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Welcome to the HRC November Newsletter – A Downloadable PDF Version is available at <http://www.hrcevents.co.nz/newsletters.php>

Just a reminder that the HRC office has moved.....

We are now at 44 Stoddard Rd, Mt Roskill (rear of Auckland Car Club building) and we are open Monday to Friday. New phone number 09 629 4438



Motor Racing is happening in Auckland and the Transam Cars are Back

The HRC 2K Cup Challenge Meeting on the 25th and 26th November at Hampton Downs already has 3 Grids at maximum capacity. 2K Cup has two full grids and Superlaps has a full grid. The NZ Transam Challenge is making a welcome return and will provide mega horse power to the event. Add in

Mini's, HQ's / NZ6, Superkarts and the Motul Honda's and we have a very full meeting with over 230 entries. It all happens this weekend at Hampton Downs....

HRC has just emailed out to potential competitors for two new classes that HRC will be promoting over the summer. The response has been stunning. IPC (Improved Production Cars) will be running at the Motorcup meeting at Hampton Downs on the 27th and 28th January 2018. Enter now www.motorsportentry.com. Classic touring cars will be running at the Hampton Downs Tasman Revival meeting 20th 21st January 2018. Enter online now at www.motorsportentry.com

Information on the two new HRC classes is on <http://www.hrcevents.co.nz/categories.php>

Yes they are new classes though HRC have run Classic (heritage) Touring Cars at our festival meetings. IPC is a class that is all inclusive and will provide a reasonable field of cars. With full fields in 2K Cup and Superlap it enables HRC as promoters to keep increases in entry fees to a minimum.

Collaboration is a key word for HRC. HRC wants the competitors in individual classes to control their own rules. Classes also need a good leader to pass the competitors decisions forward to HRC as the promoter.

HRC is also collaborating with other promoters to make sure events don't clash. There are two reasons for this:

- Commercially there is no future in running identical events on the same day in the same region.
- The second reason is that we only have so many volunteers to run these events so promoters must work together so that the events that are run have adequate support from the volunteers.

Another example of collaboration is HRC working with Speedworks to make sure the Premier Series has interesting fields. (It is a real challenge to get the Championship classes to all the Toyota TRS meeting on consecutive weekends) The 2018 Motorcup Meeting is an example of this with half the classes supplied by HRC.

HRC, TR REGISTER TACCOC XMAS BREAKFAST RUN: CHRISTMAS THEME:

SUNDAY 17th DECEMBER

Lots of racing events over summer but don't forget one our few non-competitive events - the always popular Breakfast Run on the 17th December. This year we are back to Salty Dog at Snells Beach.

- Meet at Countdown Supermarket - top end of Barrys Point Rd, Takapuna 7.30am
- Convoy meets up the bottom of The Avenue Albany on the main road at 8am
- Arrive at Salty Dog, 8-30am with breakfast available from 8-45am.

Buffet style: \$20.00 per person.

Starters – Cereal plus Yogurt and fruit salad with fresh fruit added.

Followed by - Hash browns, Eggs, Tomato, Bacon, Sausage, Toast, tea & coffee.

At the Salty Dog Inn.

242 Mahurangi East Road.

Snell's Beach.

Contact Chris 0274 827542 chris@grandprix.org.nz Booking not necessary but would appreciate a call to get an idea of numbers.

Tasman Revival – TAUPO

The Taupo Tasman Revival Meeting on the 6th 7th January is going to be another big meeting with some exciting classes. Big attractions will be the Tranzam Challenge and the Formula Libre grid. Add in the Flemings Trofeo Series, Super Karts, European Classics, PPG Classic Trial, Hooters Vintage series, Pre 65, Super Laps, Historic Formula Ford and Classic Japanese. There should be something for everyone. Entry available at www.motorsportentry.com

Tasman Revival – HAMPTON DOWNS

The Hampton Downs Tasman Revival meeting is the 20th 21th January and will feature Classic Touring cars. These cars will be 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 considered individually and will be in the “Spirit” of a touring car from the eighties and early nineties similar to the South Island Heritage series with less importance placed on back ground. This is very much a non-contact class. Another feature of the meeting will be the 3rd round of the Formula Libre Series supported by Pre 65, European Classics, Flemings Trofeo Series, PPG Classic Trial and Historic Formula Ford. Entry at www.motorsportentry.com



Michael Collins McRae GM1 photo Fast Files

Motor Cup Meeting – HAMPTON DOWNS

The Improved Production Car Series will now be launched at the NZ Motorcup Meeting on 27th 28th January 2018. The is a high profile meeting that is part of MSNZ Championship Series and will feature the Toyota TRS single seaters , F5000 and Formula Libre, Super Karts and Historic Formula Ford, Pro 7, Honda Cup, GT1-4 and Improved Production Cars. Fantastic event for single seater fans. All three of the top classes can go under 60 seconds round Hampton Downs. This event is a joint

promotion by Speedworks and HRC. For the improved Production race if you have a car that has the original make of engine and runs on road tyres this event is for you and will give your sponsors excellent value.

MOTOR CUP 2018 - OPEN WHEEL HEAVEN

The stars of tomorrow and the thunderous cars of yesteryear are set to provide New Zealand motorsport fans with a unique double header in January at the Hampton Downs Motorsport Park.

The New Zealand Motor Cup meeting on January 27 and 28 will be a joint promotion between Speed Works Events and HRC Events and will have a distinctive single seater flavour with the Castrol Toyota Racing Series and it's up and coming global single seater stars fighting it out for the Motor Cup and the spectacular Formula 5000 series making its only visit to the Hampton Downs circuit of the forthcoming season.

There will also be Formula Ford and Formula Libre single seaters as well as Superkarts on the card for the two day event, which should bring together more single seaters at a single race meeting than for many seasons in New Zealand. All's not lost for the tin top fans, however, with TRADEZONE GTRNZ's two grids, NEXEN Pro 7 Mazda, Improved Production and Motul Honda Cup also on a bulging schedule.

The Motor Cup will be the third round of the 2018 Castrol Toyota Racing Series, which is established as the major global championship for up and coming single seater stars and F1 team juniors looking for a compact wings and slicks racing championship ahead of European and North American summer championships.

No fewer than four current Formula One drivers cut their teeth in the category including McLaren tester Lando Norris, Danil Kvyatt, Lance Stroll and our own Brendon Hartley, who will run a full season in F1 in 2018 for Scuderia Toro Rosso. F1 teams have sent their junior drivers to compete in the championship in recent seasons too, with the likes of Ferrari, Force India and Red Bull all having obvious involvement.

The real appeal of this meeting, however, will be the quality and depth of the single seater content and with Brendon Hartley's rise to the top racing category in the world, it is hoped it will help ignite renewed interest from both fans and owners of single seaters 'in sheds'.

"It really is an exceptional meeting on paper, with arguably our most historically significant trophy up for grabs, as well as the feast of Formula 5000 racers and cars every petrolhead still loves to see," explained Speed Works Geoff Short.

"It absolutely makes sense for the two promoters to work together on this meeting and bring together many excellent classes to strengthen the overall appeal of the weekend. The racing in the Toyota Racing Series will be intense as it always is; the F5000s will bring noise, presence and nostalgia to the party and everything else will add huge variety and good fields. There's really something for everyone."

Tickets are available at www.speedworksevents.co.nz and anyone wishing to find out more about entering can find out more by contacting Tim or Chris at the HRC Events Office.

Supplied by Richard Gee

TACCOC Events

TACCOC are running a race meeting at Hampton Downs on the 10th December for Historic Formula Juniors, Formula Ford, Sports Cars, European Classic, Classic Trial and BMW Enduro. Entry via www.motorsportentry.com

HRSCC Events

HRSCC are running an event on the Hampton Downs Club track on Sunday the 26th November for European Classics, Formula Junior, Formula 3, Historic Formula Ford, Historic Racing Sports cars and VCC cars entry www.motorsportentry.com

REBEL ROUND UP

As part of the Rebel Round Up hot rod, vintage rockabilly festival on 17th 18th February, here is your opportunity to participate the first of its' kind historic motor racing action at Pukekohe Park.

The Rebel Round Up Run What Ya Brung (RWYB) Trophy will be up for grabs for all pre-1980's iconic classic motor racing cars and will take place over 5 races to determine driving ability, mechanical prowess and determination to make your car last the thrills and spills of the famous Pukekohe circuit. The racing action is on Saturday and is all about *Run (& keep running) What Ya Brung* .

It will be held over 5 races with each race in a different format. There is nothing quite like it on the Motorsport calendar. The races will not be split into separate classes and open to an array of vehicles from different classes, cc rating etc. However **they must be pre-1980's historic US or European cars.**

It will be like a beauty pageant, come poker game, showing what you got, as well demonstrating your endurance driving & car mechanic skills to ensure your car lasts the day's action. The racing is structured such a way that any car, big or small slow or fast, as long as it's a Historic classic car, could win this inaugural competition.

Saturday's action is just part of the awesome weekend planned. Why not make a weekend of it? The Rebel Round up will be a great event (See www.rebelroundup.co.nz for further details)

Enter on Line www.motorsportentry.com

OBITUARIES

Richard Wright

After suffering a massive stroke, Richard Wright, driver of Beowulf and Mallock, has died. Richard has been around motor racing for ever and was a well respected competitor and well known to the racing fraternity.

