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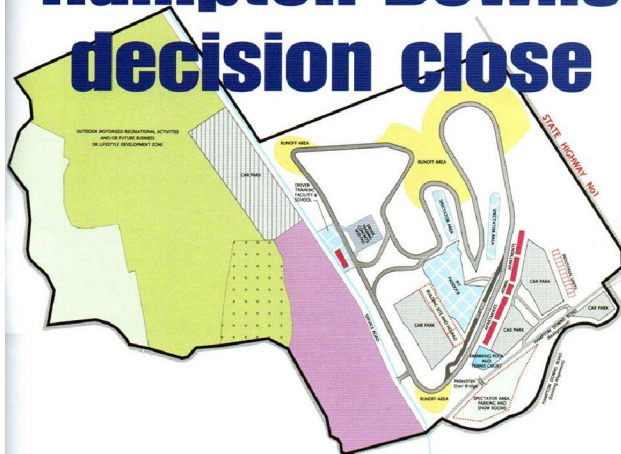
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From the archives... Consent submissions over a proposed new \$100 million Hampton Downs Motorsport Park closed on this day (16th June) 15 years ago.

The proposal had been three years in the planning.

Hampton Downs decision close



The proposed new \$100 million Hampton Downs Motorsport Park in the North Waikato has been in the planning and development stage for three years and is now nearing the end of the Resource Management Act's convoluted path. Hundreds of positive solutions had been received from supporters of the Motorsport Park concept when consent submissions closed on June 12. The Waikato District Council hearings are scheduled for late July and it appears that the only real opposition comes from Transit New Zealand and the Corrections Department.

Hampton Downs Motorsport Park is the first fully integrated Motorsport Park in New Zealand and one of few in the world. It incorporates trackside apartments, industrial park, lifestyle estate, camping ground, two linked circuits and a skid pan within the outer circuit for driver training or corporate days. Many of the concepts, such as trackside apartments and lifestyle blocks, have been "borrowed" from successful applications in sports such as golf.

Hampton Downs directors, Tony Roberts and Chris Watson, wanted to combine the Indianapolis Gasoline Alley and British Silverstone circuit concepts of motorsport-related industries alongside the circuit. This allows for like industries to have mutual support and easy access to the track for testing. As well as the initial stage of twelve industrial units near the circuit - already sold - a further 170,000 square metre industrial park development is part of the stage two developments. Many of the proposed industrial buildings will have the added bonus of a 'boardroom view' over the 800 metre back straight. The industrial park will cater for a variety of autosport-related businesses of all shapes and sizes.

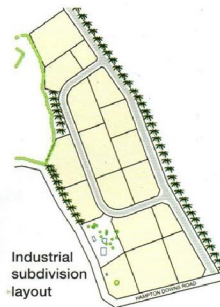
The trackside apartment concept has been a huge success, with all 80 apartments selling within five weeks of release onto the motorsport market. The list of apartment owners reads like a who's who of NZ motorsport, with Kenny Smith, Greg Murphy, Bob McMurray, Colin Giltrap and Owen Evans all putting their faith in Hampton Downs. For the owners, there is the added attraction of a tennis court, swimming pool, gymnasium and restaurant near the apartments.

Fourteen lifestyle blocks lie on a pleasant North Easterly slope about one kilometre from the back straight. Tony Roberts, Managing Director of GP Farms Ltd, calls these lifestyle blocks "Petrol Head Heaven". The lifestyle blocks range from 5,000 square metres to 1.7 hectares. Most of these are pre-sold and many of the purchasers plan to build their dream house and, more importantly, their dream garage and workshop for their cars.

Roberts and Watson spotted a lovely pine-edged glade that simply cried out to be a camping ground. Mindful of the diverse tastes of motorsport participants and their fans, a camping ground is included in the integrated park concept.

Hampton Downs has been designed and approved as a FIA Category 2 circuit, the highest graded circuit in New Zealand. The track has been designed for the safety of spectators and competitors. The use of sealed run-offs and an open layout will allow racing to continue without stoppage for cars stuck in gravel traps. The day to day driver training activity will happen at Hampton Downs every day of the week.

All going well on the Resource Consent front, the first sod of earth should be turned in October 2006 and the completion date for the Hampton Downs Motorsport Park is scheduled for two years later. ☺



Another successful season for HRC has now concluded and we are already looking forward to the new season starting with our traditional Ice Breaker Meeting - being held this year at Pukekohe on the 11th 12th September.

It would be fair to say that we have been pleasantly surprised at the growth of motorsport post Covid. Our survey results predicted that we could expect 50% of our competitors back but how wrong that was. Perhaps we didn't ask the right questions.

