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Welcome to the HRC September Newsletter

The Waikato Challenge was a success last weekend with heaps of 2K cup cars running, the SuperKart nationals were very popular with the SuperKart drivers. They shared the track on Sunday with the Clubsport Sprints which were an opportunity for new competitors to get out on the National track. This is a stepping stone for events like the PPG Classic Trial or direct entry into one of the racing classes.

This coming weekend HRC has our popular Icebreaker meeting at Hampton Downs featuring the following race classes, Classic Trial (Sun) BMW E30, BMW 2 Litre, BMW Open, Flemings Trofeo Series, ERC AES, ERC Arrows, Historic Formula Ford and the Hooters Vintage series (Sat). We have a good entry but still room for more cars. Enter online www.motorsportentry.com. Don't forget our refund policy - if you advise HRC before 5pm Friday we will pay a full refund.

As an aside, Wendy Metcalf is available on Friday 29th to provide tuition to any one that wants a few pointers. Wendy can be contacted on 021 423234. Entries as of Tuesday and programme below.

October 14th at Hampton Downs is the TACCOC Spring Classic and classes running are Classic Trial, ERC Arrows, ERC AES, Historic Muscle and Historic Saloon Cars, Historic Formula Ford and Historic Racing Cars. Enter on line at www.motorsportentry.com

November 25/26th is the 2K Cup Challenge meeting at Hampton Downs which will another very interesting HRC meeting. Expect a record 2K Cup entry with usual 2K Cup close racing. There will be the Pro 7 series grid which is increasing all the time. The main attraction will be the rejuvenated NZ Tranzam Challenge, the latest Petrolhead Magazine has an article on the class. As the days go by, more and more cars are appearing so expect a reasonable field in November. Class contact is Bob Cullinane 0274 939337 idt@xtra.co.nz or for latest news NZ-Tranzam-Challenge on face book. The Super Lap group continue to grow and they will have 50 competitors who will have prepaid their season entry fees before the first event. Other classes include Super Karts, sports cars, Mini Drivers, NZ6, and Honda Cup. An exciting mix of classes. HRC had intended to have the first of our Improved Production Car Series at this meeting but because of the growth of the other classes we cannot fit Improved Production Car series in. entry www.motorsportentry.com

The Improved Production Car Series will now be launched at the NZ Motorcup Meeting 27th 28th January. This a high profile meeting that is part of MSNZ Championship Series and will feature the Toyota TRS single seaters , F5000 and Formula Libre - a fantastic event for single seater fans. All

three classes can go under 60 seconds round Hampton Downs. This event is a joint promotion by Speedworks and HRC. So if you have a car that has the original make of engine and runs on road tyres this event is for you and will give your sponsors excellent value.

HRC is also moving premises as from the 1st November . We will be moving to the Auckland Car Club rooms in Stoddard Rd. The office will be smaller but will reduce our costs and now the tunnel at Avondale has been constructed access is easier. The rent we pay will now be going into a car club and back into motor sport!

Upcoming Events 2017 / 18 Season

Meeting Name	Venue	Date	Date
Icebreaker	Hampton Downs	30-Sep-17	1-Oct-17
2K Cup Challenge	Hampton Downs	25-Nov-17	26-Nov-17
Tasman Revival	BMMP Taupo	6-Jan-18	7-Jan-18
Tasman Revival	Hampton Downs	20-Jan-18	21-Jan-18
Motor Cup Meeting	Hampton Downs	27-Jan-18	28-Jan-18
Rebel Round Up	Pukekohe	17-Feb-18	
Tasman Revival	Pukekohe	24-Feb-18	25-Feb-18
Legends of Speed	Hampton Downs	17-Mar-18	18-Mar-18
Great Lake Meeting	BMMP Taupo	7-Apr-18	8-Apr-18
Season Finale	Hampton Downs	5-May-18	6-May-18
2018 NI Endurance Round 1	BMMP Taupo	19-May-18	
2018 NI Endurance Round 2	Hampton Downs	23-Jun-18	
Dunlop 800	Hampton Downs	1-Jul-18	
2018 NI Endurance Round 3	Pukekohe	14-Jul-18	

Level Two Suite 3, 20 Augustus Tce Parnell.

PO Box 28 140, Remuera, Auckland, 1541





Are you a member of HRC?

Now that the new season is upon us, it's important that you have everything lined up to enable you to compete successfully.

- MSNZ Licence – Is your Race Licence still Valid?
- Vehicle Logbook – Have you got enough pages left for your scrutineering audits?
- Club Membership – Are you a member of a MSNZ Affiliated Club? If not, you will not be able to race.

