



OCTOBER / NOVEMBER 2022

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The winner Standard Production B & H 500 Glen Reid & Jamie Anderson



Rick Cooper B & H 500 IPC winner with Leo Leonard B & H 100 Winners & Leo Leonard

For replica B&H Awards, please contact John at Ellerslie Jewellers



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Historic Racing Club Inc has great season lined up for 2022/23. We have never had so many classes wanting to be part of our popular two day meetings . Classes have the option of running either Saturday or Sunday or both days . Same number of races. The season race calendar is further down the page.

HRC has planned eleven two day meetings for the 22/23 season, packed with a wide variety of classes

The next meeting is our second to last meeting on the iconic Pukekohe circuit. Classes running are 2KCup, BMW 2 litre, BMW E30-E46, BMW Open, Classic Trial, Hooters Vintage, Formula First, HVRA/ Heritage Saloons, Improved Production Cars, Super Laps enter on line www.motorsportentry.com

Final meeting for 2022 is the 2KCup Challenge Meeting at Hampton Downs. Classes running are 2KCup, Trofeo Series, Formula First, Improved production Series, Mazda, Motul Honda Cup, NZ Sports Cars, NZ Super Karts, NZ 6, Pirelli Porsche, enter on line www.motorsportentry.com

In January we have the Tasman Revival and then Historic GP featuring Jaguar at Taupo

In February HRC have their final meeting at Pukekohe. The Jim Palmer Meeting. Jim was used to publicise the opening of the track so it fitting that this final meeting is named in Jims honour. The original car he used at this first meeting will also be on display. There will be a dinner at Pukekohe track on the Saturday night . Tickets on sale at www.motorsportentry.com. Entries are already up on the website and are filling fast.

		Season 2022/23			
Meeting Name	Format	Venue	Date	Date	Date
			Friday	Saturday	Sunday
Waikato Challenge	All classes	Pukekohe		12-Nov-22	13-Nov-22
2K Cup Challenge	All Classes	Hampton Downs		26-Nov-22	27-Nov-22
Tasman Revival Taupo	All Classes	TIMP Taupo		7-Jan-23	8-Jan-23
Historic Grand Prix	Historic	TIMP Taupo		21-Jan-23	22-Jan-23
Tasman Revival Jim Palmer 2	Classic / Historic	Pukekohe		25-Feb-23	26-Feb-23
Legends of Speed	Classic / Historic	Hampton Downs	17-Mar-23	18-Mar-23	19-Mar-23
Classic Taupo	Classic / Historic	TIMP Taupo		25-Mar-23	26-Mar-23
Great Lake Taupo	All Classes	TIMP Taupo		15-Apr-23	16-Apr-23
Season Finale	All Classes	Hampton Downs		27-May-23	28-May-23



TR REGISTER, HRC, TACCOC XMAS BIG BREAKFAST RUN;

WHEN; Sunday 18th December 2022.

WHERE: Salty Dog Inn at Snells Beach, 242 Mahurangi East Road, Snells Beach.

Meet at countdown Supermarket - top end of Barrys Point Rd, Takapuna 7-30am or convoy meets up at the bottom of the Avenue, Albany on the main road at 8am.

Arrive at Salty Dog, 8-30am with breakfast available from 8-45am.

Full buffet style big breakfast: \$25 per person (must be fully vaccinated and have your Vaccine pass with you)

Contacts - Chris Watson 0274 827542 chris@grandprix.org.nz

Nigel Hayman 09 4255446 nigelgloria2@gmail.com

Booking is not necessary but would appreciate a call.

Lithium batteries

We had an unfortunate incident during the B&H Endurance Races, whereby during the race, a competitors vehicle battery (Lithium-Ion type) caught fire and couldn't be easily extinguished. As a reminder, if you are using a Lithium Ion battery in your vehicle, you **MUST** adhere to Schedule A Part 1 Section 5, (5) which states:

Where Lithium-Ion (Li-Ion) batteries are used as the main vehicle battery the following shall apply:

(a)

The vehicle shall carry an external marking as detailed in Diagram 5.5 positioned adjacent to the competition number, and

(b)

The battery must carry the appropriate disposal markings.

