



EXTREME GLOBAL

RACE PACE FREIGHT SPACE

09 256 0013

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A Printable pdf Version of this newsletter is available on the HRC website at :

<http://www.hrcevents.co.nz/newsletters.php>

Sunday 13th August 2017

The big news this month is that following on the success of the July session, HRC will be running another Introduction to Motorsport Day at Hampton Downs Club Circuit. Designed to help people who want to try Motorsport without the pressure of turning up at an event without training, we will have experienced club members on hand. Also there will be tutors which include Classic single seater racer James Watson, Racing Ray Williams, Woman in Motorsport competitors Wendy Metcalfe and others.

The day is also open to more seasoned competitors who would like some tracktime / coaching and light competition, so fields will be split into groups with time delays.

We will start the day with an introduction to the team, then cover safety elements (Helmet, Overalls, Flags etc). There will then be a track walk to help you understand the "Racing Line" before we open the track for you to either circulate at your own pace, take race car rides with our instructors or receive instruction in your own car. There will be a maximum of 6 cars on track at any one time and you will be divided up into groups of similar ability.

For more seasoned competitors, we can arrange for you to sit your Race Licence Exam and we will also be able to answer any questions you may have about Authority Cards and will be doing Authority Card Inspections for anyone who is interested.

Towards the end of the day we will have some light competition to see how much you have learned – 2 car (Dual) Sprints.

Morning Session

- Sign On
- Safety Briefing / Track Walk
- Coaching Sessions / Tracktime

Lunch

Afternoon Session

- Coaching Sessions / Tracktime
- Dual Sprints

We will have 4 categories:

- Girls in Motorsport
- First Time / Slower Drivers
- Faster Drivers
- RCIS Grudge Matches

Cost for the day will be **\$195 per Driver**. Passengers \$30. Spectators FREE

This cost includes – HD H&S Levy, MSNZ Permit and Levy, Marshals, Ambulance and Recovery, Professional Instruction, Helmet and Overall Loan if required and Transponder Hire.

Race Meetings this season

Tim (tim@hrcevents.co.nz 021 614600) is working on the calendar for the coming season some events appear oversubscribed and some are little short on classes. Events that need more classes are the Waikato Challenge 23/24 Sept at Hampton Downs, Tasman Revival Hampton Downs 20th 21st January, Season Finale Hampton Downs 5th 6th May. If your class needs more rounds contact Tim.

At HRC meetings you can have all your races on one day or spread across two days.

The image shows a detailed wallplanner for the New Zealand Motorsport Calendar 2017-2018. The calendar is presented as a grid with months on the vertical axis (JUL to JUN) and days on the horizontal axis (MON to FRI). Each cell in the grid contains information about scheduled events, including the name of the event, the date, and the location. The events are color-coded by month. The calendar is framed by a dark border with the JUNO logo and the text 'NEW ZEALAND MOTORSPORT CALENDAR 2017 - 2018'. Various sponsor logos are visible around the calendar, including HRC Events, Race Brakes, and others. The website address 'WWW.JUNORACINGCARS.COM' is printed at the bottom of the calendar.

The NEW 2017/18 Season HRC Wallplanner is now available to download from our website at: <http://www.hrcevents.co.nz/content/49pd46.pdf>



On behalf of the Vintage Car Club of NZ and the Cancer Society, we wish to invite you to join our National Rally.

Date: Sunday 27th August 2017

Assemble: 10:00 am at Caffeine & Classics
Smales Farm
Takapuna
Depart 11:15am
\$10 per vehicle

The tour will take you up the West Coast on sealed roads to finish in Warkworth for a car display.

All proceeds go to the Cancer Society

Contact: Neil Beckenham: neiljane@ihug.co.nz 09 426 5831

Anne Richardson: ricanne@gmail.com 09 425 6298

ENEOS Endurance Series

It has been interesting to watch the results of the live streaming of the endurance race. Each round had approximately 15,000 to 20,000 views on the fast files. Added to this HRC has reached 10,000 views on a good week. Admittedly some of these would have been the same people looking at it multiple times but it does show that these races had a reasonable audience. These figures should help drivers arrange sponsorship. The cross over between .TV and internet streaming (as in audience numbers) of events has been talked about for some time but it now looks as it is happening

Also a big thank you to officials and volunteers who came back on Sunday when the Pukekohe meeting was washed out on the Saturday. Also a big thank you to John Hume who facilitated the use of the track on Sunday. HRC certainly appreciated every ones effort to make the event a success

Congratulations to the Smeg Team , a well earned result from a professional team.



3 Hour Race - Evans and Rollinson do the double in endurance final

Smeg Racing's Simon Evans and Gene Rollinson have been crowned 2017 ENEOS North Island Endurance Series winners, taking the final race of the season and the Three Hour series title.

