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December 2020 Newsletter

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First up - on Sunday December 22nd is the annual Breakfast run to the Salty Dog in Algies bay. This event is run by three clubs, TR Register, HRC and TACCOC. The convoy leaves from the Barrys Point Rd, Takapuna Countdown Supermarket at 7.30am and passes though Albany at 8am.

On arrival at The Salty Dog, a full buffet –style breakfast is served for just \$20. Lots of interesting cars. All welcome and a very popular event - a great way to start the Festive Season

TR REGISTER ANNUAL POPULAR XMAS BREAKFAST RUN:

When: SUNDAY 20th DECEMBER 2020.

Where: Salty Dog Inn at Snell's Beach 242 Mahurangi East Road. Snell's Beach.

Meet at Countdown Supermarket - top end of Barry's 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: \$20.00 per person.

MENU:

Starters – Cereal plus Yogurt and fruit salad.

Followed by - Bacon, Sausage, Hash browns, Eggs, Tomato & baked beans, Toast, tea & coffee also included.

Contacts

- Chris Watson 0274 827542 chris@grandprix.org.nz
- Nigel Hayman 09 4255446 nigelgloria2@gmail.com

Booking not necessary but would appreciate a call



HRC have our series of Tasman Revival meetings coming up in the New Year. First is our Taupo event on 10th 11th January featuring Pre 65/Mini, ERC, Superlaps, Classic Trial, IPC, Formula First, Formula Libre/FONZ, Hooters, Production Race Series, SS2000/KSport/Star cars, NZ6/HQ, Touring Car Masters, Trofeo. There is practice day on Friday 9th organised by Bruce McLaren Motorsport Park. Details below. Start the year with a holiday in Taupo

[Test Day for Competition Cars HRC Tasman Revival | Bruce McLaren Motorsport Park](#)

TEST DAY FOR COMPETITION CARS HRC TASMAN REVIVAL

- FRI 08 JAN 2021

INTERNATIONAL CIRCUIT

Test Day for competition cars ahead of HRC Tasman Revival event.

If you wish to store your cars overnight please advise the office of expected arrival time.

Documentation 7.00am to 8.30am

Drivers Briefing 8.45am

Familiarisation Laps 9.00am

Track Time 9.20am

Sessions 15-20 minutes dependent on weather and delays.

Lunch 12.30pm – 30 minutes

Please note: Times are approximate and may vary please check.

Camping is available by booking through accounts@bmdp.nz \$15.00 per person (per night) including showers, overnight toilet etc. Powered sites an additional \$10.00 (per night).

Complex Conditions:

- Our current H&S policy is maximum 2 cars per garage.
- Garage power supply is not to use outside garages.
- No trailers are to be parked in front to garages.
- All pop-ups or competitor trailers and support vehicles are to be parked in allocated locations.
- No petrol is to be stored in garages overnight.

Special online price or pay on the day prices as follows:

- Friday Test Day and 3 Day Garage Hire \$680
 - Test Day Only is \$235, no garage
 - Garage Hire Only (Saturday & Sunday) must be pre-booked and paid for, \$300, Subject Availability, all prices include GST
-

Gates Usually Open: 7.00am (times may vary please check)

Track Opens: 9.00am (times may vary please check)

Sessions: 15-20 minutes, subject to numbers, groups etc.

Each Driver must sign in.

Second driver is \$50.00.

Passengers are FREE. One per car and passengers must sign in.

Normal Track Rules apply. No drifting or racing allowed on Track days.

Drivers must wear 100% Cotton or fire proof overalls. Please ensure that they are oil/grease and paint free.

A crash helmet in good condition. Closed-top shoes (not sandals or jandals) we also recommend cotton shirt, underclothes and socks and fire-proof gloves for fire protection.

Drive Day personnel may reject participation if they consider that any equipment or clothing is unsafe.

Passengers must adhere to the clothing requirements above and can only ride in a car fitted with a roll bar/cage.

Track Day Notices

Track day times may vary based on demand or minimum numbers. Track days may be postponed based on weather or track conditions and will be subject to 72 hour notice posted on our website, advice by email or text notification.

To Book <https://www.bruemclarenmotorsportpark.com>

SPOTLIGHT ON

2021 Taupō Historic GP Celebrating Ford



Bruce McLaren Motorsport Park, Taupō

23 - 24 January 2021

Zakspeed treat for Ford touring car fans at Taupō Historic GP

Thanks to an Auckland historic racing car collector, two of the rarest and arguably wildest examples of Ford of Europe's forays into touring car racing will be on display at next month's Taupō Historic GP.

Ford fans will be treated to a rare demonstration and display of one of only five Group 5 1977 Escorts ever built by famous German race team, Zakspeed and also of Zakspeed's ultimate Ford, the only 1981 chassis Group 5 Capri.

The 1981 Group 5 Zakspeed Capri



1981 Zakspeed Group 5 Capri Turbo in the Würth colours in which it won the 1981 DRM championship driven by Klaus Ludwig

The subject of a painstaking seven-year restoration at the Zakspeed factory in Niederrissen, Germany the Capri Turbo was built for the Ford of Europe-backed assault on the Deutsche Rennsport Meisterschaft (DRM), the forerunner of the modern DTM. Opened-up to the fearsome new turbocharged Group 5 silhouette racers in 1977, the DRM was too good an opportunity for Ford to miss taking on arch-rivals, BMW and Porsche on home ground. Intended for the World Championship for Makes, Group 5 rules dictated that the lines of the production model needed to be maintained above the wheel arches, the suspension layout retained, and the engine taken from a production unit in the manufacturer's line. This enabled Zakspeed chief Erich Zakowski and his team to be given a brief to create a pure-bred racing car. The raked windscreen and long lines of the Capri made it an ideal platform for creating a car to take the fight to the BMWs and Porsches.

Lowered to the extent that the entire car barely came up to the sill of the original production model and dubbed the "Wunderwagen" by the press, the Capri Turbo would weigh in at just 790kg. With its four cylinder 1.7 litre engine turbo-charged to 600 horsepower, the result was a fearsome, visceral, flame-spitting beast.