HRC are an affiliated Club and are probably the cheapest to join.... Only \$50 a year !

If you would like to become a member of the Historic Racing Club, order online at 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 Membership Benefits

New for 2017/18 Season, we have included the following benefits as part of your HRC Membership

- Free Entry for current HRC Members to spectate at any of our Race Meetings (On production of valid Club Membership Card)

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

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
Tim Hill	021614600	Tim@hrcevents.co.nz
Tony Roberts	0211332895	racert@hotmail.co.nz

HRC Office 20 Augustus Terrace Parnell Level two / Suite three 09 377 0732

ICEBREAKER PROGRAMME

30th September 1st October 2017

Saturday

8.20am Drivers Briefing
9.30am Practice starts Saturday

Qualifying 1	Avon Tyres Historic Formula Ford	10 Minutes
Qualifying 2	Hooters Vintage Series	15 Minutes
Qualifying 3	BMW 2 Litre	10 Minutes
Qualifying 4	Arrow Wheels Series	10 Minutes
Qualifying 5	AES Series	10 Minutes
Qualifying 6	BMW Open	10 Minutes
Qualifying 7	BMW E30	10 Minutes
Qualifying 8	Flemings Trofeo Series	10 Minutes

Race 1	Hooters Vintage Series	6 laps
Race 2	AES Series	8 laps
Race 3	Avon Tyres Historic Formula Ford	8 laps
Race 4	Arrow Wheels Series	8 laps
Race 5	Hooters Vintage Series	6 laps
Race 6	BMW 2 Litre	8 laps
Race 7	Flemings Trofeo Series	8 laps
Race 8	BMW Open	8 laps
Race 9	Hooters Vintage Series	6 laps
Race 10	BMW E30	8 laps

Sunday

8.30am Drivers Briefing (Classic Trial)
Sunday 9.00am Start

Qualifying 9	PPG Classic Trial	10 minutes Qualifying
Race 11	Avon Tyres Historic Formula Ford	8 laps
Race 12	AES Series	8 laps Handicap
Race 13	BMW 2 Litre	8 laps Handicap
Race 14	Arrow Wheels Series	8 laps Handicap
Race 15	PPG Classic Trial	15 minutes
Race 16	BMW E30	8 laps Bracket Reverse
Race 17	Flemings Trofeo Series	8 laps Handicap
Race 18	BMW Open	8 laps Handicap
Race 19	PPG Classic Trial	15 minutes
Race 20	Avon Tyres Historic Formula Ford	8 laps
Race 21	AES Series	8 laps Handicap

Race 22	BMW 2 Litre	8 laps Handicap
Race 23	Arrow Wheels Series	8 laps Handicap
Race 24	PPG Classic Trial	15 minutes
Race 25	BMW E30	8 laps
Race 26	Flemings Trofeo Series	8 laps Handicap
Race 27	BMW Open	8 laps Handicap

Racing Classes News

Superlap News

Season entries are now open for the 2017-2018 NZ Superlap Series and we've over 70% full already! Superlap is all about challenging yourself while you race against the clock. Perfect for those who aren't comfortable racing head to head, or just want to really work on those PB's! It's a lot of fun with a great bunch of racers.

PROWEAR
NEW ZEALAND
SUPERLAP
SERIES

GUIDE TO CLASSES

ENDLESS
BRAKE TECHNOLOGY
HRC
EVENTS
4&R

PROWEAR
PRO OPEN

SEMI SLICK TYRES

ZESTINO
PRO STREET

WOF/REG/CERT
SEMI SLICK TYRES
SPLIT INTO 4WD & 2WD

ZESTINO
STREET

WOF/REG/CERT
STREET TYRES
SPLIT INTO 4WD & 2WD

2017-2018 SEASON ENTRIES OPEN NOW! #NZSUPERLAP.CO.NZ

We have classes for daily drivers through to purpose built track weapons so if you're interested, head to our website for more info or ask away if you have any questions.
Contact Kaz kaz@4androtary.co.nz www.nzsuperlap.co.nz

NZ Tranzam Challenge

Return of the Giants

With only 2 months to go, the line up for the first round of the **New Zealand Tranzam Challenge** is looking exciting. A starting grid of around 15 race cars is expected and the spectators at Hampton Downs -- November 25th & 26th --- will not be disappointed. Although we are yet to secure a naming rights sponsor, there is a lot of interest in the class. The line up of Camaro, Mustang, Corvette & Jaguar, to name a few, will be crowd pleasers and will generate more interest in this exciting class of V8's. With the 6 litre engines and close racing the spectacle of these cars is going to be fantastic.