Robin Lock

It is with great sadness that we report the passing of Robin Lock. Robin was a long time TACCOC member, a larger than life character, who loved life and embraced it with great gusto. He loved all things Italian, especially his Alfa Romeos, and had a huge passion for his Ducati motorcycles. He'd

stopped racing his dark blue 105 Series Alfa GTV in recent years, but retained his superb Alfa Montreal and his S1 Lotus Esprit. He was a member of the TACCOC committee from 1995 to 2000 and made his own valued contribution to the success of the club. A celebration of Robin's life was held at the beginning of November and many happy and amusing memories were shared and he was given a rousing send off, the large crowd cheering him away with a toast of his favourite wine.

Classic Touring Car Racing



NEW FOR 2018

CLASSIC TOURING CAR RACING

At our traditional January meeting at Hampton Downs on the 20th & 21st January 2018, the Historic Racing Club (HRC) will run a class that has in the past been called "Heritage Touring Cars". This season HRC have renamed the class Classic Touring Cars as to avoid confusion with the South Island Group of Heritage Touring Cars.

The sort of Classic Touring Cars that we want to see out racing are pre 94 Touring cars, marques 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.

If this is of interest to you, please contact Chris at the office for further details.

0274827542 09 6294438 chris@hrcevents.co.nz

NZ Tranzam Series



The re-birth of the New Zealand Tranzam Challenge is looking exciting. A starting grid of 11 race cars is expected and the spectators at Hampton Downs -- November 25th & 26th --- will not be disappointed.

The line up of Camaro, Mustang, Corvette & Jaguar, to name a few, will be crowd pleasers and will generate more interest in this exciting class of V8's. With the 6 litre engines and close racing the spectacle of these cars is going to be fantastic.

See the NZ Tranzam Facebook for further details

Contact Bob Cullinane idt@xtra.co.nz 0274 939337



Are you a member of HRC?

Now that the new season is upon us, it's important that you have everything lined up to enable you to compete successfully.

- MSNZ Licence – Is your Race Licence still Valid?
- Vehicle Logbook – Have you got enough pages left for your scrutineering audits?
- Club Membership – Are you a member of a MSNZ Affiliated Club? If not, you will not be able to race.

HRC are an affiliated Club and are probably the cheapest to join.... Only \$50 a year !

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

Chris Watson 0274 827542 chris@hrcevents.co.nz

Tim Hill 021614600 Tim@hrcevents.co.nz

Tony Roberts 0211332895 racert@hotmail.co.nz

HRC Office 44 Stoddard Rd, Mt Roskill (rear of Auckland Car Club building) **09 629 4438**

Upcoming Events 2017 / 18 Season

Meeting Name	Venue	Date	Date
2K Cup Challenge	Hampton Downs	25-Nov-17	26-Nov-17
TR Club Breakfast Run	Salty Dog – Snells Beach		17-Dec-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
Rebel Round Up	Pukekohe	16-Feb-18	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	
2018 NI Endurance Round 2	Hampton Downs	16-Jun-18	
Dunlop 800	Hampton Downs	1-Jul-18	
2018 NI Endurance Round 3	Pukekohe	21-Jul-18	

44 Stoddard Rd Mt Roskill (rear of building) 09 6294438.

PO Box 28 140, Remuera, Auckland, 1541



REBEL ROUND UP



HOT ROD, VINTAGE, ROCKABILLY FESTIVAL

PUKEKOHE PARK
17 - 18 FEB 2018



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ELLERSLIE CLASSIC CAR SHOW IMPROVES WITH AGE!

11th Feb 2018

Does time go faster as your car ages or does it just seem like the Ellerslie Classic Car Show comes around sooner every year?

The 46th annual event presented by NZ Classic Car magazine is now only weeks away as Sunday February 11th looms on the horizon and the feverish scramble to prepare cars and club displays is underway.

46 YEARS! If you were there when the event started in Cornwall Park, you may well wonder where the years have gone. Certainly, you'll be aware of how it's grown, changed and improved.

Like previous shows, 2018 promises to be spectacular – with an unusual Classic Cover Insurance Club Display theme casting a different angle on the history of one of our favourite hobbies or passions.

“Women and the Marque” reflects the influence of women on all facets of motoring for over a hundred years.

Bertha Benz first used her husband's prototypes to ferry the kids to their grandmother, and since then, more so since the 1940's, women have become involved in design, assembly, maintaining, racing and selling as well as owning cars. In advertising and at shows, glamorous women draped over cars has given way to a focus on attributes that reflect women's tastes.

Magazines now commonly feature “best cars for women.” International women motoring writers present their slant on new models – and the manufacturers listen. Women classic car owners are just as enthusiastic and knowledgeable about their collections as men.

In 2018, again expect to see the country's best classics - entered individually or as teams - vying for coveted awards ranging from the Intermarque Team Shield to Masters Class for individual vehicles, Best “Survivor” and Best Display.

Always popular attractions, the latest prestige and performance cars on show will include new Alfa Romeo, Aston Martin, Audi, Bentley, BMW, Jaguar, Lamborghini, Land Rover, Maserati, Mini, Porsche, Rolls Royce, Volvo and more.

2018 show host is last year's team winner, Jaguar Driver's Club, with an organising committee of around 10 members from other clubs, managing activities from the Saturday Meguiar's Tours d'Elegance to show judging, site allocation and commercial partnerships.

Thanks to committed imaginative sponsors – Meguiar's, Classic Cover Insurance, and NZ Classic Car magazine; commercial exhibitors and clubs, the Ellerslie Classic Car Show and Intermarque Concours events have become acknowledged as world class. Before we know it, it'll be 50 years of the greatest classic car event on the NZ motoring calendar.

The HRC will have a stand and anyone wanting to display or help please contact Tim Hill
tim@hrcevents.co.nz 021 614 600

For more information visit the show's new website: <https://www.concours.org.nz/>

2K Cup Challenge Program and Entrants

2K CUP Challenge 25th 26th November 2017

Hampton Downs National Circuit

Friday 24th November

Documentation: 12pm - 4pm

Scrutineering:

Hampton Downs Race Car Test Day: 9am - 4pm

Book Directly with Hampton
Downs

Saturday 25th November

Documentation & Scrutineering: 7.30am - 9am

Drivers Briefing: 8.20

9:00 a.m.

Q1:	Super Karts	15 mins
Q2:	NZ Tranzam Challenge	20 Mins
Q3:	2K Cup open Pit Lane	45 mins
Q4:	NZ6 / HQ	15 Min
Q5	Super Karts	15 mins
Q6	Prowear Superlap (Group 1,2,3,4)	4x8 Mins
Q7	Motul Honda Cup	15 mins

LUNCH

Race 1:	NZ Tranzam Challenge Marble draw	8 Laps Rolling Start
Race 2:	2K Cup Group 1	33 mins
Race 3:	2K Cup Group2	33 mins
Q8	Super Karts	15 mins

Q9	Prowear Superlap (Group 1,2,3,4)	4x8 min
Race 4	2K Cup Group 1	33 mins
Race 5	NZ6 / HQ	8 laps Standing Start
Race 6:	Motul Honda Cup	8 Laps Rolling Start
Q10	Super Karts	15 mins
Race 7	2K Cup Group 2	33 mins

Sunday 26th November

Mini Documentation: Scutineering 7.30am 9am

Mini Drivers Briefing 08:20am

Starts 9am

Q11	Super Karts Qualifying & RTR	15 mins
Q12	Mini Racing	15 mins
Race 8	NZ Tranzam Challenge Reverse Marble Draw	8 Laps Rolling Start
Race 9	Motul Honda Cup Reverse top 10	8 Laps Standing Start
Race 10	NZ6 / HQ	8 Laps Standing Start
Q13	Prowear Superlap (Group 1,2,3,4)	4x8 mins
Race 11	Super Karts Race 1	7 Laps
Race 12	Mini Racing Scratch Race	8 Laps
Q14	Prowear Superlap (Group 1,2,3,4,5)	5x8 mins

Lunch

Race 13	Super Karts Race 2	7 laps
Race 14	Mini Racing Delayed Split Grid	8 Laps
Race 15	Motul Honda Cup Handicap	10 laps Standing Start
Race 16	Super Karts Race 3	7 laps
Race 17	NZ Tranzam Challenge Accrued Points	10 Laps Rolling Start
Q15	Prowear Superlap (Group 1,2,3,4)	4x8 mins
Race 18	NZ6 / HQ	8 Laps Standing Start

Race 19	Super Karts Race 4	7 laps
Race 20	Mini Racing Handicap Race	8 Laps
Race 21	Prowear Superlap (Group 1,2,3,4)	Competition

New Rules MSNZ

Appendix Four Schedule Z – Races Amendments to Schedule Z

Manual 35: Amendments Article 11.2

Check on MSNZ website www.motorsport.org.nz

The Huynen Race Austin-Healey for Sale



Background: This Austin-Healey, which started life as a tri-carb Austin-Healey BT7 roadster, was New Zealand's fastest Austin-Healey when purchased by well-known Healey aficionado, Bernie Huynen.

During the repairs after an unfortunate hill climb crash it became obvious that 15 years and several other minor race incidents had served to wear out the car in general.

The car had been converted to a historically faithful race car in the 1990s which served it well at tracks all around the country, including some Targa outings.

Bernie decided it was time to both tidy up the car and turn it into the ultimate Healey he had always dreamed about.