After legendary touring car driver Klaus Ludwig had jumped ship from Porsche to Zakspeed the previous year, the Capri put the opposition to the sword in 1981. Its advanced aerodynamics that included an F1-style, full-length ground effect venturi tunnel with flexible side skirts, combined with a 186mph top speed, more than compensated for the 800 horsepower of the Porsches. In Ludwig's hands, the Capri took the DRM title in Würth colours with 11 wins. The Capri Turbo lived on as the basis for the IMSA Mustang in the USA and its engine formed the basis of the unit Zakspeed would later use for their foray into Formula 1.

Zakspeed's restoration of the Capri has been accurate in almost every way. All the mechanical components are as original with even the replacement body panels re-made using the original jigs.

The 1977 Group 5 Escort



1977 Zakspeed Group 5 Escort that was driven by Hans Heyer in the 1977 DRM championship

The 1977 Group 5 Escort is not only one of only five ever built by Zakspeed, it is probably the only genuine Zakspeed Group 5 Escort left competing anywhere in the world.

Built initially as a Group 2 car and, after winning the championship, the Escort was converted by Zakspeed to Group 5 specification for Hans Heyer to drive in the 1977 DRM championship. The Escort was discovered in Malaysia years later in a very sorry state by Christchurch race car engineer, Gary Wilkinson who brought the car to New Zealand and conducted a meticulous ground-up restoration of the highest standard. The Escort had ended up in Malaysia after being taken to Macau to compete in the famous Guia touring car race. It was then run by Ford of Malaysia where it gained some significant history to complement its European career.

Many of the car's components such as the suspension uprights, bell-housing and differential housing were magnesium and had deteriorated to the extent Wilkinson had to re-make them or import replacements from Germany.

Restored as much as possible to 1977 specification, the Escort's BDG engine retains its original 1975cc capacity and original Lucas 8mm fuel-injection system, producing 296bhp and 238Nm of torque.

The need for people to see such a very special car has included appearances at the country's important historic motor racing events, the Hampton Downs New Zealand Festival of Motor Racing, the Lady Wigram meeting, the Skope Classic, and the Southern Speed Fest at Invercargill. We are thankful that now, the Taupō Historic GP can be added to that list.

Next HRC Event is Pukekohe Tasman Revival on 27th 28th February featuring Pre 65/Mini, ERC, Prowear Superlaps, Classic Trial, IPC, Formula Libre/FONZ, Hooters Vintage Race Series, 2KCup, BMW 2 Litre, BMW E30, BMW Open, NZ Sports Cars



And then the Paul Fahey Legends meeting on 19th, 20th 21st March at Hampton Downs. This will feature as many of Paul's cars that are available plus many NZ Motor Racing Legends. We will have a hospitality suite available both days so drivers can mix with the NZ legends. Classes racing are BMW 2 Litre, BMW E30 ,BMW Open, HMC/HSC, F5000, Formula Libre/FONZ, Classic Trial, 2KCup, Historic Sports Sedans, Pre65/Mini, NZ Sports cars, Tranzam, Trofeo, ERC, Classic Touring Cars

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 legends raced and also their fellow competitors.

SAVE THE DATE

***FRIDAY 5th March 2021 at Muriwai Beach.
The New Zealand Motor Cup Centenary Celebrations***



First New Zealand Motor Cup race, 1921



First competed for on 5th March 1921 at Muriwai, The New Zealand Motor Cup was awarded annually in a 50 mile event known as the Australasian Beach Championship.

On 5th March 2021, HRC, MSNZ Historic Race Commission and NZIGP will be holding a lunch to Celebrate 100 years since the first beach races and the awarding of the New Zealand Motor Cup. There will be a gathering of historically significant vehicles on the beach, along with car displays and the New Zealand Motor Cup. Lunch will be designed by award winning local chef Michael Van de Elzen and served at the Muriwai Surf Club.



If you would like to be included in these celebrations, please contact tim@hrcevents.co.nz to register your interest.

The cup was won outright in 1928 by R B Wilson, ESQ who in 1953 donated it to the New Zealand International Grand Prix Inc, on condition that it be competed for annually in the Auckland Grand Prix race under its original title.

The list of past winners of the New Zealand Motor Cup holds some very illustrious names.

Year	Circuit	Winner	Nationality	Car
1921	Muriwai	H. Natrass		Cadillac
1922	Muriwai	S. Craig		Packard
1923	Muriwai	Seabrook Fowlds		Vauxhall
1924	Muriwai	H. Natrass		Mercer
1925	Muriwai	C.W.F Hamilton		Sunbeam
1926	Muriwai	R. B Wilson		Stutz
1927	Muriwai	R. B Wilson		Stutz
1928	Muriwai	R. B Wilson		Stutz
1954	Ardmore	Stan Jones	Australia	Maybach Special
1955	Ardmore	Prince B Bira	Thailand	Maserati
1956	Ardmore	Stirling Moss	Great Britain	Maserati 250F
1957	Ardmore	Reg Parnell	Great Britain	Ferrari Super Squalo
1958	Ardmore	Jack Brabham	Australia	Cooper Climax
1959	Ardmore	Stirling Moss	Great Britain	Cooper Climax
1960	Ardmore	Jack Brabham	Australia	Cooper Climax
1961	Ardmore	Jack Brabham	Australia	Cooper Climax
1962	Ardmore	Stirling Moss	Great Britain	Cooper Climax
1963	Pukekohe	John Surtees	Great Britain	Lola
1964	Pukekohe	Bruce McLaren	New Zealand	Cooper Climax
1965	Pukekohe	Graham Hill	Great Britain	Brabham
1966	Pukekohe	Graham Hill	Great Britain	B.R.M
1967	Pukekohe	Jackie Stewart	Great Britain	B.R.M
1968	Pukekohe	Chris Amon	New Zealand	Ferrari
1969	Pukekohe	Chris Amon	New Zealand	Ferrari
1970	Pukekohe	Frank Matich	Australia	McLaren M10A
1971	Pukekohe	Neil Allen	Australia	McLaren M10B
1972	Pukekohe	Frank Gardner	Australia	Lola T300
1973	Pukekohe	John McCormack	Australia	Elfin
1974	Pukekohe	Peter Gethin	Great Britain	Chevron B 24
1975	Pukekohe	Warwick Brown	Australia	Lola T332
1976	Pukekohe	Ken Smith	New Zealand	Lola T332
1977	Pukekohe	Keijo Rosberg	Finland	Chevron B34
1978	Pukekohe	Keijo Rosberg	Finland	Chevron B39
1979	Pukekohe	Teo Fabi	Italy	March 79B
1980	Pukekohe	Steve Millen	New Zealand	Ralt RT1
1981	Pukekohe	Dave McMillan	New Zealand	Ralt RT1
1982	Pukekohe	Roberto Moreno	Brazil	Ralt RT4
1983	Pukekohe	David Oxton	New Zealand	Ralt RT4
1984	Pukekohe	Davy Jones	USA	Ralt RT4
1985	Pukekohe	Ross Cheever	USA	Ralt RT4
1986	Pukekohe	Ross Cheever	USA	Ralt RT4

