



www.hrcevents.co.nz www.nzrdl.co.nz www.motorsportentry.com

Facebook [HRCEventsNZ](#)

Facebook [New Zealand Racing Drivers League](#)

August 2020 Flier

Download a PDF Version at <http://www.hrcevents.co.nz/content/>



Stephen Armstrong RX7 Classic Touring Car Series

The future looks great theoretically....

We had a great response to our August Mainly Mini Introduction to Motorsport Day. We were oversubscribed and are now planing another one for the 13th September and again on 29th November. If you are considering doing one of these days it will pay to book early (go to www.hrcevents.co.nz press "shop")

Tim has been liaising with the classes and has managed to fill our race meetings with some exciting grids. He's been a bit too sucessesful for one meeting and for some classes the Paul Fahey Meeting 19-21st March has become a 3 day meeting. Some classes will still only be running the one day. Paul could always pull a great crowd !

Our first meeting for the season is Icebreaker on 26th 27th September and we have an interesting line up of classes see chart below.

HRC EVENTS

HRC Events 2020/21 Season Calendar

Date	Venue	Meeting Name	Icebreaker	HRC / HRC	TruNZAm	HRC Sports Sedan	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8	BMW 1.8
------	-------	--------------	------------	-----------	---------	------------------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------

A downloadable version is available at <https://www.hrcevents.co.nz/content/124pd8.pdf>

Entries are now open online at www.motorsportentry.com

Also our B & H meeting on the 25th October is generating a lot of interest. This event is going to be supported by \$10,000 of radio advertising supplied by Mediaworks.

Don't Delay – Enter Today !

With nearly half the grid already taken, get your entries in ASAP as we can't exceed Grid Limit of 46 cars and there isn't time to run a second race ! Even if you haven't decided on what car to run, get your entry in if you want to be part of the B&H Spectacular.

GR Garage, a division of Northshore Toyota and partners in our Toyota Highlander are also entering a car, so the challenge is out to other car dealers to enter. Remember Win on Sunday Sell on Monday.

This could also apply to competitors - buy a standard car on TradeMe the week before, change the pads and tyres and race on Sunday, sell the car the following week. Remember Standard production cars don't need a roll cage although they are recommended. Best value racing per lap...

Explaining my first comment "future looks great theoretically" this all assumes we won't have another lock down. The HRC has to operate within the rules of the government but like any

other organisation in the events industry, these lock downs cause huge problems. Events we organise require many hours of work before the event, on the day if the event actually goes ahead, it usually only involves a 10 hour day. If the event is cancelled more hours are involved refunding competitors and other related issues. So a cancelled event involves more work than an event that actually takes place !

Obviously, any meetings that take place will be subject to ongoing COVID-19 Restrictions and so in order for us to comply with these restrictions, we would advise that competitors get their entries in early. Leaving entry to the last minute may mean that we either have to combine classes or cancel the meeting if we feel that insufficient entry numbers are likely to be received. Also, a lot more of the Race Day Admin is likely to be performed either online or remotely, so time will be needed in advance of the race meeting for us to comply.

Now we are operating under this Covid 19 regime, any events that are cancelled, HRC will make a full refund of the entry fee if a meeting is cancelled by the Govt regulations.

The MSNZ conference was held on zoom last week. Not a lot happened, lots of heated discussion on the sale of Motorsport house and an apology from the board for not communicating the decision at a level members were expecting. The board don't want negative comments on social media. A new strategic plan will be produced next year.

Tim Hill has been elected to the Historic Commission and Mark Mallard to the race commission. I am sure they will be very receptive to any ideas you may have to improve motorsport in NZ

Tony Roberts resigned from the Historic Commission after 20 years of service. A time where the Historic and Classic movement has shown spectacular growth. I was shocked that Tony did not get a mention or thanks from the board for all the work he has devoted to motorsport. Also, Dale Mathers who also resigned did not get a mention. The HRC and the HRC members have certainly appreciated their efforts over the years and will be working on some way to honour them. Motorsport needs these guys...

HRC has three meetings this coming season honouring Motorsport heroes. Jack Nazer Classic at Taupo on 10th 11th April, Jamie Aislabie Meeting at Taupo on 1st 2nd May and the Paul Fahey Legends of Speed Meeting on 19th – 21st March at Hampton Downs. We would be keen to here from owners of cars that these guys raced and also their fellow competitors.

