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HRC Newsletter

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This office is open during the week and we can test for Competition Licences and issue authority cards. Phone number is 09 377 0732

Editorial

What a busy month it has been here at the HRC Offices. First up we had the 2K Cup Dunlop 800 Enduro at Hampton Downs. Please see the article written by James Watson later in this newsletter. Next year, the "Circus" heads to South Island. Will the boys be able to retain their crown??

Next up, we were at CRC Speedshow. As well as having the HRC Events stand, we were also involved with the Memory Lane Display. This was a collection of 20 iconic NZ race machines from various motorsport disciplines that we assembled for the event. Thanks to all the owners for loaning us their precious vehicles – it certainly made for quite a display and brought back a lot of great memories for a lot of people.



During the Speedshow, we distributed the new 2016/2017 HRC Events Wallplanner. This is designed to raise the awareness of Motorsport Events in NZ and is not restricted to just HRC Events or even circuit racing for that matter. As always, a calendar of events is a “work in progress” and ours has even changed since we went to print. We will be maintaining an up to date version on our website, so if you have and additions / alterations, please let us know and we will add them to the Wallplanner.

Download here: <http://www.hrcevents.co.nz/content/17pd40.pdf>

NOTE: Icebreaker is on 10/11 September (not August) 2016 at Hampton Downs
Thunder in the Park is being Re-Scheduled. It will NOT be on 4/5 March 2017



The HRC Events Team at CRC Speedshow.

Finally, this weekend (23rd July) we have Round 3 of the Mahindra North Island Endurance Championship at Manfeild. Please come along and support the teams – Spectator Admission is FREE !

Race Car Test Day at Hampton Downs

Hampton Downs will be holding a race car only test day on Saturday 30 July on the national circuit. We will have at least one dedicated single seater session that will run throughout the day among the other sessions/classes.

Tickets are available to purchase on www.hdticketing.co.nz and on the day if there are spaces available. Online price is \$165 and price on the day is \$175.

Damage to Tracks

Just a reminder that if you damage any of track walls the excess on the MSNZ policy is \$3,500. This means you have to pay the first \$3,500. The track charges HRC and we pass the cost onto the unlucky competitor.

NZRDL Series

This is an initiative from IRC, NZIGP, Taupo Car Club, Manawatu Car Club and HRC to coordinate a series for classes outside the Premier Series. The clubs have been working together now for a number of years to make sure that clashes do not happen and enables classes to plan their season over all the North Island tracks. The NZ Racing Drivers League is just brand name to identify the Series. The clubs involved are still independent clubs and work to together to give competitors the best deal. This is the draft calendar with more classes to be added to meetings.

Download here: <http://www.hrcevents.co.nz/content/17pd40.pdf>

For any corrections / additions please email chris@grandprix.org.nz

Regards

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ORGANISERS HOPING FOR BIG LOCAL TURNOUT OF RACERS AT ENDURANCE SERIES FINALE

The Mahindra North Island Endurance Series is encouraging all race car owners from the Manawatu area to come along and join in the racing when the endurance series visits Manfeild Autocourse on July 22nd and 23rd for the final round of the 2016 One Hour and Three Hour series.

It is the first time the series – which features a diverse range of cars and all driver levels – has visited the popular and technical Manfeild track since it started almost three years ago and organisers are keen to broaden the growing appeal of the series and get more local drivers taking part.

“There are classes to suit all types of racing car and we are very proud of the atmosphere around the paddock at the endurance events as well as the etiquette and racing on track,” explained series organiser Karen Dovey. “And of course, those with local knowledge and plenty of laps under their belts at the track will have something of an advantage over the visiting racers.”

Drivers do not need to make any modifications to their vehicles to race in either of the one or three hour events, as long as it holds a current MSNZ log book, but would need to join the North Island Endurance Racing Drivers Club (www.nierdc.com) for the event.

“We’d love to see a healthy turnout of local drivers and indeed local teams with drivers getting together to have a go. Lap for lap, the series is one of the best in New Zealand in terms of value for money, there’s going to be a social event on the Friday and a bit of a party at our awards giving ceremony on the Saturday night in Palmerston North.



2K Cup DUNLOP 800 Review

What a day at the [2KCUP](#) Dunlop 800, a car with no brakes, a car with no motor and a car with severe panel damage managed to take victory! I ended up writing a fair bit, but what a day.

Today was a tough one down in the Waikato at Hampton Downs. The start of the race was delayed due to fog and so the cars would only manage to take the track at 11am, 2 hours behind the scheduled start.

