110	99.6	109	99.2	105.5	109.7	111.5
MON	100-102	86	101	87.7	88.5	90.25	91
Heat Energy	-	33.15	-	32.34	28.75	25.66	24.34

## **Can you mix additives into Unleaded to combat Valve Seat Recession (VSR)?**

All additives will have one of the following four compounds as parts of its constituent - potassium, phosphorous, sodium or manganese. All these compounds have been advocated by various companies as being the most suitable substitute for lead petrol. The truth is that none of these compounds will totally replicate the unique properties of lead and certain engine types and driving conditions may be better suited to one formula than another. Even the most suitable additive will only delay the amount of wear unleaded fuel cause to an engine's valve seats. Often these potions are referred to as "Snake Oil" they are not a miracle cure and may only ever-so-slightly prolong the inevitable.

## **What about fitting hardened Valve Seats?**

Yes, this is the only permanent solution to valve seat wear. The operation involves the cutting of a recess around the exhaust seat to accept the interference fit of a suitable valve seat insert. Special heat treated alloys are used in the production of these inserts, the two most common being nickel/chromium and vanadium/molybdenum. Both the machining and the fitting processes are critical for ensuring a trouble free service life. If you can fit them to your head(s), this is the best option. Most of our race engines, including the 1500 Fords cannot accept valve seats in the heads' current state.

## ***Why do you only fit hardened valve seats on the exhaust side?***

Only the exhaust valve seats have to be replaced since they run at a much hotter temperature than the inlet valves. Once an engine has been converted for unleaded use, remember that only high octane race unleaded fuel is a replacement for leaded fuel as far as octane ratings are concerned. The use of pump grade premium unleaded fuel will require changes to your ignition timing & compression ratio due to a lower MON octane rating.

## ***Will a "race unleaded" be more suitable for our engines?***

This may very well be the best option for high-compression race engines with hardened valve seats fitted. The octane rating is stable and certified in both RON & MON. It shares many important characteristics with leaded race fuel at about 109 octane RON & 101 MON. The downfall is the price, approximately **\$7.00** per litre For VP MS109 compared to approx \$3.10 for AVGAS.

<b>Fuel Properties</b>	<b>Racing Fuel 100 Plus</b>	<b>BP Ultimate 98 Unleaded</b>	<b>VP MS109</b>	<b>Gull Force 10 (E10)</b>	<b>E50</b>	<b>E85</b>	<b>AMS</b>
RON	105-110	99.6	109	99.2	105.5	109.7	111.5
MON	100-102	86	101	87.7	88.5	90.25	91

## ***What about Ethanol - E85/E50?***

The jury is still out as it is an unknown in an old cast iron engine. Early data is the fuel is very very problematic and not at all suited to our engine configurations. A common misconception is this fuel will give you much more power. This is untrue for our class cars based on MSNZ's findings and research. It is actually quite a bit less compared to avgas on a test engine using carburettor(s). Torque is similar. The ideal configuration for this Ethanol Blend Fuel is electronic fuel injection with full electronic mapped and programmed ignition systems. The other things you need to weigh-up with this is the cost of modifying your fuel systems and carburettors to suit, and all the post race maintenance associated with this very corrosive fuel, approximately 1/3 more fuel consumption, limited suppliers etc etc. If you wish to use E85/E50, the same issues still apply (VSR/Heat etc). For more info go to MotorSport NZ website (Sustainability Tab) or click on this link <http://www.motorsport.org.nz/Sustainability/Cost%20Effective%20Sustainable%20Fuels%20for%20Performance%20Vehicles.pdf>

## ***Why not use Methanol?***

This is not an approved fuel for use in circuit racing in New Zealand.

## ***What are the other considerations with Unleaded Fuel?***

The first issue with unleaded is the one of physical wear of the valve and seat. The second one is whether (or how bad) the engine will detonate - otherwise referred to as "pinking", "pinging" or "knock" depending on where you come from. Pump-Grade unleaded fuel has a lower octane rating than leaded race fuel and also burns differently. Pinking sounds like a light metallic rattle, a bit like a nail being shaken about in a tin can. In very small doses it does harm engine components but in severe cases it can destroy engines by damaging pistons and cylinder heads beyond repair, especially in a racing situation. 3<sup>rd</sup> is the compression ratio. Today's modern pump grade fuels cannot tolerate a high compression ratio like race leaded fuel does. Knocking, pinging or severe engine damage too can result from too high a compression ratio.

