

HRC NEWS



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A Printable pdf Version of this newsletter is available on the HRC website at :

<http://www.hrcevents.co.nz/newsletters.php>



Even though it is winter HRC has four exciting events lined up for this month

First up is our new event on the Hamptons club circuit. This will be run under a Clubsport permit to keep the costs down and also allow HRC to introduce new drivers to motor racing with all the required licences etc. You will be able to sit your Temporary M grade licence on the day. HRC will also do C grade licences but you would have to apply before the day for these. The day is also open to experienced drivers who just want some extra quick fire racing. Racing will be held in speed groups and will be split between experienced drivers and

new comers. Grids will be decided on the day so if you want to race your friends this can be arranged

On the 22nd July we have the Eneos (Biggest oil company in Japan) North Island Endurance Series final at Pukekohe on the long circuit (kink in the back straight). These endurance series races offer the best value for your dollar. The points are certainly close in some classes so get your entry in on www.motorsportentry.com. If you don't have your car ready then come out and watch. Use your HRC or NZIGP membership card to get free entry. Any team requiring Corporate Box entertainment for their sponsors contact Chris Watson chris@hrcevents.co.nz 0274827542

This same weekend is Speedshow at the ASB showgrounds. HRC will be supporting the F1000 Juno stand and will also be displaying cars at the entrance. We are looking for a display cars from all the classes that support our meetings so if you wish to display your car contact tim@hrcevents.co.nz 021614600

On Tuesday 25th July HRC is at Hampton Downs assisting Dean McCarroll and Juno to give the new F1000 its first public outing on the track, For a very reasonable \$750 you can have the opportunity to have a drive. (Experienced drivers only)



NZ Tranzam Challenge

Rebirth of a Historic Racing Class facebook “NZ Tranzam Challenge”

Dennis Running (dennis07@xtra.co.nz) is working hard to get a grid of Tranzam Cars out for the coming season and the series is called the NZ Tranzam Challenge. It is probably timely to explain the difference between the different saloon grids we have racing. The Historic Muscle Cars and Historic Saloon grid are cars from 1965 to 1974 era and were very like the production cars of the era. Historic Sports sedans were the next era and ran through to the 1990's and were highly modified cars and were very much Allcomers racing. Transam race cars ran from approx 1996 to 2002 and were space frame cars built to a set of rules that were based on an American class. Then we have the Heritage Touring cars which were Group A cars that ran from 1984 to 1992 . These are the Classic and Historic classes. Central Muscle cars are old bodies with modern running gear so cannot be considered Historic even though they put on a great show.

HRC from a promoters point of view would like to see all these cars run in one race but from a historical point of view these four groups are very different and the drivers would not want to run in a mixed grid. It would certainly be interesting to see a grid of Tranzam racing. Videos of the Historic Sports Sedans generate up to 5000 likes on face book and I think Tranzam racing will generate a similar level of interest

Dennis Runnings email to the owners of the Tranzam Cars

Hi All

Its time to put some money back into your cars, we are planning to create a Tranzam Series which would consist of a maximum of 3 rounds.

We have been in touch briefly with Chris Watson and he is onboard with the idea, However to proceed in this we need to have confirmation of people/cars who would be interested.

The rules for the series would be all cars are too run in close proximity to SCCA rules , within reason ,and some other key rules being cars are to run no bigger than 16" wheels , Hoosier or Dunlop tyres , no tyre warmers are to be used .an possibly a maximum rev limit

The races would consist of 3 x rolling starts with the

1st race being decided off qualifying times.

2nd race to be finishing results of first four cars reversed and then 5th to 9th cars reversed and so on,

3rd final race to be decided from points gathered in the first two races with the car with most points off the front.

Races are a maximum of 8 laps.

This is in no way to remove your cars from other clubs / classes. It is merely a show of Tranzam cars only and to promote a bit of value in the cars.

Could you please also cc anybody else you could think of that may be keen to hop onboard with this idea.

