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DECEMBER 2018 Issue

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Christmas is coming and then once into the New Year, we have some fantastic events coming up, but before then, don't forget the Breakfast Run up to the Salty Dog on the 23rd December, no race car necessary and you can bring your partner/family. Great company and interesting cars. See details below.

We have had a problem getting some our dates correct in our calendars and this has caused some confusion and talk of meetings being cancelled. The exact opposite is happening and we have had to add meetings to accommodate classes. Look out for the Dennis Marwood Meeting at TAUPO in late April – The Ford Escorts are back in force !

The first meeting In January is on the 5/6th. HRC returns to the Bruce McLaren Motorsport Park in Taupo for first of the Tasman Revival meetings with the following classes racing:

- Toorace Trofeo Series
- Pro Wear Superlaps
- PPG Classic Trial
- Hooters Vintage Race Series
- SuperKarts
- AES/Arrows
- HQ Super Six saloons

Entry on www.motorsportentry.com.

Then at the end of January we have the New Zealand Motor Cup Meeting at Hampton Downs.



F5000 action Andrew Higgins holds out the master Kenny Smith

Auckland Anniversary weekend 26th-28th January will see the best racing of year. On the 26th and 27th January will be Speedworks/HRC New Zealand Motor Cup Meeting featuring all New Zealand single seater classes with F5000, SAS Historic Formula Ford and Formula First celebrating 50 years of racing, the International Toyota TRS series competing for New Zealand oldest motor racing trophy The New Zealand Motor Cup, add in GTNZ and ETL Tranzam and you have a meeting that only happens when all the stars align. Also racing are Formula Libre which can trace its origins back to the 1920's and beach racing. Also racing will be Mazda Pro 7 a class that has shown real growth over the past few years.



Another class that will add to the Spectacle will be the Classic Touring Class. Remember 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. Each car will be considered individually and will be in the "Spirit" of a touring car from the eighties and early nineties

We will also accept cars that are Deutsche cars for the classic touring class

Warwick Mortimer is the first entry with a Dick Johnson look alike Ford Sierra. Chris Watson will also be racing an Alpina B7

Adding to the spectacle will be over 100 members of the NZIGP Legends Club.



NZIGP Legends Club - Associate Membership

100 Legends from all areas of New Zealand Motorsport have been invited to the launch of the NZIGP Legends Club. Being held at the New Zealand Motor Cup Meeting at Hampton Downs on 27th January 2019, the launch takes the form of "Lunch with the Legends". Attendees already confirmed include Howden Ganley, Robbie Francevic, David Oxtan and Steve Millen.

By becoming an Associate Member of NZIGP Legends Club, you too can attend the lunch which will be hosted by our Patrons (Morrie Chandler and Kenny Smith) and MC'd by Michael Clarke. Come along and mingle with the Legends and enjoy the NZ Motor Cup Meeting from the "Legends Suite".

Associate Membership is only \$150 per person per year and for that you will receive:

- Weekend GA Ticket to NZ Motor Cup Meeting 26/27th January 2019 (Value \$80)
- Lunch with the Legends on Sunday 27th January 2019
- Infield Parking Pass
- NZIGP Legends Club Lapel Badge
- 2 x NZIGP Vinyl Stickers
- Free admission to the McLaren Trust Heritage Centre during Motor Cup Weekend
- Discounted NZIGP Legends Club apparel
- Regular updates on NZIGP Legends activity and invites to further Legends Club Events

To apply for an Associate Membership, please email legends@nzigp.co.nz for an application form.

The NZIGP Legends Club takes its responsibility as 'guardian of NZ Motor Sport' seriously. As well as recognising past success and contribution to the sport, the club fosters young driver talent through the **Motorsport New Zealand Scholarship Trust** to ensure that New Zealand Motorsport retains its high profile and New Zealand drivers, engineers and Officials continue to prosper and achieve success within Motorsport both at home and overseas.

Entries on www.motorsportentry.com

Spectator Tickets <https://www.iticket.co.nz/go-to/hrc-events> early bird special available at half price



Then on Monday 28th January, HRC is hosting the SAS Formula Ford International to give our international Formula Ford owners and NZ drivers a race meeting on the traditional Pukekohe track - without the complex on the back straight. This meeting will have classes Improved Production Series, Toorace Trofeo Series, AES /Arrows and Classic Trial as the support categories, so put the date in your diary now - you won't want to miss this meeting.



The following weekend 2nd 3rd February at Taupo is the next round of the NZ Premier Series and again HRC is working with Speedworks to promote a combined Speedworks / HRC meeting.

International Racing Action Means Big Weekend of Motorsport In Taupo.

As the international Toyota Racing Series reaches its penultimate round, the race will be on for a special trophy that celebrates New Zealand's only Formula One World Champion - Denny Hulme.

His legacy is celebrated at this round of the international Toyota Racing Series every year when the F1 drivers of the future - all with one eye on the ultimate prize of an F1 drive and the F1 world title - duke it out to get their name on the Denny Hulme Trophy.

The TRS cars are the fastest to race every year on the Bruce McLaren Motorsport Park, and every year they pack the weekend with great action and racing. This time around it will be no different with the best of the best from junior single seater formulae all over the world in action trying to make a name for themselves.

Technically demanding and hard on tyres, the Taupo track brings out the best in the team engineers and the drivers and it's the same with the other classes that will race at the venue over this great weekend of motorsport.

There's never a dull moment in the Ssangyong Actyon Ute series and the class is bag with its big fields and mouth-watering four-a-breast racing. There's nothing to choose between the Utes or the drivers in this big and colourful field and now in its fifth season, the racing remains as good as it ever was.

BMW racing returns to the Speed Works Motorsport NZ Championship this weekend with all three of the marque's popular racing categories in action this weekend at the Denny Hulme Trophy

meeting. The E30 class has produced some great young talent in recent seasons and this is another racing category with big fields and great racing.

One step up is the 2.0Litre category which has some very interesting home tuned machines and a range of the German brand's all-time great two litre models. At the top of the BMW tree is the Open category and here you will find machinery from global GT and touring car racing mixing it with some of the fastest home tuned specials around.