Chris Watson 0274827542
Tim Hill 021614600
Tony Roberts 0211332895

chris@hrcevents.co.nz
Tim@hrcevents.co.nz



With motorsport in the Auckland area being suspended under the current lockdown level 3, our Toyota New Zealand Highlander has been used to help out local business in Howick.

We have teamed up with Life Pharmacy Howick Village NZ and Crawford House Pharmacy to assist with prescription deliveries to local residents.

Seen here are Basma Hikmet (Crawford Pharmacy), Tim (HRC) and Leane Steele (Life Pharmacy).



Located on the North Shore of Auckland, GR Garage Powered by NSTechnical are automotive experts in technical and performance work.

If you require any repairs, diagnosis, LVV certification make sure to get in contact with the team at GR Garage and remember to check us out on Facebook and Instagram to see our weekly updates!

What's been happening at GRGarage in August?

It has been an interesting month for the team at GR Garage, COVID has really thrown a spanner in the works (excuse the pun). Fortunately, we are still operating under the COVID lock down. We have moved into a contactless service and have been taking all precautions to keep our customers, their vehicles and our team all safe.

It is not all bad news with Level 3, the GR Garage team have been working hard finishing some projects just in time for level 2 to kick in!

Check out a few jobs the teams been elbow deep in lately,

Customer requested we sort out a bad oil leak, We found the rear main seal had worn a groove into the crankshaft causing an excessive oil leak. We removed the crank and sent it off for a repair, she's now all back together and another happy customer.

This 4age was running rough, it didn't take the team long to diagnosed #4-cylinder leaking coolant into combustion chamber.



We are not strangers to cool and unique builds, This V8 Mx-5 has sneaky surprise in its trunk. Unfortunately, the turbo oil system required a repair and we wired in a variable oil pump system, so the customer can tweak the turbo oil pressure from inside the cabin.



Joseph Hirst - Service Manager

GRGarage Powered By NSTechnical

09 884 9860

144B Target Road, Wairau Valley, Auckland 0627

HRC Classes

Classic Touring Cars meetings this season are

Ice Breaker Hampton Downs 26-27th September Entry is online www.motorsportentry.com

Legends of Speed Hampton Downs 20-21st March

Jamie Aislabie Meeting Taupo 1st 2nd May

Season Finale Hampton Downs 15th 16th May

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 pre 1994 British touring car. All cars must be in pre 1994 spec

Warwick Mortimer has his Ford Sierra sorted and is looking for opposition



We're fast approaching the start of the race season and with it, another year of fantastic on-track action with the Improved Production Cars series.

So let's get right to it.

Here are the highlights of what you can expect:

- Seven regular race events PLUS one endurance race event (B&H500), taking in three race circuits and evenly spread over a nine-month season.
- Three race categories based on speed groups to promote a tight competition and wheel to wheel racing action.
- Free series entry. (Note if we can get fields of over 30 cars IPC can negotiate a reduced entry fee.)
- All race events are completed within one day, with one practice session and two 30-minute races.
- A friendly yet competitive series where just about anyone can win a race and the point scoring system is designed to promote a tight championship all the way to the end.

Racing in another series...?

No problem! IPC welcomes cars from a range of other series. Click [here](#) to find out more about our eligibility criteria and points scoring system.

Sick of doing short sprint races?

IPC runs 2 half hour races in one day. This is a great way to hone your skills and learn to race strategically.

Want more scope to modify your car?

IPC allows a wide range of modifications on any standard production car. Turbos, aerodynamic aids, race suspension, bigger engines, you can do all these things in IPC as long as it is the same make and configuration

Like endurance races?

Make sure you get your entry in for the B & H on the 25th October where IPC entrants are eligible for double round points. Rules are on www.hrcevents.co.nz. There are 2 races on the day, the B&H100 for IPC spec cars, and the B&H500 for unmodified cars (think 2K Cup spec)

What are the race dates?

