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Prepare to “Start Your Engines”

Good news - we can start racing again! Well just about. Following the announcement from MSNZ last week and the launch of their Back in Motion Guideline document which outlines how motorsport events may take place under current COVID-19 restrictions.

This weeks announcement that as of Friday 29th May regarding gatherings of up to 100 are now permitted has enabled us to launch our Winter Series.

In light of the requirements and following the feedback from our surveys, HRC working closely with Hampton Downs have organised two very different type of events to start the Back in Motion campaign.

- Sunday 21st June – Multi Car Sprints \$150 entry and \$27 MSNZ Levy
- Sunday 19th July – Winter Series Round 1 \$295 entry and \$53 MSNZ Levy
- Sunday 23rd August – Winter Series Round 2 \$295 entry and \$53 MSNZ Levy

Entries to the events in GREEN are now OPEN on www.motorsportentry.com

What is MSNZ “Back in Motion”

The plan and resources have been developed after consultation with the commissions and departments along with input from circuits and event organisers. Additional expert bodies such as the Ministry of Health, Sport NZ and Motorsport Australia were also used in the process to ensure all possible aspects were covered.

The ‘Back in Motion’ document provides general guidelines for providing motorsport events during COVID-19 restrictions such as hygiene requirements, social distancing requirements and clarification around the number of people allowed at events.

Anyone entering a venue where a motorsport event is taking place must have their details recorded for contact tracing.

With social distancing requirements in place, it may not be possible or appropriate for scrutineers to complete a physical safety audit prior to competition commencing. A self-scrutiny of vehicle safety has therefore been implemented as part of the resources. Competitors will need to complete the safety checklist and submit it with their event entry alongside photos of the vehicle’s last three logbook entries.

Officials and volunteers also have a set of guidelines to ensure their safety on events. The basis of the guidelines is minimising person to person contact, mainly ensuring documentation is completed electronically where practicable.

MotorSport New Zealand will be issuing permits from Thursday 21st May 2020 for event organisers who submit permit applications that meet the requirements outlined in the ‘Back in Motion’ document.

The full list of resources can be found on www.motorsport.org.nz/organiser . All competitors, crews, officials, volunteers and event organisers are encouraged to make themselves familiar with it prior to competing or attending events.

It is also worth visiting www.motorsport.org.nz/covid-19 as we move towards Alert Level 1 for the latest information. This document will be adjusted as government updates are made.

How to fix the sport.



Following the article in the May 2020 HRC Newsletter, **“The Future according to HRC”** you will be aware that The Historic Racing Club has huge concerns for Motor racing in its current form going forward.

- Cost to run a Race Meeting
- Cost to Compete
- Too many classes
- Not enough Competitors

Coming out of COVID-19, we have an opportunity to make a STEP CHANGE regarding the whole structure of our sport and one of the goals must be to dramatically reduce the “cost to compete”. If we stick to what we have been doing, “because it’s always been done like that”, we face a future of rising costs and even less competitors to bear those costs. At present, for an organiser to break even at a race meeting they need about 80 competitors a day. (Approximate cost to run a race meeting is \$23K PER DAY without any overheads). So for a 2 day race meeting we need 160 entries over the weekend. Last Season the HRC average was 121!

The data coming from the Momentum Project, plus the early findings from our surveys suggest we will have even less competitors next year, COVID-19 could potentially reduce fields by 50% initially. This creates the situation of the few competitors left paying an entry fee of \$1500 to \$2000 a meeting. This obviously will not work.

Following some of the posts appearing on Facebook as well as talking with some leading figures in Motorsport as well as reading the comments made in the HRC Survey of competitors, a roadmap of what is required is beginning to emerge.

Mark Mallard, Greg Murphy and Stu Hewer share some of their thoughts on how could we fix the sport. Their comments are reproduced below with their kind permission.

Mark Mallard - Some random ideas to get the sport on track



Mark Mallard is one of the leading drivers in both 2KCUP and Ssangyong Utes. Mark has recently been co-opted onto the MSNZ Race Commission.