The fast boys of 2KCUP are set to make an appearance. The new HT1 Category showcases the finest talent from the ever popular 2KCUP.

The Motul Honda Cup adds yet more international flavour with the screaming high revving VTEC brigade putting their very quick home-built and home tuned Civics and Integra's to the test around a circuit they know well. You'll be surprised by the lap times and the quality of the cars, so do take some time to have a look around the paddock if you like your JDM-style racers.

The local KSports and SS2000 combined field is a local favorite and adds yet another decent field of cars to the Taupo weekend.

In action at the Bruce McLaren Motorsport Park this weekend...

- Castrol Toyota Racing Series
- Ssangyong Actyon Ute series
- Motul Honda Cup
- BMW E30
- BMW 2.0 Litre
- BMW Open
 - 2KCUP HT1
 - KSports/SS2000

Entries on www.motorsportentry.com

Spectator Tickets <https://www.iticket.co.nz/go-to/hrc-events> early bird special available at half price

The 24th 25th February sees HRC back at Pukekohe with Tasman Revival Pukekohe Meeting. Classes racing are

ETL Hire Tranzam Challenge, Toorace Trofeo Series, BMW E30, BMW 2 Litre, BMW Open, PPG Classic Trial, Hooters Vintage series, AES, Arrows, Formula Libre /Historic Formula Ford

HRC have added another race meeting to our already packed calendar. We will have a meeting on the 27th 28th April at Taupo and this meeting will be known as the **Dennis Marwood Classic Meeting**. This will feature "Classic" grids including HMC/HSC as well as the final 50th Birthday Races for Ford Escorts and other small Fords.

Note to competitors when using www.motorsportentry.com

When entering on www.motorsportentry.com and paying by credit card. After doing the credit card transaction always wait for your entry to return to the www.motorsportentry.com page so the entry site can record the payment. If you log out on the bank page HRC is unaware of the payment leading to embarrassment at documentation.

Marketing Motorsport in Auckland

HRC are always working to promote other types of Motorsport in the Auckland region. Starting this month, we will list other clubs events in the calendar with our newsletter. HRC has been asked about other types of events. Rallies, Gymkhanas, Hillclimbs etc. HRC attends the date setting meeting in Auckland every six months and we are surprised at the number of events available, these events just need advertising. HRC has a large data base and are sure the other clubs will reciprocate if given a list of events to advertise to their own members. Should be a win win!

Discounted Spectator Tickets

All meetings highlighted in this Newsletter are now live on iTicket. You can get 50% off gate prices by buying online in advance!

<https://www.iticket.co.nz/go-to/hrc-events>

Advertising Opportunities

HRC will be looking to live streaming a number of our upcoming events next season and there is the Opportunity to purchase a limited number of advertising slots for a very reasonable price. In live streaming the endurance races we have had audiences of 15,000 to 25,000 viewers. Another advantage of advertising on this medium that the video remains on the net and can be viewed on a future occasion giving further value for your advertising dollar. The price is very much less than you would pay for TV advertising. For further details contact Chris Watson on 0274827542
chris@hrcevents.co.nz

Competition Licences and Authority Cards

The HRC office is always open to do Licence examinations and authority cards during office hours and evenings by prior appointment. You don't even have to be a member of HRC

Wishing you a Very Merry Xmas and Prosperous New Year
The HRC Team

Chris Watson 0274 827542 chris@hrcevents.co.nz

Tim Hill 021 614600 tim@hrcevents.co.nz

Tony Roberts 021 1332895 racert@hotmail.co.nz

Regards

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Improved Production Cars – 2018/19 Race Meetings

28 th January	Formula Ford International	Pukekohe	HRC
31 st March	Great Lakes	Taupo	HRC
5 th May	Season Finale	Hampton	HRC

Lots of cars qualify for this class and we have plenty of spaces for classes that run their original engines. At each meeting you get two thirty minute races on the one day. IPC will also run a couple of meetings over the winter when even longer races will be for IPC cars. IPC is about plenty of racing for the so modified cars. Lap times round Hampton have been in the 1 min 15 sec to 1 min 25 sec range



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 

TR REGISTER/HRC/TACCOC ANNUAL XMAS BREAKFAST RUN:



When: SUNDAY 23rd DECEMBER.

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

Matos Formula Libre News

Hi All,

Well we are certainly getting through the year and with one round done run and won of the six round MATOS Formula Libre series we look forward to the two big meetings of the year coming up in January. These of course are the two rounds at Hampton Downs.

Back to Bathurst Festival 12th & 13th January Hampton Downs International

New Zealand Motor Cup 26th & 27th January Hampton Downs National

If last year was anything to go by these two meetings will be big grids with lots of close racing. To add spice this year we are going to have a North Island V South Island Challenge over both rounds this will be a team event with equal amount of cars from each Island matched in lap times. The Matos Formula Libre series runs three classes based on lap times and points are awarded on class not outright position. To make the challenge as even as possible the north island team will be made of the same amount of cars from the south island i.e. if 10 cars from SI enter then there will be 10 cars from NI selected based on the closest matched lap times. Before anybody brings it up there will be penalties for sandbagging.

Once again this year we will be going out over Face Book, You Tube and other sites via Adam Jones excellent Fast Files outlet so you will not only get exposure to all of NZ but like last year we had a lot of following in the UK,USA, Australia, Germany, France etc.

In addition to a major partner, John Ryall with his MATOS brand who is supporting all the series, the NI v SI Challenge will be supported by Richard Kelly with his business Atomise and AVID. So a huge thank you to both John and Richard.

For Historic Formula Ford people cross entry between the classes is \$75.00 but you don't need to pay that until the week before once we know numbers of Libre and Sports Cars.

Please get behind this as it is a wonderful class of racing where everybody has somebody to race with. Don't forget only your best four rounds count out of the six so if you missed Manfeild you're still in with a chance and as this season we are only awarding points for each of the three classes anybody is in with a chance to win.