Would love to get your thoughts or any other ideas you would like to include which would help yourself or others get the cars together

Cheers Dennis Running dennis07@xtra.co.nz

NZ Tranzam Challenge

- **25/26 November 2k Cup Challenge at Hampton Downs**
- **6/7 January Tasman Revival at Taupo**
- **17/18 February Tasman Revival (Pukekohe)**
- **17/18 March Legends of Speed Hampton Downs**



Improved Production Series

HRC has had a very good initial response to this class, we are just waiting for some meetings to be confirmed

Calendar

Tim (tim@hrcevents.co.nz) has been working on the calendar and we have the dates finalised and he is the process of allocating classes to the various meetings . He has had to wait for a number of classes to have their AGM's before the final calendar can be confirmed. We are a bit short of classes for our two September meetings so if your class wants to race late September contact Tim. Once we have a draft calendar with classes Tim will email it out to class co ordinators. Full calendar will be in next months newsletter



**WE WILL UNVEIL FOR THE FIRST TIME IN
THE WORLD OUR NEW PROJECT AT**



CRC SPEEDSHOW

22 - 23 JULY 2017, NEW ZEALAND

www.junoracingcars.com

Juno F1000 Single Seater Drive Day

Drivers are invited to the Hampton Downs Motorsport Park to have a test in the new single seater

Juno F1000 car. New Zealand has been selected for the worldwide launch of this new car from Juno Racing Cars.

Opportunities like this don't happen very often. If you were in Europe you could be paying \$20,000 upwards for a chance like this.

F1000 is a worldwide class raced in Britain, Europe, United States and Australia.

Bring your own single seater or sports car down and include some testing for the price.

Date: Tuesday 25th July

Time: 9am

Place: Hampton Downs Motorsport Park, National Track

Cost: \$750

- **Juno Racing Cars F1000 World first test day**
- **One off chance to be the very first in the world to test drive a Juno Formula 1000 race car**
- **This invitation to apply for a drive is open to all interested race car drivers**
- **Limited to 12 drivers so get your applications in quick**
- **The day will involve two test sessions in the F1000**
- **Juno owner, Nuno Magalhaes from Portugal, will be on track to provide information and advice**
- **Refreshments and a light lunch will be provided**

To reserve a place:

Email Dean McCarroll, NZ Agent for Juno Racing Cars

dmccarroll@mac.com 021491194

chris@hrcevents.co.nz 0274827542

Spaces are limited and information as to why you would like to test a Juno would be appreciated.

An Application form is available on request.



Are you a member of HRC?

If you would like to become a member of the Historic Racing Club, order online at www.hrcevents.co.nz/shop.php for a small payment of \$50.00. You can pay by cheque, credit card, direct credit or cash. We are MSNZ affiliated and under that we administer, promote, and develop automobile sport in accordance with the objectives of MSNZ.

HRC Membership Benefits

New for 2017/18 Season, 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)**

HRC Office

Testing for competition licences is available at the HRC office as is testing for Authority Cards also check out our shop on www.hrcevents.co.nz

Last but not least like us on face book so you can get instant updates on coming events. HRCEventsNZ

The HRC Team

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HRC Office

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Formula Atlantic Newsletter

Hi All,

It's been a while I know but had a few things we are trying to work through. A huge thanks to the 35 people who replied to my questionnaire that is a good response from the 78 emails I sent out. To all those that didn't reply please remember if you want a really great race series then I need your feedback.

Firstly a confirmation that Gary Love (cityplumbing@xtra.co.nz) is looking after the South Island Formula Atlantics and I am looking after the North Island. The format for the Atlantics running in the North Island will be they compete within the Formula Libre class. Gary will work out how they run in the South Island.

As far as the New Zealand Formula Atlantic Championship goes there will be six races over two rounds in the North Island (in January) these are included in the Libre races. Garry will work out where and when the South Island rounds run but it will be the same format with six races over two rounds making it at 12 race national series. Taking into account the age of the cars we may also make this a best of nine (9) to cope with any mechanical failures.