The growth in Formula Open has been positive for motorsport as it provides a path for young and up and coming to move forward to TRS either from Formula Ford and in a number of cases from 2KCUP

We are keen to promote a range of classes where drivers can progress, hence the reason for promoting Karts at some of our race meetings. During the last few years kart numbers have increased from the 30's to fields of over 60. While our core business is Historic Racing and single seater racing, HRC are keen to provide racing for cars that will soon become classics in future years, hence 2KCUP and then IPC for cars that are slightly modified or don't fit within 2KCUP.

HRC promotes a range of classes at our meetings each fitting into unique niche of our sport.

- 2KCup and IPC are both good entry classes for drivers wanting to enter the sport and keep costs to the minimum. Both classes offering heaps of racing.
- The Alfa Series and ERC series are mainly for European cars and have lots of handicap racing - ensuring every driver has a chance to be a winner.
- The three BMW Classes (E30, 2 litre, and Open) provide a wide choice of races from the E30's to the exotic Open class cars.
- Then we have the classic and historical classes catering for the various periods in NZ Motorsport beginning with oldest Vintage for pre 60 cars, Historic Saloons and Historic Muscle cars pre 78, Classic Touring cars pre 1994, Another groups that HRC provides races for Sports Sedans, Tranzam, Mini/Pre 65 Saloons, HQ Holden, Super Six. Single seater Classes being F5000, Formula Open and Formula Ford.

All cars that are original or comply with historical regs can race at a HRC meeting.

INTRODUCTION TO MOTORSPORT DAY



We are currently planning one of our Introduction to Motorsport Days at Hampton Downs. The event will take place before the season starts and is a perfect opportunity for anyone entering their first season to get some great advice and coaching before their first event.

If you have ever wanted to drive your road car on a circuit, or know someone who does, then this is the ideal event for you. These sessions are designed to help people who want to try Motorsport or attend a trackday - without the pressure of competition and have the opportunity to be coached by some of the best in the business. At the event we will have experienced race drivers and instructors to help guide you through the sessions.

We start the session 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 8 cars on track at any one time and you will be divided up into groups of similar ability.

Keep an eye out on our Facebook Page for the date as soon as it is confirmed.

Important

Competitors are reminded that Snell SA 2000 helmets are no longer permitted after 31/5/2021. Also, with FHR devices being mandatory you need to ensure the helmet has the lugs built in. No drilling holes in the helmet to attach the neck brace straps. For racing, your boots, gloves, socks, underwear and balaclava must be FIA 8856 2000 2018 approved. For Clubmans, (Super Laps and Classic Trial) Cotton/Wool overalls and leather boots and gloves are required. All information is in the MSNZ manual under Schedule A.

Dates have been set for the next seasons HRC meetings. We have already communicated these dates with class coordinators and the various events are filling up fast with classes. Shows motorsport is very strong at present. HRC did eight licenses in one day recently.



Note our celebration of 100 years of the NZIGP Motor Cup at Muriwai has been rescheduled for 26 November 2021 and is sponsored by Pinepac, Kumeu Medical Centre, MSNZ, HRC and NZIGP.

NEXT SEASON

Meeting Name	Venue	Race Car Test Day	Date	
		Friday	Saturday	Sunday
Icebreaker	Pukekohe	10-Sep-21	11-Sep-21	12-Sep-21
B&H 500	Pukekohe	15-Oct-21	16-Oct-21	
2K Cup Challenge	Hampton Downs	26-Nov-21	27-Nov-21	28-Nov-21
Tasman Revival	BMMP Taupo	7-Jan-22	8-Jan-22	9-Jan-22
Tasman Revival	Pukekohe	25-Feb-22	26-Feb-22	27-Feb-22
Legends of Speed	Hampton Downs	25-Mar-22	26-Mar-22	27-Mar-22
Great Lake Meeting	BMMP Taupo	22-Apr-22	23-Apr-22	24-Apr-22
Classic Taupo	BMMP Taupo	13-May-22	14-May-22	15-May-22
Season Finale	Hampton Downs		21/22 May TBA	28/29 May TBA

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Tim Hill 021614600 tim@hrcevents.co.nz

Tony Roberts 0211332895

Melissa Morgan

The legendary timekeeper who tracked 100 cars with one stopwatch

Before AWS analytics, telemetry or even the invention of the digital watch, one woman had the timing skills every race team craved: Judy Stropus



Judy Stropus developed incredible timing skills, making her highly a sought-after individual in the US racing scene in the '60s and '70s

ISC Images & Archives via Getty Images

Author [Preston Lerner](#)

Over the years, a host of practices once considered essential have disappeared from racing. Modern tyros don't know how to operate an H-pattern gearbox, much less heel and toe. The ability to quickly learn new racetracks has been rendered superfluous by simulators. But of all the lost arts, none seems as mystifying to modern racers than hand-timing with a stopwatch.

