



EXTREME GLOBAL

09 256 0013

RACE PACE FREIGHT SPACE

[www.hrcevents.co.nz](http://www.hrcevents.co.nz) [www.nzrdl.co.nz](http://www.nzrdl.co.nz) [www.motorsportentry.com](http://www.motorsportentry.com)

Facebook [HRCEventsNZ](#)

Facebook [New Zealand Racing Drivers League](#)

Supported by   THE LION FOUNDATION

## March 2019 Issue

Download a PDF Version at <http://www.hrcevents.co.nz/content/>



Next meeting for HRC is the Dennis Marwood Classic meeting coming up at Taupo on the 27<sup>th</sup> and 28<sup>th</sup> April. We have a great entry for this meeting and will certainly honour one of the legends of NZ Motorsport. Lots of cars from the "Marwood" era with Historic Muscle Cars/Historic Saloon Cars, Historic Sports Sedans, Toorace Trofeo Series, Formula Libre/Sports cars, Improved Production Cars, Super Karts, Hooters Vintage Race Series / Formula Junior, AES/Arrows and the very popular Escorts /Small Fords class making their final appearance in the Escorts 50<sup>th</sup> Anniversary year.

HRC's finale meeting of the season is the **Season Finale 4/5th May at Hampton Downs** Classes racing are Super Laps, Classic Trial (Sat), 2KCUP (2 Grids on Sunday), Improved Production Cars (Saturday), BMW E30 Class, BMW 2 Litre Class, BMW Open Class. Classic Touring Cars

We were approached by Classic Touring (pre 93 cars) drivers for another meeting so HRC have added this class to Season Finale

So two super meetings to complete the 2018/19 season

Then it is a three month break before the next season starts. This gives volunteers a well-earned break and drivers the opportunity to save money for the next season.

But wait - we do have an event on June 22<sup>nd</sup>, or more correctly Taupo Car Club does and HRC are supporting the day with our Introduction to Motorsport Course. Taupo Car Club are running Multi car sprints under a club sport permit so a licence for new competitors is not required. This would be an excellent opportunity to get involved in Motor Racing. Do the Introduction to Motorsport course in the morning and race in the afternoon using your newly acquired skills. Contact Terry O'Brien [t.ob@xtra.co.nz](mailto:t.ob@xtra.co.nz) or Tim Hill [tim@hrcevents.co.nz](mailto:tim@hrcevents.co.nz)

As you may be aware HRC had to cancel the HRC Bargain Basement Race Meeting on the 13<sup>th</sup> April as we only had four entries. Auckland Car club were running a similar event on Sunday and also had received very few entries so obviously there is no market for cheap race meetings. HRC were also running Super Laps at the Bargain meeting so these were transferred over to the Auckland Meeting on the Sunday and HRC appreciates Auckland Car Club accommodating the Super Lap Competitors.

## **Next Season**

Below is the first draft of next season's calendar

HRC has approached class organisers requesting expressions of interest for race meetings. With HRC and Auckland Car Club meetings the entry fees are per entry not per class. Classes can commit to one meeting or a number of meetings

**Not included in the list were the Taupo Car Club events which was a clerical error apparently by the Clerical assistant Watson but this has been rectified in the attached list and diplomatic relations with the Taupo Car club are nearly back to normal**

**The dates for the Taupo meetings are 16/17<sup>th</sup> November 12<sup>th</sup> 13<sup>th</sup> January and 23<sup>rd</sup> 24<sup>th</sup> March Contact Terry O'Brien [t.ob@xtra.co.nz](mailto:t.ob@xtra.co.nz)**

Next season some successful events from the past are returning. On October 5<sup>th</sup> at Pukekohe the Auckland clubs will run the NZIGP B & H 500. While it would be impossible to limit the cars to New Zealand assembled cars, the regulations will likely exclude GT3 cars and BNT New Zealand V8's. It is likely tyres will be limited to dot rated tyres. Planning is at early stage and the clubs would welcome any feedback. HRC has been impressed with the feedback so far.

Another event that is making a comeback (Date TBC) is the NZIGP ACC NSCC **Thunder in the Park** meeting. This has been always a popular event. Already a number of classes have committed to this event including the trucks. Expect lots of horsepower in the park.

NZKW products has come on board supporting HRC and offering discounts to HRC members on presentation of an HRC membership card. NZKW work off slim margins so discount will depend on products purchased. NZKW products are at 43A Greenmount Drive East Tamaki 0800 466959 [www.nzkw.com](http://www.nzkw.com)

The Motorsport Club has received financial help from the Lion Foundation for wet weather equipment for the volunteers. This financial help is much appreciated and also thanks to Brian Lawrence for helping to facilitate this funding. Please drink plenty of Lion product but not before a race meeting!

The Motor Sport conference is coming up on 24<sup>th</sup> 25<sup>th</sup> May and Chris and Tim will be attending. HRC is particularly interested in the cost for competitors and ease of competitors entering the sport. It will also be of interested to know if any of the ideas presented by 2KCup to the board are going to be supported and implemented. To be a vibrant and growing sport we need to support the grass roots.

Please contact Tim or Chris if you have any matter that you want raised at the conference.

### **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>

## **Entries on [www.motorsportentry.com](http://www.motorsportentry.com)**

### **Marketing Motorsport in Auckland**

HRC are always working to promote other types of Motorsport in the Auckland region. 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.

HRC can also arrange advertising in this monthly newsletter, the HRC annual wall planner, advertising in the events programs and on Face book