# Update On Fuel

It is about time I updated you all on the fuel, over the last 8 months since we started this, we have gone through high and lows, hopes up then down, anyway whether it is coincidence or not with the changes on the executive in Motorsport NZ we seem to be getting a better hearing, in saying that there is still a lot of water to drift under the bridge before we start to shout.

The position is this, we as a class will not get a blanket exemption, but MSNZ have given me a strong indication that by identifying the cars individually, that exemptions will be granted one on one, I have identified as many cars as I could find and written a list of each car and their log book numbers, giving the owner and engine, in addition I have had to identify which cars will be testing pump gas and E85 for next season.

On top of that we have had to identify which engines had optional pre 65 and post 65 cylinder heads and during these discussions it was brought up that the Rootes Group engines had alloy heads, these engines the two Imps and the Humber 80, therefore able to use unleaded fuel, and these engines were excluded from our discussions.

Of all the engines that are currently in use, only three don't have an option, the Triumph 2000-6 pack, Chrysler sloper and the 6 and 4 cylinder Vauxhall engines

What happens now, I have asked again for 12 months exemption while we carry out the tests with the cars using pump gas and E85, once we know what sort of wear we are getting then we can start to look at the options.

The committee commented on the cylinder heads, on what is best for the club, the committee agreed to avoid alloy cylinder heads for cars that have cast steel options, the performance gains are just too great, some of the cast steel options also have major performance gains.

I have spoken to Tony Marsh and Tony has come up with a qualified fix for the Ford 289 V8's he cut up a 1965 cylinder head and can fit an exhaust insert into the head, which will allow these engines to use pump gas. Tony's opinion is that these seats will work, subject to the condition of the head.

The problem engine is the Ford Kent 1500, there is no possibility of fitting inserts, our recommendation at this stage is to use unleaded fuel and a good upper cylinder lube, and at the end of the season strip and measure the wear. So we know exactly what the wear is. There seemed to be brand new non cross flow heads being manufactured in England, further research has show these are remanufactured and don't appear to be suitable, the alloy cross flow may be one answer but this will be at a cost that many may not be able to afford, you the members need to do your own research on these over the next few months. And help the committee identify alternatives.

As it is at the moment we have no options, a remit would have to go to the AGM's North and South, to allow an alternative head, one remit for each engine, clearly identifying what is proposed. This process can be sped up once we have the alternatives sorted out.

Honestly there is no point in putting up a remit until we know how much wear there has been and how much each engine is effected, and then the committee can make some submissions to the members once we have in all the research on what is the best option for the club as a whole.

We don't claim to know it all, tell us what you want, it won't be easy trying to sort out the best option for each of you, and we have 18 different engines in the club

I will keep you up to date as things happen

Alex



Please address correspondence to:  
Pre65 Racing Saloons Inc.  
P O Box 965, Tauranga  
Alex Davie, Secretary.  
Ph: 021 481295  
[adanddi@xtra.co.nz](mailto:adanddi@xtra.co.nz)

*July 12, 2010*

Motorsport New Zealand  
P.O. Box 3793  
Wellington 6140

The President, Vice President and Executive Committee of Motorsport New Zealand

Dear Sirs

**With reference to Pre65 Racing Saloons 12 month exemption to Schedule A fuel**

**In response to additional information you have requested.**

*In 2000 with the first of the MSNZ inspired TOWARD programs, we started looking into our vehicles and engines and how we can future proof Pre65. In particular on same family of engines that continued on post 65. with the emphasis on retaining the Pre65 cylinder head as a controlling factor for the class, from 1965 on, there was an explosion of performance engines, one study I did, looked at moving the class to 1967, and in just those two years our existing cars would have been made uncompetitive. In an effort to keep the unique character of Pre65 we have kept to that fundamental principal, if we are not very careful the class would just be a shadow class of old cars with late model engines.*

*There are four areas that we as a club see as being cornerstones that make Pre65 unique in NZ Motorsport, The Body must remain visually Pre65 with controls on body modifications guard flairs etc. Brakes restricted brake calliper size and disc rotors size along with controlled wheel and tyre size, No form of rear axle lock up (open diff only) and finally the cylinder head.*

The problem we face is that we simply do not know what the effects of unleaded fuel will have on our old cylinder heads; we are not in a position to say this head will do this or that. Lots of people are saying this or that will happen, it is an educated and experienced guess by our engine builders at best. For your request for Pre65 to identify which can run on unleaded fuel we simply don't know? We can only guess.