Here's a few photos of some of the cars that will be competing



Enquiries;

Dennis Running --- President --- Mobile --- 0292 745 741 dennis07@xtra.co.nz

Bob Cullinane --- Class co ordinator --- Mobile --- 0274 939 337 idt@xtra.co.nz

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 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.

Rebel Round Up

Sick and tired of being a support category stuck out the back.....

This event has you racing front and centre based in Pit Lane.

Presenting Rebel Round Up 2018 (16-18th Feb 2018)

Rebel Round Up is a new weekend event to be held at Pukekohe Park on 16-18th February 2018. Transferring from Rotorua to Pukekohe Park, Rebel Round Up is a totally new motor entertainment concept. It incorporates a fully themed hot rod, vintage, rockabilly festival celebrating a bygone era of historic racing cars, traditional hot rods, vintage vehicles & aircraft, as well as rockabilly music and the associated lifestyle that accompanies it all.

It is anticipated, that with the right involvement of the period, correct participants for this event will grow into a truly international spectacle of world class standard.

There are other automotive events in NZ but this is your chance to be part of a truly unique & special experience unlike any other offered in this country.

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 in conjunction with Pukekohe Park. Due to the overall theme of the event, the organisers want Pre-1980 American/European types of cars.

Proposed Format:

Friday will be run as an "open test day" as per normal by the Park.

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 qualifying and a top ten shoot out. A prize giving will follow in the Garden Bar for all drivers and teams, awarding Pukekohe Park's inaugural Rebel Round Up Top 10 Shoot out Cup for the winner and place getters.

Saturday will start on track at 9am and we envisage practice, qualifying and 4 races for the competitors in all out action day styled on the old school way we used to race - "**run what you bring**" philosophy. Winning trophies based on race points as well as spot prizes are awarded at the prize giving at around 5pm.

Competitor offer:

Entry fee of \$320 plus MSNZ levy of \$53. This includes pit lane sheds, power, 4 x 3 day pass to the Rebel Round Up event, including camping and entry to Friday open testing.

Pukekohe Park and Rebel Round Up have committed to a large marketing budget for this event and the motor sport component will be exposed in all marketing and promotional material, including social, print, apparel and TV. The event poster is attached.

Time is of the essence, we need to lock down the competitors wishing to attend this unique inaugural event, so that the marketing team can get into full swing. Make sure you attend this event this year, as we know this event will grow in popularity. We will offer all first timers to 2018 event a guarantee entry to 2019's event.

Please email tim@hrcevents.co.nz if you are interested in competing by 31st August 2017.



The illustration features a woman in a red dress and patterned leggings standing between two classic cars. The background is dark with red and white radial lines emanating from behind the woman. Above her, the words 'REBEL ROUND UP' are written in a large, stylized, yellow font. To the left are two checkered flags, and to the right are two pistons. A small airplane is flying in the background.