To this end the car was progressively stripped down to the chassis. Various items that had been damaged over the years were repaired, the car getting new front chassis rails, a front cross member, various sub frame articles, and Works-style strengthening to the engine mounts, the suspension mounts, the inner substructure and cockpit structure. Additionally repairs were carried out to the aluminium front shroud and guards, fixing the earlier damage.

The car had a regular fuel tank fitted in place of the fuel cell and the boot area modified to accept a spare wheel to enable the car to be used for touring. The dry sump oil tank was moved nearer to the left side, the battery moved to the left to balance the driver weight the boot now able to take a small amount of luggage as well as spare wheel and tools.

Further work was carried out to the suspension - new hubs fitted to take the Borrani wire wheels Bernie always wanted on his Healey.

Vehicle specification as follows:

Bodywork: The body features Sebring front structure supports, Works-style strengthening to all suspension pick-ups, aluminium inner front guards, aluminium outer guards with integral flares, and works-style front guard air vents. Also featured is a Works-style removable carburettor access cover on the front shroud. Additionally a full Motorsport homologated roll cage is fitted beneath the factory hardtop.

Engine: The engine is a DMD Healey engine with an original Austin-Healey block and crank, roller cam - to a secret specification, after-market con-rods, after-market pistons, aluminium Works-style head, full supported roller rockers, Works intake manifolds with triple Webers, Mallory electronic ignition, modified block, full dry-sump oiling system with cooler, aluminium radiator, anti-reversion tuned length primaries and aluminium back plate.

Gearbox: The gearbox is a full competition close-ratio straight-cut gearbox that has been modified with a pump system and an external oil cooler mounted under the right floor.

Additionally the overdrive is a strengthened unit with oversize accumulator, up-rated springs and switch repositioned to the gearshift knob.

Diff: Is an 8" inch with LSD, finished off with four wheel vented discs all around.

Wheels: These are rare Borrani wire wheels 15" x 7" wheels with 42-RCF hubs, which were originally fitted to a Ferrari 330 GT 2+2 Series II.

Finish: Painted in a unique dark purple paint finish, custom Autosport seats, competition fuel filler cap, and rally-style hardtop air vent.

Contact Andrew Fox 0274 315318

NZ FORMULA 5000 ASSOCIATION



Higgins Leads

photo Fast Files

Round 1 - Pukekohe

PROCTOR AND COLLINS FIGHT FOR F5000 WINS AT PUKEKOHE

It all came right for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the annual ITM SuperSprint meeting at Pukekohe on Sunday as category newcomer Michael Collins (McRae GM1) took the battle for the lead of the feature 14-lap final to long-time series fast-man Clark Proctor (March 73A1).

A typically boisterous Pukekohe crowd was on its feet as the pair catapulted away from the rolling start and proceeded to swap fastest race laps as they battled for the lead.

Proctor was in front when the chequered flag came out after a hectic 14 laps but young gun Collins, the 21-year-old from Christchurch in only his second race in the Alistair Hey-owned, ex-Evan Noyes McRae GM1, had twice managed to find a way past the vastly more experienced Proctor, and at the line was only three-hundredths of a second behind.

“And hats off to him,” said Proctor as well-wishers surrounded the pair immediately after the race. “It was a pleasure to race against a young man like Michael who can come into the class and do such a great job first up. He was a pleasure to race with and I think we both enjoyed putting on a show for all the fans here.”

Collins only got the call up to drive the Alistair Hey McRae GM1 a couple of weeks before the meeting but showed the class that has won him three South Island Formula Ford titles by qualifying

second quickest on Friday then finishing a close second in his first race in the class on Sunday morning then pushing Clark Proctor even harder in the feature race in the afternoon.

“Yeah it was good to get to couple of good dry races in after the rain yesterday,” he said. “I was definitely more confident, particularly in the brakes, in that second race. Because it’s my first time here I was also getting more confident in the circuit and it was definitely pretty special getting to run with the likes of Clark in an F5000 car.”

Running in bright sunshine on a dry track the feature race helped make up for a difficult start to the weekend for the popular SAS Autoparts MSC retro F5000 class series.

On Friday class stalwart Ken Smith ran a bearing in his own Lola T332, just as one of the young drivers he is mentoring at the moment, Tom Alexander, put the car Smith has organised for him, the Ian Riley Lola T332, on pole.

The plan then was for Alexander to run the car in the first race of the weekend on Saturday before handing it over to Smith on Sunday. However race officials cancelled the Saturday race because of standing water on the rain-soaked track.

Then, when the class finally got to take to the track on Sunday morning that race had to be shortened after the rear wing support broke on the Smith car, sending Smith into and over Codie Banks’ Talon MR1 and into the barriers at one of the fastest parts of the circuit.

Fortunately neither driver was injured in the accident but it left everyone involved in the series on edge...until the feature race when ‘normal reception’ in terms of close, exciting racing in a line-up of beautifully restored and closely matched stock lock V8-powered single-seater racing cars, resumed, albeit not without a final twist!

Third for the first two laps was former series champion Andy Higgins (Lola T332) but when a half shaft broke on the third lap fellow Aucklander Grant Martin assumed the position and held it to the flag. Glenn Richards (Lola T400) held fourth place early on but he started slipping back through the order as his engine progressively lost power.

Big mover, meanwhile, was defending SAS Autoparts MSC series title holder Brett Willis who started from P7 but got quicker and quicker as the race went on and closed to within eight-tenths of a second of Grant Martin at the flag,

That left Aaron Burson driving the other Talon MR1A in the field fifth with Christchurch driver David Arrowsmith coming back from a dnf in the morning race to win the Class A (for older cars) category from the high-wing McLaren M10A of Tony Roberts, and the McLaren M10B of Frank Karl.

David Banks had started the race from P 12 in his new ex Johnny Walker Magnum Wheels-liveried Lola T332 but pulled off the track on the back straight after the car’s throttle stuck open, leaving Peter Burson (McRae GM1) and Kerry McIntosh in the New Zealand-built Begg FM2 to round out the field..

Clark Proctor also won what was the first race of the weekend on Sunday morning after the Saturday race was cancelled.

Unfortunately the race was marred by the accident which claimed the cars of series’ veteran Ken Smith and series’ newcomer Codie Banks.

Smith was working his way through the field after starting from the rear of the grid (having not driven the car in qualifying) when the rear wing collapsed as he was passing Banks down the front straight.

With a sudden loss of rear downforce Smith was a passenger, the car veering left and into then right over Banks' Talon before making heavy contact with the Armco barrier which lines the track at that point.

"I just felt a thud," said Smith. "I didn't know what happened until I was advised afterwards that the rear wing fell off, that's why it slid out."

When the race resumed the original pole sitter and first lap leader, Michal Collins got the jump on Clark Proctor with Andy Higgins slotting back into third place and that's the way they stayed until Proctor found a way past young gun Collins through the high speed Turn 1 to lead the final lap and take the chequered flag.

Collins, who made a big impression with a quick, clean and very mature dive, crossed the line in second place with Higgins a lonely third then Grant Martin leading home a nose-to-tail battle pack consisting of Glen Richards, Aaron Burson and Brett Willis.

Tony Roberts was first of the Class A (for older series cars) in eighth (after David Arrowsmith stopped with a holed radiator) ahead of Peter Burson, Frank Karl and Kerry McIntosh.

Round 2 – MG Classic Meting

HIGGINS MAKES IT TWO OUT OF THREE F5000 SERIES RACE WINS AT MANFEILD

Series returnee Andy Higgins (Lola T332) made it two wins out of three with an impressive lights-to-flag leading run in the final 10-lap feature race at the second round of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at Feilding's Circuit Chris Amon Manfeild today.

The 2013/14 series title-holder was back to his dynamic best at the 32nd annual MG Classic meeting at the Manawatu circuit, putting his Stu Lush-owned Lola T332 on pole on Saturday morning before finishing second to impressive series newcomer Michael Collins driving the Alistair Hey-owned McRae GM1 in the first race of the weekend on Saturday then winning both races today.

"That's better," the second-generation racer from Auckland said after his impressive feature race win this afternoon. "We've been working away on the car since Pukekohe and now I feel I've got a car that I can race."

Proof was in his fastest lap in the final, at 1.02.70, even quicker than his pole time on Saturday (a 1:03.33).

The time was set in what ended up a race of two halves, after the Safety Car was dispatched on the third lap so that Grant Martin's Talon MR1A could be retrieved from the gravel trap at the end of the start/finish straight.

When he went off Martin was in a meeting high second place after splitting pole man Andy Higgins and fellow front row starter Michael Collins.

After impressing everyone with his quick, clean racing on series debut at the opening series round at Pukekohe last weekend, 21-year-old Christchurch ace Collins put in another faultless performance this weekend, and was able to claim his first category win on Saturday when leader Higgins was slowed by a gear selection issue on the second to last lap.

Third in the feature final on Sunday was 2016/17 series champion Brett Willis (Lola T330), a strong fourth SAS Autoparts man David Banks in his new Lola T332, and fifth fellow Aucklander Glenn Richards (Lola T400).

Richards put in the drive of the race in his Lola T400, after spinning out of 6th place then working his way back up through the field from P11 to cross the line in fifth.

Also impressing was local driver Tim Rush in his return to the series - after three years – in the Rush family's McLaren M22.

"I couldn't be happier," he said afterwards. "From lapping in the 1.09s on Saturday to doing 1.06s in the race today..... it's been a dream come true."