Note: *Care must be exercised to ensure that no rapid charging or discharging of the battery can occur that could instigate exothermic reaction within the battery.*



Diagram 5.5 Li-Ion Marking

Recommendation: *Where the battery is installed in the cockpit, the use of a 'sealed' [type] battery is highly recommended.*

Finally,

Transponders have increased in price slightly because of a increase in manufacturing in Holland and also HRC buys them in Australian dollars so we have been affected by the exchange rate

Regards

Chris Watson 0274827542 chris@hrcevents.co.nz

Tim Hill 021614600 tim@hrcevents.co.nz

New Zealand Motor Cup 101 Years Celebrations – Muriwai



The Historic Racing Club and NZIGP have made the difficult decision to cancel its New Zealand Motor Cup Centenary Celebration to be held at Muriwai on Friday 2nd December 2022.

The decision comes after having to postpone the original event twice over the past 2 years due to COVID and now the rapidly rising costs of hosting events and the increasingly difficult logistics of being able to run the event mean we were left with little option. This coupled with Motorsport New Zealand having to cancel their 75th Gala Dinner on the day after our event due to similar issues means that a lot of the guests we were expecting will now not be attending.

Ticket holders have been contacted directly and will receive full refunds.

There are plans to have some of the Auckland/Northland based cars and the New Zealand Motor Cup on display at the NZGP on 4/5 February and at the Ellerslie Concours on Sunday 12th February 2023

We apologise for any inconvenience caused by this decision however, we hope you understand it is not one we made lightly.

We would also like to acknowledge our event and sponsorship partners for their incredible support of the event.

Historic Grand Prix - TAUPO

HRC are pleased to announce a joint venture with Taupo International Motorsport Park around the promotion and running of the 2023 Historic Grand Prix being held over the weekend of January 22/23. The 2023 edition of the GP will be headlined by Formula 5000 and Formula Open and supported by some of NZ's finest classic and historic classes - while celebrating the Jaguar marque and its involvement in the sport since the 1940s.

HRC's role will be mostly motorsport focussed but it will also be assisting TIMP with the off track entertainment where you can expect to see many iconic Jaguar race cars parked in the Legends Marquee and a plethora of Jaguar road cars that are expected to attend from the many Jaguar Clubs throughout the country.

Jim Barclay and Tony Roberts will continue in their roles as facilitators to assist with this event, which now sits under the ownership of TIMP, through Tony Quinn's recent purchase of the park. This year Jaguar is the focus. The previous year celebrated Ford and the year before that, Alfa Romeo. These have been very successful, well supported Historic events in the past. Although this meeting had to be delayed last year due to COVID, planning is well advanced. The organisers are keen to attract other car clubs who may wish to attend the meeting as a club event and trade stand packages will soon be available. If your club is interested in attending or you are wanting a trade stand at the event, contact Mike Marsden on sales@hamptondowns.com



24 Red Racing provides a platform for car enthusiasts to purchase products for their vehicles that they may not traditionally purchase because of the cost or in some cases the lead time or availability.

We have sourced products from around the globe that we believe are value for money as well as robust and capable of doing what they are designed for.

Both our online store and our retail store keep our overheads to a minimum and by working with partners who share a similar philosophy.

Primarily all our sales go back into more kit to sell or into Motorsport via sponsorship.

<https://www.24redracing.co.nz/>



Celebrating Jaguar

TAUPO INTERNATIONAL MOTORSPORT PARK

HISTORIC



TICKETS ON SALE NOW



21-22 JANUARY 2023 - TAUPOMP.CO.NZ

Tasman Revival Pukekohe – Celebrating Jim Palmer



25/26 February 2023 – Pukekohe

Another event that was affected by Covid last year was the Jim Palmer Festival. HRC have been successful in re-negotiating our contract for February with the Pukekohe after the Park announced the cease of Motor Racing from April 2023.

This meeting will be one of the last Motorsport events to be held at Pukekohe and interest amongst competitors is high.

We have worked with the race classes who are attending this event to make this final meeting very special. Entries are already open a www.motorsportentry.com and we expect the grids to fill very quickly – so get your entry in ASAP....