The other rounds of the MATOS Formula Libre series are:

23rd & 24th February Tasman Revival, Pukekohe, (Long back straight)

23rd & 24th March Legends of Speed, Hampton Downs National

27th & 28th April 2020 – Dennis Marwood Classic Meeting Taupo

Cheers

JT

John Tomlin MATOS Formula Libre co ordinator Cel 021 759 820

Meetings this Season

Tasman Revival Taupo 5th /6th January

Toorace Trofeo, Pro Wear Superlaps, PPG Classic Trial, Hooters Vintage, SuperKarts, AES/Arrows, NZ Six HQ Super Six saloons

Motorcup Meeting 25/26/27th January 2019

ETL Hire Tranzam Challenge, F5000, Formula Libre, Formula First, Toyota TRS, GTNZ 1and 2, GTNZ 3 and 4, Mazda Pro 7, Historic Formula Ford, Classic Touring Cars

This meeting is jointly promoted by Speedworks and HRC as is the following weekend at Taupo. Both meetings are part of the MSNZ Premier Championship series. This meeting will be a celebration of single seater racing both old and new and will be Celebrating the 50th Anniversary of F5000, Formula First (vee) and Formula Ford in New Zealand. Add in the mighty ETL Tanzam Challenge cars, Formula Libre and GTNZ, this is must attend meeting and will be the high light of the season. Heavily discounted early bird tickets will be available on <https://www.iticket.co.nz/go-to/hrc-events>.

SAS International Formula Ford Meeting Pukekohe 28th January

Toorace Trofeo Series, Improved Production Series, AES/ Arrows, Historic Formula Ford, PPG Classic Trial

This meeting has been created to provide the Historic Formula Fords coming out for the January Meetings from the UK a chance to run on the historic Pukekohe track where a lot of their hero's raced - Graham Hill, Jim Clark, Bruce McLaren etc. The track used will be the old configuration with the long back straight and without the new complex.

Premier Meeting (Denny Hulme Trophy) Taupo 2/3rd February

BMW E30, BMW 2 Litre, BMW Open, 2KCUP Super Licence holders only, Honda Cup, Ssangyong Utes, TRS, Kiwi Sport, Mini/Pre 65

Tasman Revival Pukekohe 23 /24th February

ETL Hire Tranzam Challenge, Toorace Trofeo Series, BMW E30, BMW 2 Litre, BMW Open, PPG Classic Trial, Hooters Vintage series, AES, Arrows, Formula Libre /Historic Formula Ford

Legends of Speed 17/18th March Hampton Downs

Toorace Trofeo Series, BMW E30, BMW 2 Litre, BMW Open, Historic Muscle Cars/Historic Saloon Cars, F5000, PPG Classic Trial, Hooters Vintage, AES, Arrows, Historic Sports Sedans

Great Lakes Taupo 31st March *note change in date*

2KCup, Improved Production Cars

Pukekohe Superlap Meeting 13th April (old configuration)

Toorace Trofeo Series, Prowear Superlap, AES, Arrows, PPG Classic Trial

Dennis Marwood Classic Meeting 27/28th April – TAUPO

Toorace Trofeo Series, HMC/HSC, Formula Libre/Sportscars, Deutsche Cup/IPC, Superkarts, ERC/Arrows Single grid, Escorts and Small Fords

Season Finale 5/6th May Hampton

Super Laps, Classic Trial, 2KCUP (3 Grids), Improved Production Cars, BMW E30 Class, BMW 2 Litre Class, BMW Open Class.

Discounted Spectator Tickets

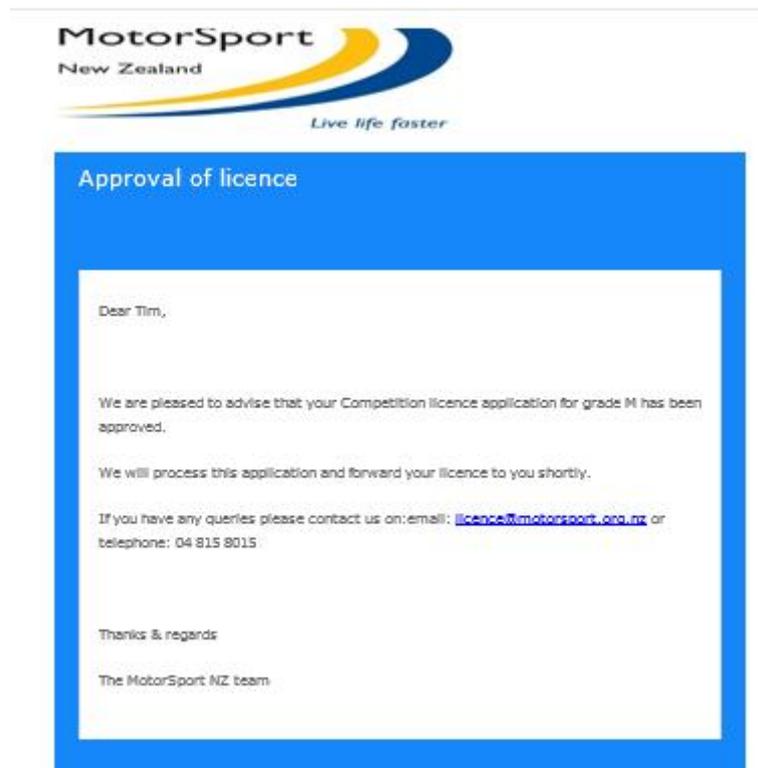
All events remaining in 2018 are now live on iTicket. You can get 50% off gate prices by buying online in advance !

<https://www.iticket.co.nz/go-to/hrc-events>



This month's Top Tip from MSNZ relates to renewing your race licence.

At documentation, we quite often see people who have recently renewed their licence and as yet it hasn't arrived. They often present a copy of the following email:



The email is just a notification to keep the competitor in the loop. **It cannot be used as a licence.**

SOLUTION

When the licence is approved the system sends the email automatically but also, within the Licences tab of the Competitors log in, generates an Official Temporary Licence letter which covers for 3 weeks from date of approval. This template is the same as we use to manually create them here at the office including name, licence number, expiry date.

If the competitors licence has not arrived in time they can access the letter, print it off and take it with them in place of the licence card.

