

# HRC NEWS

EVENTS



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



The Endurance Season is coming and with it some great racing

But first we have the Retired Furniture Season Finale and this will include a number of short enduro's. This meeting has Enduro's for Honda, BMW and 2K cup. Other classes racing are Pre 65, Super Karts, Super Laps, Rotary Enthusiasts, NZ6 and the increasingly popular Simply Leasing Formula Libre Series. Last year we had 350 entries for this meeting, HRC is hoping for a more manageable 300 entries this year. Entries on line

[www.motorsportentry.com](http://www.motorsportentry.com)

Then the

## **ENEOS ENDURANCE SERIES CONFIRMS 2017 DATES - AND A RETURN TO PUKEKOHE PARK**

The 2017 ENEOS North Island Endurance championship is hoping for its best ever grids in the one hour and three hour races that will once again form the basis of this season.

The three round championships blast off at the Bruce McLaren Motorsport Park on Saturday May 20th, before moving north to the Hampton Downs International Motorsport Park on June 24th and then concluding with a return to Pukekohe Park on July 22.

There will once again be five classes offered to competitors, with Class 1, Class 2, Class 3 and Class 4 based on the capacity of the engine and an equivalency formula for turbocharged, supercharged or rotary engines and the top class being the GT class.

Organisers are hoping to again attract not only specialist GT machinery to the NZ championship series, but also cars from summer series that qualify for one of the classes, or cars that have competed in the winter based endurance series during past seasons.

"We have seen good solid grids and some great racing action over the past few seasons, and we expect this to continue with the 2017 one hour and three hour championships," explained organising group chairman Kel McBeath.

"It remains the best bang-for-buck series on the North Island and the most rewarding for a team as it is definitely a collective effort that produces the best results. It's going to be exciting in every class and we are looking forward to a great series, the first for ENEOS as the title sponsor."

Entries can be made now on line at [www.motorsportentry.com](http://www.motorsportentry.com) and for spectators, Early Bird Tickets are also available on line at [www.hrcevents.co.nz](http://www.hrcevents.co.nz). Adult tickets are \$10 on line (Normal price \$20) and Family tickets \$20 on-line (Normal price \$40) from the 1<sup>st</sup> May to 19<sup>th</sup> May

Further information on rules and regulations are available for competitors at [www.nierdc.com](http://www.nierdc.com)

## **Richard Gee**

*Consultant*

Don't forget to bring a prize for the Marshall prize draw. This HRC initiative has been much appreciated by the marshals and volunteers and HRC has introduced marshal prize giving's at our Taupo events. HRC and the Motorsport are always looking for more volunteers to lighten the load so if you would like to be part of the team contact Debbie at Deborah Day [deb@themotorsportclub.com](mailto:deb@themotorsportclub.com) 0274 875 079. Lots of different tasks available and a great way to get into the sport and get a free lunch

Young drivers doing well overseas at present include Brendan Leitch , front row of the grid at a formula four race at Miami, Liam Lawson leads the Formula 4 Championship in Australia, Taylor Cockerton a first and two podiums at Sepang Formula Master Series Malaysia and Nick Cassidy 1<sup>st</sup> in Super GT's in Japan.



The HRC has found there is a real need for practice days that are structured to appeal to women. Debra Day and Wendy Metcalf along with their team of women coaches have certainly made these Women in Motorsport a success and we can expect more women competitors next year. There are also a number of volunteers that have been attracted to the days and have been encouraged to be volunteers to understand motor racing before making the step onto to the race track.