In your letter you state that the EH Holden ran successfully on unleaded fuel, it did as long as you ignore that it wore out the exhaust valve seats. What we do know is that all of our engines from the head down are able to use unleaded fuel, (with suitable modifications to the engine) that has never been in dispute, what I submitted to the AGCM was that unleaded fuel will wear the valve seats (valve recession) this was borne out by Tim Patterson's comments. This has always been the focus of our argument.

There are several problems with the concept of allowing later model (including alloy) cylinder heads, while it seems a simple change. The problems are that not all of the present car fleet has any options, namely 4 and 6 cylinder push rod Vauxhalls, Triumph 6 cylinder engines and the 6 cylinder Chrysler sloper engines. Also in most cases valve seat inserts are an impossibility in many of our heads, we need time to identify all our heads and what can be done to mitigate the effects of unleaded fuel, with the club being able to recommend head/s for these engines, The Rootes Group cars like the Hillman Imp and Humber 80 that already have alloy heads will be outside any fuel exemption.

While it seems simple, that the remaining cars do have cylinder head options these are varied and provide in all cases and in particular American engines offer far greater gains in performance and vehicle speed that will have safety issues with the tyres and brakes etc. we currently use, we don't want aerodynamic aids or slicks, spoiling the period nature of our cars.

**During the next 12 month period we need to establish.**

**Firstly:** Benchmark tests on the wear on our present heads, through our unleaded 98 Pump gas and E85 test program, the program is designed to cover the most popular engines as a representative sample. On what sort of wear can be expected, no one seems to have done this research and appears no available information we can learn from. We ask that the cars not in the test program to retain leaded race gas, until the 1<sup>st</sup> of July 2011.

**Secondly:** Carry out research on what suitable heads can be used without dramatic increases of horsepower; we need time to research what can be used, with around 20 differing engines this cannot be done overnight. TMC and MSNZ Technical have problems trying to enforce the rules on restricted one or two make engines, not 20.

**Thirdly:** Give longer term exemptions to the few cars that have no options, until the aviation industry has a viable option for their engines or a suitable option is available.

I have included a list of our present cars and owners, with what engines, again this list is based on those cars that have raced over the last 2 seasons and those that are under build and expected out next season, there are many more. However the engine models remain about the same

As I have said many times the cylinder head is one of the cornerstones of Pre65, we have to be very careful not to allow dramatic increases in horsepower, we need to maintain some form of parity to the present, and this will take time to complete, we as a class and as a committee need the time to complete our tests and investigations as to what options we will offer our members, without the potential HP increases offered by a some aftermarket alloy heads.

Many times it has been mentioned that the sport was given 5 years notice of change, we asked many people (maybe not the right ones) and were told that Pre65, because of the problems associated with the change will be given an exemption along with the COD cars.

This was obviously wrong; we as a class have been very active and looked ahead as to how we can protect what we have and to be honest were caught offside with the determination for change.

Yours faithfully

Alex Davie

Secretary  
Pre65 Racing Saloons Inc

# Update On COD's

I am still working with Crunch Bennett and the Historic and Classic (H&C) section of Motorsport NZ on getting Pre65 cars accepted under the COD section of Schedule K and T&C or similar.

The present thinking is that a separate class be registered for Pre65 and Super Mini Challenge (SMC) cars (BMC Cars not BMW cars), I have had various discussions on this and have been given the current thinking on creating CODø for Pre65 and SMC, they are still talking trim in our cars. I have pointed out the trim has never been a part of our cars, bearing in mind that our class is now over 30 years old, far older than several of the presently recognised Historic and Classic classes.

*Hopefully this is finally starting to get through.*

This process will take some time, the idea is still to get access to get leaded fuel, either way as a club we need to do this for all our cars, with CODø it will open up the club to the major classic meeting as a class, not as a individuals, it will be seem as another notch in our belts.

I have come up with a scheme to create an empathy with the Green movement, without costing the club money, it will take a day out of your year, but will get the media and the Greens completely on our side and it should be fun for us. It may cost a little time, but we will come out with the media and Greens on our side, as a bonus get advertising for the club, it will pay off hugely. I will let you know once I have finalised the plan.

It has been recognised by MSNZ that Pre65 should be considered a classic class, I also see us as having the unique ability to have a foot in both camps, under the Race Commission and IRC plus under the H&C as a classic class.

More as it comes to hand.

Cheers

Alex

# IRC Update

There have been quite a bit of activity over the last couple of months with the IRC.