Yes, believe it or not, there once was a time – and not that long ago – when front-line race teams hired people to do nothing but log lap times and maintain race charts using timepieces that looked like relics from a Charles Dickens novel. Most of these timers were women, many of them wives and girlfriends of drivers and team owners. But none of them was better known or more accomplished than a steely-eyed professional named Judy Stropus.

“SCCA used the same system I did, but they had one person per car,” she says. “Anybody can time one car. During practice and qualifying, I had the unique ability to time 20, 30, 40 cars at a time. Then I would keep the lap charts during the race. I actually had 100 cars at [Sebring](#) one year, and that was hell.”

Stropus has handled public relations for illustrious race teams and car manufacturers. She’s written about racing for *AutoWeek* and raced herself in the Cannonball Run and the SCCA Runoffs. When I chatted with her earlier this week, she’d just returned home after serving as a judge at the Amelia Island Concours d’Elegance. But the major reason she’ll be enshrined in the Motorsports Hall of Fame of America in a few months is because she wrote the book about timing and scoring – literally. Yep, *The Stropus Guide to Auto Race Timing & Scoring*.

For nearly a quarter-century, Stropus could be found clicking a stopwatch from a perch overlooking the pits in Trans-Am and Can-Am races, at the Indy 500 and the 24 Hours of Le Mans. But the best barometer of her status in the sport is the roster of team owners who paid for her services: [Roger Penske](#), [Dan Gurney](#), [Al Holbert](#), [Bud Moore](#), the list goes on and on.

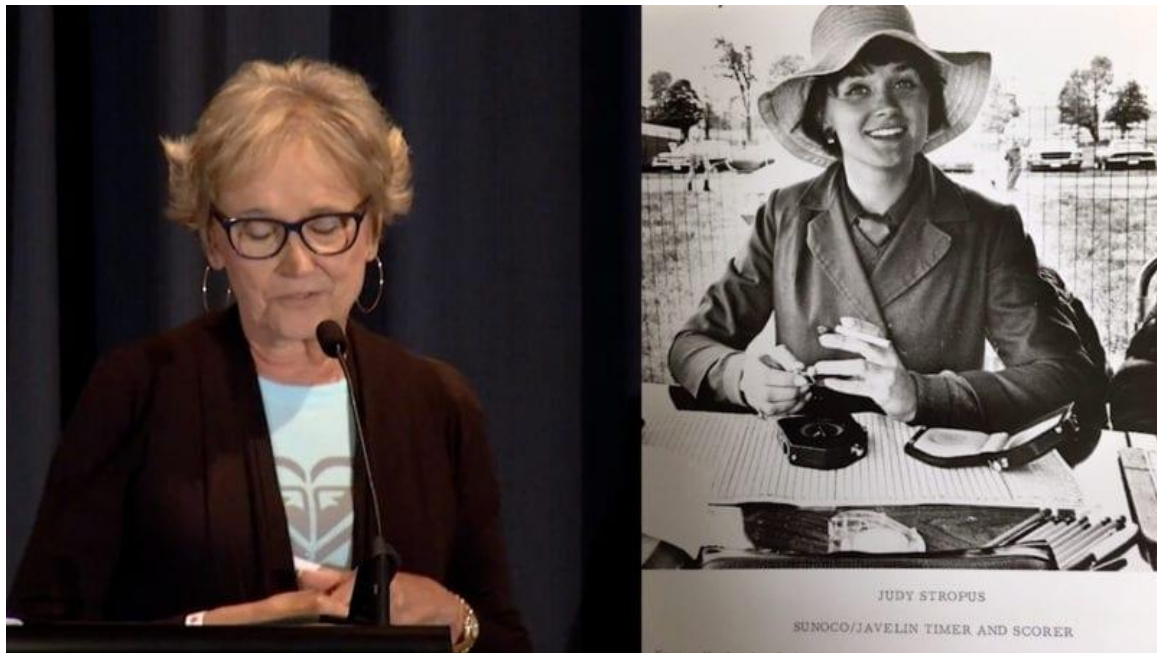


Bud Moore recognised Stropus’s talent, quickly hiring her to time his Trans-Am team
ISC Archives/CQ-Roll Call Group via Getty Images

Even team owners who hadn’t hired her tried to sneak a peek at her handiwork. “My favorite was Vasek Polak,” she says. “He’d come climbing up on whatever platform I

had built, and I'd keep saying, 'Vasek, you're not paying me. I'm not working for you.' He got very upset with me over that."