This last HRC meeting the Bruce McLaren Motorsport Park attracted eight women to have a go on the track on the Friday evening before the meeting . The session included a track walk , one on one instruction by a woman instructor and track time on track and a ride in BMMP Atom at high speed. Two graduates entered the meeting and did very well in the 2K Cup field of forty two cars. Rachel Norris coming 11<sup>th</sup> and 23<sup>rd</sup> and Katherine Watson came 32<sup>nd</sup> in both races

If you are interested in further information, the contacts are Deborah Day [deb@themotorsportclub.com](mailto:deb@themotorsportclub.com) 0274875079, Wendy Metcalfe [wendy@mra.net.nz](mailto:wendy@mra.net.nz) 021423234 or contact Chris 0274 827542 [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

### **Smith: “I would love to see more girls racing in the class”**

By Jordie Peters | April 10, 2017

[Leave a comment](#)

Hi-Q Components NZ Formula First driver Amy Smith has put out a call for more women to get into motorsport stating “Being a female is not a disadvantage”.

Smith has been Formula First’s sole female driver for the past three seasons, but struggles to understand why when women have been so successful on the race track.

“I would love to see more girls racing in the class; Formula first is designed as an entry-level racing class, so it’s a good place to start racing.

“If you can race one of these cars, you can race anything. It will teach you all the skills you need. Being a female is not a disadvantage – you just need a certain amount of confidence.”



With the recent success of females in domestic categories, including Chelsea Herbert and Emma Gilmour, coupled with international stories such as Simona De Silvestro, ex-IndyCar and Formula E superstar competing across the ditch in the Australian Supercars series, there is no better time for women to get into the driver’s seat.

The Hi-Q Components NZ Formula First Championship are hosting a Have-A-Go Day on April 30th at Bruce McLaren Motorsport Park in Taupo. The event aims at getting aspiring drivers into actual Formula First race cars to sample motorsport and the class at a low cost.

“For any women that are interested in joining the class, I would definitely recommend coming along to the Formula First have-a-go-day held at the end of April at Bruce McLaren Motorsport Park in Taupo. You will get to actually jump in a car, or just come along and

have a talk to the people in the class.”

Smith credits the NZ Formula First Championship on its close and competitive racing while remaining low cost and social.

“Formula First is a great class; I have enjoyed the environment of the class on and off the track. With the cars all being very equal, it leaves a lot down to the driver’s ability. It’s fast enough to be a real thrill (up to around 200kph) and a good class to learn all the skills required to race.

“It’s also fairly low budget, so one of the more affordable forms of racing. Our class is quite social, so there are opportunities outside the racetrack to get to know the other drivers.”

The encouragement she has received from fellow competitors and the class management has made sure Amy has felt welcome and included, giving her the best chance at competing at the pointy end of the field.

“It has been great. During the past 3 seasons in NZ Formula First, I have had plenty of encouragement from the management and the other drivers.

“Competitors will often shake hands and congratulate other drivers for good racing and they treat me just the same. Everyone has been very supportive and I haven’t experienced anything negative. I feel very welcome in the class.”

Amy acknowledges how motorsport allows both men and women to compete against each other while not breaking out into a battle of the sexes.

“When I started racing karts at 6, I never thought it made a difference that I was a girl, I was just doing the same as the others on the track.

“I don’t feel there is a ‘battle of the sexes’. For me, I don’t want to be passed by anybody, so I guess it’s the same for the boys.

“There is a certain amount of respect among all the drivers because we need to trust each other when racing wheel to wheel at fast speeds.

“Also, off track, I initially made the effort to approach and be sociable with them, so they treat me like I’m just one of the guys.”

The 2017 NZ Formula First Have-A-Go Day is coming up on the 30th of April at Bruce McLaren Motorsport Park in Taupo and provides an opportunity to try out motorsport for a low cost. For just \$99, you’ll be kitted out in the all the safety gear before jumping into an actual Formula First race car. Lunch is provided and gives a chance to socialise with current drivers and share stories with others who have just completed the time of a life experience.

Sign up at [www.formulafirst.co.nz/HaveAGo](http://www.formulafirst.co.nz/HaveAGo) or call Ian Foster on 027 477 1092 for more info.