HOT ROD, VINTAGE, ROCKABILLY FESTIVAL

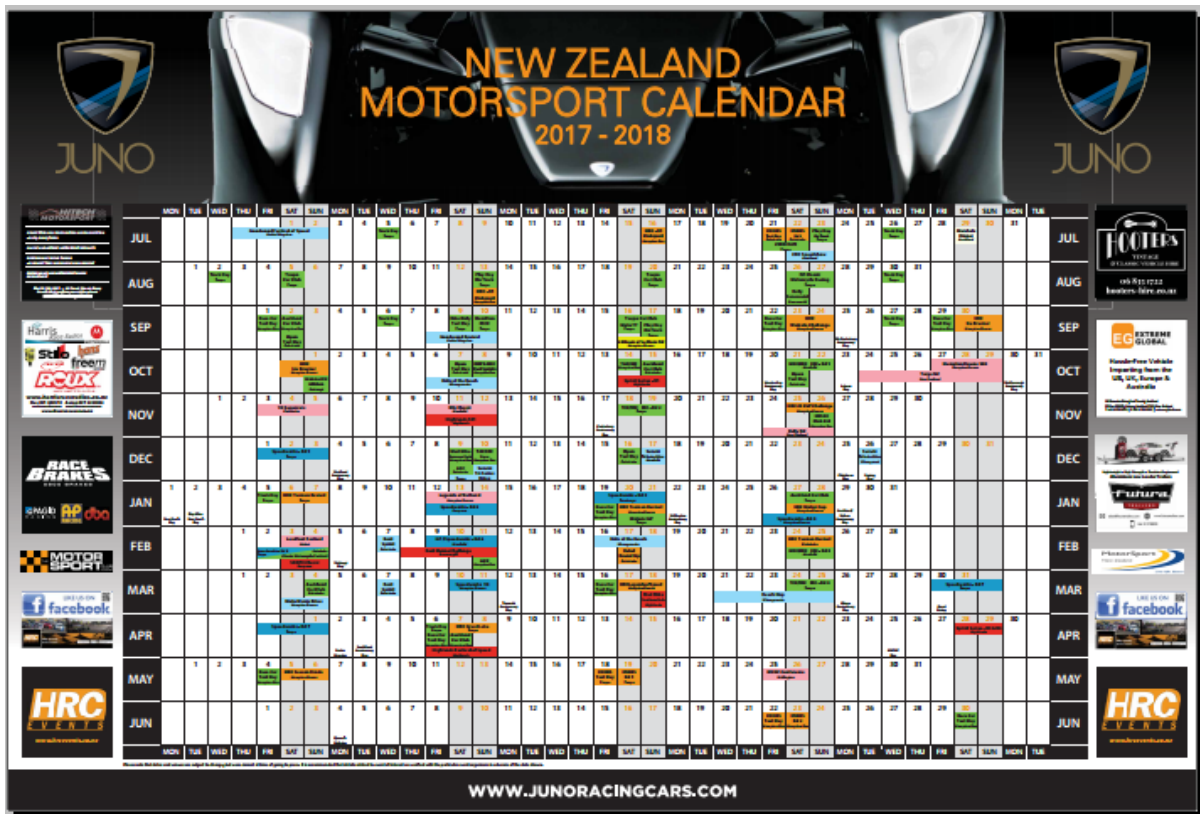
PUKEKOHE PARK
17-18 FEB 2018

 **FEATURING CLASSIC COVER
PRIMER NATIONALS NZ**

<ul style="list-style-type: none">• MISS ROCKABILLY NZ• LIVE BANDS• CAMPING• HISTORIC MOTOR RACING• VINTAGE AIRCRAFT LANDINGS	<ul style="list-style-type: none">• FLAG DROP DRAG RACING• SWAPMEET• VINTAGE MARKETS• HOT RODS• MISS REBEL ROUND UP
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★ ENQUIRIES - 021 947 543 - WWW.REBELROUNDUP.CO.NZ ★



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



50 Stonedon Drive, East Tamaki, Auckland
 PO Box 259011, Botany, Auckland 2163, New Zealand
 T +64 9 256 0013 | F +64 9 256 0983 | extremeglobal.co.nz

<https://extremeglobal.co.nz/book-online>

Upcoming Race Meetings

Entries now open. Please Enter Online at www.motorsportentry.com

Icebreaker Hampton Downs

Class	Sat 30 Sept	Sun 1 Oct
BMW E30		
BMW 2 Litre		
BMW Open		
TROFEO Series		
ERC		
Arrows		
Classic Trial (Sun)		
Hooters Vintage Race Series (Sat)		

2K Cup Challenge Hampton Downs

Class	Sat 25 Nov	Sun 26 Nov
2K Cup		
SuperKarts		
Sportscars		
Mini Drivers		
NZ6/HQ		
Pro7 / MX5		
NZ Tranzam Challenge		
Superlaps		
Honda Cup		





Attention all owners of Bathurst pedigree cars!

This is an open invitation to owners of Bathurst pedigree cars of all makes to join us at Hampton Downs for 2018's Festival of Motorsport - Legends of Bathurst event being held over the weekend of January 13/14.

As part of the celebrations we are wanting as many cars that have raced at Bathurst or are replicas of cars that have raced at Bathurst – cars with any Bathurst pedigree at all!

We already have a number of iconic cars coming out of Australia, a good number confirmed already from New Zealand and we have locked in a host of star drivers from yesteryear and today who have conquered the famous Mt Panorama circuit - it will be a motorsport utopia for fans.

Options for car owners include:

1. Race your car with other Bathurst pedigree cars in the Bathurst Revival field on the International Circuit – format includes practice, qualifying and three races.
2. Drive your car in our Bathurst exhibition category. We have allocated slots throughout the weekend for exhibition cars to head out on track and enjoy a few laps at a pace that suits.
3. Display your car alongside other Bathurst pedigree cars in our Bathurst Show n Shine.
4. Sign up for our casual track sessions – we will be offering enthusiasts, who do not have a race licence or roll cage, the opportunity to get out on track regularly throughout the weekend.