So to the North Island Formula Libre series. Once again there will be two series this year a Summer series and an Autumn series.

To the Summer series first. This will be held over four rounds of which your best three will count and these are as follows;

- November 10th/11th/12th Manfield MG Classic
- January 6th/7th Taupo HRC Tasman Revival
- January 12th/13th/14th Hampton Downs (International Track) Festival Of

Speed (doubles as F/Atlantic NZ Championship)

-January 27th/28th Hampton Downs (National Track) NZ Motor Cup TRS

Support (doubles as F/Atlantic NZ Championship)

For our South Island competitors we understand it is unlikely that most of you will come North for the November round, so as not to disadvantage you for the overall series points we have made it a best of three. This of course is also a benefit to the North Islanders as if there is a mechanical failure at one of the three January rounds it doesn't hurt as much. So to clarify it is your best three rounds that count.

Also good news for those in the lower North Island and all of the South Island. Hampton Downs management have been very helpful in arranging to house cars over those four weeks in January. They have offered lockable secure garages in a fenced and locked compound for \$50+gst per week (minimum two weeks) . Which means you can do Taupo drive to Hampton drop your car off and have it available for the The Festival Of Speed and the NZ Motor Cup meeting secure in the knowledge that they are safe. If there are any mechanical issues you need to deal with we have enough people and businesses at Hampton Downs to assist in between meetings.

I am hoping to get some sponsorship put together for the series so that we can pay Adam Jones of The Fast Files (go check out is his work www.thefastfiles.com) to do a on line feature and live streaming of the races. As we are going to be a support class along with F5000 to the Toyota Racing series for the NZ Motor Cup meeting which is going to be a single seater (and sports cars) festival there is a possibility of some TV coverage also.

As for the Autumn series

-March 17th/18th Hampton Downs (National Track) HRC Legends of Speed

-April 7th/8th Taupo HRC Great lakes Taupo

-May 6th/7th Hampton Downs (National Track)NZRDL Season Finale

This was a brilliant series last season and will be again this year.

That's all for now if you have any questions, suggestions or comments please let me know, as its your series so help me make it better for you.

Kind regards

John Tomlin

johntomlin@xtra.co.nz

Introduction to Motorsport Day plus Clubsport Races



Here is an event for everybody, No experience necessary Road cars, race cars

Ideal opportunity to get wives, girlfriends and partners into motor racing.
Once your partner starts to enjoy actually driving on the track problems with expenditure on race cars seem to vanish

An easy way to get started in Motorsport or just get some more track time

Hampton Downs Club Track

16th July 2017

HRC will be running an Introduction to Motorsport Day at Hampton Downs Club Circuit. This event is aimed at novices and is a great introduction to getting started. You will also be able to take your Clubsport (Grade M) or Race Licence (Grade C) examination during the day – subject to you lodging your application for the licence on MSNZ website in advance.

We will have well known racing drivers including Racing Ray Williams and James Watson available to provide tuition. Women in Motor Sport leader Wendy Metcalf will also have a team of Women in Motor Sport tutors available for tuition

Practice

Sprints

Races

Enter this event at www.motorsportentry.com or email
chris@hrcevents.co.nz or phone for more details Chris 0274827542 09
3770732

JUNO UNVEIL SINGLE SEATER AT CRC SPEEDSHOW



World renowned racing car manufacturer Juno Racing Cars have chosen New Zealand and the CRC Speedshow on July 22/23rd at the ASB Showgrounds in Auckland for the world launch of its latest challenger, a single seater for the growing global Formula 1000.

Juno Racing Cars owner, Nuno Magalhaes, will be at the show, and at a test/drive day of the F1000 for interested drivers on Tuesday the 25th at Hampton Downs.