## **INTRODUCTION DAYS**

Future Days planned for an introduction into Motorsport for women and men are being planned for August. These days will be on the Hampton Downs Club track and will be run under a Clubsport permit. The days will consist of dual car sprints and races for a very limited number of cars. The race grids will consist of drivers with a similar level of ability. Provisional dates are 23<sup>rd</sup> July and the 13<sup>th</sup> August. Lots of instructors available for women and men. These days will be a great introduction to Motor Sport contact Chris 0274827542 [chris@hrcevents.com](mailto:chris@hrcevents.com). Temporary Licences will be available on the day

## **Next years Calendar**

HRC is in the process of putting together next year's calendar and should have it finalised by the time the next newsletter comes out in mid May. HRC will be emailing a draft calendar to class coordinators in the week beginning 24<sup>th</sup> April



### **New use for World Series 2K Cup**

Excellent for catching water when the air conditioning unit malfunctions in the HRC office

### **Historic Sports Sedans**

Great turn out of these historic cars at the Barry Algie meeting at the Bruce McLaren Motorsport Park . The winner was decided by a marble draw and the worthy winner was Adrian Dobbe . Picture below is the cup being presented by Barry's brother Peter. Certainly generated a lot of interest on Face book







## **Motor Sport New Zealand Incorporated**

At the bottom of this newsletter are two letters, one from the President of Motor Sport New Zealand and a press statement in reply from the Managing Director of V8 Supertourers.

V8ST are prepared to waive their confidentiality rights so that member clubs can see all the evidence. We would hope that MSNZ will release all the evidence so clubs do not have to rely on the "rumour mill". MSNZ has assured members that it was a commercial decision to pay out \$250,000 and unspecified amount of legal fees even though they had done nothing wrong.

MSNZ would have been advised by their insurance company as to how to proceed and a number of insurance executives HRC has approached have indicated that they are not aware of an insurance company entering into mediation where they believe their client (in this case MSNZ) is not guilty. MSNZ's insurance company requested mediation in this case with V8ST.

Only a release of all the evidence will enable the sport to move forward and if members of the executive (now the board) or staff members have made errors of judgement it is hoped they follow the honourable course and resign

HRC is concerned is that well over a million dollars of member funds has been squandered on legal fees or lost in commercial ventures like the Motorsport Company. There is also also a massive blow out in costs for the new Possum computer system. These funds could have been better spent on the various motorsport commissions. We have been told at conference there are no funds available for training and very little money available for the commissions. The Classic and Historic Commission and the Training Commission have budgets of \$5000 each and Women in Motorsport has a nil budget. Women in Motor Sport is funded by Deborah Day herself and Auckland events have been financed by HRC

A reason why HRC is reporting this matter is that the MSNZ fees are now the second biggest expense for a race meeting. MSNZ fees are the same as one days track hire. Fees to Kartsport and the Vintage Car Association are very low in comparison. Competitors cannot keep paying for mismanagement if the evidence shows this is the case. All these costs will eventually be paid by the competitors !

### **HRC Office**

Testing for competition licences is available at the HRC office as is testing for Authority

Cards also check out our shop on [www.hrcevents.co.nz](http://www.hrcevents.co.nz)

Last but not least like us on face book so you can get instant updates on coming events.

HRCEventsNZ

### The HRC Team

Chris Watson 0274 827542 [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

Tim Hill 021614600 [Tim@hrcevents.co.nz](mailto:Tim@hrcevents.co.nz)

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HRC Office

20 Augustus Tce Parnell level two / suite three 09 377 0732





*(Trophy winners with their crew and supporters from North Island at Championship round, missing is Dion Cooper and his team)*

With our new naming sponsor, Eneos, we have been quietly working away with them and the ROC partners to bring everything together.

The series will now be known as the Eneos North Island Endurance Series. This is a driver's series meaning the focus of the meetings is around driver and team enjoyment.

NIERDC provide

- consistency in structure, normally only a few “tweaks” each year,
- social events for everyone
- hospitality where we can for families
- An enjoyable atmosphere

As before all who compete with need to belong to the NIERDC who task it is to look after the drivers interests. David will be doing the ring around to find sponsors to help with prizes in the coming weeks so if you can help please let him know.