The event is shaping up well with a large field of Formula Libre confirmed alongside formula Ford and crowd favourites Central Muscle Cars. Off the track there will be an amazing plethora of cars on display. On Saturday there will be a Legends dinner event.

If you are wanting to bring your car along contact Mike Marsden on sales@hamptondowns.com or 0273669445.

For event tickets and more info do to www.hamptondowns.com

We will be making some major announcements regarding this event over the coming weeks so watch this space!

GP SINGAPORE

Article sent in by Owen Evans

Sebastian Vettel lost a race that he should have won. Singapore was a Ferrari circuit, as Vettel proved with his pole position. And Hamilton started way back in 5th place. The outcome of the race was the maximum disaster for Vettel. He scored zero points, Hamilton 25. It was all over for Ferrari after just 5 seconds. Most of the critics blamed Vettel. I am not so sure about it and agree with Charlie Whiting who said: „I watched it six times from different angles and changed my mind three times. First I thought it was Kimi’s fault, then Verstappen, then Vettel and in the end I came to the conclusion, that it was a normal start incident. No one is predominantly to blame for, everybody could have taken action to avoid it.“ Quite right, I guess.

You could blame Vettel to change too aggressively the line to the left side. But to protect his line is the right of the pole-sitter in order to defend his position. Even more so, when he had a poor start. Verstappen had an average one. He claimed that he would have jumped Vettel. I am not so sure about it. All three drivers had shifted up to 4th gear when it happened. Räikkönen and Vettel were already at the rev limit and about to shift to 5th gear. Verstappen lifted the throttle only in the last moment. You can see it on the rev bars on his display. After he had gone into 4th gear they do not show up anymore. But until then he still was with the nose of his car at the level of Vettels left rear tyre. I doubt that he had enough momentum to make it till the braking point. Kimi had by far the best start. „He would have been first in the first corner“, Verstappen admitted. „But I do not understand why he pulled to the right into my car. He still had a meters space to the pit wall, so he could have turned even further to the left.“ You could assume, that Räikkönen did not want to hit the yellow painted part of the track in order to avoid losing grip, but Alonso had a perfect acceleration on the yellow strip on the outside line. The TV pictures clearly show, that Räikkönen hit with his right rear wheel Verstappens left front wheel and then crashed into Vettel. Vettel and Verstappen never touched. Therefore you cannot argue like Niki Lauda, that Vettel took a too big risk with his move. Had Räikkönen not been on the left side, Verstappen would not have hit Vettel. Also the argument, that Vettel has to assume, that there could be a driver further left, does not make sense. If that applies to any driver in the field, no one should change his line. Look at the starts of Hamilton in Melbourne, Baku, Silverstone, Spa and Monza. He did the same to protect his position.

Vettel made it after the collision through the first corner, but then he spun on his own cooling liquid. Ferrari asked him to park the car to avoid damage to the engine. The only good thing about his DNF is, that he can now change the gearbox without a penalty. There

were some doubts about it after Vettel had hit the wall in qualifying quite hard in turn 19. Hard enough to exchange all left side wishbones and pushrods under parc fermé rules.

Mercedes returned to engine nr 3 in Singapore, as the circuit is among the least power sensitive circuits in the calendar. From now on the latest specification (nr 4) has to serve in all 6 remaining races with nr 3 doing the Fridays. As it has done already the races at Spa and Monza, it will be 8 qualifying and races in total, the engine has to survive. The longest ever distance in the Mercedes hybrid power unit history. But also Ferrari has high mileage parts in their power unit stock. Since the Spanish Grand Prix Vettel and Räikkönen switch between turbocharger/MGU-H 3 and 4.

Mercedes faced in Singapore the usual problems, they have on slow circuits. Drivers and engineers found it impossible to balance their cars. Again there was talk, that the car seemed to be split in two parts, which did different things. „We could chose between under- and oversteer, or between a good entry and a bad exit or vice versa“, Hamilton said. That led to actions like making the front end weaker to help the rear. For example: The engineers increased the tyre pressures at the front and were reducing the temperature in the blankets of the rear tyres by 20 degrees. But in summary it was slower. On Sunday the silver cars were transformed. No one had a proper explanation for that. Toto Wolff tried it: „I can only imagine that the rain help us, the green track afterwards and the lower temperatures. We found it easier to stop the rear tyres from overheating.“ The engineers replied. „The difference in track temperature once it had dried out on Sunday was only 3 degrees. It is hard to believe, that this had such a big influence on the balance of our car.“