Kind Regards,

Morgen Dickson | Licensing Administrator
MotorSport New Zealand



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

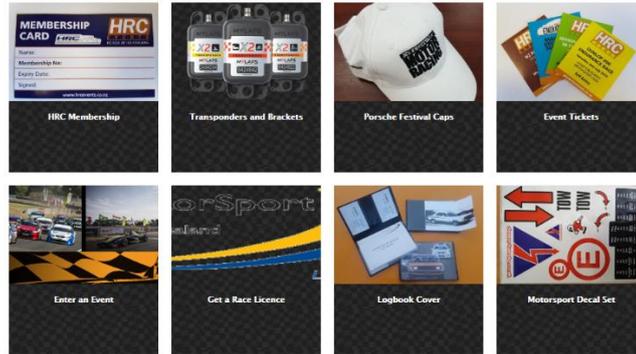
- Free Entry for current HRC Members to spectate at any of our race meetings (On production of valid Club Membership Card)
- HRC Members can take advantage of the HRC Suite at any of our Hampton Downs race meetings. There will be a small charge of \$20 to cover Tea / Coffee.



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<https://extremeglobal.co.nz/book-online>

HRC Internet Shop



For Decals, hats, tickets, race numbers, transponders etc visit the HRC on line shop at <http://www.hrcevents.co.nz/shop.php>

Fraser for Sale



Owing to the old age (of its owner and driver not the car) Fraser #54 needs a new owner!

This is a well loved car first registered in 2008 and has since done about 22.000Km.

Equipped as follows:

- Engine. Mazda MX5 1,600 running standard MX5 fuel injection.
- Transmission. Mazda MX5 gearbox and Escort rear axle.
- Suspension. Front, Cortina uprights. Rear, standard Fraser.
- Brakes. Front, Cortina with Ferodo racing pads. Rear, Escort drum.
- Both flat and aero windscreens.
- Tonneau cover.
- Side Screens

The car is for sale complete with a 2 year old Compass "Fraser Transporter" trailer.

Spares include engine, gearbox, differential, alternator, starter motor, a set of tyres (hardly used) and lots of other bits and pieces. Tools included are an engine crane and engine stand.

The LV plate says that it is turbocharged. It never has been but, presumably, could be without further certification!

Registration runs to July 2019 and WOF to September 2019.

Open to Offers based on \$25,000

Contact David

Ph:+64 9 439 0508

cosphi@xtra.co.nz

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.

The new X2 transponders can be charged in 4 hours instead of 12 hours

- X2 Rechargeable Transponder 1 Year \$220
- X2 Rechargeable Transponder 2 Year \$320
- X2 Direct Wired Transponder 1 Year \$270
- 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.

There have been some issues with MyLaps Transponders X2 Racekeys not updating firmware. Follow this link to the fix:

<http://www.hrcevents.co.nz/pages.php?id=192>

Drivers signed up for International Toyota TRS Series (lots more to come)



Gore for New Zealand as 2019 Castrol Toyota Racing Series gathers pace

December 5th, 2018

American Dev Gore is the latest driver to sign up for the 2019 Castrol Toyota Racing Series in New Zealand, and will be the third U.S. racer in as many weeks to confirm participation as the Kiwi series, the most significant single seater championship during the Northern hemisphere winter, gathers pace.

Compatriots Cameron Das and Parker Locke are both confirmed for the series which begins in January. Like series returnee Das, Gore is a graduate of the USA-based Bertil Roos Racing School. Also like Das, Gore raced for Carlin Motorsport this season in the highly competitive Euroformula Open series.

He made his debut with the team earlier this season at Silverstone and only ran the second half of the Euroformula Open season. Despite having to learn the car and circuits he scored points in four events and posted top-10 finishes in the final two events at Jerez and Barcelona.

Originally from Seattle, Washington but now a resident of Atlanta, Georgia, the 21 year old made a name for himself after winning both a national championship and international championships in only his second year of competitive karting. Gore then went on to represent the USA in the Rotax Grand Final after becoming one of only two drivers from America who qualified for the opportunity.

He graduated to single seater cars in 2017, competing in three series during the year including one-off appearances in F1600 Super Series, the national Toyo Tires Championship and a full campaign in the Cooper Tires USF2000 Championship. He then moved to Great Britain to compete for Carlin Motorsport in the Euroformula Open Championship in 2018. He will race in the Castrol Toyota Racing Series for Giles Motorsport, a team run by former McLaren F1 chief mechanic Stephen Giles.

Looking ahead to the start of the championship, Gore commented: "I can't wait to start honestly. I was already sold on the idea of spending five weeks in the beautiful country of New Zealand, getting to spend those weeks in a race car as well is what I call a perfect month. I think it's the best option to stay busy during January as most of Europe is frozen and drivers are waiting on the F3 situation to become clearer before signing.

"So far, from what I have seen and heard the entry list is looking really strong with some of the best drivers looking to take part. I find that competition really exciting and I can't wait for the lights go out in January. I have a lot left to learn and just as much to prove and I'm fully ready to get started."

The Castrol Toyota Racing Series is run in identical Toyota powered Tatuus FT-50 chassis' and runs over five weekends from January, with two races on New Zealand's South Island and three more on the North Island concluding with the New Zealand Grand Prix meeting at Manfeild Circuit Chris Amon in February, one of only two races outside of F1 officially recognised by the FIA as a Grand Prix

International Entries SAS Historic Formula Ford for NZ Motorcup and SAS International Formula Ford Meeting

Jaap Blijleven, 57 from Harlem, Holland. Captain of Airbus A330 with KLM.



Racing Formula Ford 1600 since 2000 (to get the same buzz as flying F16 in the Dutch Airforce before civil airlines).

Raced in Europe with HMR and CFFC. Champion in 2004 and 2005 with the latter.

A highlight was beating Alan Crocker at Zandvoort, but only after I managed to get him to drink a bottle of Bacardi the night before...