There are only a few changes this season which we will let you know about in the coming weeks.

In the mean time we have noticed there is high interest in this year's series, so in order to gauge interest and confirm places we have decided to create a series sentry/ membership application.

**Dates:**

2017 Eneos North Island Endurance Series Dates:

May 20<sup>th</sup> at Taupo

June 24<sup>th</sup> at Hampton Downs

July 22<sup>nd</sup> at Pukekohe – final round and prizing giving on Saturday night so remember to book accommodation in somewhere.

### **Membership**

Your membership is now up for renewal and the form is attached. Please remember to put a surname and car number reference when paying online. [Click here for entry forms](#)

They are the ONLY CLUB CARD ACCEPTED at the endurance meetings for entry into a race.

Temporary cards will be sent out to you as they are MSNZ afflicted so can be used at any meeting with actual cards held at each meeting.

Joining the club, NIERDC, is confirming your interest and upon acceptance, guarantee your place in this year's series. Please ensure you circle or tick which rounds you are entering. Thank you to everyone who has already sent membership and meeting details in. Thank you to all who have already sent forms in, I do have some forms with no payment as yet, please remember to make payment when you have resent me the form.

### **Entries**

Entries are now up on [motorsportentry.com](http://motorsportentry.com) now and EVERY driver must enter on the site. There has been a small increase in entry fees which is a result of slightly increased track hire costs. NIERDC have worked very hard on your behalf to keep meeting costs down. Our desire to have no surprises has seen us approach the Track owners to ensure we are all on the same page regards testing and garage costs for each track.

**BUT** you still need to fill out the NIERDC membership/series entry form and return to Karen with your membership payment of \$100 per driver. Your place will not be confirmed until we have received this regardless of whether you enter on the website.

I urge you all to get these forms in asap if you intend to compete in one or all of the rounds.

Entry for the rounds: 1 hour \$390 and 3 hour \$650.

### **Garages**

As with last year all garage allocation for Saturday will be done by NIERDC only, not the tracks. Please give your preferences if you are looking to share or be next to someone via



email to [Karen](#).

Garages and testing can be paid to the circuit on the Friday

***Taupo***

Test Friday \$100 or free for those who raced last year

Friday garage \$100

Sat garage \$200

***Hampton Downs***

Test Friday \$195

Friday garage \$150

Sat garage \$200

***Pukekohe***

Test Friday \$100?

Friday garage \$100

Sat garage \$200

We will also have a hospitality suite available to your teams for viewing at both Taupo and Hampton Downs. We will be again holding the Friday evening social events, If you have any ideas on speakers for these please let David know

Our final round prize giving will be held at the Pukekohe Cosmopolitan club just around the corner from the track. Please all budget in accommodation for the Pukekohe round so that you can attend this evening. There were approx 250 at the Manfield prize giving last year and it was truly an awesome evening. We hope that the 2017 function will live up to this standard!!