For further details contact Chris Watson on 0274827542

[chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

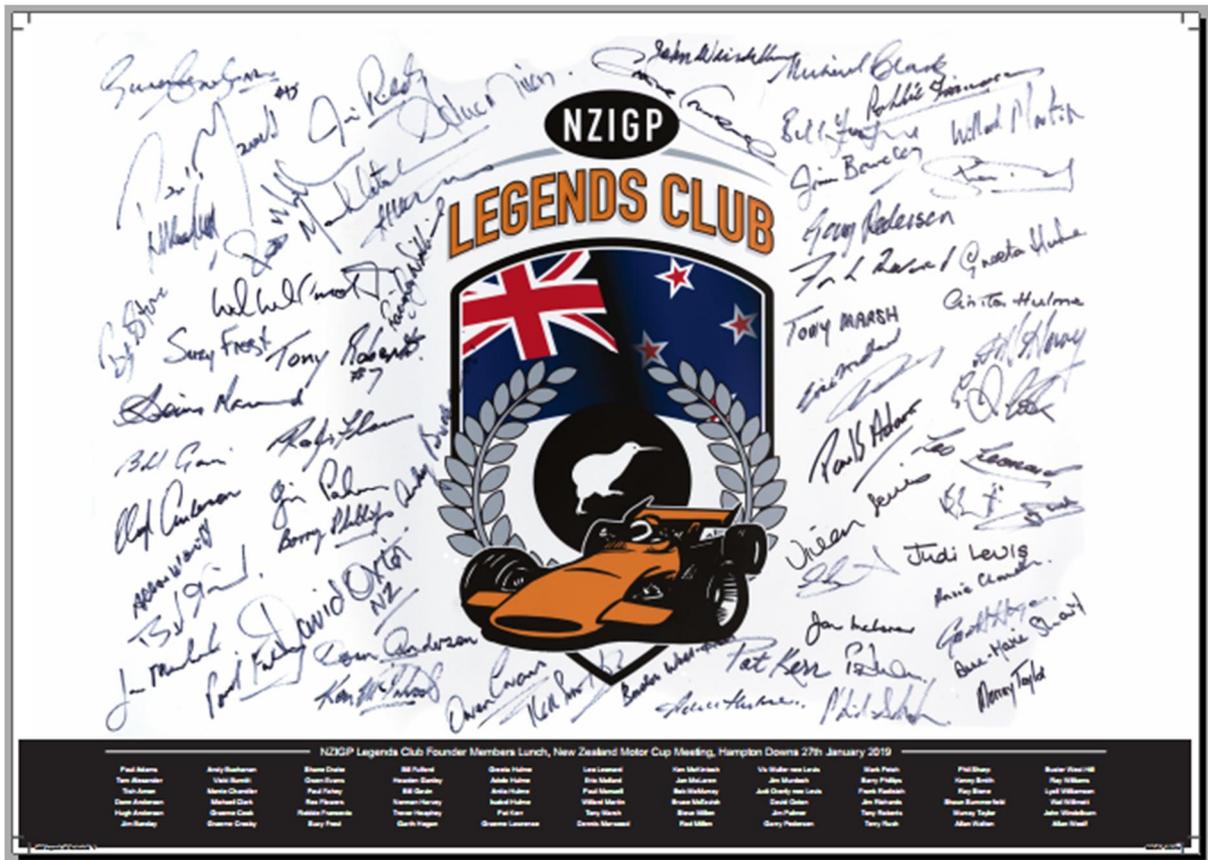
## Competition Licenses and Authority Cards

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

Regards

The HRC Team

Chris Watson	0274 827542	<a href="mailto:chris@hrcevents.co.nz">chris@hrcevents.co.nz</a>
Tim Hill	021 614600	<a href="mailto:tim@hrcevents.co.nz">tim@hrcevents.co.nz</a>
Tony Roberts	021 1332895	<a href="mailto:racert@hotmail.co.nz">racert@hotmail.co.nz</a>



## NZIGP Legends Club

Following the inaugural gathering of the NZIGP Legends Club, we are in the process of having a Limited edition print made of the above poster. Signed by 62 of New Zealand's Motorsport Legends, printed A2 size on glossy quality stock, the poster will be available as 1 of 100 limited prints. Cost will be \$50 inc P&P – email [legends@nzigp.co.nz](mailto:legends@nzigp.co.nz) if you would like to reserve a copy.

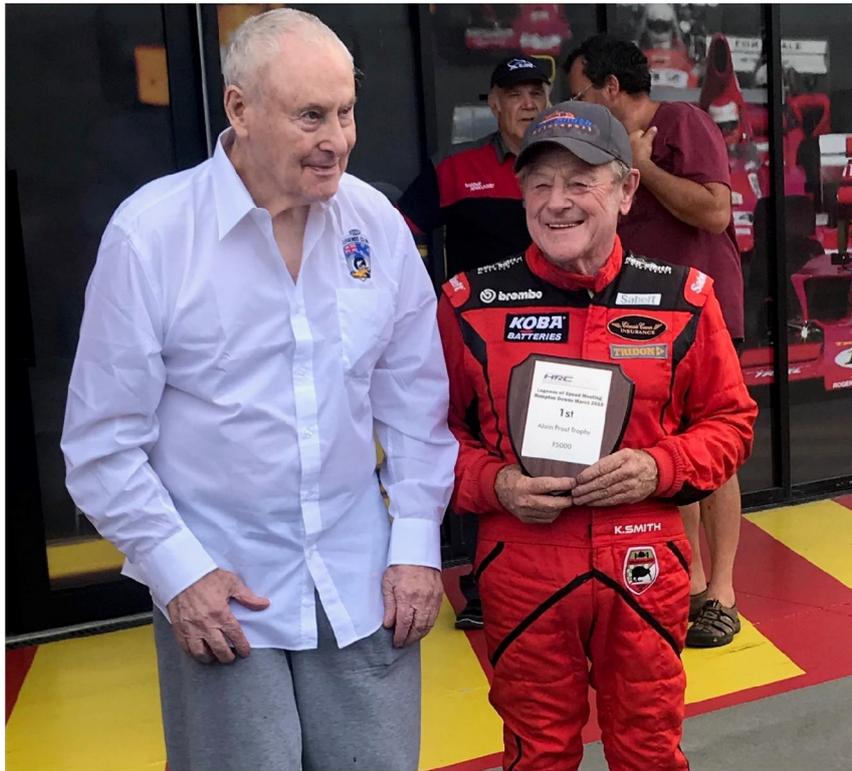
Several of the Legends attended the HRC Legends of Speed meeting at Hampton Downs in March. It was a pleasure to meet Graham McRae and have him present the winners trophy of the F5000 Race to Kenny Smith.

Another of our Legends is being honoured at the Dennis Marwood Classic Meeting at Taupo on 27/28 April. Dennis will be in attendance both days and we are really looking forward to seeing him there.

We have posted an article from NZ Classic Car Magazine for those that are interested:

- Dennis Marwood Story Part 1 - <http://www.hrcevents.co.nz/content/92pd51.pdf>
- Dennis Marwood Story Part 2 - <http://www.hrcevents.co.nz/content/93pd19.pdf>
- Dennis Marwood Story Part 3 - <http://www.hrcevents.co.nz/content/94pd13.pdf>

## From one legend to another – McRae presents F5000 race trophy to Smith



March 24th, 2019  [Benjamin Carrell](#)

There was a poignant moment at the final round of the 2018/19 SAS Autoparts/MSC NZ F5000 Tasman Cup Revival Series at the big Legends of Speed meeting at Hampton Downs today, as the winner of the final race of the season, Ken Smith, was presented with his trophy by fellow category original Graham McRae.

‘It’s an honour to be presented with this trophy by someone who I rate as one of the best Formula 5000 drivers ever,’ Smith said of his respected former rival as the pair were surrounded by well-wishers at an impromptu function in the pit lane at the Hampton Downs circuit after the 12-lap SAS Autoparts MSC series final this afternoon.

McRae, now 79, was the dominant figure in the Formula 5000 category through the early 1970s, winning the original Tasman Series three years in a row (1971, 1972 and 1973) and also the 1972 L&M Continental 5000 Championship in the United States in cars of his own design.

He also qualified for and started the 1973 British Formula 1 Grand Prix in a Cosworth-powered Iso-Marlboro entered by Frank Williams and won the Rookie of The Year award at the Indianapolis 500 the same year.

Smith enjoyed a similarly successful career closer to home, but unlike McRae, who eventually retired from full-time driving to focus on designing and building racing cars, never really stopped driving, to the point where at 77-years-of-age he has just completed his 61st consecutive season of national level motor racing here.

**Note to competitors when using [www.motorsportentry.com](http://www.motorsportentry.com)**

When entering on [www.motorsportentry.com](http://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](http://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.