"It's a credit to the team, it was a whole team effort," Evans said.

"The car felt really, really good considering we hadn't put a dry setup on the car before and tested it," Rollinson added.

The final round of the series was held at Pukekohe Park where racing had to be abandoned on Saturday in favour of a Sunday start. Qualifying was cut, so drivers started where they sat in the points.

With the Trass Family Motorsport and Smeg Racing teams on equal footing in the points the times from last round were averaged out to give Rollinson the top spot.

Rollinson was beat off the line by the Nick Chester and Cameron Jones Holden Commodore VZ V8 Supercar into turn one. His time at the front was short lived, however, as Rollinson took the place back under brakes at turn five.

Despite the new addition to the team, the BMW M6 GT3 owned by Danny Stutterd couldn't keep pace with Rollinson and Evans. Co-driver Sam Fillmore spent much of the early running behind the Commodore and got caught up in traffic.

Fillmore clouted the back of the Shane Parsons and Paul Verryt Honda CR-X only six minutes into the race. The Honda spun at turn five, but the BMW only suffered superficial damage.

The race was curtailed by nine safety cars, the first of which came just 14-minutes into the race when the no. 69 Mortimer Motorsport BMW M3 E46 went head first into the wall at the turn five and six complex.

The pattern of safety cars continued, but the head on crash between Noel Anderson and Gavin Yortt in the two Honda Civic Type-R FD2s forced a red flag. Anderson was later taken to hospital for a precautionary assessment.

In round's prior rain was the main influencer, but this time it was the frequent safety car interventions that had the biggest impact.

Fillmore pitted midway through the race to hand the reigns to Stutterd under safety car. Half an hour later it was Rollinson who pitted for Evans.

"My stint was good, it was the first laps we'd really turned in the dry all weekend," Rollinson said. "I managed to gap the guys at the start and get a reasonable place and got myself into it. We had a really good period there with no safety cars. I think I got a 22-second lead, but then all hell broke loose. Later on I pushed just a little bit harder and tried to build a gap. The Trass boys came in and we were pretty close to going a lap up on them towards the end, but another safety car got called so we couldn't quite get that lap."

Evans returned to the field behind Stutterd, but the Australian got caught in traffic soon after another restart. Several slower cars went three wide across the front straight, which left Stutterd with nowhere to go.

Having caught the tail of the BMW and with the opportunity in front of him, Evans pounced.

“We were right down the very back of the train, so I knew the first lap was going to be really interesting,” Evans said. “As soon as I got to him he started driving quite defensive, which I expected. I knew I had one shot as passing him. He covered into the hairpin, I went out wide and just got a mega drive coming out and managed to go around the outside at the first kink.”

The final stanza of the race saw the top-three split by only a few seconds after the last safety car. Evans led Stutterd, but the Australian was passed late in the show by Jones. With the Commodore coming Evans said he knew he had to push one last time.

“I just maintained the gap to them, but then I saw the green lights in my mirror so I thought I should put the hammer down.

“It was hard because I was still in traffic. I just put my head down and focussed on getting a big enough lead so that if I got caught in traffic it wasn’t going to affect us.”

Despite a late push by Jones, Evans gapped the field and put 12 seconds on the Commodore. At the line it was Evans ahead of Jones and Stutterd in third.

The team were given their awards in the pit lane where they celebrated their victory. For the Smeg Racing outfit, their next challenge will be the final two round of the Australian GT Endurance Championship at Hampton Downs and Highlands Motorsport Park later this year.



1 Hour Race - Whittaker wins the title, but de Veth and Smith rule the day

International Motorsport's Matt Whittaker took his second ENEOS North Island Endurance Series title at Pukekohe Park last weekend, but it wasn't without its troubles.

Driving his Porsche 911 991 GT3 Cup car he took the hole shot into turn one off the start to lead the race. Round two winner John Midgley didn't make the start of the race, which had to be pushed back to Sunday after the circuit flooded a day earlier.

The surprise performance early on came from Matt Griffin. The Mortimer Motorsport driver usurped Glenn Smith paired with John de Veth for third off the line, but the Holden Commodore V8 SuperTourer Prototype got the M3 GTR back soon enough.

Whittaker led the opening lap followed by Porsche 911 997 GT3 Cup driver Ian Hayr and third placed Smith. Unsurprisingly, it didn't take long for Whittaker to catch the tail of the field with the slowest cars quickly going a lap down.

Hayr defended Smith boldly, but their battle was ended soon when the suspension on Nick Archibald's Subaru WRX STi collapsed and brought out the safety car.

Several took the opportunity to head to pit lane for their compulsory pit stop. Some who started on wet tyres quickly shifted onto dries. Smith jumped out and de Veth jumped in for the final stanza.