Dave Arrowsmith from Christchurch claimed Class A (for earlier model cars) honours again in his unique Ford-powered Lotus 70, crossing the line in seventh place despite losing third gear early on.

Earlier in the day, Michael Collins led the second SAS MSC series race of the weekend from pole before Andy Higgins got a run on him down the infield straight then got past under brakes into and accelerating out of the heavily-banked Higgins corner onto the back straight.

Having sorted the gear selection issue which had slowed him in Saturday's race, Higgins edged away from Collins early on before the latter set the fastest race lap as he closed the gap back down to the point where it was just 0.40 of a second at the flag.

Class A standout Dave Arrowsmith got another great start, and ran as high as fifth before being caught and shuffled back down the order by the later model Lolos of David Banks and Glenn Richards. Russell Greer ran strongly early on before being slowed then eventually pulling into the pits with a clutch issue.

The big mover in the morning race was local driver Tim Rush who worked his way up through the field from 11th to 8th at the flag.

Higgins also led the Lion's share of laps in the Saturday race, until a gear selection issue slowed him and allowed Michael Collins to pass for the lead.

As he did in Sunday's first race Grant Martin started and finished third, while defending series title-holder Brett Willis worked his way forward after qualifying sixth quickest to finish fourth.

Glenn Richards (Lola T400) shared the second row of the grid with Martin, but spun in the opening stages of the race and spent the remaining laps working his way back to 10th place.

The 2017/18 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 Exide Batteries.

You can follow the 2017/18 series on Facebook at F5000 New Zealand or on the NZ F5000 Association's website www.F5000.co.nz

CALENDAR

2017/18 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Rnd 1 - Nov 03-05 2017 – ITM Auckland SuperSprint Supercar event Pukekohe, NZ

Rnd 2 - Nov 10-12 2017 – The Sound MG Classic meeting Circuit Chris Amon Manfeild Feilding NZ

Rnd 3 - Jan 19-21 2018 - Historic Grand Prix meeting, Bruce McLaren Motorsport Park Taupo NZ

Rnd 4 - Jan 26-28 2018 - HRC/TRS meeting Hampton Downs Nth Waikato, NZ

Rnd 5 - Feb 02-04 2018 – Skope Classic Mike Pero Motorsport Park Ruapuna Christchurch, NZ

Rnd 6 - March 09-11 2018 - VHRR Phillip Island Classic Phillip Island VIC Australia

*Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association
www.F5000.co.nz For more information about the 2017/2018 SAS Autoparts MSC NZ F5000 Tasman
Cup Revival Series contact Ross MacKay*



Sunday race winner Andy Higgins (Lola T332) leads off the rolling start.

Photo credit: Fast Company/Simone Viljoen.

Hampton Downs Events

HAMPTON DOWNS & MAZDA PRESENT MAD MIKE'S SUMMER BASH, DEC 9th 2017

Hampton Downs, Mazda and New Zealand drift superstar 'Mad Mike' Whiddett have joined forces again to bring you another instalment of the very best drift action New Zealand has to offer – it's Mad Mike's Summer Bash 2, where Mad Mike & RADBUL will take on NZ's best! **The top 32 drifters in NZ will again feature in the headline Summer Bash Shootout event, where all comers will go up against Mad Mike in a racing format similar to last year's. The event is open to all drifters and there is a Gymkhana and track cruise for the public. For entry and tickets go to <https://hamptondowns.com/mazda-mad-mike-summer-bash/>**

ENTRY STILL OPEN FOR FINAL FAST & FURIOUS ROUND

HAMPTON DOWNS MOTORSPORT PARK launched FAST & FURIOUS RACING at the recent Laser Plumbing & Electrical Hampton Downs 500, and all eyes were on the prize – a Super Charged 6.2L 2010 Chevrolet Camaro valued at \$52,000. ALL entrants from round one are in the draw to win this V8 machine – the \$595 entry fee per round is essentially the purchase price for your raffle ticket for the car, the racing you get on our international circuit is a bonus! The winner of the Camaro will be found by way of a lucky draw being held at the conclusion of round 2, which is being held as part of **Mad Mike's Summer Bash on December 9th**. For more info and to enter on line go to <https://hamptondowns.com/fast-and-furious-racing/>

NZFMR, FOUR GUYS AUTOBARN LEGENDS OF BATHURST

Over the weekend of Jan 13/14, Hampton Downs will celebrate all things Bathurst. A host of stars from the past & present will be in attendance and we have confirmed a Plethora of Bathurst Pedigree cars. All have a special connection to the iconic Australian racetrack – Mt Panorama. A field of Bathurst pedigree cars will be the feature attraction of the event alongside crowd favourites, Central Muscle Cars. There will also be exhibition laps, featuring iconic cars and our star drivers. Jim Richards, Steve Richards, Greg Murphy, John Bowe and Paul Radisich will be there and look out for Shane van Gisbergen and others who have driven at Bathurst at the Hampton Downs Bathurst festival.

Here's the line up....

- - Historic Touring Car (NZ) Association will bring a large grid of iconic period correct Bathurst cars. Fans can expect to see a broad range of Super Tourer models in a 23-strong field, from the popular E30 and E36 BMW 3-series models to the later model Honda Accords, Nissan Primeras and Volvo S40s.
- - Central Muscle Cars to celebrate the era to the end of the 70's when V8 muscle was the only way to go
- - Bathurst Revival will be a chance for those cars and drivers that have a connection with Bathurst to race on track in a selection of different formatted races.
- - Formula Libra and Sportscars will bring an eclectic mix of open top racecars to the track that have provided so much entertainment over the years of Australasian motorsport
- -Historic Formula Ford have always been a great proving ground for all drivers and will give a true experience of slipstream battles
- -HD Auto track drive sessions will be available to our existing and new members, so they too can take their cars on track
- -Car Club cruise session are a non-helmet, 100kph limited drive session which will allow members of the various local car club to have a chance to drive on Hampton Downs International circuit.
- -Muscle Car Show n Shine, looking for 50 of the best cars to display.

THREE WAYS TO GET YOUR CAR ON TRACK at Legends of Bathurst

1. Race your car with other Bathurst pedigree & muscle cars in the Bathurst Revival Muscle field on full the International Circuit – format includes practice, qualifying and three races.
2. Drive your car in our Bathurst Muscle exhibition category. We have allocated slots throughout the weekend for exhibition cars to head out on track and enjoy a few laps at a pace that suits.
3. Sign up for our casual track sessions – this evolutionary concept gives enthusiasts, who do not have a race licence or roll cage, the opportunity to get out on track regularly each day in dedicated time slots, at different speeds.

Click here more info <https://hamptondowns.com/nzfmr/>

Racing Classes News

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Upcoming Race Meetings

Entries now open. Please Enter Online at www.motorsportentry.com

Tasman Revival Taupo

Class	Sat 6 Jan	Sun 7 Jan
TROFEO Series		
SuperKarts		
NZ Transam Challenge		
ERC / Arrows		
Classic Trial (Sat)		
Hooters (Sun)		
Pre 65		
Formula Libre Series		
Superlaps		
Historic Formula Ford		
Classic Japanese		

Tasman Revival Hampton Downs

Class	Sat 20 Jan	Sun 21 Jan
Pre 65		
ERC		
Arrows		
TROFEO Series		
Classic Trial (Sat)		
Sportscars		
Classic Touring Cars		
Historic Formula Ford		

Motor Cup Meeting Hampton Downs

Class	Sat 27 Jan	Sun 28 Jan
Formula Libre Series		
Superkarts		
F5000		
Historic Formula Ford		
Improved Production		

Articles Supplied by Owen Evans

GP USA/Mexico

Red Bull has got a winning car. The last step was done in Malaysia. There Red Bull did a mechanical step to improve the aerodynamic platform dramatically. Since Malaysia they increased the rake again without suffering too much in terms of top speed. In Mexico they lost only 6 kph on Mercedes and 3 kph on Ferrari, but were fastest through sector 2 with all its corners. Similar picture in Austin. Verstappen dominated in Malaysia and Mexico, the two races where Red Bull had the best car. He was close to Hamilton in Suzuka, where Mercedes had the edge. And he could have competed for the win in Austin, did he not have to start from P16 due to an engine change. It shows, that the Red Bull had been the most consistent car in the field over the last four races. Would Verstappen or Ricciardo have been a Championship contender if they had this car right from the first race? Marko denies: „Probably not. We had too many reliability problems this year.“

Renault introduced in Austin a new engine spec, which provided in the factory car alleged 15 hp more. In the customer cars it was just 10 hp, as Renault also benefitted from a new fuel development of BP/Castrol. The drivers however did not feel much difference. Renault built only three of these engines, which went to Hülkenberg, Verstappen and Hartley.

Verstappen extended his Red Bull deal till the end of 2020. Red Bull also got rid of any get out clause. For that they have to pay 30 million euros a year from next season onwards. Plus bonus money for wins and Championships. It was more than important for Red Bull to secure Verstappen, because if they had lost both of their drivers at the end of 2018, the team would have been history. They have no top drivers in their pool left apart from maybe Sainz. Mateschitz had no other choice but to make Verstappen as rich as Hamilton, Vettel and Alonso. Daniel Ricciardo will not rush his decision. He has plenty of time to sit back and watch, where Red Bull stands next year compared to Mercedes and Ferrari and which engine Red Bull is going to choose for 2019. That has to be notified by January 1st at the FIA.