## *HRC Calendar*

### **Dennis Marwood Classic Meeting 27<sup>th</sup> 28<sup>th</sup> April TAUPO**

Historic Muscle Cars/Historic Saloon Cars, Historic Sports Sedans, Toorace Trofeo Series, Formula Libre/Sports cars, Improved Production cars, Super Karts, Hooters/ Formula Junior, AES/Arrows, Escorts /Small Fords.

### **Season Finale 5/6<sup>th</sup> May Hampton**

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

### **Discounted Spectator Tickets**

All events remaining in 2019 are now live on iTicket. You can get 50% off gate prices by buying online in advance !



**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** 

**MEMBERSHIP CARD** 

Name: \_\_\_\_\_

Membership No: \_\_\_\_\_

Expiry Date: \_\_\_\_\_

Signed: \_\_\_\_\_

[www.hrcevents.co.nz](http://www.hrcevents.co.nz)

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](mailto: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](http://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.

Draft Calendar 2019/20 Season

	<b>Hampton</b>	<b>Pukekohe</b>	<b>Taupo</b>	<b>Manfeild</b>
Saturday, 27 April 2019	Mad Mike Drift Force		Dennis Marwood	
Sunday, 28 April 2019			Dennis Marwood	
Friday, 3 May 2019	Race Car Test Day			
Saturday, 4 May 2019	Season Finale			
Sunday, 5 May 2019	Season Finale			
Friday, 10 May 2019	Lemons	Enduro Only Test Day		
Saturday, 11 May 2019	Lemons	NIERDC Enduro		
Sunday, 12 May 2019	Lemons			
Saturday, 18 May 2019				
Sunday, 19 May 2019				
Saturday, 25 May 2019				
Sunday, 26 May 2019				
Saturday, 1 June 2019				
Sunday, 2 June 2019				
Monday, 3 June 2019	Mad Mike Drift Force			
Friday, 7 June 2019	Enduro Only Test Day			
Saturday, 8 June 2019	NIERDC Enduro			
Sunday, 9 June 2019				
Saturday, 15 June 2019				
Sunday, 16 June 2019				
Saturday, 22 June 2019				
Sunday, 23 June 2019	Mad Mike Drift Force			
Saturday, 29 June 2019				
Sunday, 30 June 2019				
Friday, 5 July 2019				
Saturday, 6 July 2019				
Sunday, 7 July 2019				
Saturday, 13 July 2019				
Sunday, 14 July 2019				
Saturday, 20 July 2019				
Sunday, 21 July 2019	Mad Mike Drift Force			
Saturday, 27 July 2019				
Sunday, 28 July 2019				

Saturday, 3 August 2019				
Sunday, 4 August 2019				
Saturday, 10 August 2019				
Sunday, 11 August 2019				
Saturday, 17 August 2019	Mad Mike Drift Force			
Sunday, 18 August 2019				
Saturday, 24 August 2019				
Sunday, 25 August 2019				
Saturday, 31 August 2019				
Sunday, 1 September 2019	ACC Round 1			
Friday, 6 September 2019	Lemons			
Saturday, 7 September 2019	Lemons			
Sunday, 8 September 2019	Lemons			
Friday, 13 September 2019		Supercars Pukekohe		
Saturday, 14 September 2019		Supercars Pukekohe		
Sunday, 15 September 2019		Supercars Pukekohe		
Friday, 20 September 2019	Race Car Test Day			
Saturday, 23 September 2019	HRC Waikato Challenge			
Sunday, 22 September 2019				
Friday, 27 September 2019	Race Car Test Day			
Saturday, 28 September 2019	HRC Ice Breaker			
Sunday, 29 September 2019	HRC Ice breaker			
Friday, 4 October 2019		Enduro Testing		
Saturday, 5 October 2019		B and H Enduro		
Sunday, 6 October 2019	TACCOC	ACC Round 2		
Saturday, 12 October 2019				
Sunday, 13 October 2019				
Friday, 18 October 2019				
Saturday, 19 October 2019				
Sunday, 20 October 2019				
Saturday, 26 October 2019	Mad Mike Drift Force			
Sunday, 27 October 2019				
Saturday, 2 November 2019				
Sunday, 3 November 2019				
Saturday, 9 November 2019				MG Classic
Sunday, 10 November 2019				MG Classic

Friday, 15 November 2019	Poss ENDURO FINAL			
Saturday 16 November 2019	Poss ENDURO FINAL		ACC TCC ?	
Sunday, 17 November 2019			Taupo Car Club	
Friday, 22 November 2019	Race Car Test Day			
Saturday 23 November 2019	2K Cup Challenge			
Sunday, 24 November 2019	2K Cup Challenge			
Saturday 30 November 2019		Speedworks		
Sunday, 1 December 2019		Speedworks		
Friday, 6 December 2019				
Saturday, 7 December 2019	Summer Nats Drifting			
Sunday, 8 December 2019	TACCOC			
Friday, 13 December 2019	Poss ENDURO FINAL			
Saturday, 14 December 2019	Poss ENDURO FINAL			
Sunday, 15 December 2019				
Saturday, 21 December 2019				
Sunday, 22 December 2019				
Saturday, 28 December 2019				
Sunday, 29 December 2019				
Friday, 3 January 2020			Race Car Test Day	
Saturday, 4 January 2020			Tasman Revival Taupo	
Sunday, 5 January 2020			Tasman Revival Taupo	
Friday, 10 January 2020	Legends of Bathurst			
Saturday, 11 January 2020	Legends of Bathurst		Taupo Car Club	
Sunday, 12 January 2020	Legends of Bathurst		Taupo Car Club	
Saturday, 18 January 2020			Historic GP	
Sunday, 19 January 2020			Historic GP	
Saturday, 25 January 2020	Tasman Rev Hampton ?			

Sunday, 26 January 2020	Tasman Rev Hampton ?			
Saturday, 1 February 2020				
Sunday, 2 February 2020				
Thursday, 6 February 2020	Leadfoot testing			
Saturday, 8 February 2020			ACC Round 3	
Sunday, 9 February 2020				
Saturday, 15 February 2020				Speedworks GP
Sunday, 16 February 2020				Speedworks GP
Friday, 21 February 2020		Race Car Test Day		
Saturday, 22 February 2020		Tasman Revival Puke		
Sunday, 23 February 2020		Tasman Revival Puke		
Friday, 28 February 2020	Ferrari Challenge TBC			
Saturday, 29 February 2020	Ferrari Challenge TBC			
Sunday, 1 March 2020	Ferrari Challenge TBC	ACC Round 4		
Friday, 6 March 2020				
Saturday, 7 March 2020				
Sunday, 8 March 2020				
Friday, 13 March 2020	Speedworks			
Saturday, 14 March 2020	Speedworks	Ssangyong Meeting		
Sunday, 15 March 2020	Speedworks	Ssangyong Meeting		
Friday, 20 March 2020	Race Car Test Day			
Saturday, 21 March 2020	Legends of Speed		Taupo Car Club	
Sunday, 22 March 2020	Legends of Speed		Taupo Car Club	
Saturday, 28 March 2020				
Sunday, 29 March 2020				
Saturday, 4 April 2020			Great Lakes	
Sunday, 5 April 2020	ACC Round 5		Great Lakes	
Saturday, 11 April 2020				
Sunday, 12 April 2020				