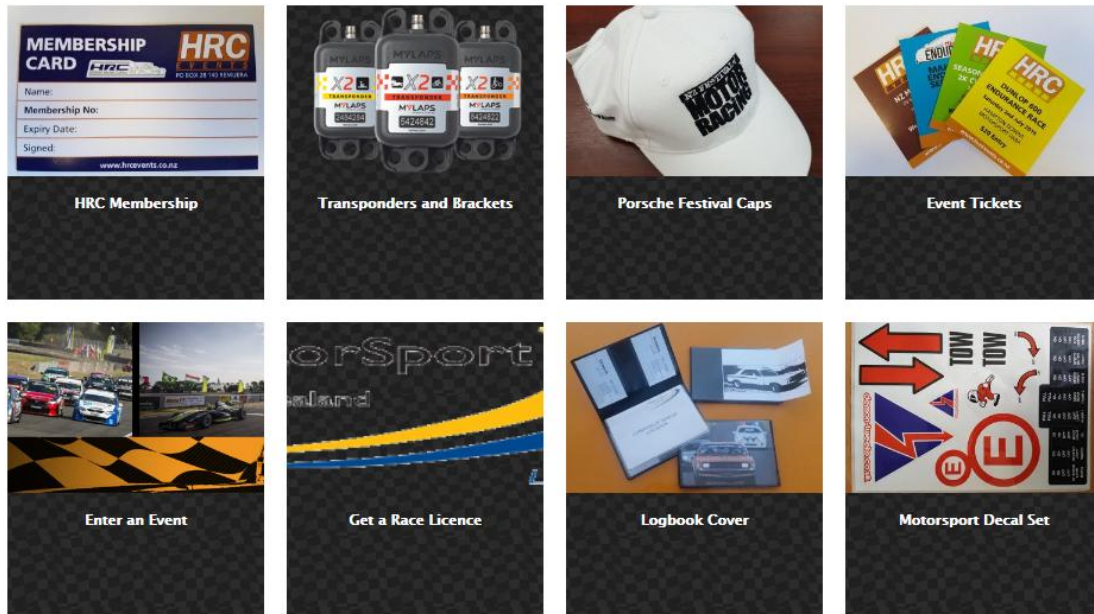
As before if any of you can help out with prizes, sponsorship or just a helping hand please me [David](#) know. We need all the help we can get.

Your Team at NIERDC

<b>MEMBERSHIP CARD</b>		<b>HRC</b> EVENTS PO BOX 28 140 REMUERA
<b>Name:</b>		
<b>Membership No:</b>		
<b>Expiry Date:</b>		
<b>Signed:</b>		
<a href="http://www.hrcevents.co.nz">www.hrcevents.co.nz</a>		

**Are you a member of HRC?**

If you would like to become a member of the Historic Racing Club, please fill out the form available on our website or order online at [www.hrcevents.co.nz/shop.php](http://www.hrcevents.co.nz/shop.php) for a small payment of \$50.00. You can pay by cheque, credit card, direct credit or cash. We are MSNZ affiliated and under that we administer, promote, and develop automobile sport in accordance with the objectives of MSNZ.



**HRC Internet Shop**

For Decals, hats, tickets, race numbers, transponders etc visit the HRC on line shop at <http://www.hrcevents.co.nz/shop.php>

**HRC is now selling furniture, visit our showroom at 20 Augustus Tce Parnell**

**Table and Chairs set normal retail \$1345.00 HRC price \$1180**

**Chair normal retail \$410 HRC price \$360**



## **Formula Libre News**

### **SIMPLY LEASING FORMUAL LIBRE AUTUMN SERIES**

After the success of the three round summer series for Formula Libre it was apparent that there was a desire among the competitors for more. With the support of Simply Leasing (technology leasing company) we decided to create a three round autumn series.

The first round of the Simply Leasing Formula Libre series was completed last weekend at Hampton Downs with an excellent turn out in qualifying of 20 cars comprising of 3 Formula Atlantics, 2 Formula 5000s, 6 Sports 2000 cars, 1 Formula 3 and the rest of the field made up of the very quick and intensely raced Historic Formula Fords.

There was the exciting prospect of seeing Kenny Smith and James Watson renewing their rivalry from the summer series and after qualifying it looked like it would be a battle royal at the front between the two very quick Formula Atlantics with Smith and Watson qualifying less than 1.04. Then there was the next group that included Gary Rush in his Swift DB4 Atlantic, John Ryall in the Juno SSE, Robert Hulme in the Nemesis and Nicholas Barker in the Reynard Inverter 09Q. This group proved to be the real entertainers of the weekend in the Simply Leasing Formula Libre series.