Verstappen keeps being involved in controversial situations on the track. In Austin he got a 5 seconds penalty for overtaking Räikkönen in the last lap in turn 17 off the track limits. Despite all the fuss Red Bull and Verstappen made, it was a clear cut decision. Several camera angles show, that Verstappen not only left the track with all four wheels, but also short-cut the circuit. Otherwise he never would have overtaken Räikkönen in that place. Therefore it was a lasting advantage. The stewards had no other chance but to fine him. It was a 4:0 decision against him. Therefore it was a bit stupid to say, it was all done by steward Garry Connelly, who supposedly does not like Verstappen. It is true, that Connelly had been steward in all the five races, Verstappen had been fined so far. But he cannot

invent the controversial cases. It first has to happen, that Verstappen drives into Ricciardo at the start in Hungary or last year in Mexico, when he defended his position against Vettel by shortcutting the track in turn 1. Both the team and the driver were forced to apologize in public and in person to Connelly.

Ricciardo took over Verstappen's bad luck from the beginning of the season. In Austin the engine switched off after the oil pressure dropped. It saved the engine, but a week later in Mexico it was still decided to change it, as there was little hope to survive three more races with it. Ricciardo got a new ICE, turbocharger and MGU-H and still got only 5 laps or 35 kilometers (including warmup laps) far. The turbocharger broke again. Which means further penalties in Brazil. Renault had apart from Verstappen's win a disastrous weekend in Mexico. The turbocharger and MGU-H gave troubles. Toro Rosso lost 4 units in practice and race. In the end they ran out of parts, so that Hartley had to take elements from Gasly's engine pool. Renault discovered too big tolerances on the shaft connecting the turbine and the compressor, which became a problem in the altitude of Mexico, because the turbine was revving faster there than usual. In Renault's case up to 108 000 rpm. That was too much. The vibrations killed the shaft. So Renault decided to limit the turbine revs to 102 000 rpm for the race by more modest engine modes. That cost 0.15 seconds per lap. Still it was a drive into the uncertainty. Red Bull expected even with Verstappen an engine problem at any moment. Hülkenberg stopped with a broken MGU-K. Therefore he had to jump with both feet from his car. Renault suspected, the car could be under electrical power.

Hamilton won the Championship by finishing 9th one lap behind the winner. Not the way, he liked, but better than nothing. The only driver who came out of the three-way battle through the first three corners was - as usual - Verstappen. You have to admire his racecraft in these moments. He is succeeding with always the same trick. Attacking people on the outside line and benefitting from the wider radius. Hamilton tried the same out of turn 3, but Verstappen realized it early enough and closed the door. Therefore Hamilton had to lift, which brought Vettel into trouble. The Ferrari had already lost parts of his frontwing on Verstappen's Red Bull. Exiting turn 3 first Vettel's Ferrari understeered and then started to oversteer under power. You can see clearly that he had to correct twice to the left, before he hit Hamilton's slowing down car. To suggest it was done on purpose is a bit stupid. Vettel had more to lose than Hamilton. He needed to win or finish Second, if Hamilton had retired. Vettel knew pretty well, that he would never achieve that with a first lap pitstop for a broken frontwing.

At the least the incident in the first corner spiced up the race. Whereas Verstappen controlled it all from the front by driving as fast as possible slow in order to protect his left front tyre and the engine, Vettel and Hamilton had to come through the field. Vettel started

the 2nd lap 35 seconds behind Verstappen, in Hamilton's case it were 59 seconds. Both did well despite the problems you have in Mexico to overtake. The problem is the last corner, which opens up. You lose up to 3 tenths in the slipstream till the DRS activation point. Then the DRS zone is too short to start a proper attack. In the thin air both the downforce and drag are reduced by 22 percent, and the same applies to the DRS effect. Vettel overtook on his way to P4 in total 10 cars, Hamilton 9 cars to finish in P9. He was handicapped in many ways. Compared to Vettel he was further down the field and got first behind Sainz, who had DRS from Wehrlein. It took Hamilton 27 laps to leave the last position. The Mercedes is in traffic worse than the Ferrari and Hamilton's car had substantial damage to the diffuser after the collision with Vettel.

All in all Hamilton is a well deserved Champion. He was the fastest with 11 pole positions (Vettel 4), the most consistent with 9 wins (Vettel 4), the most charging with 2800 kilometers in the lead (Vettel 1067) and the driver with the least mistakes. You hardly can remember one. And Hamilton drove a car, which was difficult to set up and very much up and down, sometimes the best, sometimes only third force. He also showed from all drivers the best tyre management. And he still is a great overtaker. Just remember the moves on Verstappen in Austin and on Alonso in Mexico.

Mercedes suffered in Mexico from the same problems they had already in Monte Carlo, Budapest and Singapore. Mexico requires full downforce with the effect of Monza wings. In that configuration Ferrari and Red Bull are aerodynamically more efficient. Ferrari was back in form, however not as strong as Red Bull. Vettel got on pole with a perfect lap. He was the only one who got his three best sector times in one lap. Verstappen felt a loss of front end grip in the crucial laps. The team admitted a mistake: „We should have given him two warm-up laps, as he did in Q2 unintentionally after a mistake in his first out-lap.“

Force India secured P4 with 16 points, bringing them up to 178 points in total. That is already an internal record. The best so far had been 175 points from last year. Force India did with 384 employees and a budget of 101 million dollars. That's called efficiency. Just to compare: Red Bull spends 322 million dollars and has currently 765 employees. In the last two races Ocon out qualified Perez and finished in front of the Mexican. Perez was recently a bit unlucky with strategies. In Austin and Mexico he was called in early in order protect him from a potential undercut by competitors. That meant, that he ran out of tyres in the end. From now on both drivers are free to race again, as P4 is safe. Before they were told „hold station“ on the radio, whenever they came close in a race.

Alonso signed with McLaren for another year. Clearly he wants to see, what he can do in a McLaren-Renault in 2018 before he makes further decisions. McLaren now has one of the

best chassis in the field. In Q1 in Mexico Alonso drove the 5th fastest lap, being best in sector 2. Unfortunately he had to start again from the back due to an engine change. Because of further troubles with the MGU-H Honda picked the opportunity to give him the latest 3.8 spec. The MGU-H is an ongoing problem for Honda with the weak points in bearings and seals.

Sainz joined Renault in Austin with a fine 7th place. The first battle with Hülkenberg did not take place, because the German suffered in the States too many technical troubles and had to start from the back after an engine change. In Mexico he outqualified Sainz by 3 tenths. In his very last outing in Q3. „It was a 100 percent lap after a few messy ones“, Hülkenberg admitted. In the race none of the Renault drivers finished. Hülkenberg had troubles with the MGU-K, Sainz with the steering. It was dnf number 10 and 11 due to technical troubles. „It is definitely too much. Reliability has to be our priority homework over winter“, Hülkenberg states. It will be difficult to fix, because it is every time something different. It might cost Renault a few positions in the Constructor's Championship. They are currently 5 points behind ToroRosso and 1 point ahead of HaasF1 in P7. The target was P5. That is 28 points away after Williams got their troubles with the aero solved.

Red Bull separated from Daniil Kvyat after the Russian drove his best race in this season in Austin scoring one point for Toro Rosso. He will be replaced by Brendon Hartley till the end of the season. The New Zealander did his job well, given the fact, that he only had one day in the simulator as preparation and that his last outing in a single seater was back in 2012 as a Mercedes test driver. At least this year's Le Mans winner was used to the complexity of these engines with his experience from Porsche in the WEC. Hartley is the first Red Bull driver who ever made it back into the family after he had been sacked by Marko in 2010. If he continues to drive as he did in Austin and Mexico, he has a good chance to carry on next year. Marko is in love with him again.

Williams has still not yet decided who will drive alongside Lance Stroll next year. Massa wants to have an answer before the Brazilian Grand Prix. If Williams forces him to retire, there will be no second comeback. That means, Williams might be in trouble, should any other choice not work. Not surprisingly the team did not learn much from the test of Kubica and di Resta in the 2014 in Budapest. Di Resta was 2 tenths faster, but on a day, when the track was clearly better. It seems, that Williams has dropped the idea to take di Resta, but is still insecure, how good Kubica is. Therefore the Pole might test the current car in Abu Dhabi after the race. And what if Kubica does not convince them there? This is the chance for Wehrlein or Kvyat, who had contacted Williams right after his dismissal at Red Bull.