Stropus's dedication and focus led to some bruised feelings at the track. But that came with the territory, according to Sylvia Wilkinson, the author of the classic racing history, *The Stainless Steel Carrot*, and herself a former professional timer who was trained by Stropus. "You try doing what she was doing. You can't," Wilkinson says. "It ain't easy! It's past intense."



Stopwatch, lap chart and cigarette: Judy Stropus in action, from a talk on the art of race timing.

Stropus followed a circuitous path to motorsports fame. Born in Lithuania, she emigrated to the United States as a displaced person in 1949. A childhood interest in cars was rekindled by a boyfriend who owned a Jaguar XK120 and a '57 Chevy. Although she autocrossed a bit early on, she quickly found a niche in timing and scoring.

This was long before cars were equipped with transponders and sanctioning bodies scored races electronically. Hell, this was before digital stopwatches, for God's sake. Races were timed and scored by hand, which worked fine. But lap times weren't available until sessions were over, and there were sometimes disputes over finishing positions. So most teams deputized a member of the crew to work a stopwatch.

In 1967, Stropus travelled to Marlboro Speedway to time a friend. At a cocktail party after the race, she met Bud Moore and Fran Hernandez, who ran the Mercury Cougar Trans-Am programme. They offered her \$25 to stick around an extra day to work the Trans-Am race, which she did, sitting on a toolbox with ramps over her head because there was a chance of rain. The next week, Moore and Hernandez asked her to fly out to California for the race at Modesto. “They were paying all my expenses, not just \$25,” Stropus says. “I said, ‘Sure, I can do that.’ I was so excited that I went out and got a whole new wardrobe.”

When Moore moved on to Ford Mustangs, Stropus switched allegiance to the AMC Javelin team. At one race, she recalls, “Roger Penske walks by me and says, ‘Why aren’t you working for me?’ and keeps on walking.” Before long, she was timing Can-Am for Penske. Eventually, she quit her weekday gig as a legal secretary and starting doing timing and PR on a full-time basis.



Stropus soon moved on to working for Penske in Can-Am – pictured here is George Follmer

John Lamm/The Enthusiast Network via Getty Images/Getty Images

Stropus worked with a single Heuer stopwatch. The fundamental technique involved subtracting the current elapsed time from the previous elapsed time to calculate a lap time. This required speed and accuracy but it wasn’t super-difficult. What made Stropus so special was her ability to track dozens of cars simultaneously. “You had to have a sort of photographic memory,” she explains. “Say five cars go by. You have to know exactly which cars they are. You get the first one and the last one, and then you can estimate the ones in the middle, if necessary.”

Stropus says the Indy 500 was her toughest assignment “because the cars come around so often.” Endurance races were easier even though she was on duty for 24 consecutive hours, with no bathroom breaks. “It’s perfectly fine if you don’t drink. And you’re young,” she says. “You have the motivation because you’re working for the top teams. They’re paying you. They rely on you. You have to do it, and you have to do it right. Because that’s what they expect.”

Worn down by the logistical challenges posed by the arrival of electronic equipment, Stropus pulled the plug on her timing business in 1991. But at 77, she remains as busy as ever. As she puts it: “My life has been and continues to be awesome. I’ve had the best time working for the best people. I had no ambition to be here. I am so lucky to have fallen into this.”

Classic Touring Cars



Classic Touring cars is a non contact class and is gentleman racing, no ladies have entered yet but they would be welcomed.

The cars that we want to see out racing are pre 94 Touring Cars, makes will include BMW, Porsche, Ferrari ,Commodore, RX7, Corvette, Datsun, Group A and any British touring cars. All cars must be in 1990's spec

First round Ice Breaker Pukekohe September 11th 12th 2021

For Further Info Contact

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Josh Donohue 2020/21 FONZ Champion

Alexander wins round, Donohue clinches Formula Open NZ title

Date:

May 19, 2021 author Andrew Donohue

A solid weekend was all that was needed to secure the 2020/21 Formula Open New Zealand (FONZ) title for young Josh Donohue from Wellington. Piloting an ex-Toyota Racing Series (TRS) FT-40, Donohue came into the weekend with the overall points lead and only had to maintain some solid placings at the Hampton Downs circuit to secure the title.

But it didn't go all Donohue's way with both Tom Alexander and Sam MacNeill showed good speed on race day. While struggling with set-up issues, Donohue reverted to staying out of trouble over the three races. Alexander winning two out of three races with MacNeill second in all three. Donohue ending the day with a fourth and two third placings.