The Juno F1000 is developed specifically to meet the regulations of the American and Australian F1000 Championships. Using a brand new Juno chassis, powered by a Suzuki GSXR 1000cc engine capable of producing 220 Bhp, the wings and slicks racer uses super light advanced composite materials on the bodywork and aero. Utilising a carbon double element

adjustable front wing and four-way adjustable carbon rear wing, the F1000 comes in at a stunning dry weight of less than 375kg.

The high level and quality of equipment the car comes with is impressive. Nitron four-way adjustable dampers, six-speed sequential gear box with paddle shift, AIM MXG data logger and Alcon Racing four piston brake callipers are some of the key components that make this race car attractive to potential F1000 racers.

The cars are less expensive to run than Formula 4 cars, can be run by privateer entries as well as more established teams and are a great stepping stone from karts to single seater categories like the Castrol Toyota Racing Series, Formula Renault, Formula BMW, Formula 4 or even Formula 3.

Formula 1000 is one of the fastest growing formula car classes in the United States, with more active constructors than any other open wheel class in the world. There are currently three separate racing series for Formula 1000 worldwide: the Formula Gulf 1000 Series in UAE, the AUS F1000 racing series in Australia, and the US Formula 1000 Championship in the USA. There are also plans to start another Formula 1000 series in Malaysia and China.

New Zealand Juno sportscar racer Dean McCarroll is aiming to establish an F1000 series in New Zealand, providing a logical and accessible step up from karting and an affordable contemporary single-seater machine for amateur racers, much like the Juno sports car which has become the benchmark for amateur sports car racers all over the world. Juno's F1000 is expected to

become widely used in the various F1000 series throughout the racing world and to be capable of wins 'out of the box'.



Strategy gamble gives Trass Family Motorsport endurance victory

The final round of the ENEOS North Island Endurance Series is set to go down to the wire after Trass Family Motorsport (TFM) made it one apiece with Smeg Racing in the Three Hour title race.

New Zealand's Sam Fillmore and Australian Danny Stutterd took victory at Hampton Downs Motorsport Park in the North Waikato battling through conditions that tested strategists and drivers alike.

The win comes off the back of a narrow loss to the Smeg Racing outfit at round one of the series at Bruce McLaren Motorsport Park; where Dan Gaunt and Fillmore fell just short of the top spot for TFM as the race ended prematurely.

"I felt like we deserved the win in Taupo, I really did, so it's nice to get the win today and it's going to make the final so exciting," Fillmore said.

“It’s one each heading into Pukekohe. I think we’ve got a real battle on our hands, but I think we can win it.”

After qualifying on pole position, Gene Rollinson began the race behind the wheel of the Smeg Racing Audi R8 LMS. He immediately set about extending a 30-second margin over the TFM Ferrari, lapping many of the slower cars.

Stutterd began the race for the TFM crew, but quickly found himself out in the weeds and skating through the gravel.

“The track was drying out, but if you ran wide on the shiny part of the track there was no grip,” Stutterd said.

“You had to stay on that semi-dry line, I had a spin onto the main straight as well. We had to drive to the conditions.”

The TFM Ferrari 458 GT3 hadn’t led a lap in the Three Hour race until just after the clock ticked over the two hour mark.

It was a dramatic final hour of the race, which saw the TFM outfit penalised for speeding in the pit lane. Fortunately for them an accident involving the Porsche 911 GT3 Cup car of Simon Sceats and James Kirkpatrick shortly after their drive through penalty brought out the safety car.

That effectively negated the impact of the penalty and put them within arm’s reach of the leading Audi. Fillmore was slow to get up to speed after the restart and dropped back. Andre Heimgartner in the Lance Hughes Holden Commodore VE TLX rounded up Evans in quick time, but was penalised for crossing the pit lane blend line.

Earlier, the Smeg Racing outfit gambled on wet weather tyres in drying conditions—ultimately the decision proved costly. With a drying track and little water to keep the tyres at optimum temperatures, the Audi rapidly began fading.

Conversely, Fillmore had conserved his wet tyres to the point where he could still extract time in the drying conditions.

Evans lost handfuls of time to Fillmore chasing in the Ferrari. Within just a few laps the Ferrari was on the back of Evans’ wing and challenging for the lead.