Classes competing are:

	SAT	SUN
ERC Series		✓
Trofeo Series	✓	
Pirelli Porsche	✓	
BMW E30/E46	✓	✓
BMW 2 Ltr	✓	✓
BMW Open	✓	✓
IPC		✓
TCM	✓	✓
Mini/Pre65	✓	✓
Formula Open NZ	✓	✓
F5000	✓	✓
FJ / F3 / HFF		✓

Heritage Touring Cars (Classic Touring Car Series)



Three rounds this year

- Waikato Challenge 12/13 November Pukekohe (last chance for a race at Pukekohe)
- Historic GP Taupo 20/21/22 Jan 2023
- Legends of Speed Hampton Downs 17/18/19 March 2023

Contacts

Chris Watson – chris@hrcevents.co.nz



WHAT IS THE PPG CLASSIC TRIALS REGISTER AND THE PPG CLASSIC TRIALS CHAMPIONSHIP?

PPG Classic Trials is a fun, friendly, non-contact event for competent drivers who want to enjoy the fun of the track in their classic car, without constant fear of someone ploughing into the side of them – racing incidents are rare in Classic Trials and we're keen to keep it this way.

The objective in a Classic Trial is consistent pace across the duration of a 12-15 minute 'race' on a race track. That consistency is measured against a target lap time you choose, and is measured every lap except for your standing start lap and your 'in' lap after the chequered flag has flown. Variations per lap against your target time are measured and the winner of each trial is the person who has the

lowest average variation per lap. Some of our top drivers are tussling for a win over fractions of a second!

Events generally consist of a practice session then three Race Trials, run at the same meeting. After the practice session you nominate your target lap time, generally based on what you have done in practice (but often based on your times at that track on previous runs and factors such as the weather or state of your tyres). At your first PPG Classic Trials championship event you can change your nominated time after your first trial to give you a better chance to get a feel for things.

Once you nominate a lap time this is logged into our timing system and your goal is to circulate at that time, every lap. Variations from the nominated time (either too fast or too slow from nominated time) are added together and divided by the number of laps (excluding the first lap) to arrive at an average lap variation for the Trial.

The best two results of the day are added together and divided by two, giving a total variation for the event. This result is awarded points, with higher points for lower variations, and fewer points for higher variations.

The best four results for the season are combined to arrive at a Championship winner for the season.

All members are expected to enter the Championship at the cost of \$20, which goes towards trophies, administration costs and timing arrangements.

I'M STILL KEEN – HOW DO I APPLY?

Joining the PPG Classic Trials Register is by invitation only. The best way to start this process is to email us at classictrialnz@gmail.com providing as much supporting information as you can including:

- Your name and contact details
- A photo of the vehicle
- Year, make, model, engine specs
- An outline of any modifications to the vehicle post-production
- Your WOF and registration details, including expiry (if applicable)
- Logbook details (if applicable)
- Authority Card if required (for modified seats/handbrake etc)
- Roll cage homologation number (if applicable)
- Current car club member (you must be a member of a car club)
- Preferred race number.

The Committee will discuss and advise regarding acceptance or otherwise. At this point your PPG Classic Trial race number will be assigned.

For a more detailed document on Classic Trialling is available here:

<https://www.hrcevents.co.nz/content/157pd9.pdf>



Hello fellow FONZies (heyyyyyyy it was going to be said sooner or later)

I know it has been a bit quiet on the news front lately but there has been a truckload happening in the background. So, in order firstly;

The Fantastic News

I am extremely thrilled to announce our three sponsors for the coming season. For the Jim Palmer Cup ***The Fitness Portal*** have returned to be with us for a full season they are also sponsoring Ethan Sillay in his new Reynard 93H. Tim Fox was so pleased with what he saw for the final last season his other business ***Black Fox Electrical*** are supporting the Graeme Lawrence Cup. The overall and series naming rights sponsor and also Geoff Harriman's sponsor ***Promains*** will be the presenters of the Howden Ganley Cup. The series will be known as the ***Promains Formula Open New Zealand Series*** supported by ***The Fitness Portal*** and ***Black Fox Electrical***. So, I would like to give huge thank you to both Richard Eardly from Promains and to Tim Fox from The Fitness Portal and Black Fox Electrical.

The Great News

For TRS FT40 & FT50 entrants we have secured a supply of E85 BP fuel as used by the Aussie Super cars at a very reasonable price. This can only be purchased in 200 litre drums and will be delivered to each track. Given we estimate that we will use around 100 litres per car per weekend it would pay you to buddy up with someone else and go halves each in a drum.