Once Hamilton was in the lead, he controlled his speed and Ricciardo. Both on intermediates and on the ultrasofts. Bottas woke only up on the ultrasoft tyres. Then the car came alive, as he said. „He cannot cope like Lewis with an oversteering car“, the engineers tell. Ricciardo claimed a slow upshift due to a gearbox problem, but according to chief designer Rob Marshall that explained only 2 tenths per lap. „Even without that issue, we would have had no chance against Hamilton. On Fridays we still fight with similar weapons against Mercedes and Ferrari. Once they turn up the engine we are left behind. They are also able to use higher engine modes than us in the race.“ Ricciardo now has to keep his fingers crossed, that the gearbox is not damaged. In the worst case it could cost him 5 grid positions in Malaysia.

Red Bull looked very strong in practise. I fact the car further improved. Since Spa the team runs a very aggressive development policy. Each race the RB13 had been fitted with substantial upgrades. In Singapore with new barge boards and a new diffuser. The barge boards looked like a copy of the Ferrari. Before Red Bull had copied already the footplate

around the rear wheels from Mercedes. „It looks, as if it was done in Brackley“, Ron Meadows joked. The Red Bull were going so well, that even the pole position seemed within reach. But then the engineers panicked in Q3. Once they realized that Ferrari was getting stronger and stronger in the first sector, Red Bull gave up downforce in the rear by increasing the frontwing flap angle. That should help the topspeed on the power sector. The result was, that it slowed down the cars in the other two sectors. „We over-reacted“, Helmut Marko said.

The 10th Singapore Grand Prix was a race in two parts. At the front Hamilton against Ricciardo, and then the rest of the field fighting for P3. The key was the tyre choice at the start. Intermediates was the right option, because it saved one pitstop. The direct switch from wet tyres to slicks was not possible, as the track was drying out too slowly. Mercedes, Ferrari, Red Bull, ToroRosso, Lance Stroll and Romain Grosjean went for Intermediates, the other 50 percent of the field played the conservative card. „Our weather forecast told us, that the rain was going to last 20 minutes longer than it did“, Andy Green from Force India defended his strategy. All wet tyre starters apart from Massa used the second safety car to switch to intermediates. That is how Hülkenberg and Perez lost positions to Sainz and Bottas, who could stay out. Stroll and Grosjean gained 4 positions each by saving the pit stop. Hülkenberg got his 4th position back by overcutting Sainz, once the drivers switched to slicks between the laps 24 and 29. Magnussen was the first, Hamilton the last. It did not pay off for Magnussen and it did not hurt Hamilton. The ideal lap was probably 28, when Bottas, Hülkenberg and Perez picked up their ultrasoft tyres. Hülkenberg could not benefit from it. He retired later with an oil leak, which compromised his pace from early on in the race already.

Sainz was the only one to choose supersoft tyres for the final part of the race. They had a longer life of just 3 more than the ultrasofts, but were worse in warm-up. Once Sainz had defended his position against Perez in the first 3 laps after the pit stop, he was safe. 4th place was his best ever F1 result. Like the 6th spot for Jolyon Palmer and the 7th place for Vandoorne. McLaren lost Vandoorne the 6th position with a poor pitstop. It lasted 6.2 seconds longer, because the car fell from the front jack to one side. „We had new jacks, but they did not work as they should“, said Eric Boullier.

Renault was the fourth fastest car in Singapore, slightly ahead of McLaren-Honda. „It will be like this on all circuits, which require a lot of downforce“, Hülkenberg assures. Force India brought a big upgrade with airbox modifications and a new diffuser. According to Bob Fernley it was worth half a second. „It opens up new development routes for us“, Andy Green said. The drivers were upbeat on Friday, but then they lost it in qualifying. „We did the mistake to save tyres in Q1 for Q3. Had we gone out a second time like most of the

others, we would have realized, that the track gained grip dramatically within just 5 minutes. Once we realized that in Q2, it was too late to react. The front got too strong relative to the rear end of the car, because it picked up so much grip.“ On Sunday Force India was back in old form. Only the tyre choice cost them P4.

McLaren has now to catch up lost time with the late engine switch from Honda to Renault. According to the engineers they are two weeks behind. Honda will only bring upgrades to the track anymore, if they guarantee significant power steps. „We are not going to risk grid penalties for minor improvements“, Hasegawa said.