Fillmore dived down the inside of Evans from five car lengths back and into the lead with just 50-minutes remaining. From there he extended an unassailable lead.

A safety car late in the race threatened to derail TFM's win, but damage to the inside Armco barrier meant the race finished under yellow to give the Ferrari crew their first win of the season.

"I felt so comfortable in the car and I knew I was lapping a little bit quicker than the Smeg car so it was all on," Fillmore said.

"It was hard to drive on those tyres. When it was dry it was hard to hold onto. Once we got a bit of rain it was good."

With just one round remaining the points at the top of the table are even on 205-points each. Come Pukekohe, whoever finishes ahead will take outright honours and GT A class victory.

After their taste of victory at Bruce McLaren Motorsport Park and their latest win in at Hampton Downs, Stutterd has confidence in himself, Fillmore and the team to win the title for the second straight year.

"I think we've got the car and the guys. All credit to the Smeg guys, they're fast, but there's a bit of strategy and traffic and weather.

"That's all part of endurance racing, so on outright pace they beat us a little bit, but it's a three hour race and all sorts of things can happen.

"I think we've got a very good chance of winning."

The ENEOS North Island Endurance Series takes on South Auckland's Pukekohe Park for the season's grand final on July 22. For more information visit the North Island Endurance Series Facebook page.

Meet Matt Griffin, the winner who wants to make it big



Every racing driver aspires to reach the big leagues in motorsport internationally, but few are as driven as 24-year-old Matt Griffin.

The Aucklander has raced against the likes of Nick Cassidy, Mitch Evans, Earl Bamber and Tom Blomqvist and won the North Island title against them. Griffin knows where he wants to be, but understands the road is a long and hard one to achieve.

"My dream is to be a Supercar driver, I know that's going to be extremely hard, but I'd like to get as close as I can," Griffin said.

"I'd love to get a GT3 drive—that's what I'm aiming for. Budget plays a big role in motorsport for everyone, so I can only go far as sponsorship goes, but I'll just do the best I can and improve every time I go out."

"In the meantime, I want to impress as many people as possible."

With back-to-back BMW Race Driver Series E30 titles under his belt, his hard work caught the attention of New Zealand motor racing stalwarts Mortimer Motorsport—regulars in the ENEOS North Island Endurance Series. Griffin was drafted into the team for this year's series to drive their V8-powered BMW M3 E36.

The youngster took the opportunity in his stride. With the aim of making a name for himself, he continued his form out of BMWs with a Class One third-place finish in the series opener at Bruce McLaren Motorsport Park.

He went even better at the second round at Hampton Downs Motorsport Park, taking out the class win and third place overall. The feat was especially impressive given leaders John Midgley and Matt Whittaker were in much faster machinery—a Ford Falcon V8 SuperTourer and a Porsche 911 991 GT3 Cup car respectively.

Griffin drives the third BMW in the Mortimer Motorsport fleet, which has a illustrious winning history in classes around the country. Compared to his 120hp E30, the M3 is a new animal Griffin has had to tame.

“It’s a dream come true to race something so fast and for such a cool team.

“It’s fantastic to drive. The sound and the smell is just everything I could ever dreamt of. Having 600hp is nuts, I’ve got to be so careful. Round one was my first time on slicks, so the grip was incredible. It’s so much to take in and learn.

“I’ve been thrown in the deep end, but it’s paid off.”

A mechanic by trade, Griffin knows the cars he drives inside and out. He’s a strong believer in testing car set-up to find the perfect sweet spot to further understand each car.

Mortimer Motorsport director Warwick Mortimer is impressed by Griffin’s ability and mechanical knowledge, which he believes is a valuable asset for the youngster.

Mortimer likened Griffin to Scott McLaughlin; another Kiwi racing driver winning on the Supercars stage with a mechanical background.