The race restarted with Whittaker buried in the field, but it didn't take long for him to pull through. After just four laps he's siphoned his way through to third.

Hayr and de Veth briefly headed the field, but Whittaker was through into the lead in no time.

The Commodore was showing pace on a track which was mostly dry. Heading into the complex de Veth plunged to the inside of Hayr and took second from the Porsche pilot.

Whittaker had a healthy lead, but de Veth was setting fastest lap times to close the lead down, traffic was helping de Veth to catch Whittaker too. Eventually he caught the 911 and made a look into turn one, but he couldn't make the move stick.

It seemed the pressure was beginning to mount. Approaching the complex, Whittaker dived down the inside of the lapped Ford Mustang of Rick Cooper. Whittaker went too deep and was forced to climb the inside kerb. The pair collided and that allowed de Veth through.

With damage a concern Whittaker headed for the pit lane. He nearly lost a lap to de Veth, but was now down into fourth. It seemed the damage wasn't too bad so Whittaker continued, but was well off the front runners.

Only a couple of laps later de Veth put Whittaker car a lap down. That promoted Matt Griffin to third in the Mortimer Motorsport BMW. His time at the front was short-lived however as the Pukekohe local suffered a puncture.

The saving grace for Griffin was a safety car moments after his pit stop when Graeme Fraser got stuck in the mud through the complex and Peter Bergovich put his Commodore in the wall.

On the restart de Veth blitzed the field and immediately set about establishing a lead. Behind, Hayr spun at the hairpin with only a few minutes remaining in the race.

As the last lap board came out de Veth held a one lap lead over the field. Only two laps earlier he set his best time of the race with a 1:05.489, which was faster than anyone on track.

The quiet performer of the race had to be Andrew Nugent who plugged away and ended only one lap off de Veth and Smith. Rick Cooper finished nine seconds off Nugent to take third.

Smith and de Veth shared the honours for the One Hour victory, while Matt Whittaker took home the One Hour title and GT-B Class honours too.

For more information visit the [North Island Endurance Series Facebook page](#).

Rebel Round Up

Rebel Round Up is a new event to be held at Pukekohe Park on 16-18th February 2018. Transferring from Rotorua, Rebel Round up is a mixture of Beach Hop, Kumeu Hot-rod show, Rumble in the Park, the Pukekohe Swap Meet and Thunder in the Park.

The event will have activities within activities and to that end we have ring fenced Friday and Saturday time slots for “motor racing”. The Motor Racing will be organised and run by HRC Events. Due to the overall theme of the event, the organisers want Pre 1980 and American V8 types of car.

Format: Based on three category's . (Muscle Cars and V8s)

Friday will be run as an “open test day” as per normal by the Park. They are looking to put a twist on this however. It will be branded and sold to people from the “Hot Rod” community, say 60 cars to get out on track whilst also allowing competitors in the racing programme practice time.

At around 4pm the track will be for the sole use of the race competitors with on track activities to end at around 8.30pm. Over this 4 hour period we would expect to hold a 15min practice, a 15min quall and a top ten shoot out for each category. A prize giving will follow in the Garden Bar for all drivers and teams. Pukekohe Park's Rebel Round up Cup for top ten shoot out!.

Saturday will start on track at 9am and we envisage practice, quall and 4 races for each category. 3 trophy's and spot prizes with winners based on points. Off track by 3pm for a prize giving at around 5pm.

Pukekohe Park will look to run the Primer Nationals flag drop drag racing from 4pm until 8.30pm on Saturday evening.