Some not so great news

It appears that any hope of securing the last Michelin tyres for the FT40' and 50's has gone. They stopped manufacturing these around 18 months ago and despite the great efforts of Wayne Scott to locate any remaining ones have come to nothing. But thanks Wayne for the effort you put in.

The Good News

Josh Jones from Value Tyres contacted me about 4 weeks ago with a view to supplying the series with Hankook tyres. Once I had it confirmed the Michelin were not available we agreed to proceed with the Hankook as supplier. NZ Sports Cars have been using these and one of our guys ran a set of them a couple of seasons ago. They provide Super Soft and Soft. As Value Tyres had no idea we were candidates for their tyres until only a couple of weeks ago there will be a limited amount arriving in the next couple of weeks (ordered before we came on the scene) with about enough to cover Manfeild in November. As a result, Josh and I negotiating a good deal going forward. A bulk order will be arriving in late December early January. So if you want supply you need to get on to Josh ASAP. Next season we will look to having Hankook involved in the series with great supply deal.

Contact is:

Josh Jones

National Key Account Manager

027 344 4926

josh.jones@valuetyres.co.nz

So there you go folks, I have done the donkey work for you but **IT IS UP TO YOU to organise and order your own tyres and fuel.**

Well that is all from me now if I can help further please give me a call.

John Tomlin 021 759 820



<https://teammotive.co.nz/>



A challenge from HRC Events and invitation to take part in the last ever B&H Endurance race at Pukekohe Raceway has been the impetus for a life changing plan to change the New Zealand Motorsport community by putting a race team together for people with disabilities.

Stats will show that we qualified in 30th position with a best time of 1:30.437, raced for 112 laps achieving a fastest lap time of 1:24.167 to claim 26th place. But there was so much more to our B&H 500 Endurance Challenge.

A 14-week build project on an MX5 (now called Zoom Zoom) by our drivers, team members and supporters

Pre-event test day courtesy of PlayDay on track Friday 14th. (Unfortunately cancelled due to track damage in the first session). Our driving team of Tony Christiansen, Lee Warn & Kurt Petersen were only able to do orientation laps - disappointing as Lee had never been out on the track.

Friday Afternoon: garage set up and drill driver changes for race day. Driver changes take on new importance when each of the team is differently abled and different set ups need to be used for each to be safely positioned in the car. Team re-fueling processes were worked through. Ended the day with big smiles.

Race day and nerves were, well.... well engaged. Our aim was to finish the race, and have FUN.

Qualifying: All 3 drivers qualified but our fitted transponder did not record. Rectified for the 3rd driver to record a time that would see us take the final grid position. We were confident that we would move forward from here.

As an oil leak discovered dealing with this had us busy until the grid was called. Our aim to get to the starting grid was nailed!

Tony took the first stint to get us underway... until on the 7th lap Zoom Zoom spluttered coming on the back straight before cutting out completely - causing a Safety Car intervention. Zoom Zoom back in the garage courtesy of the recovery team. I guess the commentators thought that was that. But we don't give up - it's not in our team's DNA.

The neighboring 24Red Racing team dived in to help find an electrical issue, a coil pack heat issue (yes, one of the few parts not replaced in the race car build). Adjusted the bonnet position to allow better air flow, and after cooling off finally Zoom Zoom zoomed back into life and back out of pit lane to rejoin the race 28 minutes after last crossing the stripe on Lap 6, Tony still at the wheel. Never. Ever. Give. Up.

Tony gradually increased lap speed determined that his co-driving team would get their chance behind the wheel. Lap times continued to reduce to consistent 1:26s with a 1:25 - Tony was convinced that there was still much more to be extracted.

Lap 41- Lee headed out of pit lane - his first race ever, and first hot laps at Pukekohe. His lap times started at 1:33.377 after 20 laps they had tumbled to 1:26/1:25s depending on traffic. Any racer would be happy with that sort of progress fresh out of the blocks. A best lap of 1:24.895 - followed by a 1:44.211 after managing a spin pushing the limit had the team cheering. This is what we came for.