Meeting Name	Venue	Date
Icebreaker	Hampton Downs	Sun 27-Sep-20
B&H Races	Pukekohe	Sun 25-Oct-20
2K Cup Challenge	Hampton Downs	Sat 14-Nov-20
Tasman Revival	BMMP Taupo	Sun 10-Jan-21
Tasman Revival	Pukekohe	Sat 27-Feb-21
Jack Nazer Classic	BMMP Taupo	Sat 10-Apr-21
Jamie Aislabe Classic	BMMP Taupo	Sun 2-May-21
Season Finale	Hampton Downs	Sun 16-May-21

FORMULA OPEN NZ

Formula Open New Zealand is the new single seater series on the domestic racing calendar that is bringing back top level single seater wings and slicks racing back to our circuits. With a seven round North Island series where only your top six results count and one non championship round at Scope in the South Island. This is wings and slick racing at its best with different configurations of cars using a combination of former TRS Tatuus FT50's and FT40's, Tatuus Formula Renaults, Dallara F/3 and Formula Holden's as well as the historic Swift, Ralt and Reynard Formula Atlantics.

After a few of our initial shake down runs last season there is less than a second a lap at both Pukekohe and Hampton downs that separates the FT50/40 and the Atlantics. At Pukekohe the FT50 has so far proved to be fractionally quicker than the other two while at Hampton Downs the ground effects of the Atlantics swing the pendulum back in the other way. Meanwhile the FT40 sits right in the middle with its superior straight line speed, it is there to pounce and pick up the win if the others falter, as happened at Hampton Downs last season.

The news that Brendan Leitch will compete in a few of these rounds is very exciting, being an international competitor he will certainly add kudos to what is going to be a very exciting series. Brendan will certainly enjoy the competition and he will have his work cut out for him as he will be taking on current Australian Super Utes Champion Tom Alexander in the ex-Marcus Armstrong FT50, in addition former TRS series runner up Sam Mac Neill is campaigning an FT40, and as a stepping stone from Formula Ford to this seasons international TRS series is current NZ Formula Ford Champion Billy Fraser campaigning another of the FT50's. Yet another seasoned campaigner with a truck load of talent and a previous TRS competitor is Taylor Cockerton who campaigned a FT40 Formula Renault last season and is hoping to upgrade to an FT50 Toyota this season.

As you can see the front end of the field is stacked with young talent all of whom are pro drivers or semi pro and you can bet your bottom dollar the racing will be intense and exciting to watch.

Speaking of pros don't forget the grand master himself the one and only Kenny Smith who will be campaigning his fully rebuilt 1990 NZIGP winning Swift DB4 Ford BDA powered Formula Atlantic. When asked how he thought the Ford BDA would stack up against the 1600 4AGE Toyotas and the Later Toyota 1800's Kenny just smiled with a glint in his eye and said "wait and see".

Another exciting prospect is young Josh Donohue, last year's BMW scholarship winner who will also be campaigning one of the FT40's. Josh proved to be very fast in a Swift FF2000 in last year's series opener and this year steps up to the faster Tatuus, he will certainly be worth watching. Joining him in the Tatuus brigade will be two of our regular campaigners Geoff Harriman who has side lined his Ralt RT40 Formula Holden for yet another of the FT50 chassis and Paul Couper has got out of the 1972 Lola Formula Ford 2000 into one of the FT40's

We also have two Australians straining at the leash to get amongst the action in the form of kiwi ex pat Bruce McKenzie with a 2014 Dallara F3 car from Queensland and Melbourne's Bruin Beazley with an MTEC Motorsport Tatuus FT50. Unfortunately these two will probably be a no show until we are over this Covid issue.

In the Formula Atlantics, Garry Rush will be out again with his Swift DB4 that has been fettled from last season and should be right amongst the front runners. Whilst James Watson has said he is having a gap year from racing there is always the possibility that he may be tempted to bring out the DB4 for at least one round. We are also hoping to see the appearance of a couple of Reynard's as well. Another dark horse who has a beautifully prepared Swift DB4 that he has on the market is Andrew Higgins. What better way for him to sell the car than show potential buyers how quick it is. Here is hoping.