1987	<i>Pukekohe</i>	<i>Davy Jones</i>	<i>USA</i>	<i>Ralt RT4</i>
1988	<i>Pukekohe</i>	<i>Paul Radisich</i>	<i>New Zealand</i>	<i>Ralt RT4</i>
1989	<i>Pukekohe</i>	<i>Dean Hall</i>	<i>USA</i>	<i>Ralt RT4</i>
1990	<i>Pukekohe</i>	<i>Ken Smith</i>	<i>New Zealand</i>	<i>Swift Cosworth</i>
1991	<i>Pukekohe</i>	<i>Craig Baird</i>	<i>New Zealand</i>	<i>Swift DB4</i>
1992	<i>Pukekohe</i>	<i>Craig Baird</i>	<i>New Zealand</i>	<i>Reynard</i>
1993	<i>Pukekohe</i>	<i>Stuart Crow</i>	<i>USA</i>	<i>Swift</i>
1994	<i>Pukekohe</i>	<i>Greg Murphy</i>	<i>New Zealand</i>	<i>Reynard (F.Brabham)</i>
1995	<i>Pukekohe</i>	<i>Greg Murphy</i>	<i>New Zealand</i>	<i>Reynard (F. Brabham)</i>
1996	<i>Not contested</i>			
1997	<i>Not contested</i>			
1998	<i>Ruapuna</i>	<i>Simon Wills</i>	<i>New Zealand</i>	<i>Reynard 94D</i>
1999	<i>Ruapuna</i>	<i>Simon Wills</i>	<i>New Zealand</i>	<i>Reynard 94D</i>
2000	<i>Pukekohe</i>	<i>Andy Booth</i>	<i>New Zealand</i>	<i>Reynard 94D</i>

Toyota Racing Series

2006	<i>Pukekohe</i>	<i>Ben Clucas</i>	<i>Great Britain</i>	<i>Toyota Tatuus 104ZZ</i>
2007(April)	<i>Pukekohe</i>	<i>Shane Van Gisbergen</i>	<i>New Zealand</i>	<i>Toyota Tatuus 104ZZ</i>
2007 (Nov)	<i>Pukekohe</i>	<i>Andy Knight</i>	<i>New Zealand</i>	<i>Toyota Tatuus 104ZZ</i>
2009 (Mar)	<i>Pukekohe</i>	<i>Mitch Cunningham</i>	<i>New Zealand</i>	<i>Toyota Tatuus 104ZZ</i>
2010	<i>Hampton Downs</i>	<i>Sten Pentus</i>	<i>Estonia</i>	<i>Toyota FT40</i>
2011	<i>Hampton Downs</i>	<i>Mitchell Evans</i>	<i>New Zealand</i>	<i>Toyota FT40</i>
2012	<i>Hampton Downs</i>	<i>Nick Cassidy</i>	<i>New Zealand</i>	<i>Toyota FT40</i>
2013	<i>Hampton Downs</i>	<i>Mitchell Evans</i>	<i>New Zealand</i>	<i>Toyota FT40</i>
2014	<i>Hampton Downs</i>	<i>Martin Rump</i>	<i>Estonia</i>	<i>Toyota FT40</i>
2015	<i>Hampton Downs</i>	<i>Sam McLeod</i>	<i>Great Britain</i>	<i>Toyota FT50</i>
2016	<i>Hampton Downs</i>	<i>Pedro Piquet</i>	<i>Brazil</i>	<i>Toyota FT50</i>
2017	<i>Hampton Downs</i>	<i>Thomas Randle</i>	<i>Australia</i>	<i>Toyota FT50</i>
2018	<i>Hampton Downs</i>	<i>Richard Vershoor</i>	<i>Netherlands</i>	<i>Toyota FT50</i>
2019	<i>Hampton Downs</i>	<i>Marcus Armstrong</i>	<i>New Zealand</i>	<i>Toyota FT50</i>



On 27th November, we held the first joint HRC / GR Garage Track Training Day at Hampton Downs. Nearly 30 drivers attended the event and some quite exceptional vehicles took to the track. Despite the rain at the start of the session, all competitors took it easy and learned the racing lines from one of our instructors, so that by the time that the track had dried out, everyone was confident in the improving conditions.

The range of cars entered was quite exceptional – from a 1988 Sierra Sapphire Cosworth to a 3 day old GR Yaris. In between there was Subaru Imprezas, Porsche 911, Suzuki Cappuccinos and a few Mitsubishi's.



Thanks to Sam from GR Garage who arranged the day and also provided the sausage sizzle – here's to the next one !

Also big thanks to our instructors on the day – Racing Ray Williams, Wendy Metcalfe, Gary rush, Stephen Armstrong and Mark Holroyd.