In Singapore McLaren and ToroRosso confirmed, which had been known already before. McLaren signed for the next 3 years with Renault, ToroRosso for the same period with Honda. As a surprise came, when it was leaked, that Renault told Red Bull, that they will not get engines any more from 2019 onwards. It is the reaction of Renault on ongoing complaints from Red Bull. On top of it Red Bull did not want to commit to Renault engines after 2018. They wanted to wait until next year to make the choice then between Renault and Honda. Now they have no more choice. It got to be Honda. Porsche is still too far away. The board in Stuttgart wants to wait with their decision until the 2021 engine rules are confirmed. So Porsche is no option before that time. Red Bull tried to sell the bad news as a good one. Horner said: „Renault had set up a 5 year plan to win the Championship. They know, that they never can win it as long we run the same engine then them.“ The question is, what the drivers think. If Honda does solve their problems quickly, Ricciardo and Verstappen are gone. The speculations are already selling Ricciardo to Ferrari and Verstappen to Mercedes. Horner calms down: „Daniel and Max have not much more confidence in the Renault engines than in the Honda.“

ToroRosso first had to get out their Renault contract before they could sign with Honda. The gift for the approval of Renault was Carlos Sainz. He will go for one year on loan to Renault. That is exactly what Renault wanted. A good driver for one season next to Hülkenberg. They want to have an open seat for 2019, because they reckon, that Renault will be an even more attractive address in one years time. That is why they turned Perez down. He only wanted to sign for three years. When he turned back to Force India, Perez insisted on year. Which he finally got.

Jolyon Palmer will finish the season with Renault. The team tried to get rid of him without a real exit strategy in order to replace him with Sainz from Malaysia onwards. It turned out, that Palmer has a solid contract without any performance clauses, and he also was not willing to accept any money. Renault wanted to avoid a situation that Sauber faced 2015 in Melbourne, when Giedo van der Garde tried to block one cockpit for which he supposedly

had a contract. Palmers 6th place then ended the discussions. Still it will be a tough job for Renault to finish Fifth in the Constructors' championship. Williams has 59 points, ToroRosso 52, Renault 42 and HaasF1 37.

Williams has still got an open seat next to Lance Stroll for 2018. The team asked Massa to be patient till october, while they are exploiting other options. Alonso is very unlikely. He will stay at McLaren after the Renault deal. Robert Kubica has been one day in the simulator, but he needs at least one more test day in the car. The only opportunity would be either to take part in Strolls private test programme with the 2014 car or the test after Abu Dhabi. And that is quite late. Also Palmer, Ericsson, di Resta and Wehrlein are on the Williams list. Not very impressive, I have to say. An interesting decision could be the one of ToroRosso. Gasly will replace Sainz next year, but who will drive the second car? There is a big question-mark over Kvyat, especially after his unforced driving error in Singapore. There is no one left in the Red Bull pool. Buemi signed for two more years with the Formula E-team of Renault and is out of the game. Maybe ToroRosso could become a place for one of the Ferrari junior drivers. Marchionne would like to give both Leclerc and Giovinazzi a chance. At least one of them will end up at Sauber. Frederic Vasseur claims, that Ericsson is not set automatically despite having close links to the Swedish owners.

Only small changes on the technical rules for next year. T-wings and monkey seats will be forbidden. The ugly airbox fin stays. The FIA needs space for the start number, the teams want space for sponsors. At the moment the FIA is in the homologation process for the halo. Three companies applied. The offers are between 13 000 to 24 000 per halo. For sure some people put money in their pockets. Even for the cheapest offer you could buy a VW Polo. And the halo are just three titanium rods welded together.



HAMPTON DOWNS MOTORSPORT PARK announces Motorsport's version of Twenty20 Cricket & Rugby Sevens – FAST & FURIOUS RACING and this is your chance to get among the action and win big – there is a \$50,000 prize pool up for grabs!

FAST & FURIOUS RACING is all about short sharp action packed races that raise the excitement levels and make race meetings a whole lot more entertaining for spectators and participants.

It will be raced over two rounds, the first being held at the Laser Plumbing & Electrical Hampton Downs 500 over the weekend of October 28/29.

FAST & FURIOUS RACING is best described as three by three restart racing. Cars will line up on the grid for the race start, do three full laps, then pull up behind the safety car to reset the grid before being unleashed for a further three laps by way of a rolling start. Competitors will score points based on their finishing positions for both 3 lap segments of the race.

ENTRY is open to ALL categories of race car – cars must have full roll cage and MSNZ log book.

All entrants will be qualified into different speed categories and will contest four races at each event. Race one will be determined by qualifying positions. Race two will be reverse grid. Race three will be determined by combined times from race 1 & 2. Race four will again be reverse grid.