Started to race in the UK from 2013 in the NW BRSCC championship. After a couple of 2nd places and a 3rd, finally won the championship in 2017. It was a great year as besides the championship, I also won the Marcel Albers Memorial Trophy in Zandvoort and the Pre93 final at the Walter Hayes Trophy.

Married to Rina (who after more than 10 years will do the pit board :)) and children Delphine 17 and Mart 15.

Looking forward to race in NZ, new circuits, new competitors, new challenge!

Chris Stones from Sandbach in the north of England.



He started racing in 1990 driving his first car – a Royale RP26 - in the local Champion of Oulton series. It wasn't long before other family members also started in FF1600 and one race saw Chris, his Dad, and 2 brothers all start a race together. Having then moved into a Van Diemen RF85 and now an RF88, he has remained with FF1600 finding it exciting very competitive racing. Like many of the Europeans here, Chris took part in the CFFC at such venues as Zolder, Zandvoort, Spa, Monza, Dijon and many others. Nowadays he prefers the UK scene, mainly back in NW England but on this occasion he has been persuaded to try pastures new. Chris used to be a Telecoms engineer but now part runs a small business unit rental company, based near Crewe in the UK.

Alain Girardet

From Switzerland, living in a mountain station where I have a business in forestry. Also involved in trading cars of interest, Airstream, old pickups, etc.

Racing Experience: Superkart 250 in 1986, Formula Ford in 1990, Cobra Bardahl Trophy in 1994-1995, Spider Renault before Formula One 1996 and 1997, Formula Ford again in 2011, Formula 2, Endurance Norma M20, and Formula 5000 McLaren M10B (Howden Ganley car).



Gislain Genecand

I'm from Switzerland and 55 years old (almost... my birthday is on 19th January). I have 3 children and run a family catering business founded in 1929.



I began racing cars when I was 50 because I was more into motorbike racing when I was "younger"

Except for a couple of races in other classes I exclusively race Formula Ford (what else?) I compete mainly in France but two or three times a year I cross the channel to race against



the Brits and to please Fiona, my amazing English girlfriend

I'm fond of FF because they are fun cars to drive and the circuit is full of nice guys (except Alan Crocker, whom we tolerate) We're delighted to be here in New Zealand and we thank you all for making this trip unforgettable.

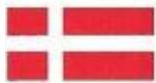
James Hagan

James is the chairman of Hagan Homes in Northern Ireland, specialising in the building of starter homes. He has been racing since 1996 in Formula Ford with a Crossle 32F. In 2001 he went to Europe to race in the CFFC Championship which he won. In 2012 he purchase a historic Formula 1 Ensign and raced his car at Monaco, Brands, Dijon and Donnington in the Master Series. He has since purchased a Benetton and the James Hunt Hesketh which he brought out to NZ in 2017. He is looking forward to competing again in NZ in his Crossle 32F.



© Paul Conroy @snapperpc

Povl Barfod



Povl Barfod — Denmark

In his youth, Paul was fond of driving go-karts before trying rallies. In 2005 he bought his first historic formula racing car — a Titan Mk3. In 2006 he replaced the Mk3 with a 1971 Titan Mk5/6 — the car he has here in New Zealand. Paul drove this car in the European CFFC series for several years, with the best result being an overall third place in 2009. His greatest experience was taking part in the seventh Historic Grand Prix in Monaco in 2010, which resulted in a second place finish in the F3 1600 cc class. He was also Swedish champion in a Historic F3 in 2011, champion in the Historical Race Association's European series in 2012 and, finally, 2012 Danish FF 1600 champion. Povl is an architect and lives in Copenhagen, Denmark.



Peter Sikstrom

From Sweden, driving a Van Diemen VD79



Alan Crocker

Raised in Hamilton, now living in London with his long suffering wife Hilary. Still competing in Europe with a small team, Blackmagic Motorsport, having just finished 3rd in the French Historic FF Tour. Bringing the Ray back again to see if she can do any better against Team Europe.



GP USA/MEXICO

Lewis Hamilton matched Juan-Manuel Fangio with five titles while not winning the last two races. His title race was almost a copybook of last year. Again in Mexico, again with Max Verstappen winning the race, again off the podium and again with his worst race of the season. 78 seconds behind the winner Hamilton had to be happy not to be lapped. Not his fault. Mercedes struggled with the tyres in the last two races. For different reasons with different consequences.

In Austin the rear tyres overheated and blistered. Hamilton was the only driver among the top runners who changed tyres twice. The reasons for the unusual tyre troubles were found afterwards. The corner weights were out of balance. Hamilton's car was on the right side 50 kilograms heavier than on the left. In the case of Bottas a bit less. Which made it more difficult to turn into left hand corners. On top of it Mercedes had set up their cars for too much downforce towards the rear, which was aggravated when Pirelli decided after qualifying to increase the rear tyre pressures by 1.5 PSI. That meant an increase in ride height by 1.5 mm. In order to balance the car, the teams had only two choices. To increase the front tyre pressure or to lower the front wing angle. That is what Mercedes did. As a consequence Hamilton found it even more difficult to drive in traffic. Although he had the freshest tyres at the end of the race, he struggled to attack Verstappen and Räikkönen. Once he tried, but was fended off by Verstappen over eight corners. „I left more margin than usual. You do not win the Championship by doing silly mistakes“, Hamilton said. A clear message to Vettel, who spun again Austin. It was his sixth major mistake this year. In Mexico he admitted: „Lewis was the better driver this year.“ Toto Wolff confirmed: „There was a lot up and down this season, but there was one stable factor in our team. That was Lewis. He made the difference.“

The tyre story in Mexico was different, and the reasons were still unknown after the race. Both Mercedes suffered from severe graining left front and both rear tyres. Whereas the competition got rid of the graining after a while, in the case of Mercedes it got worse and worse. „Ours was deeper and deep enough that it resulted in no rubber remaining whereas others were cleaning up and carrying on. You have graining that is either light or that's very deep and we were very much at the deep end and it happened almost instantaneously. You could almost overlay the two drivers and identify where it happened at an identical time in the race even though different lap times“, the engineers said. That forced Hamilton into two and Bottas even into three stops. In the end there were no more tyres left. Bottas drove the last two stints on a used ultrasoft and a used hypersoft. Opposite to Verstappen Mercedes did not keep two sets of supersofts for the race. „We could have, but that would have meant, that we had to skip our supersoft longrun on Friday, which the result, that we would have had no information about that tyre at all going into the race. As on Friday it did not appear to us, that tyre wear could be a problem on Sunday, we decided to use one supersoft set for a long run“, Andrew Shovlin said. It would not help Mercedes anyway. „Our graining troubles appeared on all compounds.“