Starting as a "Pro" team (all members were below a 1:26 lap time) we (Mark, Roman and myself) had a 7 minute handicap on the start. A few laps down from the Am and Pro/Am teams we took to the track after a sub-par running effort by myself to see [Mark Mallard](#) on the track in 21st place, last place. Things could only get better from there, albeit at a cost with some tests chucked in as well.

Just over an hour into the race Mark would take to the pits in about 16th position and 3 laps down on the leaders. I went out in the Media car Levin, circulating around the 1:24 mark it would be only half an hour before my brakes would fail 2 corners before the pits, knowing I wouldn't be able to make it around again I took to the pits only to find Mark nowhere to be seen. 90 seconds would pass before Mark appeared and went back out. At this stage we were well back, down to 18th or so and ~4 laps off the lead.

Finishing in the top 10 had now never looked so good. Mark would spend the next hour doing consistent 1:23's, picking cars off to eventually get us to 7th overall when it was time to pit. At this stage I had swapped to Romans Integra but the original plan was to leave Roman and his car until the last stint in the hope a fresh driver and car might make some magic happen, out the window that went.

Joining the race in 11th I would have to follow the safety car for a few laps until it was green, a stroke of luck that actually allowed us to get back to 3 laps down and be from the back of the pack with the change to take back another lap. I would pass the field over the following 5 laps to get us up to 5th position, 2 laps off the leader.

Then another problem, this time I was rear ended by one of the South Island Integra's, not knowing how bad the damage was I kept trooping on for the next 10 laps until everything just came right, it was almost like 3 seasons of 2k cup racing fell into place and I gunned it. I would do the following 24 out of 40 laps as a sub 1:22, only dropping into the 22's when in traffic and eventually getting a best lap time of 1:21.166 followed by a 1:21.244. I hauled ass into 1st position overall by the end of my 60 lap stint.

Mark would again take the track in the Levin, coming back from second to first, then to lose the lead during a safety car restart and gain it back again. At this stage there was just an hour to go when engine troubles would strike for Mark coming across the line "I have lost all power" he called over the team radio. He limped it around one more lap to enter the pit lane with a dead engine. [Nick Chappell](#) had to run down to the other end of pit lane and grabbed the arm band off Mark so that Roman could start his stint, losing about 15 seconds.

Roman would start the last stint of the day, 200 laps completed and in second place we were 45 seconds behind the leaders. We knew the leader still had to do one last pitstop so the goal was to get the gap below 30 seconds (the time it takes to do a pitstop) and try take the lead. The only problem being the other team quickly changed to their quickest driver, the gap down to 5 seconds but it would remain there up until the last 7 minutes when Roman managed to gain a few seconds in traffic to close the gap to just that.

With 5 minutes to go, Mark and I started to get nervous. We were in second place and a safety car was called due to [Gareth Davis](#) car deciding to die on the front straight. A quick recovery would take place and it was all on, 4 more laps took place and Roman would take the lead with 2 laps to go. Now Mark and I were turning into nervous wrecks, were we about to do the unthinkable, that was Roman and I going to win our first ever 2k cup race with the help of Mark as our teammate. Roman pulled off two clean laps to take the win by 3.3 seconds and with 241 laps completed.

Now we have one Levin with no brakes, one Levin with no motor and one Integra with no ass, plus a shiny thing that says "1st Dunlop 800". Good times.

James Watson

Thanks to velocitynews.co.nz for the pictures.



2016/17 New Zealand F5000 Tasman Cup Revival Series

SERIES PREVIEW #1

TRANS-TASMAN BOOST FOR 16/17 NZ F5000 TASMAN CUP REVIVAL SERIES

Kiwis like nothing more than taking on - and beating - their Australian counterparts on the sports field, and this season that rivalry is set to expand to New Zealand's F5000 Tasman Cup Revival Series.

Though rounds of the popular historic motor racing series for stock block 5-litre V8 single-seaters have been held on both sides of the Tasman since its inception, the 2016/17 series will be the first with a specific Trans-Tasman Challenge series-within-a-series component.

That Trans-Tasman Challenge will be contested over the first four - of a total of six - rounds of the 2016/17 series, the first two in Australia later this year, the second two in New Zealand in early January next year.

In a first for the series the Western Australia Sporting Car Club will host the opening 2016/17 round at the Perth International Historic Race Meeting at Barbagallo Raceway over the October 22-23 weekend. The Victorian Historic Racing Register will then host the second at its 25th annual Classic Sandown meeting in Melbourne a fortnight later.

There is then a break of just over two months before the series reconvenes on this side of the Tasman for rounds at Hampton Downs and Taupo's Bruce McLaren Motorsport Park in January 2017 and Christchurch and Feilding in February..