Unfortunately qualifying claimed two very important scalps. First to be side-lined was Mike Limbrick in the Mallock U2 on the opening lap of qualifying with a broken diff, a legacy of a crash at Manfield a few weeks previous. But the biggest scalp (or smallest depending on your view point) was that of Kenny Smith, having set pole position only to find the Toyota in the back of the Swift dispersing water out of the engine in large quantities. A quick fix not an option meant Smith withdrawing for the weekend leaving James Watson with no one to chase. The only consolation for Watson was setting a personal best for both him and the car at this track of a 1.02:759. Not a bad feat when you consider he was running at the front by himself. As he said later, if Kenny had been there and they had been racing each other hard he is sure they both would have been in the 1.01's.

What needs to be remembered is these guys are limiting their revs to only 9500rpm and they are still achieving these low times. The outright lap record is currently held by Michael Lyons in the Lola T400 F5000 in the low 59's (faster than a TRS). In talking with Kenny he reckons that these later model ground effect Swift's, Reynard's and Ralt's with their big wide slicks in full race set up and running to their 11,500rpm rev limits would be the fastest cars on any circuit in New Zealand.



However that is something for the future, so Watson decided to treat the event as a practice session to find ways of getting the best out of the car. First exercise was to find out how far the car would go on with only a few litres in the tank? Answer was simple, two laps! This must be a Watson Family trait as Father Chris managed to achieve the same thing at the Festival earlier in the year although that was down to his crew forgetting to put fuel in the McLaren M18 Gardos.

So with Watson in the pits all eyes turned to the battle for the remainder of the podium and what a battle it was with the four cars of Barker, Hulme, Rush and Ryall all racing each other hard with Hulme becoming the eventual winner and Barker finishing second in front of Ryall and Rush.

For Sundays two races of the Simply Leasing Formula Libre Series Watson was back and fully fuelled up and consequently ran away and hid from everybody taking two from two. But what went on behind was nothing short of scintillating with the fiery foursome taking the gloves off and going for it like they were racing for the World Championship, Hulme got to the lead at the start of both races and stayed there for a considerable time fighting off attacks from Barker and Ryall with Rush getting ever quicker as he adapts from his Pre 65 Hillman Imp to the extremely fast Swift DB4 with its ground effects.

Positions changed regularly between the three sports cars with the Rush in the Atlantic waiting for an opportunity. Final outcome was that Ryall took a couple of on the edge but clean moves to get past Hulme with only one lap to go in both races to claim two victories in the Simply Leasing Formula Libre. Leaving Nicholas Barker with two third places in the much smaller Hybusa engined Reynard Inverter.

As for the rest of the field the Formula Fords were sublime in their racing and certainly took it to some of the other cars. I know Steve Sharp in the Tiga SC86 sports car had some great dices with a couple of the Formula Ford guys including Phil Foulkes, Ron Wilkin and Keith Mainland. Another ongoing scrap all weekend was of that between Chris Watson in the McLaren M18 Gardos F5000 and Andy Drummond in the Ermolli Alfa Formula Boxer.

So that covers the opening round of the Simply Leasing Formula Libre series. Next round is the Barrie Algie Memorial meeting at Bruce McLaren Motorsport Park in Taupo on the 8th & 9th of April. Entries close on Monday 3rd of April so if you don't get in now you will have to file a late entry at extra cost.

Final round of the Simply Leasing Formula Libre is the NZRDL season finale at Hampton Downs on the 6th & 7th May.

Simply Leasing Formula Libre Points after round one:

Robert Hulme	Nemesis Sports	156
John Ryall	Juno SSE	153
James Watson	Swift DB4	148
Nicholas Barker	Reynard Inverter	147
Gary Rush	Swift DB4	139
Chris Watson	McLaren M18 Gardos	133
Steve Sharp	Tiga SC 86	131
Andy Drummond	Alfa Formula Boxer	129
Phil Foulkes	Trident Palliser	125
Ron Wilkin	Elden PRH 10 FF	121
Kerry McIntosh	Begg FM2	119
Keith Mainland	Van Diemen RF 79	91
Peter Boel	Lotus 51B	84
John Pickford	Reynard 84/190	80
Vic Clarke	Palliser WDF3	80
Gavin Aleksich	Mondiale M86S	77
Ken Smith	Swift DB4	20
Mike Limbrick	Mallock U2	20

***John Tomlin***

***Formula Libre***

**Cel 021 759 820**

## **MY LAPS**

Mylaps is changing. Download the app today and view racing data live, plus see what your competitors are up to.