But wait there is more as a few South Islanders are looking to venture North with Adam Julian in his very fast FT40 Formula Renault that has been "chipped" to bring it closer to the Toyota powered cars and new comer Justin Gorvett who has recently imported a couple of Formula Renaults have both indicated they will be there. Also from the South Island is Guy Griffith, Guy ran an FT40 Formula Renault up here a couple of seasons ago and is back for at least the first half of the season in yet another FT50 Toyota.

Of course we also have our class 3 runners and the Formula Suzuki's of Jeff Sharp and Leo Francis will be taking on Stan Benbrook's Formula Supervee. Also back after a seasons break is Grant Rivers in his Swift Formula Ford 2000, hopefully we will also see the occasional appearance of Andy Drummond in the very pretty Alfa Ermolli Formula Junior.

This is a series to watch as we have been very careful to engineer it for both the drivers and spectators enjoyment. The series is split into 3 speed groups which will cater for both the pro's like Brendan, Tom, Sam, Billy and Taylor as well as the gentleman drivers. With marble draw grids for each class it does away with the need for parity between the different models of car and ensures great racing.

With twenty two registered cars we can expect to see at least eighteen at each round. With most of the rounds a on day affair with Private Practice on the Friday if you so wish and Qualifying and three races on the Saturday it will be action packed.

Meeting Name	Venue	Date
Icebreaker	Hampton Downs	Sat 26-Sep-20
MG Classic	Manfeild	13-15 Nov - 20
Tasman Revival	BMMP Taupo	Sat 9-Jan-21
SCOPE (Non Series)	Ruapuna	5-7 Feb - 21
Tasman Revival	Pukekohe	Sat 27-Feb-21
Legends of Speed	Hampton Downs	Sat 20-Mar-20
Jack Nazer Classic	BMMP Taupo	Sat 10-Apr-21
Season Finale	Hampton Downs	Sun 16-May-21

B & H Returns Sunday 25th October 2020 - Pukekohe Park Raceway



Photo Credit – Terry Marshall

Don't Delay – Enter Today !

With nearly half the grid already taken, get your entries in ASAP as we can't exceed Grid Limit of 46 cars and there isn't time to run a second race ! Even if you haven't decided on what car to run, get your entry in if you want to be part of the B&H Spectacular.

On 25th October HRC will stage the B & H 500 (miles) on the old Pukekohe circuit. Not the loop but straight through on the back straight. 100 mile race for modified cars and the 500 mile for standard cars.

HRC are keen to continue to foster Historic and Classic racing as long as the cars are as they ran in period. We are also keen to foster more modern classes that are easy entry level classes like 2KCup and IPC (Improved Production Cars).

To provide an event that combines the two, HRC have decided to bring back the B&H races of the past.

The B & H 500 race will be over 500 miles (or 6 hours - whichever comes sooner) and there will no limit on the number of drivers per car and pit stops will also be un-limited, no minimum times or limits to when you stop.

As part of the this meeting we will also run a shorter 100 mile race for cars that comply with the IPC rules which allow more modifications though with a minimum lap time of 1.14sec on Hampton. These endurance races are for the slower cars, the 500 in completely standard trim and the 100 for the modified production cars.

Entries are open at www.motorsportentry.com and will be on a first come, first served basis.
Maximum of 46 entries in each race.

Entry Process:

- Decide which race you want to enter - 100 miles or 500 miles
- Make sure that your vehicle is eligible by reading the rules

Standard Production Car Rules (B & H 500 and B & H 100)

<https://www.hrcevents.co.nz/content/99pd57.pdf>

Improved Production Car Rules (B & H 100 only)

<https://www.hrcevents.co.nz/content/100pd53.pdf>

Enter the event at www.motorsportentry.com and pay entry fee.

Please read the Regulations Carefully as entries will only be accepted when paid....

Once we have received your entry, you will receive a Declaration of Compliance that you must sign and return to HRC - acknowledging that your vehicle meets the rules.

For further Information and rules, please see <https://www.hrcevents.co.nz/categories.php>





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

EST 1988

GET UP CLOSE AND PERSONAL TO THE CARS AND STARS OF MOTOR SPORT!

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 

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 Direct Wired Transponder	1 Year	\$270
-----------------------------	--------	-------

X2 Direct Wired Transponder	2 Year	\$335
-----------------------------	--------	-------

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.