Saturday, 18 April 2020			Speedworks Taupo?	
Sunday, 19 April 2020			Speedworks Taupo?	
Saturday, 25 April 2020			Dennis Marwood	
Sunday, 26 April 2020			Dennis Marwood	
Friday, 1 May 2020	Race Car Test Day			
Saturday, 2 May 2020	Season Finale			
Sunday, 3 May 2020	Season Finale			
Saturday, 9 May 2020				
Sunday, 10 May 2020				
Saturday, 16 May 2020				
Sunday, 17 May 2020				
Saturday, 23 May 2020				
Sunday, 24 May 2020				

## Charity Fundraiser at HRC Season Finale 4<sup>th</sup> May 2019

Proudly supporting



our mission is to care, our vision is to cure

Last year we (as a community) got together and sorted some special cars & drivers, ran some charity auctions and threw some people in those special cars with those special drivers and raised a significant amount of money for Leukaemia and Blood Cancer New Zealand.

The following day there was a lunch time cruise to raise more funds for another great charity – Breast Cancer Awareness.

This year we have 4 cars up for the Charity Auction for HOT LAPS. Thanks to the drivers who have offered their services, HD For providing the Circuit Taxi, TradeMe for allowing us free listings and promoting on the “CoolAuctions” and Glenn Hodges from The Lab for co-ordinating the event.

The chosen charity is again Leukaemia and Blood Cancer New Zealand and you will need to be quick in getting your bids in as the auctions close very soon !

Hop over to <https://www.trademe.co.nz/Members/Listings.aspx?member=6680045> and see if you can secure yourself a ride !

Leukaemia & Blood Cancer New Zealand (LBC) who are the leading organisation in New Zealand dedicated to supporting patients and their families living with leukaemia, lymphoma, myeloma and related blood conditions.

LBC does not receive government funding – the dollars raised from events and supporters helps fund our core services including patient support, support and funding for research, awareness and advocacy.

Leukaemia & Blood Cancer New Zealand (CC24498) is a registered charity under the Charities Act 2005.

## Lunchtime Cruise – Sunday 5<sup>th</sup> May 2019

On Sunday lunchtime at the HRC Season Finale we will be running a Circuit Cruise in aid of Blind Foundation Guide Dogs. For those of you who have visited the HRC office recently may well have been greeted by one of the local dogs in training as Tim, one of the HRC staff is a Guide Dog Boarder.



One day, puppies like these hope to become Blind Foundation guide dogs – but they can only do it with your help!

Guide dog puppies go through two years of rigorous training before they become guide dogs. It's tough work and it simply wouldn't be possible without the support of Red Puppy Donations.

Your \$20 donation for the Circuit Cruise will help breed these adorable little puppies and support them through their training so they can one day become the eyes of someone who is blind or has low vision.

So, load up your car with as many family and friends that you can seat and come for a cruise. You will also get to meet some adorable Guide Dog puppies - just hand over \$20 and take a drive around Hampton Downs Circuit.



Blind Foundation  
**Guide dogs**

The Blind Foundation is registered in New Zealand. Our Charities Commission Registration number is CC21361

## **Problem with MSNZ Authority Cards**

The system has a built in logbook for each vehicle. If the electronic logbook doesn't have any entries, which yours doesn't it defaults to requiring an inspection. Over time this should all disappear as more and more clubs use the Motorsport system for their events.

If you go through the process as you have started already and complete the steps, including paying \$85 we will pick up the pending Authority Card and approve it. We will also credit your credit card the \$30 overpayment.

Can you also email us a scanned copy of the inside front cover of the vehicle's logbook and also the last 2 or 3 pages showing the vent history?

With regard to the multiple car entries. This is a glitch that we have been trying to get the programmers to repair. Just ignore as they are all duplicates of the original and if you try and delete one they all disappear.

Hope this helps?

Regards

Devan MSNZ

---

## **Formula Libre News**

Hi All,

We are only a week away from the season final for MATOS Formula Libre at Bruce McLaren Motorsport Park Taupo so please get your entries in. I am pleased to announce that we have a new member joining the series with a Formula Renault that should add some spice to the finale. Also great news is that Garry Love has enjoyed the racing in the North Island so much he has decided to leave the Ralt RT4 here and continue to race it in the MATOS Formula Libre series next year.

So don't forget we have three major trophies up for grabs being the Ultimate Echo Trophy for top single seater, Ken Wharton Trophy for the Top Sports car and the Corbans Cup for the overall series winner, this will be the highest points scorer that has not won the other two (we have to share the love). Remember you drop your two lowest scoring rounds.

I have organised with HRC that our races will be earlier and there will be a prize giving two races after the flag fall on the MATOS Formula Libre. It will be short as I need to get back in to the commentary box for the last races of the day, so I do ask you to please wait until the prize giving is done before you head off.

If you have any questions, suggestions or recommendations please let me know.

Cheers JT

# New Zealand to launch TCR series in 2020



By [Tom Howard](#)

Wednesday 3rd April, 2019 - 11:46am



New Zealand plans to organise a national TCR series

MotorSport NZ has secured the rights to introduce a national TCR series in New Zealand from 2020.

New Zealand is the latest country to welcome the growing production touring car platform having now reached a deal with TCR rights holders WSC Ltd.

The announcement follows a similar deal reached with Australian governing body CAMS which has resulted in the formation of the TCR Australia series that begins in May this year.

TCR now boasts four major regional series and more than 15 national series in addition to a world championship courtesy of the WTCR which has taken over from the FIA World Touring Car Championship.

“This is an exciting development for top-level saloon car racing in New Zealand as the TCR New Zealand series will provide our up-and-coming drivers with a direct pathway into internationally recognised competitions around the world,” said MotorSport NZ president Wayne Christie.

“To have a variety of different marques contesting a top-level domestic championship is also good for the sport, good for competitors and good for sponsors. We’re looking forward to seeing which motor vehicle distributors come onboard with the concept.”

MotorSport NZ believes the series can easily slot into its tin top motorsport landscape alongside BNT V8s and the Toyota 86 Racing Series.

The governing body says it has received sufficient interest from prospective competitors while TCR machinery is already in operation in other series.

“We believe TCR has a valid and worthwhile role to play in New Zealand motor racing, offering an international parity-based formula.

“Competitors would have the ability to on-sell cars locally or internationally relatively easily. There’s certainly been sufficient interest that we moved to secure the TCR agreement for New Zealand.