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!



Joseph Hirst - Service Manager

GRGarage Powered By NSTechnical

09 884 9860

144B Target Road, Wairau Valley, Auckland 0627

New transponders are now in stock with lifetime licences. Register them once and just charge them up for each race meeting, no more problems with annual licensing and the transponders will have a reasonable second-hand value. See details below

It is with some concern to read that GNS NZ are facing charges under the Health and Safety Act for the White Island disaster. It does mean we are fortunate to have a very comprehensive set of rules covering our sport and based on well tested international regulations. As long as drivers and officials adhere to the regulations we should be able to avoid being dragged before the courts.

The team at HRC wish you and your families a Happy Xmas and a prosperous new year. We thank you for your support over the last year and look forward to seeing you at our events in the new year

Merry Xmas

Chris Watson 0274827542

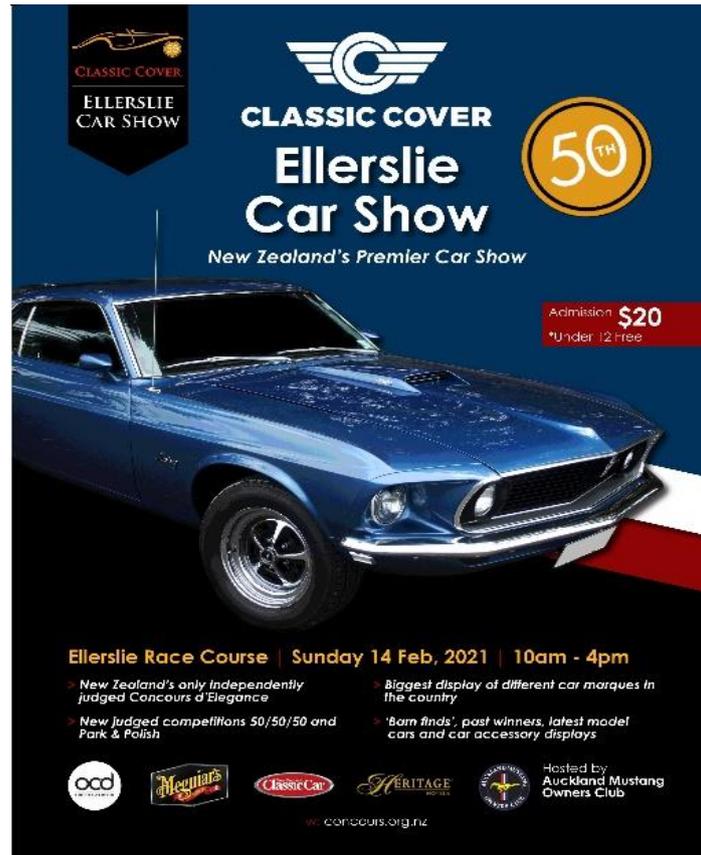
chris@hrcevents.co.nz

Tim Hill 021614600

tim@hrcevents.co.nz

Tony Roberts 0211332895

Melissa Morgan



HRC are looking for cars to display on a stand - they don't have to be concours
 Contact Chris Watson 0274827542 chris@grandprix.org.nz

We have a couple of new displays in different areas,

****Barn Finds** - This isn't just for those cars exactly as found in a barn but also those part restored. It is interesting to see the process the cars undergo to get to the Concours standard. These will be set up in an area able to take cars on trailers. Let us know if your Club is bringing a 'Barn Find' and if it is on a trailer or not.

****We're also looking to display some hot rods, the old school classic ones.** if you have one in your club - let us know. Also, we will have a couple of Drift cars on display

****The Newmarket room will be available for displaying anything really, really special** - once again let us know if you have or know of anything.

This show will have two separate judging areas. The new area will host the Team's Shield and will also have a display of past Master Class and Team winners' cars. If you have one in your Club and you haven't been contacted by someone on our committee. - let us know.

New judged events this year are the 50/50/50 and the Park & Polish. The 50/50/50 is for cars and owners under 50 years old and with less than 50k spent, open to anyone, not just Club Members. This will hopefully be an incubator for the younger car enthusiasts to join clubs and ultimately compete in the full concours. The other judged competition is the Park & Polish. This is open to anyone arriving on the day is a Classic car

NZ Historic Race Meetings 2020/21

 <p>13-15th November 2020</p>	 	<p>F5000 HMC / HSC TraNZam Historic Sports Sedans Formula Open NZ Pre65 / Mini NZ Sportscars Central Muscle Cars Historic Racing Cars / FJ</p>
 <p>22-24th January 2021</p>	<p>2021 Taupō Historic GP Celebrating Ford</p>  	<p>F5000 HMC / HSC TraNZam Historic Sports Sedans Formula Open NZ Ford Demonstration Races Formula Junior Historic Sports Racing Cars Invited Single Seaters</p>
 <p>5-7th February 2021</p>	 <p>SKOPE Classic 2021</p> 	<p>F5000 Historic Touring Cars Classic Saloons (Small) Classic Saloons (Large) Formula Libre VCC</p>
 <p>12-14th February 2021</p>	<p>South Canterbury Hydraulics Southern Festival Meeting</p> <p>Organised by Classic Motor Racing Club</p> 	<p>Pre 65 NZ Sports Cars Formula Junior Continental RenSport Historic & Classic Saloons (pre 78) Classic Saloons Formula Libre VCC</p>
 <p>19-21st February 2021</p>	<p>Mobil 1</p> <p>Mobil 1 Classic Speedfest</p> 	<p>Historic Touring Cars Historic & Classic Saloons (pre 78) Classic Saloons Formula Libre VCC Formula Junior and Invited Cars</p>
 <p>19-21st March 2021</p>	 <p>Legends of Speed Celebrating Paul Fahey</p> 	<p>F5000 HMC / HSC TraNZam Historic Sports Sedans BMW Race Driver Series Trofeo Series ERC PPG Classic Trial NZ Sportscars / Formula Open NZ / Libre Pre65 / Mini HFF / Formula Ford 1600 Classic Touring Cars</p>

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Dates and Venues are subject to change. Check with event organisers in advance.