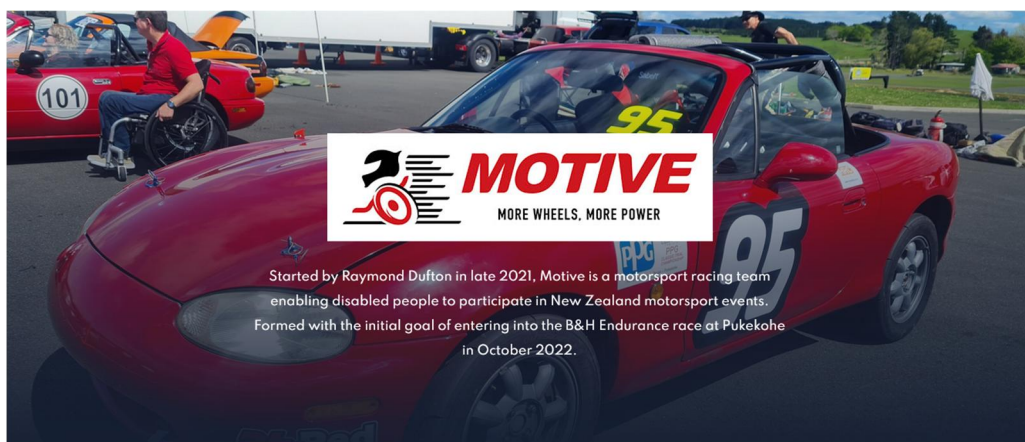
Lap 76 - Kurt's turn

Kurt Petersen took the last session. Punctuated by a couple of Safety Car periods including one that we used for a splash and dash of fuel, Kurt continued to lower our lap times recording a best for the team of 1:24.167 3 laps from the chequered flag.

So we got our chequered flag. Our race aim was achieved. Better than that we took an MX5 destined to be broken up for parts to the track in just 14 weeks. Our drivers live with amputation, paraplegia and cerebral palsy, and were joined by a race crew who experience cerebral palsy and incomplete tetraplegia supported by members of the motorsport community.

Our mission to make motorsport accessible has begun, and to motivate others in the disability community to join us as drivers, crew, volunteers, or supporters is underway. We received massive support from the motorsport community. Thanks, you will see us all again. We're not stopping here.

When we announced our plan to form a race team the obvious question was 'Will it happen'. We're pleased to say 'Yes it has'.



MY LAPS TRANSPONDERS



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

The TR2 Transponders is the world-leading standard in accuracy, just like our other Transponders, but now made much easier in many ways. The TR2 Transponder is the new standard.

Racers know that practice pays off. Whether you ride motorbikes or prefer to race on four wheels, insight into your performance makes you a better racer. The TR2 is capable of showing you valuable race data and insights. All your data is available on your personal Speedhive account.

HRC has the new TR2 transponders in stock. Get the latest technology

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

TR2 Rechargeable Transponder 1 Year	\$250.93
TR2 Rechargeable Transponder 2 Year	\$337.97
TR2 Rechargeable Transponder Lifetime licence	\$945.19

TR2 Direct Power Transponder 1 Year	\$320.02
TR2 Direct Power Transponder 2 Year	\$391.56
TR2 Direct Power Transponder Lifetime licence	\$1057.99

Last few

X2 Rechargeable Transponder 1 Year	\$199.00
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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 fulfill 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.



Welcome to season 2022 – a season of many refinements and improvements to the way in which we manage the series.

With the success of our season launch party at The Good Home in Mount Eden last year, we decided not to reinvent the wheel and enjoyed a fun and family-friendly get-together at the same venue back in July of this year.

Congratulations to all our winners. We thank you all for being part of IPC and making the series a super fun and friendly environment to go racing in.

Also adding to the depth of the series, we'd like to welcome our sponsors back on board for another season. A big thanks go to Hankook, SAS Auto Parts and Driveline Leasing & Finance.

We are also pleased to welcome a bunch of new IPC members who have now completed their first round with us. It's great to have you aboard and we hope you enjoy being part of IPC as much as we do.

As most will be aware, there have been some significant changes to the race format this season.

Key changes include:

- The move away from fixed break-out times to "Break-out Averages"
- The introduction of Pit Land Drive Throughs (PLDT's)
- Changes to tyre regulations
- Ability to use telemetry and on-board communications
- Entry to the series is now via a member portal

Let's cover off the easy ones first.