Picture Credit Media77

The Governing Body

The role of the governing body should be to resource and manage the safety of events. This includes driver standards, vehicle safety and volunteers.

I believe the primary role of Motorsport NZ should be to enable safe events to take place and it will make this clear in any project it works on. If what MSNZ is actively working on doesn't contribute to the safety of an event then it should be the responsibility of the promoter or the classes to look after.

MSNZ should fund Volunteer groups for safety related equipment directly, with MSNZ recovering the cost from event permits. This can bring an image that when competing at an MSNZ event everyone can be at ease knowing the level of safety is standardised and centrally funded. Items like all marshals in MSNZ fire overalls would create vision for competitors on what their money is being spent on and know the services they are receiving are equal to that of any other MSNZ event.

Technical services should be the sole platform of safety. The enforcement of class rules should be by the class, they know the experts they know their particular cars. This also removes some of the legal problems.

Promotion, should be the responsibility of event managers and classes - again take away all legal issues of the past.

Fees should be levied per grid. This will provide opportunities for classes to merge to create cheaper racing for competitors. It also gives the promoters opportunities to have more competitors to defray track expenses which in most cases are fixed if you have 100 or 200 competitors.

Greg Murphy



Greg is a New Zealand professional racing driver, best known as a four-time winner of the Bathurst 1000. He occupies his time now as a Professional Driver, TV presenter/commentator working with various brands and is passionate about road safety.

What is the single biggest financial concern have you had regarding competing pre COVID-19?

Personally I believe for national Championships there needs to be far more restrictions around testing, tyres and other consumable items that equate to faster lap times if you have more of them. If we want to attract more people to the sport, we need to not make it about how much \$\$ you have, we need classes that are well controlled to provide much better level playing fields allowing drivers to show their skills, not be beaten because they don't have \$\$\$. This statement is directed more towards the categories that provide the stepping stones for young up and coming drivers looking to make a career in the sport. Regardless of the discipline of Motorsport, every rule or regulation made or changed made should first and foremost be related to making the cost of competing cheaper.

What changes for COMPETITORS would you like to see post COVID-19

I think that there is a need for better control of ability to spend \$\$ just because you can. More control classes and better control of existing classes is needed to stop excessive expenditure that forces people to stop racing because they can't compete. At the end of the day, NZ competitors are way too serious about "results" which forces more expenditure if possible if they think it will win them a chocolate fish. The \$ spent on Engines because Horsepower is the issue is insane, the fact the driver has never made an apex doesn't come into it. \$\$ shouldn't be the determining factor on who wins in many classes.

Also, I see one of the questions is asking about Safety Equipment and should the requirements be reduced. Under no uncertain terms should safety be put second to cost. It doesn't matter what your vehicle is out how fast it goes, it can still be crashed and it can still catch fire. Just because an event is Non championship, it does not automatically mean someone cannot be injured or killed. Some of our race tracks are still way behind in terms of safety. Earth Filled Tyre barriers are so dangerous and have done so much damage over the years including this year - TRS at Teretonga comes to mind and this just should not be possible these days, yet some circuits still have substantial amounts of it. In rallying the chances are that if you go off the road you will hit something that you shouldn't, again, it

doesn't matter what the car is or how fast it is, you need to be protected with the right equipment - No Option.

What do you think the promoters need to do to attract more spectators to race meetings?

Provide better entertainment. Fewer classes with bigger fields and better control of those classes so the racing is close and exciting. There are many reasons why spectator numbers are down and some cannot be fixed, but at the end of the day Names pull crowds - V8 SuperCars is proof of that. MSNZ have caused so many issues in the past that have hurt the sport - SuperTourers vs NZV8 was disgraceful and did so much damage to the sport and cost the clubs and members hundreds of thousands of dollars. Motorsport in NZ has been managed very poorly, it needs to be much more professional in the way it is managed and there needs to be experienced people without prejudice or motives making decisions for the masses, not the minorities or because it is going to benefit themselves in some way.