Sauber very likely will announce soon Leclerc and Ericsson as their drivers for 2018. The Swiss cars were joining the back end of the midfield in the last two races. In Austin, because it was easy to warm up the tyres in the fast corners. In Mexico, because the power deficit of the 2016 Ferrari engine punished them less than usual. Surprisingly the two Haas F1 were the slowest cars in Mexico's qualifying. In the race it was a different story. Magnussen finished 8th. „The fuel weight helped us to get the tyres up to temperature. If we are in the window, our car is not too bad.“

The FIA and the new F1 management presented the outlines of the new engine rules from 2021 onwards. It will be like this

- 1.6 Litre, V6 Turbo Hybrid
- 3000rpm higher engine running speed range to improve the sound
- Prescriptive internal design parameters to restrict development costs and discourage extreme designs and running conditions
- Removal of the MGUH
- More powerful MGUK with focus on manual driver deployment in race together with option to save up energy over several laps to give a driver controlled tactical element to racing
- Single turbo with dimensional constraints and weight limits
- Standard energy store and control electronics
- High Level of external prescriptive design to give 'Plug-And-Play' engine/chassis/transmission swap capability
- Intention to investigate tighter fuel regulations and limits on number of fuels used

Quite similar to now, but cheaper, simpler and louder. Looking into the forums the fans like the proposals, especially the one that the driver will be fully in charge of the power and energy deployment and that the removal of the MGU-H will make it all simpler and feasible for independent manufacturers to build such a power unit. However the manufacturers are against it. First in the details, but even more so for the fact, that there is little room for discussion or refusal. They argue, that they will have to build a complete new engine for 2021. So what. They do it anyway each winter once the token rule has been given up. And with new rules you automatically have to build something new, however they look like. They did it for 2014 without complaining, why not now? They also argue that they have to keep the MGU-H for representing environment friendly technology. What a nonsense. The current rules were a big failure in many ways. None of the fans ever appreciated it, that it was the high end technology. They do not care how much fuel is burnt, as long as the races are good and they understand the sport. The MGU-H is so complicated, that not even one

percent among the fans understand its function. So forget it. It is almost a joke that Renault and Honda insist on it. They still are not on top of this technology after four years. And it excludes the arrival of any new manufacturer, left alone an independent one, because all have realized now, how complex it is. Even for big companies like BMW, Toyota or Peugeot it would take years to catch up with Mercedes and Ferrari. No one will ever spend this money,

Next Tuesday the FIA and the F1 management will present the budget cap rules for the future and very likely also a new rule finding and governing process. There won't be any strategy groups or F1 commissions anymore. And that's for the good. It is only blocking changes, which are necessary. The FIA and Liberty will tell them what the rules are and they have to accept it. Liberty owns the business and they will do what they think is right. As Bernie once said: „If you buy a new car, you want to drive it.“ The budget cap will be introduced in 2019, but in its first year only as a test. There will be no fines for overspending in that experimental season. The FIA only wants to see whether they can control it. Each team will get an external auditor who lives with the team in order to exclude cheating as much as possible. Not defined yet is the limit of the cap. The top teams hope, that it will be 200 million euros. It think they will be pretty disappointed next week. It will be either 150 million or finally even 100 million, if the rules cannot be written in a way, that money buys less lap time than at present.

GP BRAZIL

Once it was all over, Ferrari is winning again. And Ferrari did not even have the best car for Interlagos. Mercedes was faster. But Hamilton had to start after a crash in qualifying from the pitlane. The car was bottoming, when he approached Turn 7. The airflow under the floor stalled, the downforce went, and not even a World Champion could keep the car on the track. The impact was with 18 g enough to trigger the warning light for the medical car. Mercedes had to work all night to repair the car and to mount a new power unit in it. In qualifying it was fitted with the older spec 2.0. Mercedes wanted to keep their new spec 3.1 which had its first race in Spa for the final race in Abu Dhabi. But when Hamilton had to start from the back anyway, Mercedes was able to introduce a 5th engine without penalty. Of course a spec 3.1. As it has to cover only 900 kilometers instead of the projected 5000, it could be run full power in the race. „It was the first time ever, that I did not have to do any engine management in the race“, Hamilton revealed afterwards. The competition learnt like that what Mercedes can do, if they really pull the trigger. The topspeed was 7.4 kph better than Ferrari. Hamilton overtook 10 cars with ease on a track, where you needed a speed delta of 1.5 seconds to overtake. The difference in power to Ferrari is still 2.5 percent, to Renault 4.5 percent and to Honda 5.5 percent. Accordingly the fuel consumption. Just to

give you an example. Mercedes needed for the race distance in Mexico 89 kg of fuel. In the case of Ferrari it was 101 kg.

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Hamilton's catch up was helped by the early safety car and the fact, that four competitors had been gone after one lap. After the first flying lap in lap 5 the gap to Vettel was 8.3 seconds. In the end it was 5.4 seconds. But he had to overtake 10 cars in the meantime. His alternative strategy with soft tires first and supersoft after lap 43 turned out to be faster due to the hot conditions. „It gained us 3 seconds over the distance“, Mercedes strategist James Vowles said. Also Ricciardo had an impressive race from P14 after another engine penalty. He got kicked out in Turn 2 by Vandoorne and restarted the race in P17 behind Hamilton. Ricciardo overtook even 11 cars to finish Sixth.

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Vettel won the race at the start. He gained 3 meters in acceleration and the rest by later braking. From then on he controlled the race, but not as clear as he had liked. „We expected a stronger race pace from us. I could not get Bottas out of my mirrors, whatever I tried. It was a bit easier on the soft tires than on the supersoft“, Vettel said. Normally Ferrari is better on race day relative to qualifying, in which Vettel only lost 0.038 seconds on Bottas. And normally Mercedes suffers more under hot conditions than Ferrari. With 60 degrees on the tarmac it was one of the hottest race in the year. The fact, that Bottas was so close showed, how strong Mercedes really was in Brazil. Bottas missed the only other chance to go in the lead in his pitstop. Mercedes tried in lap 27 an undercut Vettel, but it did not work. Not quite. The gap was 1.6 seconds at that lap. But Bottas lost a tenth coming to the pits and another 3 tenths in the pitstop itself. Mercedes had introduced new equipment. The front jack did not work properly.

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Red Bull had no chance in Brazil. Mainly because all Renault teams had to turn down the power by 3 to 4 percent. That hurts on a track, which asks for 72 percent full throttle. After another MGU-H failure in Gasly's car in practice, the situation in the Renault camp became for all three teams really serious. Renault has no more new turbochargers and MGU-H and they cannot build any new ones till Abu Dhabi. Already in the last two races they started to shuffle used parts around, from one team to the other or they had to repair old and damaged components. Ricciardo's MGU-H came from the stock of the factory team. Renault, Red Bull and Toro Rosso had to survive the Grand Prix without further engine troubles, otherwise there was the risk not to drive at Abu Dhabi. It still can happen, if something breaks during practice there. For that reason the performance of all three teams had been compromised in Brazil. Red Bull could not keep up with Mercedes and Ferrari, Renault was slower than Williams, Force India and McLaren. The Red Bull drivers tried to compensate the lack of power by more aggressive driving, but that hurt the tires too much. Both

Verstappen and Ricciardo suffered from front left blistering and worn out rear tyres. Verstappen even had to pit a second time 9 laps before the end, as tyre wear was marginal.

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McLaren-Honda can now also score points on power sensitive circuits. It is true, that they have one of the best chassis in the field, but the Honda engine is not as bad as it used to be any more. According to GPS data from Mercedes the gap between Honda and Renault has decreased to 15 hp. Let's hope for Alonso, that McLaren did not do a mistake by changing to Renault. Alonso still follows his dream to win the triple crown. The Indy 500 he is going to miss in 2018, but he is keen to drive at Le Mans. As Toyota has decided to cover the whole WEC Championship next year with two cars, Le Mans may be even with three, Alonso sees a golden opportunity to win the race in a Toyota without any opposition. Porsche and Audi are gone. Next Sunday Alonso will test a Toyota TS050 in Bahrain. And he will prepare himself for a 24 hours race next January in Daytona in a LMP2 car from Ligier.

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The battle for P7 behind the three top teams was tight. Massa won it 0.4 seconds ahead of Alonso and a further tenth ahead of Perez. This fight had been decided more or less at the start too. Perez got outdragged by Alonso at the start and he lost another position to Massa in Turn 2, when Alonso pushed him into the grass. At the restart after the safety car Massa overtook Alonso. From then on the three stayed in that order. Perez tried to outwit them by a much later pitstop (8 laps), but it did not work out. Despite fresher tires he was not able to overtake Alonso, who got DRS from Massa and who was very quick in sector 2. So he always had a big enough cushion on Perez before they were heading for the long straight.

Force India was not too unhappy to score only 2 points that day. They had secured P4 in Mexico, which will earn them 85 million dollars, if Liberty Media does not have to reduce the price money again. On the other hand the entry fees for the FIA are partly based on points. Next to a base fee of 526 926 dollars for each team, everybody has to pay 5439 dollars per point. „It really hurts us“, sport director Otmar Szafnauer tells. Force India therefore has accepted the offer of the new F1 owners of a 2 million dollar loan without interest, which has to be paid back within the next two years. „We need the money at a time, where there is no income from FOM.“ The payouts stop in December and January, as the money will be distributed in 10 equal installments over the rest of the year.

Felipe Massa had announced for a second time his retirement from F1. This time for good. Williams had told him before his home race that they plan with somebody else. In the moment it is Robert Kubica. But the team wants him to test the current car after the race in Abu Dhabi. Kubica however would like to sign before. He thinks, the team should have enough information by now to believe in him. With Kubica the Polish fuel company Lotos would come with 7 million euros sponsorship. If Kubica is not signed, it seems rather Kvyat

than Wehrlein to take Massa's seat. Formula 1 will face next year the first time since 47 years without a Brazilian driver. The last race with no Brazilian in the field was the Dutch Grand Prix 1971, when Emerson Fittipaldi had to take a break after a road car accident in France, in which he broke his sternum and cracked a few ribs. He was back the next race in France, where he finished Third in a Lotus.