Tyres:

We now permit the use of Slicks and full race wets OR DOT rated tyres. The choice is up to you.

Hankook is once again our preferred supplier and offers us serious discounts as part of the series sponsorship. We have found the product to be excellent and extremely attractive with our special pricing.

Member Portal:

The IPC member portal is where you enter the series and tell us about the specs of your car. You can apply for dispensations if you happen to have something on your car that is slightly outside the specification for your speed group and you can update your best lap times to help us better manage the series. Here is the URL for the member portal: <https://smartfleet.knack.com/ipc-race-series-membership-database#home/>

Telemetry:

With the move away from fixed break-out times, we now permit and encourage the use of in-car communications and/or driver-visible telemetry. We banned it originally because we didn't want to create a situation where a driver realising they were about to break out would be tempted to jam the brakes on at an unexpected moment. This is no longer an issue with the move to Break-out Averages. In actual fact, many of the changes we have made are designed to enable competitors to think about and manage their race strategies. Data and communication is a big part of this.

Ok, now let's move on to the trickier stuff.

Speed Groups & PLDT's

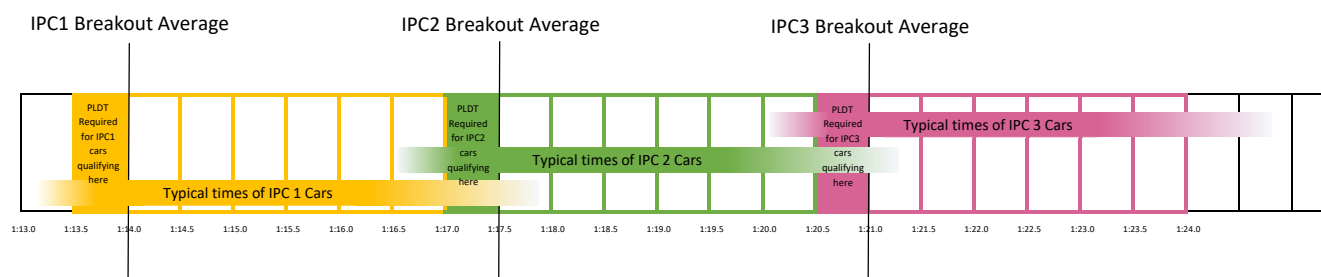
What are Breakout Averages and why do we now have pitlane drive-throughs?

In short, there are a handful of key intentions behind the introduction of these two elements:

- To enable competitors to continue developing their cars, and indeed their own skills, to achieve better lap times without hitting an expensive (in terms of points) glass ceiling
- To promote better on-track action where cars are racing in close quarters rather than spread out all over the track
- To avoid any kind of handicapping, roll-up starts or computer algorithms to even out the field. Basically, the finishing position of each car should be determined by what happens on track, not by a calculator.

To help paint a clearer picture, let's paint an actual picture.

Here's a diagram of the 3 speed groups at Hampton Downs as an example.



Here are the key points to understanding the speed groups and PLDT's:

- Each speed group is nominally based on a 3.5 second spread of "best lap times" at Hampton Downs and Pukekohe (5 Seconds at Taupo)
- The Breakout Average is set at 0.5 seconds back from the fastest anticipated time within each group
- Any competitor who qualifies faster than the breakout average is required to complete a PLDT in race 1.
- Any competitor who completes a lap faster than the breakout average in race 1 or 2 is required to complete a PLDT in the following race.
- The intention is to take the very fastest cars within each group and bring them back in touch with the other cars in the group to promote better on-track action

Break-out Times & Points Scoring

Penalties for breaking out are no longer based on a fixed number of laps faster than the breakout time. Instead, there is a matrix which determines any penalties based on finishing position and by what margin the breakout average is exceeded.