Stu Hewer Race Commission Chair

I am extremely impressed as to the way you have introduced the format of classes & grid sizes to the back in motion to satisfy your competitor feedback.

I wish that all circuits could do the same with their introduction as this format would be a win win for everyone. Keep up the great work.

The New Roadmap

There has been quite a lot of interesting information highlighted by our survey of existing competitors regarding their return to racing:

- Costs are a consideration for all.
- Competitors want more value for money.
- Only about 50% of current competitors want to return to the sport immediately
- 54% of competitors responding are over the age of 55
- Less than 10% of competitors are under 35

As reducing cost is such a factor, and the actual cost to run a race meeting now stands at approx \$23k (Inc GST) PER DAY – the only way we can reduce entry fees is to increase the numbers per grid. Last season, the average grid was less than 15 cars... obviously this is not sustainable. With less competitors likely to be racing (in the short term) Post COVID, we are going to have to rethink our Race Meetings. The easiest solution is to have big grids (20+ Cars) if we want to reduce competitor costs – and this will provide better racing for the competitors and more excitement for the spectators.

Back to Motion – getting Motorsport up and running ASAP

ENTRIES ARE NOW OPEN at www.motorsportentry.com

Running a race meeting at the moment under COVID-19 Restrictions is going to be a HUGE learning curve for all, so we have decided to start simple and make sure that all the protocols that have been put in place will work.

To test the waters, HRC are going to run the first event – A Multi Car Sprint under the Advanced Club Sport regulations and use the Club track at Hampton Downs. This limits fields to 12 cars and 4 lap races. This means 4 to 5 races for each group. Races will be for classes that can field 12 competitors or we will group cars by lap times. Meetings will be quick fire - so no waiting round. Safety equipment to Clubsport standard, FIA underwear, socks and balaclava optional.

This meeting is on 21st June and the entry fee is \$150 plus \$27.00 MSNZ Levy. Our friends at Hampton Downs are waiving the Health and Safety fee over these meetings to help get motor Sport up and running again.

WE REALLY NEED YOUR SUPPORT TO ENTER THIS MEETING – IT SHOULD BE A WHOLE LOT OF FUN!

- Sunday 21st June – Multi Car Sprints
\$150 entry and \$27 MSNZ Levy Hampton Downs Club Circuit

Hampton Downs are running a Race Car Test Day on Saturday 20th June

<https://www.hamptondowns.com/event/race-car-test-day-2/>

Documentation and Scrutineering will be carried out as per MSNZ, SportNZ and Government guidelines using the current MotorSport New Zealand Back in Motion Guideline document which will take precedence over any other items that may be detailed in the Supplementary Regulations.

The entry closing date is **noon on Thursday 18th June. ALL entries must be PAID** for (by either Bank Transfer, Credit Card or Cheque) and all monies to be received by HRC before the entry closing date. (The reason for entries being paid in advance negates the requirement for cash to be handled on the day as part of the COVID-19 non-contact plan).

Full refunds will be paid to competitors who advise in writing of their withdrawal. (email: info@grandprix.org.nz) before 5pm on Friday 19th June 2020.

No entries will be accepted after noon on Thursday 18th June – in order for us to get the electronic entry file verified by MSNZ.

The next meeting is 19th July on the National Track Hampton Downs and will be a no frills Race Meeting. No Spectators, no announcer, no printed program and other savings HRC is exploring

Races for classes with over 30 cars or classes will be combined. We will have races for cars with similar lap times for saloons and these races will be in speed groups Single seaters and Sports cars will still run separately if sufficient entries

ENTRIES ARE NOW OPEN at www.motorsportentry.com

- Sunday 19th July – Winter Series Round 1
\$295 entry and \$53 MSNZ Levy Hampton Downs National Circuit

Hampton Downs are running a Race Car Test Day on Saturday 18th July

<https://www.hamptondowns.com/event/race-car-test-day-3/>

Field size has the biggest effect on reduced entry fees so by running a meeting with full fields we can continue to reduce entry fees.