“If you look at Scott McLaughlin or any of the guys that are good in Australia or in the United States, they are all good and have a confidence when it comes to mechanical knowhow and they’re bloody fast as well,” Mortimer said.

“He’s great and certainly is up to expectation. I’m absolutely thrilled with him, we’re confident he’ll win the series without much trouble and I’m putting a few things in place that will hopefully be beneficial for him next year.”

Mortimer is confident Griffin has what it takes to be successful overseas in series like Supercars or Porsche Carrera Cup.

"There's a few roads he could go down, one could be Porsches in Australia and Asia or Supercars. He's proving to be very good in what we're doing right now in endurance racing.

"He could be successful overseas without a doubt. He's got that potential, he's fast and he's good on machinery. Given the right break he could be very good for New Zealand motorsport."

Griffin said he has some plans in the pipeline for the next summer season with the goal to win the CareVets Toyota 86 Scholarship. Before that he'll look to close out the ENEOS North Island Endurance Series with Class One honours on the line.

"I think that I've got the talent, it's just proving it to somebody or getting the opportunity to prove it."

The ENEOS North Island Endurance Series takes on South Auckland's Pukekohe Park for the season's grand final on July 22. For more information visit the North Island Endurance Series Facebook page.

2017 ENEOS North Island Endurance Series calendar:

Round 1: Taupo – Bruce McLaren Motorsport Park – 20 May 2017

Round 2: North Waikato – Hampton Downs Motorsport Park – 24 June 2017

Round 3: Auckland – Pukekohe Park – 22 July 2017 – Grand Final

Full resolution photos:

<https://www.dropbox.com/sh/hjrihpysq8lg95b/AABAk5kBzM2pfmW4q-6mApTha?dl=0>

Sorted Results 1 hour Hampton Downs					
Placement	Driver	Co-Driver(s)	Class	Car No.	Total
1st	John Midgley		GT-B	19	95
2nd	Matt Whittaker		GT-B	1	90
3rd	Matt Griffin	Andre Mortimor	Class 1	77	86
4th	John De Veth		GT-B	231	82
5th	Bruce Kett		Class 1	351	79
6th	Graeme Fraser		Class 2	142	76
7th	Ian Hayr		GT-B	80	73
8th	Bernard Verryt		GT-B	445	70
9th	Charles Rollo		Class 2	61	67
10th	Barry Kirk-Burnnand		Class 1	57	64
11th	Oliver Heycoop		Class 3	143	62
12th	Nick Archibald		Class 2	36	60
13th	Peter Begovich		Class 1	16	58
14th	Jason Weel		Class 3	46	56
15th	Simon Ussher		Class 1	94	54
16th	Peter Ward		Class 1	69	52
17th	Benjamin Macdonald		Class 3	35	50
18th	Jordan Baldwin		Class 3	22	46
18th	Chelsea Herbert		Class 1	62	46
19th	Brendan Murphy	Brook Cooley	Class 1	23	45
20th	Glen Archer		Class 3	7	44
21st	Jack Milligan		Class 3	17	43
22nd	Rick Cooper	Alexandra Whitley (Class 1	302	42
23rd	Geoff Manks		Class 3	60	41
24th	Darryl Clarke	Gerald Crichton/Ma	Class 2	54	40
25th	Robert Berggren		GT-B	6	39

26th	Jeff Drum		Class 3	64	38
27th	Alistair Taylor		GT-B	88	37
28th	Simeon Woolsey		Class 3	151	36
29th	Tim James		GT-B	27	20
29th	Kel McBeath		GT-B	11	20
29th	Cameron McCormack		Class 1	722	20
29th	Blair McDonald		GT-B	50	20
29th	Dean Perkins		Class 1	75	20
29th	Paul Verryt		GT-B	123	20
29th	Cullum Quinn	Simon McLean	GT-B	91	20