The car itself was okay. Hamilton missed the pole only by only 0.135 seconds. In the corners the Mercedes were 10 kph slower than the Red Bull, but 10 kph faster than the Ferrari. On the straights they lost up to 10 kph to the Ferrari for two reasons. First, Mercedes ran more downforce, second they turned the engine more down relative to the competition. Mercedes had cooling issues with some of the power unit elements, such as the battery and the turbocharger. Maybe the answer to the mystery lies in Friday practise. On the first practise day, the two Mercedes were nowhere. Even the Renault and one Toro Rosso were faster. The cars lost too much downforce because Mercedes had to open the bodywork too much for cooling reasons. The engine was turned down to a minimum. The mechanical setup was so wrong, that Mercedes struggled in the stadium complex in a big way. A complete setup change overnight and a different engine calibration for the altitude solved

the problems for Saturday. But whatever Mercedes tested on Friday was irrelevant for Sunday, because it was a different car.

Ferrari tried to spoil the party of Mercedes by questioning their rear wheel rims. At Spa Mercedes had fitted them with a spacer on the inside, that goes on the hub. The spacer has 12 little holes in order to help the cooling of the rear tyres. Ferrari believes firmly, that this was the reason for the strong form, that the Mercedes showed after the summer break. They forgot, that still Mercedes suffered from rear tyre blistering at Spa, Sochi and Suzuka. „It is only a tiny advantage“, the engineers admit. Nevertheless Ferrari sent a note to the FIA, assuming that device was illegal. As the spacer is turning with the rim it could be interpreted as a movable aerodynamic device. The FIA has a different interpretation. As the holes are very small, the primary purpose is cooling. That opinion is only based on what Mercedes presented to them. Any modification might change the view of the FIA delegates. As Mercedes got the positive answer from the FIA only on Saturday in Austin, they did not run the spacer with the holes in the US Grand Prix. In case of a protest, the stewards still could have decided differently. Therefore Mercedes went in Mexico directly to the stewards in order to ask their opinion. The stewards told Mercedes, that they would follow the FIA interpretation. Still Mercedes did not want to risk a protest from Ferrari and drove without the holes. „We do not want the Championship being decided in the court. The advantage is too small to prove the point“, Toto Wolff said. It might be a different story in Brazil, but then again Mercedes would have to go through the full procedure and ask the stewards there beforehand. There will be different stewards in Brazil, and they might have a different opinion.

Ferrari is back to where they have been before the summer break. Vettel and Räikkönen have a winning car again. Ferrari achieved it by going backwards to a development stage from the Hungarian Grand Prix. „Since then almost all of the upgrades did not work anymore“, Vettel said. „We went backwards by going forward. The only exception were the two highspeed races in Spa and Monza, but there we ran a different package. The frustrating thing is, that we have lost three races until we realized, what was wrong.“ The problem was, that Ferrari had gained peak downforce, but the new parts upset the balance in such a way, that the car started eating its rear tyres. So the engineers had to compromise the setup in order to protect the tyres. That cost speed. Ferrari now investigates, why and where exactly they lost their way. From all upgrades after the summer break only the new frontwing, which had been introduced in Russia is still on the car. Even the latest floor development, which Ferrari tested in Austin and Mexico, had to be taken off again. Red Bull copied the idea with the vertical fins on the floor almost over night with rapid prototyping, but also they were not happy with it.

In Austin Ferrari had a car that enabled Räikkönen to win his first race since Australia 2013. That was a break of 113 Grand Prix or 2044 days. In Mexico Ferrari did not make it quite. But Vettel at least could match Verstappen's speed for most of the race. The reason for the problem is simple. The circuit requires maximum downforce like Monte Carlo. Ferrari put everything on what they have, but it was not enough. „As we are running with a car from July, we have not gained any peak downforce since then. The others did. That hurts us on this type of circuits. For the downforce level at Austin it was perfect, so it will be in Brazil. Still it was better for us to go back, because the car is nicely balanced now again“, Vettel explained. The Ferrari were in Mexico 10 kph faster on the straights than the Mercedes and 15 kph than the Red Bull. But they lost in qualifying in the fast corners 20 kph to Red Bull and 10 kph on Mercedes. Still the lap times were respectable in qualifying. And in the race Vettel could attack as much as the Red Bull without suffering from too high tyre wear.

Since Singapore Red Bull is back in a position, from which they can challenge for podiums and under certain circumstances for a win. Such as Mexico. The track is almost perfect for them. Red Bull has the best car for maximum downforce. In the thin air the higher drag does not hurt them so much.

And the engine deficit decreased for once. After last year's disaster Renault worked one month to calibrate their engines perfectly for the altitude of 2228 meters. They tested even special parts for this in Suzuka. Therefore Red Bull went back to the B-spec engine for this race. Renault runs a bit bigger turbochargers than the rest. That seemed to help. This time none of the Renault V6 blew up. Still the Red Bull lost on the straights a full second to Ferrari and 0.6 seconds to Mercedes. But they were unbeatable in the fast corners of sector 2 and the slow stadium section. For the first time since Austin 2013 two Red Bull occupied the first row. Ricciardo's pole came as a surprise. Verstappen was pretty angry about it, because he knew, that he had screwed it up. In his version misfire in downshifting with locking rear wheels under braking were responsible, but Ricciardo had the same problem. „Daniel just copes better with it, because his driving style is smoother. Max needs like Seb a stable rear end, when he throws his car with incredible speed into the corners“, Christian Horner was telling. The truth was, that Verstappen made mistakes in T4 and T10. He corrected it on the run to the first corner.