MotorSport
New Zealand

Live life faster

FONZ (Formula Open New Zealand)

The first round of the Formula Open New Zealand (FONZ) series has been run at Manfeild Circuit Chris Amon and was a great success. The format of running marble grid draws appears to have worked well for levelling the field and bringing on some great racing. Sam Mac Neill has emerged as early season leader in the Ultimate Echo Cup class with rookie Josh Donohue only 15 points adrift both driving the FT40 ex TRS cars. In the Penfolds Cup class Leo Francis holds a slender 5 point lead over Jeff Sharp both in Formula Suzuki's.

Next round will be at Bruce McLaren Motorsport Park Taupo at HRC's Tasman Revival Meeting on the 10th & 11th January. FONZ series will run with Libre in a split grid. This will be across both days and not just Saturday as originally envisaged.

You will notice that we have changed the format slightly from the beginning of the season where we originally had three classes based on lap times. After a discussion with drivers and studying the lap times and results from the first round at MG classic, it has been decided to combine class one and two as the performance difference is negligible and the marble draw grid system evens things out nicely. So unlike last season where we had three classes racing for the overall FONZ title this season there is no overall title and we will have two classes racing for two separate titles FONZ Ultimate Echo Cup and FONZ Penfolds Cup.

I have received a lot of enquiries from people both wanting to enter the series and some from those within wanting clarification on what modifications are legal and what cars can be entered. Unlike Formula Libre where cars must run as they raced in the day with no modification, FONZ rules allow for some PERIOD modifications to even out performances. Bearing in mind that there is a cut off lap time if 60 seconds at Hampton Downs and Pukekohe (Taupo & Manfeild are yet to be timed) really dictates how much modification people want to achieve. The first place to check is our series articles under Section 4 (Eligibility) paragraphs b & d.

To demonstrate this flexibility, now that all of the FT50 TRS cars have been sold and only two or three FT40's still available the next best two options for the Ultimate Echo Cup are Formula Renault FT40's and Formula Atlantics. Acceptable modifications here would be a computer chip upgrade for and cam change on the Renault and on the Formula Atlantic fitting fuel injection on a Toyota 4AGE or on the Ford powered Atlantics upgrading from a BDA to a BDG. On the FT40 TRS upgrading the aero package is an option. In the Penfolds Cup class there are plenty of in period options available for both the Formula Suzuki's and the Formula Ford 2000 although it would be sensible to keep the lap times within the class structure as you would not want to find yourself being bumped up to the Ultimate Echo Cup class.

These are all considered to be period modifications and within the spirit of how the cars were originally raced. What we will not accept is Hot Rod Hybrids such as a Formula Brabham that has had either Coyote V8 fitted or V6 Honda etc. Basically the car has to have the original engine configuration (Formula Brabham with Holden V6 is acceptable). Remember the series is invitation only and you need to have your car accepted by the eligibility committee before an invitation will be extended.

FONZ is about creating a domestic top level wings and slicks class for younger drivers getting out of Formula Ford and wanting to step up and older or casual drivers wanting to race something with that is fast and exciting. The primary objective is for you to have FUN racing your MATES.

If you haven't got your entries in for Tasman Revival meeting at BMMP on the 10th and 11th January please do so. We currently have 22 registered drivers for the series although three of

them cannot get into the country due to COVID restrictions. However we are looking at least two more FT50's turning up and Paul Couper debuting his FT40 so we are looking for a good turnout.

FORMULA OPEN POINTS

Drivers				
Name	Year	Make	Car Type	Total
Sam Mac Neill Josh Donohue	2014	Tatuus	F / TRS	445
Gary Rush	1990	Swift	F / Atlantic	400
Guy Griffith Geoff Harriman	2014	Tatuus	F / TRS	365
	2015	Tatuus	F / TRS	340

Drivers				
Name	Year	Make	Car Type	Total
Leo Francis	2002	Formula Suzuki	F / Suzuki	435
Jeff Sharp	2002	Formula Suzuki	F / Suzuki	430
Grant Rivers		Swift	F/ Ford 2000	410



Conrad Timms Mondeo



Chris Watson Alpina 635

Classic Touring Cars

December 2000 Flyer

HRC have arranged three meetings for Classic Touring Cars

First up is the Paul Fahey Legends of Speed Hampton Downs 20-21st March This meeting will feature some true classic and Historic classes including F5000, Historic Muscle Cars, Historic Saloon Cars, Formula Libre, Historic Sports Sedans ,TraNZam. This will be a huge meeting, not to be missed

Next up will be the Jamie Aislabie Meeting Taupo 1st 2nd May

Then the HRC Season Finale at Hampton Downs 15th 16th May

Let's see if we build on the 11 entries we had at the last Pukekohe meeting. The indications are that we will have a lot more entries this year.

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

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

For Further Info Contact

Chris Watson 0274827542 chris@grandprix.org.nz



December Update



With Covid 19 seemingly firmly in the rear view mirror, it's great to be back out on track turning laps and getting amongst the other petrolheads.

The 2K Cup Challenge meeting certainly was a challenge for many of us, doing double duty in both IPC and 2K Cup. Not only was there a very short interval between races but there were also a whole heap of extra cars that spilled over from the oversubscribed 2K Cup race. And of course Hampton Downs turned on its usual mixed bag of weather which added further to the intrigue.

Still, it was great to see so many cars on track in our growing class, with most of the series stalwarts being joined by a number of newer competitors who've found favour with our longer race format and close but fair on track action. In total we had 27 entries at the 2K Cup Challenge and we now have 348 drivers on our mailing list indicating that IPC has the potential to grow further with drivers from a range of other classes expressing interest in joining us.

We'd also like to encourage you to join our Facebook group so you can be up to date with the latest news and views. Just flick us a message us through the IPC page to join.