TOTAL PRIZE POOL: \$50,000

ALL entrants will be entered in the draw to win the MAJOR PRIZE, which is a new vehicle valued at over \$30,000*. There will also be prizes for first, second and third in each speed division.

The 2017 FAST & FURIOUS CHAMPIONSHIP will be contested on the Hampton Downs International Circuit, over two rounds.

Round 1: Laser Plumbing & Electrical Hampton Downs 500 October 28/29

Round 2: Mazda Mad Mike Summer Bash, December 9th.

Entry Limited to 47 cars per event

Entry Fee: \$595 per car per event.

*Major Prize Draw: All entries go in the draw for the major prize. If you enter both rounds you get two entries in the draw, which will be held, under police supervision, after the final race at the Mad Mike Summer Bash on December 9th.

You can enter on line here

If you want additional information contact Mike Marsden on sales@hamptondowns.com or 027 3669445.

MY LAPS TRANSPONDERS



My Laps Transponders can be purchased from the Historic Racing Club. Order online at 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

- X2 Rechargeable Transponder 1 Year \$220
- X2 Rechargeable Transponder 2 Year \$295
- X2 Direct Wired Transponder 1 Year \$270
- X2 Direct Wired Transponder 2 Year \$335
- X2 Direct Wired Transponder 5 Year \$565
- Flexilease Rechargeable Transponder 5 year \$520 (only 1 in stock)

At the end of the license period to activate your transponder Price is AU\$100 for 1 year, 2 years AU\$181.50 and 5 years AU 368.50.

All My Laps Transponders are used at all New Zealand circuits.

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.



The HRC Introduction to Motorsport event gave Motorsport Rentals the opportunity to test two of their newly built BMW 330 race cars. A flawless first time on the track performance had owner Raymond Dufton smiling from ear to ear, no failures, great handling characteristics and a lot of interest from fellow competitors. In the words of Racing Ray Williams “a well balanced, cost effective race car that is going to make its mark in future production and Targa racing events”. After adjusting the seat so Ray could reach the pedals, and with owner in the passenger seat, Ray seriously put the car through its paces showing the new to the sport competitors what 50 years’ experience does for your driving capability.



The 3 litre powered e46 coupes are available for a range of rental or lease options from one off track day and driver training to full series arrive and drive. The 330 is renowned for its reliability and coupled to a ZF five speed transmission and LSD rear end, the experience is sensational. This makes the concept a perfect “try before you buy” experience. MotorSport Rentals have a number of identical cars under construction and there are several privately owned cars currently competing.

Construction components are of renowned race quality however amazingly cost effective for the DIY home mechanic.

Info on the 330 Rentals cars are

- FIA approved UK built Roll cages
- High Spec E46 330ci with large 355mm Brembo Brakes, Full ST Suspension built by KW Germany,
- Tilton Lightened Flywheel with 7 1/4" race clutch & lots more goodies
- New UK built 18"x 8 1/2 " Race wheels
- All cars are road registered so are suitable for Targa Rally, Targa Tours as well as many track events. They are built to spec for the new "330 Race Challenge", "Production Race Series" of Auckland car Club & should go well in the upcoming HRC Improved Production Car Series
- Because of the high torque they are suitable for hill climbs etc



Services Available

- Full Race cars for U Drive track days
- Full Pit crew & race team management for all events
- Corporate Track events run for your customers, staff etc
- Advice and Sales of Parts on how to build a suitable car

Want to know more, phone or email Raymond Dufton:- 027 4715154 Email motorsportrentals@icloud.com

Vigilance Required When Purchasing Any Safety Equipment

MotorSport NZ advises caution and awareness when purchasing any item of motor sport safety equipment from online auction sites. We continue to advise that all safety equipment should be purchased from an agent authorised to sell that product.

Two recent instances of counterfeit and misrepresented items of motorsport safety equipment being sold through online auction sites within New Zealand have highlighted the dangers faced when purchasing online.

The two identified examples involve the sale of counterfeit Safety Harnesses, and misrepresented and fake Race Overalls. Both displayed labelling and badges of known brands but were not the genuine product. Both safety items were for sale at a price well below the market price for that same item.

These safety items were potentially dangerous and would not have provided the purchaser with the level of protection expected from the genuine article.

When purchasing any item of safety equipment remember, the purpose of the item is entrenched in its title... "Safety". Price should always be a secondary consideration.

Any members who suspect they may have purchased one of these items should contact the MotorSport NZ office for further advice.

Sincerely,

The Motorsport Team