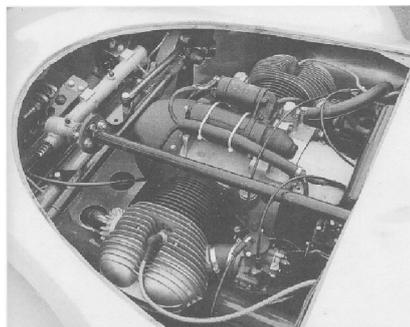
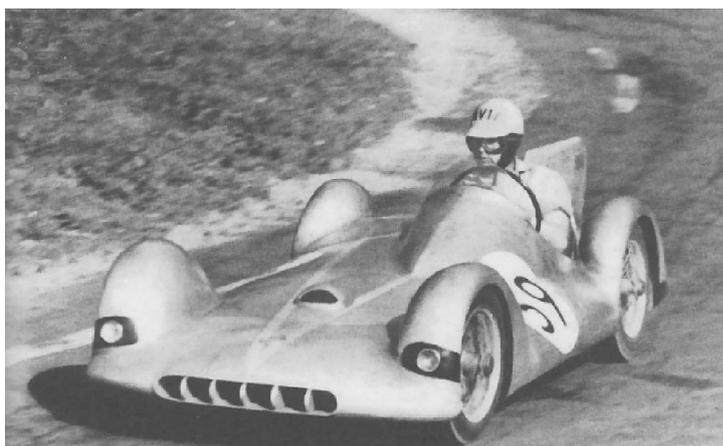
“Each category offers something different for competitors and race fans. We believe New Zealand motorsport is in good heart and that TCR will only strengthen our national race series and the sport as a whole.”

WSC president Marcello Lotti, who founded the TCR format in 2014, added: “We are delighted to add the wonderful ‘Land of the Long White Cloud’ to the ever-growing list of countries all over the world that have embraced the TCR concept.

“New Zealand has a great motorsport tradition, and gave birth to some of the strongest racing drivers ever, such as F1 super stars Bruce McLaren and Dennis Hulme. And, speaking of Touring Cars, we can’t forget Paul Radisich, the winner of two FIA Super Touring World Cups.

“With these premises, we don’t have the lesser doubt that the TCR New Zealand championship will be successful.”

MotorSport NZ is now in the process of seeking expressions of interest for a promoter and category manager to run the series.



***Provided by Max Rutherford***

***This article came from Mike Ryan who featured in the December issue of Pit Notes. An amazing story about a car that has at various times been in the care of three NZ racing car restorers (All of whom I know) and was even in NZ at one stage. A great story full of coincidences. It's been interesting putting it all together for you. This first part is from the now defunct 'Bimmer' magazine of June 2012 written by William Edgar.***

Hammering sheet metal after hours at an airplane factory, Czech racer Miroslav Jurca created a fascinating BMW-powered streamliner in 1956 ... only to have it cruelly seized by the Communist authorities.....

It's like nothing I've ever seen, and its low-slung aluminium bodywork stands out even among the exotics that populate the pits at the Sonoma Historic Motorsports Festival. The tiny "Avia-BMW" brought to Infineon by racer Mark Sange resembles a land-speed racer more than the European Formula 3 car it actually was.

Under its aerodynamically clean and sculpted body resides a rigid steel tube frame, fully independent suspension front and rear, coil springs, hydraulic shocks, a transaxle gearbox, lightweight rack-and-pinion steering ... and a twin-cylinder BMW motorcycle engine. Its four corners display elegant blue-rimmed wire Rudge-type 15-inch wheels uniformly wrapped in 4.50 Dunlop Racing rubber. Aluminium finned drum brakes and a full belly pan complete the picture, topped by an ultra-tight cockpit that looks better suited to old fighter aircraft than modern auto.

Which makes perfect sense—after all, Avia was Czechoslovakia's largest airplane manufacturer in the 1930s and '40s. By the time this car was built in 1956, Avia had also started building trucks, employing for that purpose one Miroslav Jurca, who used his off-hours at the Avia factory to build the car that Sange is racing today. In the interim, the Jurca racer was seized by Communists in the Czech government, held in German hands before it was exported to America and shown at Pebble Beach erroneously labeled as a Veritas-Loof creation.

Our knowledge of its true history comes thanks in large part to Miroslav Jurca's grandson, David, with whom I spoke by phone from his home in Seattle, Washington. "My grandfather was a doctor and pilot, and he raced cars," the 26-year old David tells me of Miroslav's life during the 1950s. "He built that car that was a passion above anything else, and when the Communists came he lost his practitioner's license as a doctor. They took the car, the plane, the pilot's license—all of it was seized because he opposed Communism from the get-go."

Miroslav is gone now, but his son Peter, David's 63-year old immigrant father who also lives in Seattle, is eager to fill in the details of how this race car came to be built 58 years ago by his own

father in Prague.

Its grand architecture spared for the most part from the bombings of World War II, Prague in 1956 retained its Old World beauty and cultural esteem. Fabled castles and ornate palaces gave the city a stylishness that suited Miroslav Jurca's father, Francisek, a merchant of fine woods used in expensive furniture. In turn, the Jurca family riches provided young Miroslav the means to study medicine, pilot his own airplane, teach flying and race cars and Norton motorcycles—that is, until the Communists stripped Francisek of his capital, forcing Miroslav to go to work making trucks in Prague's old Avia factory.

Of the family's financial sacking, Peter tells me in crisp Czech-accented English, grew up in a poor family—then he just came back to being poor again. My father Miroslav did not handle it that well, but life went on.

An assembly line laborer by day, Miroslav became his own race car constructor by night, building his dream machine from scratch at the Avia plant. Except for an engine and transmission, all of the materials he needed waited in parts bins and piles of scrap metal, including aluminum alloy for a lightweight aerodynamic body of his own design. But it wasn't all free. Peter told me that his father had to pay for the aluminum out of his factory wages.

"I was visiting him," Peter continues, "when my mom would bring him food to eat, and he was staying there sometimes even until two or three o'clock in the morning, to be working on the car. In the daytime he worked in the factory to make money to bring food to the family table.

When e finished, he was actually even racing that car when Communism was in my country, but because he wasn't fond of Communist people and they had power over him, they seized that car from him, then they raced it themselves."

Before the car was taken, Miroslav made a name for himself driving his hand-built Avia. He had installed an opposed twin-cylinder 750cc BMW military motorcycle engine of the "Sahara" type (M275/2) built for powering the three-wheel R75 sidecar rigs used by the Afrika Korps in desert warfare. That put it at a displacement deficit in the 1.0-liter class in which it raced, but it hardly mattered.

With its unpainted alloy envelope body, bearing the telltale hammer strikes and weld beads of its maker, the Jurca Avia seemed a shining missile from the future.

"Because my father's car was so light," Peter says, "it finished and mostly always won the race, because first of all my father was a good racing car driver. He had good talent. I remember when he was taking me in some cars and went fast with me, and I still remember that. I think my own son probably gets his talent, too."

Miroslav's grandson David has the Jurca gift, indeed. He won major go-kart championships before moving on to star in the Volkswagen Jetta TDI Cup series in California. His father Peter also had those familial genes and the desire to race, but not the opportunity.

"I mean, I'm a pretty good driver, too," Peter tells me, "but I didn't get a chance to race cars because I was against Communism and I would not adopt Communism, and they never let me race." What Peter did, though, was to support his son's desire to drive.

What's more, David Jurca's place in this narrative is monumental. At age 20, he set out to find the Avia car assumed to be either destroyed or lost forever.