Points after Round 3 are:

IPC1

Name	Race 1 Position.	Race 1 Points	Race 2 Position	Race 2 Points	Season Total
Allan Bindon	5	26	5	26	194
Bryce Bindon	DNF	5	DNS	5	10
Jason Weel					
Josh Penny	1	50	1	50	270
Mark Costello	3	36	3	36	168
Peter Ball					

Todd Mant-Old	2	43	2	43	211
Scott Mills	4	31	4	31	61

IPC2

Name	Race 1 Position.	Race 1 Points	Race 2 Position	Race 2 Points	Season Total
Alan Greig	1	50	2	43	269
Ben Bindon	5	26	4	31	57
Chris Cozens	4	31	DNS	5	36
Eddie Beresford					
Garry Morrell	3	36	3	36	72
Gordon Legge	7	19	5	26	86
James Whitlock	6	22	DNS	5	27
Kevin Varney					
Phil Josephs	2	43	1	50	93

IPC3

Name	Race 1 Position.	Race 1 Points	Race 2 Position	Race 2 Points	Season Total
Cam Dunn					
Chris Watson	3	36	3	36	165
Derek White	2	43	1	50	267
Jordan Stickings	1	50	2	43	93

It's now only a few short weeks away from Round 4 which of course takes place at the Bruce McLaren Motorsport Park in Taupo. We urge you get your entry in for the Taupo Tasman Revival meeting 10th January 2021 at www.motorsportentry.com

Open practice is available on Friday organised by Bruce McLaren Motorsport Park

To Book <https://www.bruceclarenmotorsportpark.com>

To book pit hire <https://www.bruceclarenmotorsportpark.com>

We will also have a BBQ get-together for anyone staying in Taupo on the 9th of January. Details will be going out via the Facebook messenger group so make sure you get connected to stay in the loop.

As the series develops, we will be looking at ways to improve and one thing that every racer knows the importance of is tyres. Hankook have come on board as the preferred supplier for our series and will be offering us special pricing (valid only for enrolled series competitors). It should be noted that we are NOT moving to become a control tyre series, however we feel there is an opportunity to help reduce costs through volume buying. A high percentage of our regulars are running the Hankook Z214 as a fast dry tyre and Hankook are suggesting we look to use the Z221 as a wet performance tyre. There is also the Z232 known as the Ventus RS4.

With this in mind, we need to get an indication what sizes our competitors are running and roughly how many sets they'd be needing across the season. We will email out a quick survey to gather this info.

For those hanging out for their next bit of seat time, our upcoming rounds are:

- Tasman Revival Taupo 10 January 2021
- Tasman Revival Pukekohe 27th Feb 2021
- Paul Fahey Legends of Speed Hampton Downs 21st March 2021
- Jack Nazer Classic Taupo 10 April 2021
- Jamie Aislabie Classic Taupo 1st May 2021
- Season Finale Hampton Downs 16th May 2021

And just in case anyone wants to enter the Australian IPC series the dates are

Rnd	Circuit	Date
1	Sydney Motorsport Park, NSW	May 1-2
2	Morgan Park Raceway, QLD	June 25-27
3	Sandown International Motor Raceway, VIC	September 10-12
4	The Bend Motorsport Park, SA	October 15-17

Their rules are similar to ours and the races are the same length.

From all the team at HRC, we'd like to wish you and your families a safe and happy festive season and we look forward to seeing you at a racetrack real soon.

Regards Alan Greig Alan@driveline.co.nz 021 190 8881

Chris Watson chris@grandprix.org.nz 0274 827 542

EVENT REPORT

15-11-20

COLLINS AND WINDELBURN SHARE NZ F5000 SERIES SPOILS AT MANFEILD



Defending SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title holder Michael Collins (Leda LT27/GM1) got his 2020/21 series campaign off to a winning start and finish at the opening round at the 35th annual MG Classic race meeting at Feilding's Circuit Manfeild Chris Amon over the November 14-15 weekend.

Now behind the wheel of famed Kiwi racing driver and car designer and constructor Graham McRae's distinctive 'hot-pink' STP-liveried Leda LT27/GM1 001 the 24-year-old series 'young gun' from Christchurch qualified quickest and won the first race of the 2020/21 SAS Autoparts MSC NZF5000 series season on Saturday afternoon from second quickest qualifier - and fellow front row starter - impressive local driver Kevin Ingram (Lola T332),

Collins also won Sunday's 10-lap feature final in the afternoon though with Kevin Ingram out with a gearbox issue on the first lap competition this time came from Race 2 winner Shayne Windelburn (Lola T400) from Auckland.

Widely regarded – around the world, not just here in NZ – for his knowledge and passion for 'all things F5000' – Shayne Windelburn, who runs the family gearbox and automatic transmission business on Auckland's North Shore - is also an accomplished, and very quick driver.

For the new handicap initiative Race 2 was run under the order of the drivers' best lap times of the weekend was reversed and the field split into six timed groups, each flagged off rolling start style.

Unfortunately, early race leader – and one of two newcomers to the SAS Autoparts MSC series making their debut at the MG Classic meeting - Toby Annabell from Hawera in nearby Taranaki in a Class A McLaren M10B - was an early retirement thanks to a fuel issue.

Fellow Class A runners Tony Roberts (high-wing McLaren M10A) and Frank Karl (McLaren M10B) then each briefly held the lead before both were overwhelmed by a hard charging Windelburn (who had started the race half way up the order), and Tim Rush in his Class A McLaren with category veteran Russell Greer (Lola T332) just hanging on to third place from a fast-finishing Michael Collins.

But that Collins, 24, reckons, was OK too.

“You can't win every race you start, and I think it's a good thing that the committee that runs the series is at least looking at – and now obviously trying out – some different starting formats. I know I was trying fairly hard to make up the deficit they gave me.’

For his part Shayne Windelburn was buzzing – as much about finishing second to Michael Collins in the feature final on Sunday afternoon, as he was winning the handicap race earlier in the day.