Ricciardo again did not see the checkered flag. In Austin he stopped with a battery problem in Mexico with a broken clutch after a hydraulic failure. It was his 8th dnf, the 7th for technical reasons.

Renault almost secured their 4th place with 22 points in the last two races. The gap to HaasF1 increased to 30 points. At the same time HaasF1 left empty handed from the last two races. In Mexico both HaasF1 struggled with downforce. In Austin Grosjean crashed once again and Magnussen got disqualified for using 0,169 kg too much fuel over the race distance. The team warned the driver, but he did not lift enough. „The problem was, that we realized 20 laps before the end, that we would not be lapped. That meant, that we had to save fuel for one lap over the remaining distance. I was fighting with Ocon and Perez, who had similar troubles than me“, Magnussen explained. The consumption per lap was 1.88 kg. Hülkenberg added: „We had to save massively fuel as well, but for me it was easier, as I was running on my own.“ Also Force India lost points on Renault. Ocon was disqualified in Austin for exceeding the fuel flow of 100 kg/h over a distance of two kilometers in the first lap. Ocon had forgotten to switch from the start-mode to the race-mode. Additionally there was a bug in the software. Normally it takes automatically care, if the fuel flow goes over the limit. This bit was missing in the programme. In Mexico Perez was on his way to P7, when the brakes failed. Force India intentionally qualified outside the top ten in order to start on the supersoft tyres and avoid the fragile hypersoft rubber. It kind of worked out for the two Sauber and Vandoorne in the McLaren, but not für Hülkenberg. A brake problem sidelined Perez.

Renault had the benefit of the last two track layouts on their side. Bot Austin and Mexico are not power sensitive. And the tight corners suit the car. „In 90 degree corners we are almost as good as the top cars. but we lack speed in the fast and long corners. Once we turn the front wheels, we lose downforce“, Hülkenberg tells.

Sauber overtook Toro Rosso in the Constructors' trophy with a double blow in Mexico, bringing 8 points on the accounts. P8 means 3.5 million dollars more in the cashier. Sauber used Ericsson as a blocker for Leclerc. The Swede drove slow enough to keep all possible rivals of Leclerc behind. After 13 laps Leclerc had a gap of 13 seconds to his teammate, when he made his pit stop. Ericsson pitted 3 laps later and lost 9 seconds due to a cross treaded wheel nut. He still finished 9th ahead of Vandoorne. McLaren timed Vandoorne's pit stop perfectly in a VSC period. So he lost 10 seconds less compared with a pit stop in race speed.

The gap between the top 3 and the midfield was bigger than ever before in Mexico. Hülkenberg in P6 was lapped twice. Partly, because Mercedes, Ferrari and Red Bull were so much faster. Partly, because the race dictated the midfield runners a one-stop strategy. Two stops would have been faster on the paper. „The top teams have an easy game, especially on a track, where overtaking is

difficult“, Hülkenberg explains. „When they do their pit stops, they always drop soft. The gap too us is already big enough after 10 laps. We however drop into a bunch of cars, that are slow. So we lose time. Therefore it is better to keep track position. For that you need to do severe tyre management. For me cruising around with one stop was faster than attacking with two stops.“ Hülkenberg thinks, that even with the fastest race he would have lost one and a half laps to the frontrunners. „They are so fast, that it hurts. Because you know, that these drivers are not so much better than you.“ This is the biggest problem F1 has to solve. Unfortunately they already go the wrong way again. The teams now want to propose a different budget cap to Liberty. Guess what? 175 instead of 150 million dollars. It should be rather 125 million and not so many exceptions from the rule.

Liberty will payout the column 1-money to Force India despite the concerns on the side of a few other teams. Force India however has to guarantee to pay the money back, should one of the competitors challenge the payout on court.

Toro Rosso will drive in 2019 in all likelihood with Daniil Kvyat and Alexander Albon. Brendon Hartley had been told, that he is only second choice. Albon drives F2, has a British and a Thai passport, but competes with a Thai licence. Therefore he is the favorite of Mateschitz's partners and majority Red Bull stakeholders from Thailand. Albon is currently Second in the F2 Championship.

The second Williams next to George Russell seat is still empty. Ocon, Kubica, Sirotkin, de Vries and Gutierrez stand in line. Claire Williams would prefer Ocon, but needs to find money for him. Toto Wolff would be prepared to give a discount on the engine, but not enough. Kubica wants to have an answer in the next two weeks. Otherwise he might sign to become a test- and simulator driver at Ferrari, replacing Kvyat there.

The 2019 calendar was fixed a while ago. For 2020 Hanoi, Kyalami and Las Vegas could join the club. Miami has to make their mind up. The fan festival two weeks ago was the last love affair between F1 and Miami.

Auckland Area Motorsport events

Listed below are the many Motorsport Events available to competitors. Hillclimbs , Rally Cross, Rallies, Sprints something for every one

Club Contact

Auckland Car Club Craig Holmes 021 889488 secretary@aucklandcarclub.org.nz

Speedworks Geoff@speedworks.nz 021825911

HRC chris@hrcevents.co.nz 0274827542 www.hrcevents.co.nz

Northland Car Club www.ncc.org.nz northlandcarclub@yahoo.com

South Auckland Car Club Andy Black southaucklandcarclub@outlook.com

MG Car Club Paul Walbran www.mgclub.org.nz Paul@mgparts.co.nz

Hibiscus Coast Car Club www.hcmc.org.nz Kelly James@outlook.co.nz

Thames Valley Car Club www.sporty.co.nz/tvcc Don Brunt 0274 739 185

Month	Day	Club	Event	Venue
December	8	MSNZ	Drifting	Mad Mike Bash - Hampton Downs
December	7	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	8	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	9	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	9	TACCOC	Race	Xmas at the Downs
December	9	Sports Car Club NZ	Motorkhana	
December	9	South Auckland	Hillclimb	Maramarua
December	15			
December	16	Thames Valley	Bent Sprint	South Road - Gravel
December	16	Pukekohe	Motorkhana	
December	16	Hibiscus Coast	Autocross	Xmas Autocross - South Head
January	5 th 6 th	Taupo	Race	HRC Tasman Revival
January	12	Highlands	Race	NZ Festival
January	13	Highlands	Race	NZ Festival
January	12	Highlands	Race	SpeedWorks Championship - Highland
January	13	Highlands	Race	SpeedWorks Championship - Highland
January	12	D1NZ	Drifting	Baypark Raceway
January	13	D1NZ	Drifting	Baypark Raceway