Here is the actual matrix from the rules:

Position in Class	Points	up to 0.499 sec	0.5 to 0.999 sec	1.0 to 1.499 sec	1.5 to 1.999 sec	2.0 to 2.499 sec	2.5 to 2.999 sec	3.0 to 3.499 sec	3.5 to 3.999 sec	4.0 sec +
1	50	44	40	36	32	28	24	20	16	12
2	43	37	34	31	27	24	20	17	14	10
3	36	32	29	26	23	20	17	14	12	9
4	31	27	25	22	20	17	15	12	10	7
5	26	23	21	19	17	15	13	10	8	6
6	22	20	18	16	14	12	11	9	7	5
7	19	17	15	14	12	11	9	8	6	5
8	16	14	13	12	10	9	8	6	5	5
9	14	12	11	10	9	8	7	5	5	5
10	12	10	9	8	7	6	6	5	5	5
11	10	9	8	7	6	6	5	5	5	5
12	8	7	7	6	5	5	5	5	5	5
13	7	6	6	5	5	5	5	5	5	5
14	6	5	5	5	5	5	5	5	5	5
15	5	5	5	5	5	5	5	5	5	5
16 and up	5	5	5	5	5	5	5	5	5	5
DNF	5	5	5	5	5	5	5	5	5	5
DNS	5	5	5	5	5	5	5	5	5	5

Let's take some virtual examples:

1. A competitor finishing 1st, but with an average lap time 2 tenths too fast will only receive a 6 point penalty.
2. That same competitor finishing 1st but exceeding the breakout average by 3.5 seconds will receive a more substantial 34 point penalty, putting them roughly in line with someone finishing 7th in the same race.
3. That same competitor breaking out by 3.5 seconds, but now finishing 4th instead of 1st, receives a much smaller 21 point penalty. The lower the finishing position, the lesser the penalty for breaking out.

Ok, now let's look at some real examples of all these elements working together from round 1.

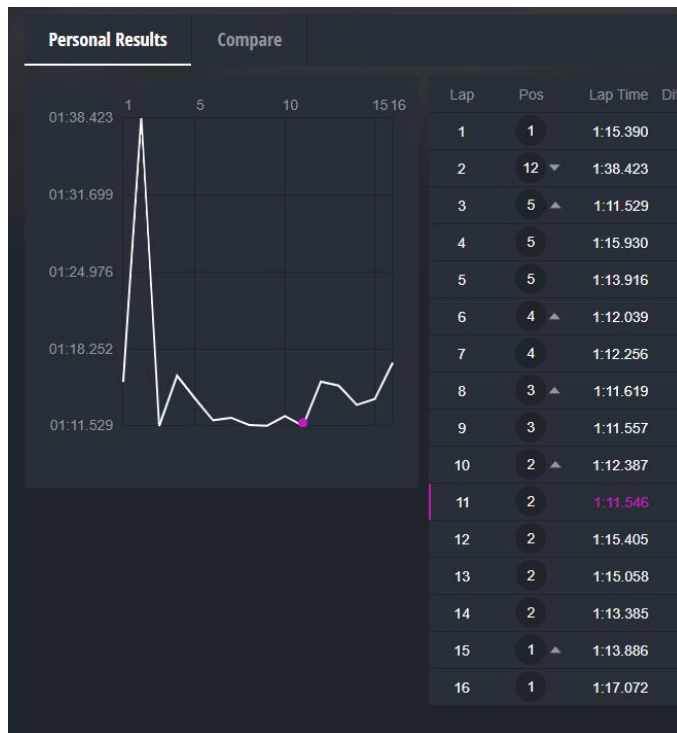
1. In race 3, Ben Van Der Werff was required to complete a PLDT, having posted a 1:11.546 in race 2. Ben completed his PLDT in lap 2, putting him well back from the rest of the IPC1 cars, but he clawed his way back, ended up having a battle for the lead with Scott Mills, whose fastest time was in the 1 min 14's. Both drivers had a more enjoyable race as a result and ultimately the faster car still won the race, which many would argue is how it should be, but the finish was much closer (about 0.5sec) and the on-track action much more exciting.
2. Ryan Denize is to be congratulated for a phenomenal drive in race 2. Despite having to complete his first PLDT in race 3, he sliced through the pack to regain the top spot in IPC2, finishing ahead of Garry Morrell by over 4 seconds. It's worth noting that Ryan's fastest time of the day was a 1:17.355, so nowhere near fast enough to be competitive in IPC1, but the PLDT certainly created a much more interesting experience for himself and those he was racing.
3. It's worth taking just one more moment to review the blistering times posted by Ben in the number 24 Evo (see image below). Under the old system, these times would have drawn heavy penalties but now, with the move to averages, Ben has been able to post some new

PB's, but avoid penalties by posting some slower laps to bring back the average.