At the moment the FIA, Liberty and the teams discuss a few minor rules changes. The engine penalty system will be simpler. Each driver, who has a penalty with 15 grid positions or more will be put to the end of the field. In case of more than one driver with the same amount of grid positions to lose, the order is decided by the time, the driver shows up with the new component on track. First out on Friday is first in the list of the relegated drivers. After a heated discussions about recent decisions of the stewards, the FIA offered to the teams, that they could add a 5th steward which comes from a pool of 5 people, who are unanimously elected by the teams. That will be the problem. I doubt the teams unanimously find 5 people, who are then nominated to the 21 races. Liberty asked the FIA and the teams to think about a return to the old grid order 3-2-3 on tracks with a wide main straight. No decision either on that yet.

The biggest controversy is still about the proposed engine rules for 2021 and the planned budget cap. The manufacturers do not like the proposal - although they had voted for 75 percent of it beforehand and although they agreed to 8 principles, these engine rules should follow. Such as simpler, cheaper, louder, set for a still to determine power/weight ratio, still hybrid, more standard parts, road relevant and the driver in charge of the power management. All of a sudden Mercedes, Ferrari, Renault and Honda would like to keep all as it is, just with minor corrections. They argue, that the engine power has converged now, the teething problems are solved, three out of four engines won races and that it is cheaper to develop these engines than to build a complete new one. The most of it is nonsense of course. They build new engines every year now with the token rule gone. Renault and Honda are still far behind both in performance and reliability, and that after 4 years of development. And it is an engine, which has to be controlled by engineers rather than drivers. No one in the outside world ever honored the technology behind and the fact, that these engines burn a third less fuel for more power. Because the fans are not interested and all others do not know due to poor marketing, mainly by the manufacturers themselves. They keep it all so secret, that they do not want to reveal too much. Only Mercedes published proper pictures from their power unit. Ferrari and Renault nothing. Ross Brawn said quite rightly: „The engine is a wonderful demonstration of engineering, but it is unfortunately not a good engine for racing.“ For the reasons we all know. Conclusion of the FIA and the F1-management: Something has to change. There is still room for discussion, but in some points the manufacturers have to present very convincing arguments to change

it back. For example, if they want to keep the MGU-H. It has not done anything good to the sport and the manufacturers. Since 7 years the engineers developed the so called „hot“ electromotor, and still there is no roadcar yet to run it. The first will be the Mercedes hypercar, which will be built only at a quantity of 275 units. And it will cost 2.275 million euros plus tax. So you really cannot say, it is road relevant. The F1 management is really worried about the fact, that F1 has got only 10 teams and there is no new one in sight. On the other hand the big teams are so big, that you cannot sell them. Nobody apart from Mateschitz can run Red Bull in the current size. So the cost has to come down significantly to allow the teams to survive and to attract new teams if necessary. Same picture on the engine side. Apart from Porsche with their Le Mans experience no other manufacturer would take the risk to join with the current rules, as it would take him at least 3 years to build a competitive engine. Renault and Honda are a frightening example, how difficult it can be. And Le Mans is an alarming story. The technology is even more sophisticated there. The whole series more or less collapsed after Audi and Porsche retired. The same could happen in F1 if it keeps this engine.

The whole conflict is based on something bigger. The manufacturers are afraid, that the FIA and the F1 management will face them in the future with facts, rather than discussing the rules with them. It probably will happen like this, because the sport needs it. The players cannot manage the sport, because like that there never will be a change. They have to compete. That's it. Mercedes and Ferrari argue, that they do not know, where F1 wants to be in 2021 and Liberty does not tell them enough about their plans. They do not for a good reason. It could stop the plan before it really starts, because the other side would do everything to sabotage it. The teams know as much as they have to know for the moment. For example the roadmap. In 2018 the rules for the budget cap and the engine will be finalized. In 2019 the budget cap will be tested without penalties. On top of it the chassis rules will be defined. In 2020 the budget cap will be introduced in a way, that the big teams only have to reduce their staff and budgets in a sensible way and the rest will not be affected at all. In 2021 the whole thing starts: New engines, new cars, a budget cap with a still to be defined amount of money and a new, more equal distribution of the income. „We take our time, because we want to get it right this time. Therefore I do not understand, that the manufacturers try to rush us in decisions. It must be in their interest that we end up with a proper set of rules“, Brawn says. For example the budget cap. The F1 management will meet in the last week in November with representatives of each team in separate meetings in London in order to find out what they think about it. The result will be presented than in January. That is exactly what Mercedes and Ferrari fear. The decision is taken out of their hands. So they try to upset it. But this time they have no alliance in Red Bull. Marko told me, that Mateschitz wants to cut down the expenses radically. „We spent a third of our whole marketing budget for our two teams in F1. That is not sustainable. When

Horner says, we support a budget cap, than it is not something coming from the team, it is a decision of our headquarters in Salzburg.“ Bernie spread out rumors, that Mercedes and Ferrari are already planning a breakaway series. It is more than his usual attempt to stir up shit. In fact, the two teams really think about it. Thje story could be like this. Toto Wolff expects a big payout from Mercedes at the end of 2020. He can chose to carry on, but according to some good sources he plans to run F1, which he already wanted to do now. Unfortunately for him he was not elected. In order to be there in 4 years, it would make sense for him to stop all of Libertys plans, before they could prove to be positive.

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CarNbr	FirstName	LastName	Make	Model	Year	Colour
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2K Cup

2	Mike	Cullingford	Toyota	Levin	TBA	White
3	Roman	Korobeinikov	Honda	Integra	1999	White
4	Steven	Hughes	Toyota	Levin	1995	Black
5	Chris	Watson	Toyota	Curren	1994	Red
6	Stuart	Read	Toyota	Curren	1994	Silver-Gold & Blue
7	Alastair	Chalmers	Honda	Integra DC2	1994	Green
8	Mark	Mallard	Toyota	Levin	1996	White
9	Allan	Bradley	Toyota	Altezza	2000	white
9	Shiane	Day	Nissan	Sentra	1994	White
13	Jordan	Stickings	Ford	Laser	1992	Green
14	Tim	Manderson	Mazda	Familia	1998	silver
16	Hugh	Parris	Citroën	BX 16 Valve	1989	Tricolore
17	Adam	Carpenter	Honda	Integra	1997	Silver
18	Neil	Mallard	Toyota	Levin	1995	White
21	Peter	van der Poel	Toyota	Levin	1991	White
23	Roger	Johnston	Toyota	Levin	1995	white
25	Ian	Wallace	Toyota	Levin	1998	Red
27	Dave	Rooney	Toyota	Carib	1997	Silver
28	Glenn	Harrop	Toyota	Celica	1998	White
30	Andrew	Cryns	Honda	Civic	1991	White
30	Greg	Larsen	Honda	Civic	1992	White
32	Jon	Scrivin	Honda	Integra	1993	Red
33	Paul	Smith	Honda	Integra	1993	sonic blue
36	James	Whitlock	BMW	318is	1992	Blue
40	Steve	Cox	Honda	Torneo Sir-T	1998	Black
41	Warren	Horner-Pascoe	Nissan	Primera	1995	Orange/white/black
44	Gordon	Murray	Nissan	Pulsar	1996	Black
46	Dave	Bailey	Mazda	MX 5	1993	Red
47	Chris	Hughes	Honda	Integra	1994	Red
48	Wayne	Rodgers	Honda	Integra	1997	Red

50	Graeme	Coley	Mazda	Lantis	1996	Red
52	Jamie	Anderson	BMW	323i	1995	Silver
55	James	Smith	Honda	Integra	1994	black
56	Karl	Driver	Toyota	Curren	1996	Silver
58	James	McComb	Mazda	MX5	1990	Martini White
60	Don	MacRae	Peugeot	306 s16	1994	Silver
60	John	MacRae	Peugeot	306 S16	1994	Silver
63	alan	thompson	toyota	levin	1996	white
63	Josh	Thompson	Toyota	Levin	1996	White
66	Brett	McQuinlan	honda	integra	1994	green
67	Phil	Page	Toyota	Corolla Levin	1997	Red
68	John	Enticott	Toyota	Levin	1997	red
72	Chris	Greaney	Honda	Integra DC2	1995	White
74	Oscar	Drummond	Toyota	MR2	1994	Red
77	Mathew	Smith	Toyota	MR2	1990	Red
77	Nigel	Smith	Toyota	MR2	1990	Red
81	Stuart	Fox	Toyota	Levin	1995	White
82	Nicholas	Bertram	Toyota	Celica	1996	Green
83	Braden	Willis	Toyota	Celica	1993	Red
86	Marc	Barlow	Peugeot	306 GT16	1998	White/blue
88	Martin	Taylor	Honda	Integra	1996	Silver
90	Dean	O'Meara	Honda	Accord	1998	Black
90	Shaun	Jackson	Honda	Accord	1998	Dark blue
91	Matt	Rose	Toyota	Exiv	1995	Silver
95	Dominic	Morris	Ford	laser xr3i	1995	red
96	Mark	Grover	Nissan	pulsar	1996	black
100	Terry	Bluck	Toyota	MR2	1985	Silver
103	Craig	Stephens	Toyota	Levin	1994	Black
106	Glenn	Reynolds	Peugeot	106 GTi	1997	Blue
106	Reon	Hogwood	Peugeot	106 GTi	1997	Blue
110	Jason	Ward	Honda	Civic EG9	1991	White
111	John	Jellie	Toyota	Levin	1995	blue stripy
111	Benjamin	Harford	Toyota	Levin	1995	Blue steipy
112	David	Williams	Toyota	Celica	1996	White