“I actually prefer the longer races because I get more time driving the car. And the more time I get behind the wheel the better I seem to go. Obviously I didn't help my case by missing qualifying and having to start the first race from the back of the grid, but my son Joshua had a big running thing on at his school on Friday which obviously neither he nor I wanted him to miss, so we drove down on Saturday morning.

“We still got here in time for the race on Saturday and getting the win this morning was a real bonus.”

The other driver to make a big impression at the meeting was Anna Collins, driving the other Hey family-owned Leda LT27, the car which her younger brother Michael has been driving for the past three seasons.

Like Michael, Anna has a solid driving CV from 10 year racing karts at an Island and National level before spending the past five years contesting both the NZ Formula Ford championship and the South Island F1600 series.

Though she said that her plan at Manfeild was to ‘ease my way into the car and category’ the 28-year-old from Christchurch came away with two third places – in the scratch races – and seventh place on the handicap one on Sunday morning.

Not bad for a first attempt.

“Well, a first for the series anyway. I was lucky enough to get a race run in the car at the Wigram Revival meeting at Ruapuna last month but there is still a lot more for me to learn about the car itself and how I can get the most out of it.”

Category and series stalwart Tony Roberts (high-wing McLaren M10A) was back to his best in the now four-strong Class A category for older cars, twice leading home 2019/20 category winner Frank Karl (McLaren M10B) to the finish line and starting and finishing all three races. Compared to Karl's two finishes and 1 DNF.

There is now a break of just over two months until the second round of the 2020/21 SAS Autoparts MSC NZ F5000 series at the annual Taupo Historic GP meeting featuring Ford in late January in the New Year,

Hopefully that will give the man behind series sponsor SAS Autoparts, David Banks (Talon MR1/A), the time to repair the damage to his car after a half (drive) shaft broke in the first race at Manfeild and put him out for the rest of the weekend.

Tony Galbraith's Lola T332, only freshly re-built after a major crash at the Skope Classic meeting last year, also suffered early 'meeting-over' engine damage in qualifying at Manfeild, which – again, hopefully, can be sorted in time for the January - and subsequent 20/21 series meetings in February and March 2021.

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Supercharge Batteries.

Ends

The poster for the New Zealand Superlap Series 2021 Entrant features a central image of a dark grey hatchback race car with the number 881 on the rear window. The car has 'AIR Automotive' branding on the side, along with contact information: '26 HATRICK ST, 061 241 7884'. The background is a blurred green field. At the top left is the 'NEW ZEALAND SUPERLAP SERIES' logo. At the top right, it says 'DISCOUNTED SEASON ENTRIES OPEN NOW' and '#NZSUPERLAP.CO.NZ'. At the bottom, it says '2021 ENTRANT' in large blue letters. Below that are logos for 'PROWEAR', 'PREMIER EVENTS', 'HRC', and 'ENVIED'. A small camera icon and the text 'JAROD CARRUTHERS PHOTO' are visible near the car's rear wheel.

Review - 35th Running Of the MG Classic At Manfeild

What a fabulous weekend! With over 300 entries, (305 to be exact), and a consummate range of 11 Historic and Classic car classes, 47 races, perfect weather and 10,000 plus spectators, it was an amazing weekend and the first major meeting on the Historic Calendar for the season. Ron Robertson, Naomi Bray and the MG Team have been organising this meeting since 1986 and it shows with a very well run race meeting and quick fire, entertaining races. Congratulations for the effort and time put in to this event for 35 years. Motorsport in New Zealand is all the richer for it.

It was if the racing gods knew we had been suffering under the yoke of Covid 19 and decided for the 35th Anniversary they would give us a perfect three days of Motorsport and the largest crowd in ten years.

The signs were good when we turned up late Thursday to find that Manfeild's Operations Manager, Steve Easthope had left the gates open for people trying to get the jump on the Friday start. Such an accommodating venue! The stadium was full of Historic Muscle and Historic Saloon cars, with a garnish of fourteen F5000 cars down the front wall. There were four early McLaren cars (all previously owned by Tony Roberts!), a range of Lola T300, T332 and T400's, McRae GM1's and a Talon. It was especially interesting to have a quick young lady driver in a McRae GM1, Anna Collins from Christchurch. Anna also raced Wayne Perkins Viva GT for the Sybil Lupp Race. The race organisers gave free entry for female and MG drivers. This helped to bring out 16 MG's to the track! It was also the first time in the NZ F5000 series 20 year history that a handicap race was attempted. One false start, but very promising!



Historic Muscle & Historic Saloons cars numbered 25 and put on a great show with the leading battles between the diminutive Ford Escorts and Muscle cars. These two classes combined to showcase some excellent scratch and handicap races at close quarters, but no contact whatsoever. Apart from the 3 FIA Group 2 Escorts of Sprague, Goudie and McCarthy, the thundering Hemi Cuda of the Sinclair family bought a taste of early American Trans Am, but the

darling of the field was Ewen McPherson in his Broadspeed Replica Anglia all the way from Invercargill.



Infinity Pix

The Historic Sports Sedans & Invited Allcomers managed to get 22 starters with once again spectacular racing with such a diverse group of cars as the Algie Alfetta driven by Angus Fogg and the Ex Roger Kraus Racing Datsun 240Z V8 powered Scarab.

A large field of Formula Junior and Historic Single Seaters numbering 35 cars looked like they were really enjoying themselves with some good battles right through the field.



Though not a Historic class, the large, 32 car, Central Muscle Car grid are always entertaining. The cut and thrust of this class with old body shells and late model V8 engines always leads to exciting races! There were a number of scraps at speed and some body damage as a consequence.



The TranZam class put on an exhibition of outright speed and although the field was lacking quantity, it certainly wasn't lacking quality. Nine cars pushed hard through all their races.



This image by Matt Smith epitomises the meeting – the crowd, different cars, volunteers – first aid, a Competitor Relations Officer and Assistant Clerk of Course, plus mechanics.