"My parents," David tells me, "escaped from Czechoslovakia to Austria in 1984 with my three sisters. I was born in April 1985, and two months later we came to America. Fast forward to when I was four—I would be watching Formula One races at 4:30 in the morning with my dad, and I was instantly attracted to racing."

When David was eight his father bought him a Go Kart. By 17, he was part of the Red Bull F1 driver search, placing sixth in the finals but failing to make the cut. All the while he was thinking

about his deceased grandfather, Miroslav, and where the little Avia might be, by chance it had not been destroyed. In 2006 David began his search in earnest.

"We had made efforts to find it through some motorsport people I knew," he says. Appealing to a Czech magazine—in translation, 'The World of Motors'—he placed an add asking for information on the Avia, "There was no satisfaction whatsoever," he says, "so I looked for pictures of the car on the internet and found one in a hill climb. Miroslav's period races included the daunting Ecce Homo Czechoslovakian Hill Climb and I ended up coming across a forum where the car was pictured as completely restored for Pebble Beach [ten years before] in 1996. That basically told me the car did exist and somebody had restored it, and that probably somebody in America owned it—pretty shocking to me ... and exciting at the same time."

Also shocking, the car had been displayed at Pebble as a "1948 BMW Formula III Veritas-Loof," meaning a BMW derivative designed by Ernst Loof, a former BMW engineer and Veritas company co-founder.

David telephoned the Pebble Beach organizers and told them the car was his grandfather's Avia, not a Veritas, and that he'd love to meet the owner. Respecting privacy concerns, Pebble sent a letter to the car's entrant, who in turn called young Jurca to tell him the vehicle now belonged to Patrick Hart of Redmond, Washington.

"Well that's crazy!" David recalls thinking. "I live in Seattle and my father lives in Seattle, and the car fifty years later finds itself about 20 miles from where we live!" By then it was 2008. The caretaker of Hart's extensive car collection, a New Zealander named **Tony Garmey**, invited David Jurca to see the car.

**Editor**, this is where the coincidences start. I met Tony on both of my recent trips to USA and know his parents in Auckland as well. Two other car restorers will feature later and I have highlighted their names. One of them is **Barry Leitch** in Invercargill. Patrick Hart has over sixty exotic cars and Tony just can't service them all so Hart sent it the Avia to Invercargill for a rebuild. (See photo on front page of Tony driving the car)

"He let me start it up and drive it around," young Jurca says. "My father was away at the time and didn't get to see it—but my uncle was there. It was all pretty unreal!"

When I first saw the Avia at the Sonoma Historic Motorsports Festival last June, it was being raced by Mark Sange, better known as Captain Marco for his sailboat charter out of Sausalito, California. Sange had entered his one-off Avia-BMW in the races, and he was keen to share its history. First, though, he needed to get on track for Thursday practice, taking place in fine weather although the weekend's forecast was for rain.

The Avia was still a newcomer to today's vintage racing, but Sange himself was not. He'd won a Rolex Award in 2009 with his 1935 Austin 7 Special and owned the ex-Archie Scott-Brown Elva MkII factory prototype.

(Shown below and the car **Mike** was attending for its owner at Laguna Seca when I met him last August)

"And," he tells me, "I'm the only guy in America road racing a Kurtis midget with a V8 60—plus there's a few more things we're still playing with."

On that particular day last June, Sange was focused on the Avia. Mechanic **Mike Ryan**, another New Zealander, had just had the engine out and done the work to prepare. Sange's slightly less than 900-pound Avia.

"It's a fascinating car," Ryan says in a Kiwi lilt, "very well engineered, and definitely different." As Ryan noted, the car's original BMW engine, which bore the serial number 500328, was safely stored at Sange's home while the Avia raced with a later 750cc M04 Boxer engine, this one produced in November 1970 for use in a Euro-spec R75/5.

Although this engine was all-new at its 1969 introduction, its power output was a still-modest 50 hp at 6,200 rpm and 44 lb-ft at 5,000. As used in military sidecar rigs, the car's original M275/2 put out 26 hp at 4,000 rpm and an unspecified amount of torque running 5.8:1 compression on low-octane wartime fuel. The M275/2 was unlikely to have gone unmodified by Miroslav Jurca, however, who would have had access to higher-octane fuel at the very least.

Out on track, Sange let the motor rev to seven grand, using only second and third gears and avoiding the tall fourth to keep revs high and torque at maximum. Despite its displacement disadvantage, the bantam-weight car was catching others twice as powerful on the straights. Then Ryan's stop watch timed a long lap, and Sange brought the Avia in on one cylinder, a fouled plug having ceased combustion in the other.

Vintage BMW motorcycle engine specialist Brent Hansen, who'd built the motor for Sange's BMW 700 automobile, was there to work with Ryan on the R75's fouled plug problem. While Hansen dug into it, Ryan told me, "I don't like to run the accelerator pumps on these Dell' Orto carburetors, only because we've had some issues with hang-ups. If I get rid of the pumps it's one less thing that can potentially go wrong, and that's all that matters."

That done, the rich versus lean predicament was quickly solved. In a later session, however, an on-track moment threatened to seriously rip into the Avia's decades-old hand-formed skin. As Sange described it, an Elva Mkl carrying too much speed went by on the inside at Turn 11 and spun in front of him. Keeping his head, Sange stayed off brakes and throttle, aiming for a hole where the Elva had already been. He made it, and neither car touched.

Other than that, I ask, "How did it go?" "Fantastic," says Sange with veteran cool. "It's a learning experience, and the more time I'm in the seat the more it starts to become friendly." Prior to leaving for the day, Sange briefed me on the Avia's handling, going back to when he first drove it at this track in 2010, soon after he bought the car.

"The brakes didn't work at all," he says, "and the wheels were actually dragging. The suspension really was a problem, and then there was the steering. Mike Ryan saw the alignment was all wrong, and he had to replace the steering box so it wasn't working as hard to turn the wheels, a big difference!"

As light as it is, Sange says the car was sometimes a little hairy. "I'm getting more of the feel of it now, like driving with the seat of your pants!" My own observation was that I'd not seen a bracing performance on track, but certainly one of a supporting player who steals a scene on merits of dash and gravitas, with an added touch of the bizarre to hold your focus. As other cars thundered on, I couldn't take my eyes off the silvery Avia. Saturday at the Infineon track was wet—pooling wet. The all-day rain made competition impossible. For the first time at the annual Sonoma event, Sange's Group 2A race, along with the rest of the A Groups, was added to Sunday's slate of B Groups.

At nine Sunday morning, Sange's Avia-BMW took its place on the pre-grid between a 1500cc MG-TF and the bullish ex-Marshall Teague 5.2-liter "La Camera Panamericana" Hudson Hornet, part of a field of 27 assorted cars with engine displacements ranging from nearly 6,000cc to the mere 750cc in Sange's Avia and a Nardi Crosley

And guess what? Rain sprinkles again. Mike Ryan, concerned that a wet track might put the lovely and expensive Avia in harm's way, thinks Sange should give the race a pass. The sailboat captain

refuses to hear of it. He would race the car on that day and, if all went well, he would race it again at the Monterey Reunion in August.