115	Hayden	Geddes	Toyota	Celica	1995	red
117	Harry	Bowers	Toyota	Celica	1994	Blue
118	Dominic	earl-peacock	Toyota	Levin	1992	Blue White
123	David	Young	Honda	Integra	1993	Black
125	Peter	Vodanovich	Toyota	MR2	1994	Red
128	Paul	Greaney	Honda	Civic	1992	Red
130	Dean	Jones	nissanian	Primera	1995	White
131	Ben	Van der Werff	Toyota	Corolla	1993	Silver
145	Graham	Ball	BMW	E36 320	1995	SILVER
156	Jules	Van Niekerk	Alfa Romeo	156	1998	Alfa Red
172	Mark	Baker	Toyota	Corolla	1985	Green
186	Josh	Colligan	Honda	Integra	1995	red
212	Ashley	Greer	Toyota	Curren	1997	Red
220	Kelly	Flynn	Peugeot	206 s16	2000	Blue
220	Rachel	Norris	Peugeot	206 s16	2000	Blue
222	Steve	Symon	Honda	Integra	1995	Black
225	Mike	Mechaelis	Mazda	Fastina	1994	Black
227	Mark	Stevenson	Toyota	Celica	1994	Silver
233	Neil	Rose	Toyota	trueno	1996	Maroon
250	James	Parkinson	Toyota	Levin	1996	White
265	Matt	Williams	Honda	Integra	1991	Black
305	David	Trass	Honda	Integra	1995	Red
343	Shane	Geddes	Toyota	MR2	1990	Black
375	Mark	Desmond	Honda	integra	1993	red
417	Steven	Gaskell	Honda	Integra	1998	Purple
444	David	Verryt	Honda	Integra	1995	white
473	Geoff	Douch	Toyota	Celica	1996	Black
505	Marco	Tang	Toyota	Levin AE111	1995	Silver
505	martin	meredith	Toyota	Levin	1995	Silver
603	Graham	Wallace	Toyota	Levin	1996	Black
606	Roy	Campbell	Toyota	Levin	1996	Black
666	Pete	Coleman	Mitsubishi	FTO	1995	Yellow
777	Dan	Bagnall	Toyota	Levin	1996	Black

809	Ben	Thorpe	Honda	Integra Xsi	1990	Black
809	Matthew	OGorman	Honda	Integra XSi	1990	Black
911	Chris	Morris	Toyota	Levin	1992	Green
962	Mathew	Randell	Toyota	Trueno	1995	White
TBA	Karl	Gaines	Toyota	Levin	1995	White
	Jason	Anderson	Toyota	Altezza	2001	Black
	Jason	Grinter	Holden	Astra	2002	silver
	Louis	Treweek	Toyota	Levin	Q996	White

Honda Cup

1	Gary	Wilson	Honda	EG Civic	1991	Black
12	Ray	Williams	Honda	Civic	1992	Red
21	Jamie	Wiggins	Honda	Integra	1993	Black
27	David	Harker	Honda	Civic	1998	White
36	Mark	Walters	Honda	Civic	1997	Green/orange
38	John	Torrance	Honda	Civic	1995	Blue
43	David	Miller	Honda	Civic	1992	Green
47	Shane	Haitana	Honda	Civic EF9	1990	Black
51	Mark	Wilson	Honda	Civic	1998	Red
74	Andrew	Johnston	Honda	Integra	1994	Orange/black
75	Steve	Hughes	Honda	Civic	1994	Orange
77	Martin	Dunn	honda	civic	1996	white
92	Mark	Mountcastle	Honda	Civic	1996	Green
94	Brent	Hay	Honda	Integra Type R	1997	Grey
95	Colin	Abah	Honda	Integra	2000	Green
99	Tristan	Neate	Honda	Civic	1988	White Camo
103	Shane	Hine	Honda	Civic	1988	white
120	Roger	Maisey	Honda	CRX	1990	Silver
151	Simeon	Woolsey	Honda	Integra DC2	1996	Orange/Black

Mini Racing Drivers

5	Stumpy (Kevin)	Holmes	Star Car	Super	1999	Black
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7	Greg	Gordon	Mini	Legacy mini	1962	Black
11	Craig	McCall	Star Car	Holden	2004	White, black, red
17	Mike	Wallace	Morris	Mini	1974	yellow
33	cameron	Tristram	Mini	Mini	1983	Green
40	Ken	Rae	Mini	Mini7	1966	Yellow
42	Kevin	Townsend	Leyland	Mini	1980	Purple/green
47	Evan	Thompson	Mini	Seven	1984	Red
56	Bill	Robson	Austin	Mini	1964	Blue
60	Colin	Middlemiss	morris	mini	1969	dark blue
69	Martyn	Todd	SUPER STAR CAR	Commodore	2006	Black & White
98	Anthony John	vanden Berg	Star Car	Holden	2006	Black Orange
123	Jeff	Sharp	STAR Car	Ford	2005	Red
147	Louis	Kuriger	Star Car	Ford	2005	Blue
	Callan	Ries	Star Car	Holden	2005	Black/Silver
	Chris	Thompson	Mini	Seven	1975	Red

NZ6 / HQ

4	Peter	Rine	Holden	VN Commodore	1989	Black
13	Janine	Douglas	Holden	HQ	1972	Green
54	Lance	Fox	Ford	Falcon	1992	White/Red Green
58	Darrell	Harris	Holden	Commodore	19	Black/pink
68	Lorraine	Chung	Holden	HQ	1972	Black
70	Dawson	Chung	Holden	HQ	1972	Black
82	Richard	Ross	holden	commodore	1990	black
	David	McWilliams	Holden	HQ	1972	Green
	linda	torrens	holden	hq	1972	red
	Darren	Swinburne	Holden	Commodore	1989	Red/White
	murray	brook	Holden	Commodore	1990	Black

Super Lap

2	david	brew	nissan	200 sx gtr	1991	gray
3	Leon	Scott	Mitsubishi	Evolution	2001	white/red/blue
3	Matthew	Gray	Toyota	Supra	1996	Red
4	Andy	Brooking	Nissan	Skyline GTR	1991	Gunmetal
7	Kerri	Mareeba	Mazda	rx7	1989	black
7	Neil	Johns	Porsche	Cayman	2014	Red
13	Andrew	Shadgett	Toyota	MR2	1984	White
15	Brian	Matchett	Holden	HSV GTS	2001	Black
16	Morris	Mustchin	subaru	wrx	2000	blue
17	Bryce	Kamizona	Honda	Civic	1999	Championship White
19	John	Stewart	Honda	Integra Type R	1996	White
21	Antal- Rafael	Sabo	Toyota	Supra	1999	Silver
24	Katherine	Benson	Mitsubishi	Lancer Evo 7	2001	Black
30	Kaz	Kostiuk- Warren	BMW	E30	1987	Gray
32	Glenn	Hodges	Nissan	March	2004	Red/Silver
33	Eric	Yamashita	Nissan	Skyline GTR	1995	White
49	Luke	Parker	Mitsubishi	Lancer Evolution 10	2013	Black
57	Mark	Collier	Mazda	MX5	1989	White
69	Geoff	Sutherland	Holden	VZ Clubsport	2005	black
77	Khan	Mackesy	MAZDA	MPS	2007	RED
91	Mark	Greaney	BMW	E36 328i	1996	Black
110	Murray	Bell	Mazda	FD3S	1994	Blue/White/Red
144	Greg	Hirst	Toyota	MR2	1992	Blue
161	Petrea	Ardagh	Honda	Civic	1997	Black
207	Jeremy	Smith	Subaru	Impreza Sti Spec R	2008	Dark Blue
222	Brian	Schofield	Holden	Commodore	1997	Blue-ish
238	Michael	Nealis	Subaru	Legacy	1997	White
244	Andrew	Holden	Toyota	Trueno	1992	Black
333	Jason	Morris	Mazda	3 MPS	2010	Black
555	Darren	McDonald	holden	calais	2003	blue
743	Francois	Fourie	Toyota	MR-S	2000	Blue

801	Pierce	Clarke	Honda	EG Civic	1992	Blue/Yellow
888	Bradley	Haines	Nissan	Silvia	1996	White
TBA	Steve	Vodanovich	Mitsubishi	Lancer	2001	Red / Black
	Darryn	Cairncross	Mazda	S7 RX7	1997	silver
	Elliot	Carleton	Toyota	Levin	1995	White
	zihao	xu	Nissan	GTR	2008	Grey
	Andrew	Baird	BMW	328i	1995	Green
	adam	ostermeyer	Mazda	mx5	1998	gold

Tranzam Challenge

2	Roger	Williams	chevrolet	corvette	2004	blue
5	Andy	Greenslade	Jaguar	XK8	2010	White/blue
12	George jnr	Sheweiry	Chev	camaro	1998	white
17	Alastair	Wootten	Chevrolet	Corvette	2004	Silver/Yellow
20	George	Sheweiry	Ford	Mustang	1990	white
30	Roger	Fawbert	Chev	Camaro	2000	Blue
55	Alan	Ferguson	Chevrolet	Corvette	2000	silver
72	Dayne	Running	Chevrolet	Corvette	2003	Silver
96	Grant	Hannah	CORVETTE	C4 GT2	1996	WHITE
109	Dennis	Running	Chevrolet	Corvette	2000	yellow
588	Robert	Berggren	Dodge	Viper	2000	Blue