We will be approaching all our suppliers to help in reducing costs. MSNZ is the next supplier we will be approaching.

We know from our survey that 80% of competitors would return if entry fees were reduced and safety gear regs were relaxed slightly.

We also know from the survey that only 50% of the competitors will NOT return under Level two and one so running these meetings could be interesting – please do enter and support our efforts to get Motorsport BACK to MOTION

HRC have a further meeting booked for 23rd of August and we are also planning a meeting at Taupo in the next few months depending how these new formats work

- Sunday 23rd August – Winter Series Round 2
\$295 entry and \$53 MSNZ Levy Hampton Downs National Circuit

Proposed dates for next season

2020 –2021 Calendar Proposed subject to Govt Regulations and reasonable entries

26 –27 September 2020	Ice breaker Meeting	Hampton Downs
25 th October	B & H	Pukekohe
28 th November	2KCup Challenge	Hampton Downs
2 nd 3 rd January 2021*	Tasman Revival	Taupo
OR		
9 th 10 th January 2021*	Tasman Revival	Taupo
20 th 21 st February	Tasman Revival	Pukekohe
13 th 14 th March	Paul Fahey Legends of Speed	Hampton Downs
27 th 28 th March	Jack Nazer Meeting	Taupo
24 th 25 th April	Jamie Aislabe Meeting	Taupo
1 st 2 nd May	Season Finale	Hampton Downs

*** The Taupo Tasman Revival date of 9/10 January has been grabbed by Australian Supercars for an as yet undetermined venue in Auckland region, so we have the option of running at Taupo the week before.**

ENTRIES will be available at www.motorsportentry.com

Project Momentum Update

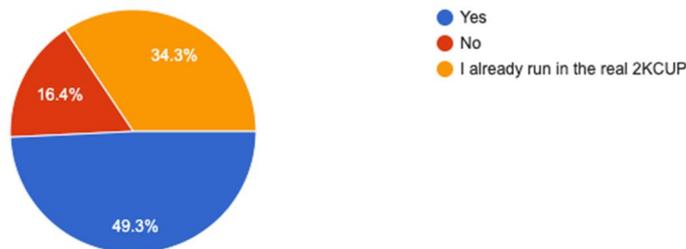
More data from the Momentum Project and data specific to 2KCup. Tim is still collating the HRC surveys and preparing a report

As you may be aware, 2KCUP have been very active over the lockdown and ran a very successful Online Race Series. The races not only attracted 2KCUP competitors but also people from other classes – some International. Alongside the “real world” motorsport competitors, there were quite a few who have only ever raced in a “Virtual” world.

2KCUP organizer James Watson compiled a survey to see what exactly it was about 2KCUP that made it so popular – and also sought to see who would crossover into the world of “Real” rather than “Virtual” racing.

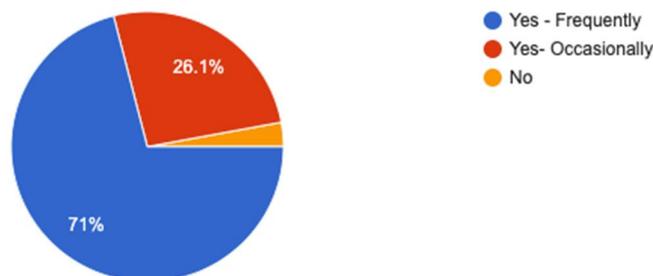
Has being a part of the 2KCUP league made you think about taking part in the real world 2KCUP?

67 responses



Are you looking to continue racing in the 2KCUP Sunday iRacing League?

69 responses



“It is interesting that Sim racing can actually pull people from Sim racing into the real world

Perhaps the actual race series is only half of it and having social interaction of people building friendships etc is a large part of attracting people”

Quote James Watson May 2020