At the start, the Crosley dropped out right off and Sange's car became the only 750cc machine in the running. He drove it well and fast to take tenth—not too shabby. Among the 17 cars he left behind were a 4,900cc Kurtis, Jaguar XK-120, Siata 208 Grand Sport and Warrior Bristol. The Avia again showed the punch and flair that Miroslav Jurca built into it all those years ago in Prague.

Before we go to the Avia's next race, at Laguna Seca, let's come back to the car's history during the 20 or so "lost" years after Czech Communists took it away from Miroslav in 1960. We know from Peter Jurca, age 12 at the time, that it was raced by Communists for a while. "When they were racing that car, something happened with the engine, and a German bought that car from some Communist person after Communism was done," he says.

The Avia went from Czechoslovakia into Germany—some say to a German museum. But research shows no such car museum ever existed. So what do we think? Only that the Avia was in Germany, very possibly in Bad Mergentheim, before it was shipped from Bremen to that same Giinther Schennach in Paso Robles, California, according to a U.S. Customs importation document dated January 28, 1988.

Our source for these documents is David Lightfoot, who gathered them during his research for an earlier, brief article on this same car for Roundel. Lightfoot's detective work had debunked several rumors about the Avia, one that it was designed by Ferdinand Porsche for BMW in 1948, and another that in the early 1970s the car was driven under the gate at Berlin's Checkpoint Charlie to escape into West Germany. Despite these efforts to add even more drama to the car's known life, both accounts were proven ridiculous.

Unless a link is missing, Sange's car was sold by Schennach to Michelle Blum of Lake Clarke Shores, Florida, who sold it, presumably at auction, to Bruce McCaw and/or Vintage Racing Motors, who later sold it to Pat Hart for his private museum in Redmond—this chain of title returning us to where it was tracked down by the intrepid search by Miroslav's grandson, David Jurca. Provenance trails such as this carry with them a certain amount of intrigue, but at the end of the day it's all about what you have left in hand—basically, the car in its present form and serving its desired purpose.

Editor Max—I hope you enjoyed this story of intrigue and twists and turns as much as I did.  
Max,

We bought the car out of the Pat Hart collection when they were splitting it up amongst the siblings. We raced it probably 6-8 meetings and moved it on, a beautiful and quirky car.

Very interesting car and nicely restored. But not race ready by any means. We sorted out most of the issues and it went quite well, but it had some inherent design issues, the worst being the swing axle rear suspension. It was so tightly packaged you couldn't fit a z bar back there, which it desperately needed. Plus it was an absolute back breaker to work on.

Having said that it was a very unique, ahead of its time racer. But I was not comfortable with Mark driving it, one run-off into the gravel could have had disastrous results. It's now sitting in a private collection in LA. But it certainly caused a stir wherever we took it. My thanks to Mike Ryan for serious help with this article. Also Ian Garmey for putting me up to it originally.

## GP AUSTRALIA

Provided by our International Correspondent Owen Evans



The season started on a very sad note. In the morning of Thursday, March 14, Charlie Whiting was found dead in his hotel room. He had died from a pulmonary embolism. There were no signs whatsoever of any problem. Vettel met Charlie during his track walk on Wednesday and talked to him about 10 minutes: „Charlie was as ever. I could not see any indication of weakness or so.“ Charlie had returned that day at 8.30 pm to the hotel. He did not want to go out for dinner with his colleagues, but rather wished to talk on the phone to his kids. Whether an operation four weeks earlier, when he got some stents in blood vessels, has anything to do with his unexpected death, is pure speculation. Anyway, there was a huge shadow over that weekend. Everybody will miss Charlie, as a friend and as a race director, a job he did faultlessly through all the years since 1997. He was always calm, friendly, balanced. His shoes to fill are very big. In Australia the 39 year old Michael Masi did his job in the race direction and many other FIA members shared the other work, Charlie was doing. That might change. Another candidate for the job as a race director is Scot Elkins, who worked already as a deputy race director with Charlie, but was unavailable in Melbourne, as he was in Sebring that weekend.

After winter testing in Barcelona Ferrari emerged as the clear favorite for the first race. The car was fast on all tyres, under all conditions. Vettel spoke of one of the best first feelings with a car, he ever had. Mercedes only matched the Ferrari lap times on the last day of testing, but it seemed as if Hamilton had to work much harder to achieve it. The Ferrari seemed to run on rails in comparison to it. Mercedes chief engineer Andrew Shovlin admitted: „In our best case calculation we were as fast as Ferrari. In the worst case scenario we were missing 6 tenths.“ When we came to Melbourne, it was just the opposite to Barcelona. Mercedes was 7 tenths faster in qualifying and 9 tenths on average in the race. The car was fast straight out of the box, had a good setup right away and worked on it. Ferrari however seemed to have lost everything, they experienced in testing. „We never found the right balance. Therefore we were slow and we had troubles with high tyre

degradation“, the new team principal Mattia Binotto explained. In fact, Ferrari stressed the tyres more than any other car. Only on the hardest compound C2 the performance was decent.

Was Mercedes sandbagging in winter testing? Rather not. In fact for the first 7 days they were confused. The updated W10, which arrived at test day 5 was a step forward to the previous version, but it was not good enough. The drivers reported a rear end instability, problems to get the tyres in the window, inconsistencies in the set up. Hamilton even said: „We have to dig deep to get out of this.“ On the other side both Mercedes drivers were quite pleased with the car in the slow corners. „Better than last year“, Bottas reported. In the afternoon of the last test day Mercedes started to take fuel out and run on the softest tyres, something they did not do in testing for several years. It shows, that they had many question-marks and doubts, otherwise they would not have done it. But in that afternoon, the engineers started to understand the package and how to set it up. „That was the first time, we saw light at the end of the tunnel“, Toto Wolff admitted. Melbourne was just a continuation of this. The small modification on the front wing was just another step in the right direction, but not the secret. „The lap time came with better understanding“, the engineers said.

The Mercedes was as good as it could be. The Ferrari clearly underperformed. Just look at a comparison among the teams from testing to Melbourne. The gap from Mercedes to the rest corresponded to winter testing. The only team offset was Ferrari. So something had to be wrong with the car. But both drivers and engineers struggled to point their finger at a particular thing. „I just never found confidence in the car. Quite the opposite to Barcelona“, Vettel said. „There were glimpses of good qualities, but only in certain corners and under certain conditions.“ The GPS analysis revealed, that Ferrari lost out massively in the slow corners. Four of the 7 tenths were lost in the corners T1, T3, T4 and T14. Apparently Ferrari struggled to keep all tyres in the operating window. Over a long run, the rear tyres had much higher degradation than the fronts. Some suspected, that Ferrari had to turn down the power units after several troubles during the second week of testing. The top speeds in the race were really slow. Vettel and Leclerc lost 16 kph to the Red Bull. But they almost never had DRS during the race, which explains the difference. In qualifying they lost only between 2 and 4 kph in top speed, but nothing over the whole length of the straight.

Ferrari is now already under pressure. At Bahrain they have to perform. They are hoping, that the specific track of Melbourne and the hotter temperatures contributed to the problems. Barcelona is smooth and has mainly long corners. Melbourne is bumpy and has a lot of stop and go. The track temperature in Australia was about 15 degrees above what we

experienced in testing. „It seems, that our car reacted more sensitive to the temperature raise than the others“, Vettel stated.