<https://speedhive.mylaps.com/app>

The free MYLAPS Speedhive app gives you quick access to the official results of motorized sport events and with the free introduction version of Live Timing spectactors

and fans can follow races all over the world  
Speedhive will help you to

View live race data

Get quick and easy mobile access to your personal event results

Connect to your personal MYLAPS account

See the history of all your personal event results

Compare your lap times with other racers in one graph

Analyze where you won and lost compared to your opponents

### **My Laps Transponders**



**My Laps Transponders can be purchased from the Historic Racing Club. Order online at [www.motorsportentry.com](http://www.motorsportentry.com) or send a cheque to HRC Inc, PO Box 28140 Remuera.**

**HRC has the new X2 transponders in stock**

**Advantages are they can be charged in 4 hours instead of 12 hours and they will be compatible with new in car displays available soon**

<b>X2 Rechargeable Transponder 1 Year</b>	<b>\$220</b>
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**year, 2 years AU\$181.50 and 5 years AU\$ 368.50.**  
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MYLAPS provides personal transponders to fulfil the needs of organizations as well as the needs of participants. With the introduction of the Car/Bike X2 personal transponder, MYLAPS offers a low cost entry solution for racers.

## **Coming Events**

### **IRC and NZRDL Meetings**

15<sup>th</sup> 16<sup>th</sup> April 2017

### **Taupo Car Club Taupo IRC**

Bruce McLaren Motor Sport Park at Taupo

IRC /HRC classes

Formula First,NZ6, Minis, Pro 7, SS2000, Pre 65, CMC

6<sup>th</sup> 7<sup>th</sup> May 2017

### **Retired Furniture Season Finale Hampton Downs HRC**

Classic HRC /IRC Classes

### **National Track**

2K Cup, Super Karts, BMW Enduro x2 , Sports Cars Libre, Super Lap, Pre65, Honda Enduro, Rotary Enthusiasts, NZ6

## **ENEOS North Island Endurance Series 2017**

20<sup>th</sup> May 2017            Bruce McLaren Motorsport Park

24<sup>th</sup> June 2017         Hampton Downs International Motorsport Park

22<sup>nd</sup> July 2017         Pukekohe Park

## **MSNZ Correspondence**

**MotorSport New Zealand Inc**



31 March 2017

## **Release to member clubs**

Motorsport House

We have received inquiries from three member clubs in relation to the High Court proceedings brought by V8 Supertourers Limited (“**V8STs**”) against MSNZ, Brian Budd and Martin Fine (CIV 2012-404-3293) (“**the V8STs Litigation**”), and the settlement of those proceedings (“**the V8STs Settlement**”).

MSNZ is in the process of finalising its annual accounts and anticipates that there will be further information prepared regarding the V8STs Litigation and the V8STs Settlement for the purposes of the AGM.

In the meantime MSNZ, and the MSNZ Board, considers it can now respond to several of the requests. This release is directed to all member clubs, so that all member clubs will have the same information.

As members may be aware, the proceedings alleged competition law breaches by MSNZ, and in some instances by Mr Budd and Mr Fine. V8STs sought to recover very substantial sums. In its amended statement of claim V8STs were seeking over \$3.095 million against MSNZ, \$2.66 million against Brian Budd personally, and \$1.16 million against Martin Fine personally, plus interest and costs, and there were indications those claims could have been significantly increased if the matter went to trial.

MSNZ, Mr Budd and Mr Fine were represented by McElroys solicitors in the litigation. They resisted the claim and denied liability, maintaining that the claims lacked merit, and that the plaintiffs would not be able to prove they suffered losses, let alone losses at the levels claimed.