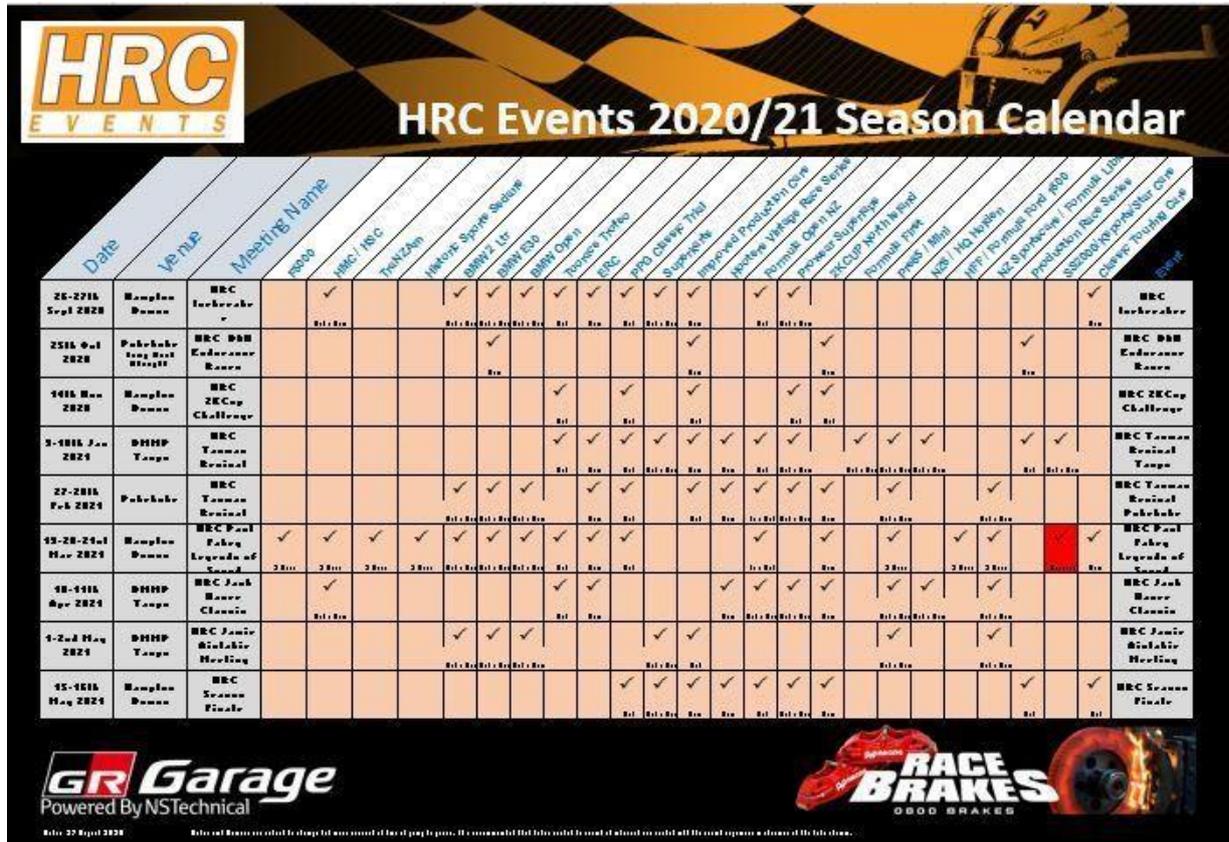


An all-encompassing shot of the large field of NZ Sports cars by Barry Styles. This class just continues to build in numbers and enjoyment. Fast cars with fully enclosed bodies and ground effects.

One of the racing stalwarts of the 35 years of the MG Meeting and someone who epitomises what Historic racing is all about, Neil Moore, in his 1951 Jowett Jupiter, photo from Darryl Seymour.



So, three days of sunshine and glorious racing at Manfeild. Forty Seven races running non-stop was certainly a great achievement and everyone went home happy. Thanks again MG, and we'll be there next year for sure for number #36!



HRC EVENTS

HRC Events 2020/21 Season Calendar

Date	V/P/Type	Meeting Name	9800	HRC / NSC	TriVizion	Victoria's Sports Services	BHP/7 Lit	BHP/730	BHP/ Open	Torres Trolco	RSC	Pro Choice Trol	Supernix	Improved Production Oil	Warner Village Race Service	Permatec Oil in NZ	Pro-Kap Superbike	2K OUP 30/40/50	Permatec Trol	Pro's Mail	NB / MO Nylon	HPI / To-mag Road / 200	NSP protection / Permatec Lit	Production Race Service	Wooloil / 40/50/60/80 Oil	Clayco Trolco Oil	Permatec	
26-27th Sept 2020	Manfeild	HRC Inkeraker		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Inkeraker
25th Oct 2020	Pukekohe	HRC D&H Endurance Race				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC D&H Endurance Race	
14th Nov 2020	Manfeild	HRC 2K Cup Challenge							✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC 2K Cup Challenge	
3-10th Jan 2021	DHHP	HRC Taumanua Revival							✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Taumanua Revival	
27-28th Feb 2021	Pukekohe	HRC Taumanua Revival				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Taumanua Revival	
19-20-21st Mar 2021	Manfeild	HRC Paul Fokys Legends of Speed	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Paul Fokys Legends of Speed	
18-19th Apr 2021	DHHP	HRC Jack Bauer Classic		✓					✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Jack Bauer Classic	
1-2nd May 2021	DHHP	HRC Jamie Siskier Meeting				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Jamie Siskier Meeting	
15-16th May 2021	Manfeild	HRC Season Finale									✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HRC Season Finale	

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Note: 27 Sept 2020

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

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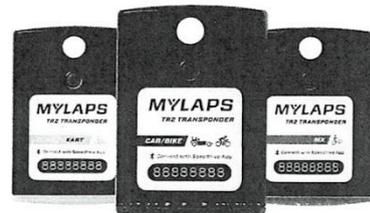
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