Josh Donohue 2020/21 FONZ Champion

James Watson in his impressive Swift DB4 was the only other podium placer after winning the first race. But mechanical issues saw him drop back in the second race and unfortunately a DNF in the last race.

The strong showing by MacNeill ensured the Vodafone Automotive team took a one two finish in the series. MacNeill sealing second place overall from Gary Rush in another of the Swift DB4's.

It was Donohue's finishing third for the round that was enough to take the title and be crowned Formula Open New Zealand Champion. In his first year in the class it's an impressive debut.

Right from the first round in November, Donohue got stronger and stronger as he's perfected the craft of driving the Tim O'Connor owned Vodafone Automotive FT-40.

"It was tough weekend and a bit stressful," said Donohue. "I had some good starts and some early pace, but we just couldn't get the car to last the race distance. I'm glad we stayed out of trouble and did enough to win the title overall.

"I'm stoked to have my name on a trophy that's got names like Kenny Smith on it. It's great to see the Vodafone Automotive team take the first two spots in the series".

In Class 2, Grant Rivers was the series champion. With many of his rivals stepping up into Class 1 cars throughout the year, Rivers easily piloted his Swift SE3 into first place for the round and first for the series.

Hampton Downs proved the competitive nature of the class with FT-50s, 40's and Swifts all battling at the pointy end of the grid. It makes for intriguing racing. And with more drivers expressing interest for next season it should be a cracker.

Organisers are already hard at work making things bigger and better for next year. Six rounds are planned for next summer including a couple of South Island rounds. Bigger grid numbers and a revised points system will see a tightly fought competition in a full wings and slicks class that's only one step away from the full TRS series.

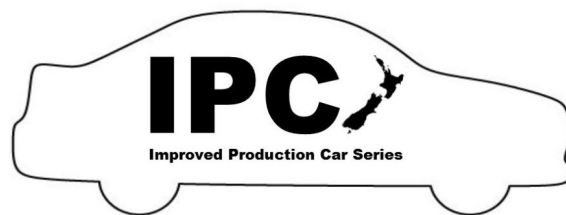
Round 6 Results

- 1/ Tom Alexander (FT-50) 345pts
- 2/ Sam MacNeill (FT-40) 325
- 3/ Josh Donohue (FT-40) 305
- 4/ Gary Rush (DB4) 280
- 5/ Leo Francis (FT-40) 250
- 6/ Paul Cooper (FT-40) 235
- 7/ James Watson (DB4) 215
- 8/ James Harriman (FT-50) 155
- 8/ Grant Rivers (SE3), Class 2, 350

FONZ Final Championship Points

- 1/ Josh Donohue (FT-40) 1780pts
- 2/ Sam MacNeill (FT-40) 1720
- 3/ Gary Rush (DB4) 1605
- 4/ Geoff Harriman (FT-50) 1480

- 5/ Paul Cooper (FT-40) 1290
- 5/ Tom Alexander (FT-50) 1040
- 6/ Leo Francis (FT-40) 1020
- 7/ Guy Griffith (FT-50) 365
- 8/ James Watson (DB4) 215
- 9/ James Harriman (FT-50) 155
- 10/ Grant Rivers (SE3), Class 2, 1820
- 11/ Jeff Sharp (FH20RNZ, Suzuki), Class 2, 580
- 12/ Leo Francis (FH20RNZ, Suzuki), Class 2, 455






IPC RACE SERIES

Season 2020/21 Prizegiving and Season 2021/22 Launch Event

Location:	"The Good Home' Mt Eden	
Date:	25 July 2021	
Time:	12PM (we've booked for 3-4 hours but stay as long as you like)	
Food:	Nibbles provided. Meals available to order.	
Drinks:	Nominal bar tab provided, after that cash bar.	
Vibe:	Relaxed, family friendly. Partners & kids welcome	
RSVP:	By 16 July	

Please let Alan know if you are coming by 16th July

Alan Greig

09 920 5568 / 021 190 8881 / alan@driveline.co.nz



Sharon Cuttance
0276742766

- | | | |
|----------|----------------------------------|--|
| (Round 1 | MANFEILD - MG Classic | 13th – 14 th November 2021) confirmed 4 races |
| Round 2 | TAUPO -Tasman Revival | 8 th – 9 th January 2022 |
| Round 3 | PUKEKOHE – Tasman Revival | 26 th – 27 th February 2022 |
| Round 4 | HAMPTON DOWNS – Legends of Speed | 26 th – 27 th March 2022 |
| Round 5 | TAUPO – Great Lake Meeting | 23 rd – 24 th April 2022 |



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