An added bonus for competitors chasing Trans-Tasman Challenge honours is the opportunity to celebrate the career of ageless series super vet Ken Smith at the annual New Zealand Festival of Motor Racing meeting at Hampton Downs on January 21 and 22, and take on the best of a full field of pukka period Formula One cars at the inaugural Race of Champions Revival meeting at Taupo's Bruce McLaren Motorsport Park the weekend after.

Like many of the drivers from the UK and Europe bringing their historic Formula One cars to Taupo for the Race of Champions meeting, a number of the Australian competitors are also expected to stay on and cross Cook Strait to compete at the annual Skope Classic meeting at Christchurch's Mike Pero Motorsport Park on February 04 and 05.

Traditionally it has been the Kiwi F5000 drivers who have had the upper hand when they have travelled to Australia to compete.

However at the final round of the 2015/16 series at Phillip Island in Australia earlier this year, top Kiwi Ken Smith (Lola T332) was beaten to the line in the races by young gun Tom Tweedie (Chevron B24) from Sydney and category newcomer Tim Berryman (Lola T332) from Stockinbingal (near Wagga Wagga) in rural New South Wales.

Melbourne drivers Paul Zazryn (Lola T332) and Bryan Sala (Matich A50) have also proved the equal of the top Kiwis at home and when they have previously competed in New Zealand, hence the reason the organisers of the MSC series have come up with the Trans-Tasman Challenge initiative.

"The problem in the past," says NZ F5000 Association committee member Glenn Richards, "is that the Aussies have been playing catch-up in terms of cars, drivers and competitiveness. On the strength of our last two visits it's been a different story though, so now's a good time to introduce a Trans-Tasman component to add a little further spice, if you like, to our series."

The move by the owners and promoters of Taupo's Bruce McLaren Motorsport Park to revive the classic F1 vs F5000 Race of Champions format at its new meeting over the January 28-29 weekend will give the 2016/17 series another major boost.

The original F1 vs F5000 Race of Champions ran at the Brands Hatch circuit near London from 1965 to 1979 and attracted top drivers from both categories.

It holds special significance for F5000 owners, drivers and category fans here and around the world because in 1973 British ace Peter Gethin beat F1 drivers Denny Hulme (McLaren), James Hunt (Hesketh) and Tony Trimmer (Iso-Marlboro) to the line in his Chevron B24 F5000 car.

That car - now owned and raced by UK-based NZ series regular Greg Thornton - and an example of the McLaren M23 which Kiwi Denny Hulme drove to second place are expected at the meeting.

Series super vet - and now four-time champion - Ken Smith will again head the entry list on this side of the Tasman for the 2016/17 NZ F5000 Tasman Cup Revival and Trans-Tasman Challenge series.

Other Kiwi drivers expected to join him include former series champ Steve Ross (McRae GM1) from Dunedin, and fellow Mainlanders Russell Greer (Blenheim, Lola T332), Ian Clements (Christchurch, Lola T332), David Arrowsmith (Christchurch, Lotus 70) and Lindsay O'Donnell (Christchurch, Begg FM5).

Most of the Auckland-based series regulars like Clark Proctor (March 73A/1), Glenn Richards, (Lola T400), David Banks (Talon MR1), father and son Peter (McRae GM1) and Aaron (Talon MR1/A) Burson, Grant Martin (Talon MR1/A), Calven Bonney (Begg 018), Shayne Windelburn (Lola T400), John Mackinlay (March 72A), Alastair Russell (McRae GM1) and Kerry McIntosh (Begg FM2) are also expected back as are Brett Willis (Lola T330) from Rotorua, Sefton Gibb (Lola T332) from Napier and Tim Rush (McLaren M22) from Feilding.

Big things are also expected of series' young gun Alan Dunkley after his impressive pace and results in a high-wing Lola T140 at Laguna Seca in the United States in August last year then back home in a Lola T332 over the summer.

Set to join the series for the first time, meanwhile, are Ian Riley from New Plymouth with a Lola T332, Karl Zohs from Rotorua in a Chevron B32, Howard Wood from Auckland in a rare V6 GAA Cosworth-engined Chevron B30 and Gary Lovie from Christchurch with a Lola T142.

With Alan Dunkley moving up to the later model class (in the Lola T332) the interest in Class A for older model cars will now focus on how Lovie's Lola T142 fares against the McLaren M10A of Tony Roberts, the M10Bs of Frank Karl, Poul Christie (Auckland) and Grant Clearwater (Kerikeri), and the Surtees TS5 of Warwick Mortimer (Matakana).