Below are Ben's times clipped from Speedhive:

You can see the PLDT was completed in lap 2, and that there were 4 laps in the 11's.

Offsetting this were a number of laps in the 15's, (including the standing start lap) plus the in-lap, bringing his average lap time to a 1:15.219. This remains compliant with the 1:14.0 breakout Average for IPC1 so despite the 4 very fast laps, no penalty was applied.



Here are the final points after Round 1. It certainly seems like IPC2 is where all the action is happening this season!

Group	Competitor	Car	Race 1		Race 2		Race 3		Round Total	Championship Position
			Points	Penalties	Points	Penalties	Points	Penalties		
IPC1	Ben Van Der Werff	Mitsubishi Evo	50		50		50		150	1
IPC1	Scott Mills	Mazda RX7	36		43		43		122	6
IPC1	Frank May	BMW 330ci	31		31		36		98	10
IPC1	Scott Curtis	Mazda MX5 Turbo	43		36		5		84	12
IPC1	Taylor Hurst	BMW 135i	5		5		5		15	14
IPC2	Ryan Denize	Toyota 86	43		36		50		129	3
IPC2	Phil Josephs	BMW 328i	50		43		36		129	3
IPC2	Garry Morrell	Honda Integra Type R	36		31		43		110	7
IPC2	Logan Devoy	Ford Falcon	31		26		31		88	11
IPC2	Codie Banks	BMW 323i	22		22		22		66	13
IPC2	Neville Carpenter	BMW 320i	26		50		26		102	9
IPC3	Chris Watson	BMW 335i	50		50		50		150	1
IPC3	Jordan Stickings	Toyota Celica	43		43		43		129	3
IPC3	Warren Parris	BMW 318	36		36		36		108	8
IPC3	Donovan Neill	Toyota Celica	5		5		5		15	14

And lastly, it's been a long time coming but the member portal has now been upgraded to show your race results, points and championship position. I urge you all to log in, update your profile and check out all the new features. Moving forward, this will be the primary method of reporting race results, though we will still include some details in the newsletters for general consumption.

Thank you all for taking the time to digest all this – we do hope this has created a better understanding of the changes, and what we're trying to achieve. If anyone has any need for further explanation, please don't hesitate to get in touch.

Alan Greig

0211908881



Arrow Wheels European Classics

Season 37 - sponsor and new calendar

As the Series now races as a single grid (and not as separate classes as it did formerly), Arrow Wheels, which has sponsored Group 1 for many years, now becomes the Series Sponsor. The Group 2 cars will be issued with Arrow Wheels decals in the new season - the Group 1 cars already have them.

The Series will be called the **Arrow Wheels European Classics** and the classes will simply be called Group 1 and Group 2. Changes will be made to the website and rules.

The Series will race on the Sunday only of the HRC 2-day events. The Trofeo Series will be racing on the Saturday at 4 of the rounds and the Pirelli Porsche Series at 3 rounds, so there will be cross-over entry opportunities.

Chris Browne

Convenor

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ERC SERIES

(European Racing Classics)

Sponsored by Arrow Wheels

<http://www.ercrace.nz>

<https://www.facebook.com/ErcClassicRaceSeriesnz>

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YOU DON'T NEED ANY PREVIOUS EXPERIENCE – JUST COME ALONG AND TRY IT OUT!

**PLEASE CONTACT MERRAN ON
ADMIN@THEMOTORSPORTCLUB.COM
OR 021 272 5596 TO GET INVOLVED!**

Do you want to get closer, so close that you can feel the cars go past? Well Motor Sport **NEEDS YOU.**

Motor Sport is an event where a lot of people make it happen – one event can take up to 400 volunteers! Some of the jobs may include: flag marshalling, time keeping, grid marshalling just to name a few.

VOLUNTEER 



A  RAKI

COFFEE



To join or renew membership just go to <http://www.hrcevents.co.nz/shop.php>

At the office here at 44 Stoddard Rd, we can do licence tests and authority cards Monday to Friday 10am to 7pm. Just email chris@hrcevents.co.nz with a time and date and he will confirm by email. My Laps transponders always available on www.hrcevents.co.nz and the courier is part of the price or they can be picked at the office.

HRC Membership Benefits

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)



ENGINE SPECIALISTS

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