The dispute was referred to mediation. Mediation is confidential, and participants generally sign confidentiality undertakings which remain in force after the mediation. The litigation was settled in the mediation, and the outcome is not confidential. But elements of the litigation and mediation process (discovery and disclosure of documents) remain confidential, and the legal advice that MSNZ received from the various lawyers in relation to the proceedings, and settlement, remain both privileged and confidential.

On that basis, MSNZ can confirm that the matter was settled for the sum of \$850,000 in total. MSNZ contributed \$250,000 to that settlement. The insurer’s contribution was substantial, but the insurer maintained that there were also losses claimed that were not covered by the available policy cover.

MSNZ will be reporting more fully regarding the financial impact of the litigation and the

settlement, and associated costs, once its annual financial statements have been completed. MSNZ's contribution to settlement (in the sum identified already) and its legal and other costs associated with the litigation will be covered in those financial statements.

MSNZ maintains, and does not waive, legal professional privilege in relation to the advice it received from the various lawyers involved. But on that basis it can confirm that: it settled the proceedings having had the benefit of legal advice; and the driver for the settlement was commercial (eg. it was perceived that MSNZ could extract itself from the litigation for a sum less than likely irrecoverable costs it would otherwise have expected bear in a substantial, expensive litigation process).

Wayne Christie

President

## V8 Supertourers Limited

Release to members of MSNZ

7 April 2017

Prior to your upcoming AGM, we thought you might like to know some information about the proceeding that V8 Supertourers Limited (V8ST) brought against MSNZ, Brian Budd and Martin Fine, and the settlement which was then reached.

We do so out of concern that the MSNZ Board are not being transparent with you – not only about the conduct of MSNZ and TMC representatives which led to the proceedings being issued, but also the settlement itself. MSNZ's recent press release told you that:

- MSNZ was required to contribute some \$250,000 to the settlement above and beyond the amount of insurance cover available to it, and MSNZ has further legal costs in the proceeding which it has not yet calculated. Again, as members of MSNZ you may want to know why MSNZ needed to contribute and to incur further costs which were not covered by its insurer.
- "The driver for the settlement was commercial" because MSNZ could extract itself for less than what it would cost to defend itself.

V8ST has a very different perspective.

It is true that the claim was for in excess of \$3 million and was likely to increase. As MSNZ was not fully insured, V8ST was faced with a difficult choice of either proceeding and bankrupting MSNZ, forcing it to sell its building and closing the book on part of New Zealand's motor sport history, or reaching an agreement to settle which allowed MSNZ to survive. V8ST chose to settle, and absorb most of its losses, in the hope that MSNZ might have learned a lesson and resolved to change its behaviour in the future. However, we see little to no evidence that MSNZ has changed, which is why we feel forced to respond to their letter to you.

It is important that MSNZ take responsibility for its actions and its failures to support competitive motor racing in New Zealand. V8ST brought the claim because rather than supporting a new and exciting motor sport competition, with great crowds and media coverage, MSNZ sought to obstruct it. MSNZ's conduct came at a tremendous cost to the 20 V8ST car owners, teams, drivers, sponsors, and the sport of motor racing as a whole, and has resulted in great cars sitting in sheds and the sport left in strife.

MSNZ's press release shows that it is still not willing to take responsibility for its actions and decisions. Of very real concern is obvious reluctance to be transparent with you, by claiming everything is confidential.

There is no reason why MSNZ could not allow you to view its emails and other documents about the actions it took against V8ST. Those documents are its own, and as member clubs, it should let you see them.

Further, any confidentiality restrictions about documents exchanged between MSNZ and V8ST may be lifted by mutual agreement. V8ST is therefore prepared to waive its confidentiality rights so that MSNZ no longer has an excuse to withhold all the source documents that were exchanged between the parties. You can then decide for yourselves whether the behaviour of MSNZ was the sort of conduct you support, and whether you think MSNZ needs to change. We invite the MSNZ Board to contact us to make the arrangements, so you can see these documents before the AGM.

**V8 Supertourers Limited**

Mark Petch  
Director



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