New Zealand's F5000 Tasman Cup Revival Series is organised and run with the support of sponsors MSC, NZ Express Transport, Bonney's Specialized Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide Batteries.

CALENDAR

2016/17 New Zealand F5000 Tasman Cup Revival Series

Rnd 1 - Oct 22-23 2016 – Barbagallo Raceway Perth WA Aust

Rnd 2 - Nov 05-06 2016 – VHRR Sandown Melbourne VIC, Aust

Rnd 3 - Jan 21-22 2017 - NZFMR - Kenny Smith – Hampton Downs Auckland NZ

Rnd 4 - Jan 28-29 2017 - Race of Champions Revival - Bruce McLaren Motorsport Park Taupo NZ

Rnd 5 - Feb 04-05 2017 – Skope Classic Mike Pero Motorsport Park Ruapuna Christchurch, NZ

Rnd 6 - Feb 11-12 2017 – NZGP Meeting Manfeild, Feilding, NZ

Downloadable Poster Here: <http://www.hrcevents.co.nz/content/18pd40.pdf>

Please email chris@grandprix.org.nz with any errors or omissions

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HRC Events

10th 11th September 2016

IceBreaker – Hampton Downs

Classic

Arrows, AES, Alfa, Historic Formula Ford, BMW x3, Classic Trial

24th 25th September 2016

Waikato Challenge / Super Kart Nationals - Hampton Downs

HRC/IRC Classes

2K Cup, Sports Cars/Libre, Super Karts,

3rd 4th December 2016

2K Masters - Hampton Downs

HRC/IRC classes

2K Cup, Super Karts, Honda Cup, SS2000, Mini Racing, Super Lap

7th 8th January 2017

Tasman Revival Taupo

Classic HRC/IRC classes

Arrows/AES, Alfa, Historic Formula Ford, Classic Trial, Classic Japanese, Super Lap

14th 15th January 2017

Tasman Revival - Hampton Downs

Classic and Historic

Formula First, Historic Formula Ford, Formula Junior x1, Historic Muscle/ Saloon Cars, Sports cars/Libre, BMW x3 , Historic Sports sedans, Pre65

21st 22nd January 2017

Kenny Smith Festival - Hampton Downs

Classic HRC / IRC

International Track

AES/Arrows, , Historic Formula Ford, Formula Junior X2, Historic Muscle/ Saloon Cars, F5000, Libre or Historic single seaters , Classic Trial, Historic Sports sedan, Heritage Saloon Cars

18th 19th February 2017

Tasman Revival - Pukekohe

Classic

AES, Arrows, Alfa, , Historic Formula Ford, Honda Cup, BMW x3, Classic Trial, Libre

25th 26th March 2017 **NB Note Change of Date**

Legends Of Speed - Hampton Downs

Classic

Formula First, AES, Arrows, Alfa, , Historic Formula Ford, Historic Muscle/ Saloon Cars, Libre, BMWx2, Historic Sports Sedans, Classic Trial

8th 9th April 2017

Great Lakes Taupo Track 2

Classic HRC/ IRC

2K Cup, Super Karts, Super Lap, Sports Car/ Libre

6th 7th May 2017

Season Finale - Hampton Downs

Classic HRC /IRC Classes

International Track

2K Cup, Super Karts, BMW Enduro x2 , Sports Cars Libre, Super Lap, Pre65

IRC Events

22nd 23rd October 2016

Manfield Manawatu Car Club

IRC/HRC Classes

2K Cup, BMW x3, Formula First, NZ6, Mini, Pro 7, SS2000, Honda Cup

19th 20th November 2016

Taupo Car Club - Taupo

IRC /HRC Classes

Honda Cup, Formula First, NZ6, Mini, Pro 7, SS2000

21st 22nd January 2017

Taupo Car Club - Taupo

IRC /HRC Classes

Mini, SS2000, MCC

18th 19th February 2017

Manfield Manawatu Car Club

IRC/HRC Classes

Sports Cars, Formula First, NZ6, Mini, Pro 7, SS2000

15th 16th April

Taupo Car Club - Taupo

IRC /HRC classes

Formula First, NZ6, Minis, Pro 7, SS2000

NZIGP Events

Thunder in the Park – DATE TO BE CONFIRMED

IRC/ HRC classes

2K Cup, Pro 7, SS2000, Mini, NZ6 ,Formula First,

TACCOC

8th October

Hampton Downs

AES , Arrows

27th November

Pukekohe

AES , Arrows

11th December

Hampton Downs

AES, Arrows

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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 FLEX personal transponder, MYLAPS offers a low cost entry solution for racers.



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