Sorted Results Three Hour Hampton Downs					
Placement	Driver	Co-Driver(s)	Class	Car No.	Total
1st	Sam Fillmore	Danny Stuttert	GT-A	27	95
2nd	Simon Evans	Gene Rollinston	GT-A	11	90
3rd	Nick Chester	Cameron Jones	GT-B	14	86
4th	Lance Hughes	Andre Heimgartner	GT-B	84	82
5th	Glenn Smith	John DeVéath	GT-A	15	79
6th	Andre Mortimer	Warwick Mortimer	Class 1	69	76

7th	Tim Martin	Dean Farmer/Stephen Martin	Class 1	135	73
8th	Darryl Barrett	Hamish Frew	Class 1	81	70
9th	Deon Cooper	Alexandra Whitley (T)/ Daniel Conner (HD)	Class 1	132	67
10th	Mike Eady	Mark Corbett	Class 3	18	64
11th	Paul Verryt	Shane Parsons	Class 2	52	62
12th	Bryan Symes	Lochlainn Fitzgerald-Symes	Class 2	26	60
13th	Stefan Calcott	Robert Young	Class 3	95	58
14th	David Grigor	Gavin Yortt	Class 3	6	56
15th	Rob Williams	Scott Harrison	Class 2	24	54
16th	Marty McCullough	Ian Foster	Class 3	88	52
17th	Trevor Strong	Noel Anderson	Class 3	25	50
18th	Shaun Van Beers	Scott Smith	Class 1	191	48
19th	Todd Forsyth	Nigel Griffiths	Class 3	110	46
20th	Darryl Clarke	Gerald Crichton/Malcolm Niall	Class 2	54	20
20th	David Dovey	Matt Dovey	Class 1	80	20
20th	Hayden Johnston	Preston Johnston	Class 3	75	20
20th	Mathew McCullough	Liam Foster	Class 3	888	20
20th	Callum Quin	John Penny/Simon McLennan	GT-B	91	20
20th	Allan Rickerby	Gavin Oram	Class 1	62	20

20th	Simon Sceats	James Kirkpatrick	GT-B	25	20
	Neil Foster	Johnny Reid	GT-A	22	0
	Kent Baigent	Simon Lucas	Class 1	127	0
	Conal Dempsey	Greg Murphy	GT-A	51	0

2017 ENEOS North Island Endurance Series calendar:

Round 1: Taupo – Bruce McLaren Motorsport Park – 20 May 2017

Round 2: North Waikato – Hampton Downs Motorsport Park – 24 June 2017

Round 3: Auckland – Pukekohe Park – 22 July 2017 – Grand Final

Link for Round two results

https://gallery.mailchimp.com/a2e26c756546f2858df2974de/files/eed07c7ed48c-4a21-911f-18eb2e88531a/Points_and_Results.pdf

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 Rechargeable Transponder 2 Year	\$295
X2 Direct Wired Transponder 1 Year	\$270
X2 Direct Wired Transponder 2 Year	\$335
X2 Direct Wired Transponder 5 Year	\$565
Flexilease Rechargeable Transponder 5 year	\$520 (only 1 in stock)
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 fulfil 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.	

Calendar 2017 / 2018 Season

Meeting Name	Venue	Date	Date
Waikato Challenge	Hampton Downs	23-Sep-17	24-Sep-17
Icebreaker	Hampton Downs	30-Sep-17	1-Oct-17
2K Cup Challenge	Hampton Downs	25-Nov-17	26-Nov-17
Tasman Revival	BMMP Taupo	6-Jan-18	7-Jan-18
Tasman Revival	Hampton Downs	20-Jan-18	21-Jan-18
Motor Cup Meeting	Hampton Downs	27-Jan-18	28-Jan-18
Rumble in the Park	Pukekohe	17-Feb-18	
Tasman Revival	Pukekohe	24-Feb-18	25-Feb-18
Legends of Speed	Hampton Downs	17-Mar-18	18-Mar-18
Great Lake Meeting	BMMP Taupo	7-Apr-18	8-Apr-18
Season Finale	Hampton Downs	5-May-18	6-May-18
2018 NI Endurance Round 1	BMMP Taupo	19-May-18	