January	13	Hibiscus Coast	Motorkhana	Glen Road Reserve
January	13	Thames Valley	Hillclimb	Rotokohu Road - Gravel
January	19			
January	20	Northland	Rallysprint	Ruarangi Road - Round 1 ABC Pipefitt
January	19	MSNZ	Race	SpeedWorks Championship - Tereton
January	20	MSNZ	Race	SpeedWorks Championship - Tereton
January	25	MSNZ	Race	Hampton Downs - Championship
January	26	MSNZ	Race	Hampton Downs - Championship
January	27	MSNZ	Race	Hampton Downs - Championship
January	26	Hibiscus Coast	Triathlon	Foremans Corner
January	27	Hibiscus Coast	Triathlon	Foremans Corner
January	28	Hibiscus Coast	Triathlon	Foremans Corner
January	28	Historic Racing	Race	Formula Fords - Pukekohe
February	1	Thames Valley	Hillclimb	Leadfoot
February	2	Thames Valley	Hillclimb	Leadfoot
February	3	Thames Valley	Hillclimb	Leadfoot
February	3	MG Car Club	Motorkhana	Helensville
February	2	MSNZ	Race	SpeedWorks Championship - Taupo
February	3	MSNZ	Race	SpeedWorks Championship - Taupo
February	6	Pukekohe	Bent Sprint	Pukekohe - maybe
February	9			
February	10	Auckland	Race	Hampton Downs - and sprints
February	10	Thames Valley	Hillclimb	Pukewira-Tairei Roads - Gravel
February	10	South Auckland	Autocross	Maraeiti
February	9	MSNZ	Race	SpeedWorks Championship - Manfiel
February	10	MSNZ	Race	SpeedWorks Championship - Manfiel
February	15	D1NZ	Drifting	Max Motors Wellington Family Speed
February	16	D1NZ	Drifting	Max Motors Wellington Family Speed
February	16			
February	17	Hibiscus Coast	Rallysprint	Arcadia Road - Round 2 ABC Pipefitt

February	23	Historic Racing	Race	Pukekohe and Regularity Trial
February	24	Historic Racing	Race	Pukekohe and Regularity Trial
February	24	Thames Valley	Hillclimb	Woodlands Road - Gravel
February	25	Northland	Hillclimb	Mangapai Caves Road - Gravel
March	2			
March	3		Rallysprint	MBOP Dual Rallysprint
March	3	Auckland	Race	Pukekohe
March	6	Pukekohe	Bent Sprint	Pukekohe Twilight
March	8	MSNZ	Race	SpeedWorks Championship - Hampton Downs
March	9	MSNZ	Race	SpeedWorks Championship - Hampton Downs
March	10	MSNZ	Race	SpeedWorks Championship - Hampton Downs
March	10	MG Car Club	Hillclimb	Otaua - Maioro Road
March	10	South Auckland	Autocross	Hawkeswoods
March	15	D1NZ	Drifting	Hampton Downs
March	16	D1NZ	Drifting	Hampton Downs
March	15	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champs
March	15	MSNZ	Race	Pukekohe
March	16	MSNZ	Race	Pukekohe
March	16	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champs
March	17	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champs
March	17	Pukekohe	Rallysprint	Bothwell Loop - Round 3 ABC Pipefitters
March	23	Historic Racing	Race	Legends of Speed - Hampton Downs
March	24	Historic Racing	Race	Legends of Speed - Hampton Downs
March	24	South Auckland	Motorkhana	
March	30	D1NZ	Drifting	Pukekohe
March	31	D1NZ	Drifting	Pukekohe
March	30			
March	31	Thames Valley	Rallysprint	Piakonui - Round 4 ABC Pipefitters
April	6			
April	7	Auckland	Race	Hampton Downs - And Sprints
April	7	Pukekohe	Rallysprint	Rain Date for Bothwell Loop

April	13	Historic Racing	Race	Pukekohe with Super Laps
April	14	Northland	Street Sprint	Ruakaka Street Sprint - Tarmac
April	13	MSNZ	Rally	Otago Rally - Round 1 NZRC
April	14	MSNZ	Rally	Otago Rally - Round 1 NZRC
April	13	MSNZ	Race	SpeedWorks Championship - Taupo
April	14	MSNZ	Race	SpeedWorks Championship - Taupo
April	20			Easter Weekend
April	21	Thames Valley	Hillclimb	Waiti Road - Tarmac
April	27 th	HRC	Race	Taupo Dennis Marwood Classic
April	28 th	South Auckland	Rallysprint	Maramarua - Round 5 ABC Pipefitters
May	4	Historic Racing	Race	Season Finale - 2K and Super Laps
May	5	Historic Racing	Race	Season Finale - 2K and Super Laps
May	3	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	4	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	5	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	10	MSNZ	Race	Endurance Round - Pukekohe
May	11	MSNZ	Race	Endurance Round - Pukekohe
May	12	MSNZ	Race	Endurance Round - Pukekohe
May	13	All Clubs	Date Setting	

May	18			
May	19	Northland	Hillclimb	Glenbervie Forest - Gravel

May	25			
May	26	South Auckland	Hillclimb	Twilight Road

June	1			
June	2	MSNZ	Rally	Lonestar Canterbury Rally - Round 2 M

June	8			
June	9	Thames Valley	Straight Sprint	Standing and Flying Quarter
June	10	Northland	Hillclimb	Coxhead Road
June	8	MSNZ	Race	Endurance Race - Hampton Downs
June	9	MSNZ	Race	Endurance Race - Hampton Downs

June	15		Rally	Tauranga Clubmans
June	16		Rally	Tauranga Clubmans

June	22	MSNZ	Rally	South Canterbury - Round 4 NZRC
June	23			