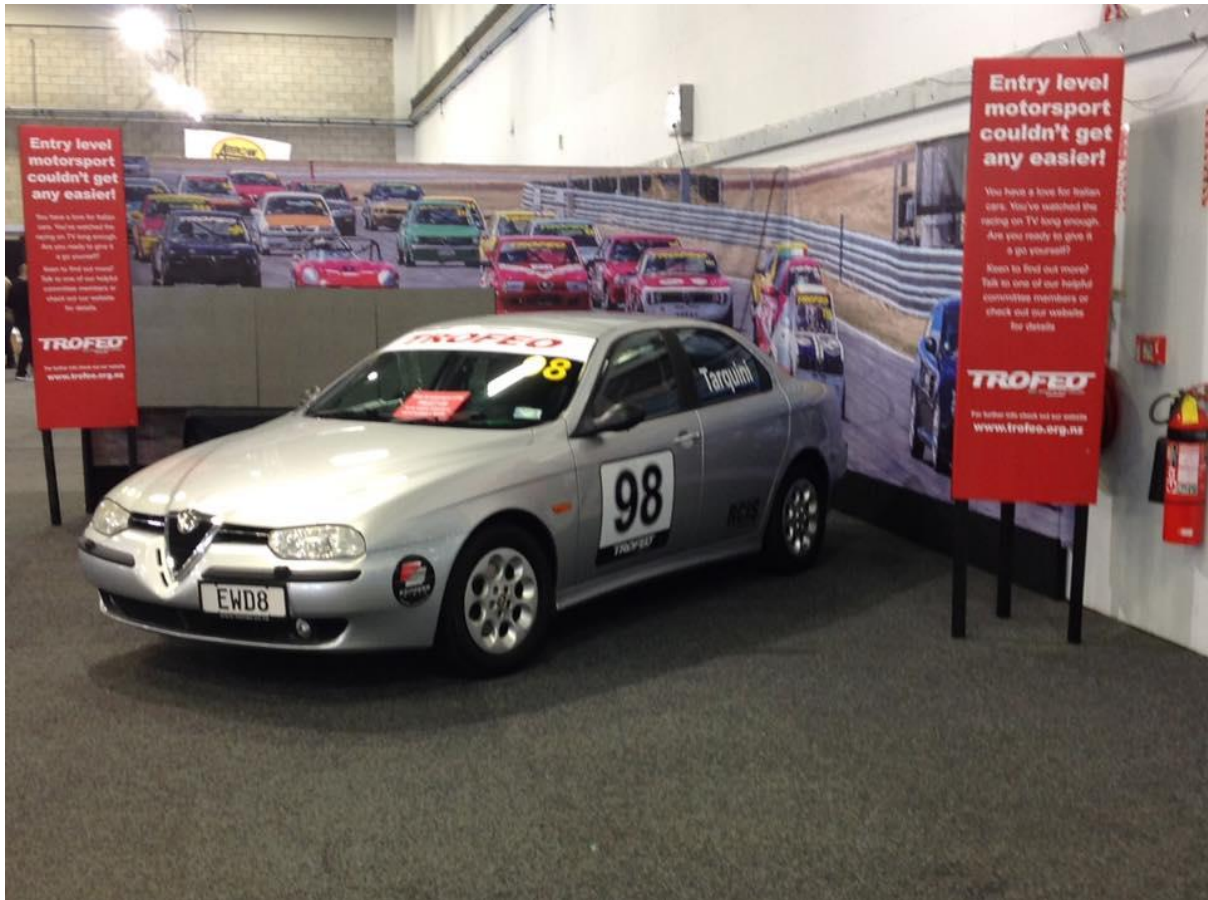
Competitor offer:

Entry fee of \$320 plus MSNZ fee of \$55. This includes pit lane sheds, power, 4 x 3 day pass including camping and entry to Friday open testing.

Pukekohe Park and Rebel Round Up are committed to a large marketing budget for this event and each category will be exposed fully in all collateral. Mediums to be used will be social, print, apparel and TV.

Time is of the essence, we need to lock down the competitors wishing to attend so that the marketing team can get into full swing. Please email tim@hrcevents.co.nz if you are interested in competing.

Project Car Trofeo Series



An Alfa 156.

This Project car is being built by the Trofeo Series, a very experienced group when it comes to restoring, racing and building Alfa Romeo's. As well as that the Trofeo Series is one of the longest running classes in NZ motorsport with a great bunch of people behind it. The build will be featured on the Trofeo website and Facebook page and also shared on RCIS for us all to enjoy.

And of course once on track keep an eye out for the 30bhp! RCIS sticker 😊;)

If anyone wants to add their support to the project, head over to the Trofeo Series page and have a chat with the team.

RCIS Admin.

INTRODUCTION TO MOTORSPORT ENTRY FORM

13th AUGUST 2017 – Hampton Downs Club Circuit

DRIVER DETAILS:	
*Name	
Postal Address	
City	
*Email Address	I do not wish to subscribe to the HRC Newsletter <input type="checkbox"/>
*Telephone -	Telephone - Mobile
*Emergency Contact:	Phone:
*Drivers Licence Number	*Licence Expiry Date
VEHICLE DETAILS:	
*Vehicle Make	*Vehicle Model
Colour	REGO Number
Capacity in cc	Helmet Req? Overall Req?

I verify that the vehicle being used is up to Warrant of Fitness Standards and / or has a MSNZ logbook

*Signature: _____

*Date: _____

How did you hear about us: _____

Payment

\$195 Cheque to: Historic Racing Club Inc. P.O. Box 28 140, Remuera, Auckland.

or Credit Card: Number: Exp: ../. Security Code: ...

or Direct Credit: Account number: 02 0278 0209394 25

Account name: Historic Racing Club Inc.

PLEASE SEND EMAIL TO tim@hrcevents.co.nz if you intend entering.