We had the AGM in June, IRC is financially sound with just over \$20,000 in the bank, the members agreed to hold this money over for next season's promotional activities.

There has been a change of date for the Hampton Downs round; this will now be on the 6/7 March not as previously advertised the week prior.

The entry fees are to remain the same at \$275.00 and the format of the weekends will remain the same with qualifying and one race on Saturday and two races on the Sunday, they trialled an alternative format at twilight meeting at Manfeild last year (Pre65 did not go to this round), this proved too hard on the flaggies and recovery guys and has been canned.

IRC Executive has secured TV for all classes this will be on SKY, with 12 x 1 hour programs with 2 programs for each of the six IRC rounds, this is free to the clubs but it does mean each car will have to carry additional sponsorship signage, the Pre65 committee has agreed that this signage will be either at the bottom of the windscreen or along the front edge of the bonnet and additional signage between the tail lights or along the bottom edge of the boot lid, there will be two format segments one of 15 minutes and one of 7 minutes each class has the ability to sell our segments at \$3,800 and \$2,500 respectively.

Race day format the format for all classes will be on a rotation, so no one class will end up last on more than one occasion during the racing.

IRC are looking at producing the same program for each round, the idea is to have photos of all the cars entered into the series with a small driver profile, IRC clothing that we can buy and get our own logos add to, a promo sales outlet, selling clothing caps etc, for IRC and clubs wishing to have their own promo material as a fund raiser.

The whole concept of the IRC is to emulate what is being done overseas, with family entertainment, sales outlets a fun place to come to and be entertained, gate ticket prices will be fixed for all rounds, I think it is \$40.00 for a family and vehicle.

There are lots more innovations and things to come yet.

It is really exciting to see the ideas come along as the members of IRC start to see what is possible, because there is huge power in the combined strength of 14 clubs, this is only the beginning.

We are very fortunate to be a founding member of this group.

If you want any advice or an update on the IRC, Fuel or COD ring me mobile 021 481295

Cheers

Alex

# Notice to Competitors

## **Entries**

The same system applies as last year, you must download your own entries from the IRC website ó [www.irc.co.nz](http://www.irc.co.nz) and send them in to the club. We will then send them off to the IRC, they will then send you your race documents, tickets etc. This season all completed entries are to be forwarded to:

**NOLEEN HOBMAN**  
**C- PO BOX 7093**  
**WANGANUI**  
**Ph 063452388**

Noleen has kindly offered to coordinate entries this season (thank you) and if you wish, set up an AP for you to cover entries etc.

Please make cheques payable to Pre65 Racing Saloons Inc.

## **Pre Season Checking Days**

There will be 2 venues for the Pre-Season checking day again this season, both on the same weekend. The first will be held in Wanganui on Saturday 18<sup>th</sup> September at Andrew Alexander 177 Mosston Road & then Sunday 19<sup>th</sup> September at Coby performance exhausts, Euclid Ave, Hamilton. Mark it in your diary now as attendance is compulsory to receive your 50 overall points & this year 50 Class Points. Both checking days start at 10.00.

## **Paul Pickerill**

Some of you may not be aware that Paul had a 4 meter fall of a roof a couple of months ago. Paul suffered a fractured skull with bruising to his brain, 5 broken ribs, broken nose and cheek bone, bruised lung, spleen and kidney. Paul is out of hospital and recovering well at home. We all wish Paul a very speedy recovery.

## **20th Anniversary Celebrations**

The North Islands 20<sup>th</sup> anniversary celebrations will be held at Taupo in conjunction with the Labour weekend race meeting, the concept is to have a low key celebration based on conversation with past and present members, finger food provided by the club with alcohol available. Further details will be in the next newsletter.

## **Classic Driver Magazine**

Allan Dick, in an article in the last issue reported he wanted to report on all matters pertaining to Pre65 and wants as much material he can get to publish in the Magazine, contact details: Classic Driver; Allan Dick PO Box 78070 Grey Lynn. Auckland. 1285, or [editor@classicdriver.co.nz](mailto:editor@classicdriver.co.nz). Check out Pete Stevenson write-up in this month's issue. Mr Dick (Allan not Pete) is making it his personal mission to feature as many Pre65 cars as possible, so get in now!

## **NZV8 Magazine**

Keep an eye out the very good feature in the new NZV8 magazine on Mark Pidduck's Black Thunderbird.

# Joke of The Month

***Don't Laugh.....You voted for him!***