In the race Ferrari was beaten not only by Mercedes, but also by Red Bull. That was partly the consequence of a risky strategy, which did not pay off. When Ferrari pitted Vettel in lap 14, it was an act of despair. He had already a gap of 3.8 seconds to Hamilton. So no way to hope for an undercut. Ferrari just wanted to challenge Mercedes with something different, hoping they would react in the wrong way. Which they did. But not to the benefit of Ferrari. One lap after Vettel's pit stop Mercedes called in Hamilton for tyres. That meant 44 and 43 laps on a set of medium (C3) tyres for the two. As nobody had enough data how long that tyre would last on a track with 39 to 43 degrees, the drivers had to pace themselves quite early to manage their tyres till the end. That explains, why Bottas, who pitted in lap 23, had such a huge advantage over Hamilton and why Vettel had nothing to defend from Verstappen, who got in lap 25 fresh medium tyres.

With hindsight, both Ferrari and Mercedes did a mistake with their strategy. Ferrari could have waited a few laps more to find out about the behaviour of the tyres, before they call Vettel in. Räikkönen had to pit in lap 12 because one of his tear-off visors blocked a rear brake duct. After 4 laps it was clear, that Räikkönen was not any faster on fresh tyres than drivers like Stroll, Kvyat or Gasly, who stayed out on the first set. That could have been an indication for Ferrari that an early pit stop would not pay off. Mercedes had the luxury to wait with Hamilton another lap in order to find out, how the new tyres perform. The gap to Vettel was big enough. „We were a bit worried about Vettel's initial speed and did not want to end up in a situation, where we found ourselves a second slower than him. But we should have waited one lap more in order to have another look at the situation“, the Mercedes strategist said. With Leclerc Ferrari applied the right strategy. They kept him out till lap 28 and gave him the hardest compound (C2). According to Leclerc the car was much better to drive than on the soft tyres. He caught Vettel by 4 to 8 tenths a lap. But when he had closed up, Ferrari told their drivers to hold position. It made sense. They did not want to punish Vettel for the wrong strategy. And Leclerc had no chance to catch Hamilton and Verstappen anyway.

It was a new Bottas, we saw in Melbourne. Determined, faultless, self confident, greedy. „He went tired into the winter break and came back reloaded. He just reminded me on the young boy, whom I first met in winter 2008 in Vienna“, Wolff said. Bottas went into his crucial third season with Mercedes with the attitude: „I know, that I can beat Lewis, when I have my best form. I just have to make sure, that I deliver it at all the races.“ Losing only a tenth to Hamilton in qualifying was already a compliment. Hamilton is a killer in Melbourne, which is well demonstrated by 6 poles in a row now. The Champion lost the race at the start

on the first 50 meters. Afterwards he was never able to follow Bottas. In lap 4 something on the floor next to the left rear wheel broke, which cost some downforce. Later he had to manage his tyres. Only when Verstappen closed up, it became clear, that the tyres would last. „Even without my mistake in turn 1 I would not have been able to overtake Lewis. He was just too strong at the end“, Verstappen said. Before entering the parc fermé Bottas said on the radio: „To whom it may concern: fuck you.“ It was a message to all his critics, who saw him already losing his cockpit to Ocon.

A week before Melbourne the FIA and F1 management decided to revive an old rule, that applied from 1950 to 1959. The fastest lap is rewarded with an extra point, as long as you end up in the top ten. It turned out to be better than expected. The drivers love it, the engineers not. Bottas told his engineer, that he wants to score 26 points under all circumstances. It shows, how hungry he is. When Verstappen took the fastest lap away from him, Bottas needed two laps to charge the battery and go for it in a high power mode. In lap 57 he drove a lap, nobody could beat anymore. Not on old tyres at least. Ferrari could have responded by bringing in both drivers for a third set of tyres as the gap to Magnussen was big enough, but Binotto refused: „Too much risk. On bad days you must bring both cars home in the highest possible positions.“ That might change in the future. The rule was just too new. You could see, that the teams had not yet done a profound analysis how to implement the fastest lap in the strategy. It not as easy as it looks like, as Mercedes engineer James Vowles explains: „It creates a lot of internal discussion. It’s not free, it uses up a lot of engine modes. You use up risk on track. It’s a balance. You’ve then got both drivers fighting against each other for it, again creating risk. Ultimately it’s 1 point – or 21 across the season.“

Honda scored there first podium since the British Grand Prix in 2008. Verstappen probably would have qualified in front of Vettel, had the engineers not created a mess with the car’s setup. They started on the soft side, went stiffer and stiffer, and then after a disappointing P3 they went all the way back to softer suspension settings, even more than they had started with. Opposite to the past Red Bull fell in love with their new engine partner Honda. They have to, as Marko sold this move to Mateschitz as the only right solution to find the way back to win consistently races. It has to work now, otherwise Red Bull and Honda might close up after 2020. For Red Bull it is a different feeling anyway. For the first time they are kind of a factory team. Marko praised Honda whenever he could, almost a bit too much. „We never saw such a comittment in terms of people and ressurces. Honda has the most modern dynos from the AVL. They develop at a much higher speed than Renault. That created an enthusiasm in our team that I did not see since 2013 anymore. They have the same DNA than us. Competing is not enough. Finishing Third in Melbourne is a nice start, but eventually we want to be first. And Honda wants it as well.“ Red Bulls target is at least 5

wins, which should be enough to fight for the title with Mercedes and Ferrari. „The gap of Mercedes is a bit of a worry“, Marko admitted, „but we hope, a lot is Melbourne specific.“ According to Red Bull the Honda engine is only 10 hp down on Mercedes and Ferrari. „The next step is already promised to us by the board, and we will not wait eight races to run it, even if we have to pay later with a penalty“, Marko said. He now puts his chassis people under pressure: „There has to come more from them. We had wings with too little downforce in Melbourne. But that is in the heads of the engineers, when you struggle over five years with engine power. We have to take a different approach now.“

Whereas Verstappen performed at the maximum, Pierre Gasly had an unlucky start with Red Bull . In winter testing he crashed twice the car, the second time substantially. In Melbourne he did not make it out of Q1. It was mainly the fault of the team, which kept him too long out, when a sensor gave warnings, that the battery was not charging. Once that had been sorted out, Gasly ran out of fuel. The engineers still believed, that Gasly was well in between the cut-off time to go through. An error, as the track evolution was higher than expected. Gasly has to blame himself a bit as well. He should have done a better first outing in a Red Bull. In the race he drove to P11. He lost the point coming out of the pits with fresh tyres and being immediately overtaken by Kvyat. Red Bull let both race. So the point went to Toro Rosso.

The strategy in the midfield was determined by the early stop of Räikkönen due to high brake temperature. Hülkenberg, Magnussen, Perez, Albon and Norris followed in order to protect themselves from an undercut. Stroll, Kvyat and Gasly stayed out. For Perez, Albon and Norris it turned out to be the wrong decision. They lost their chance to score points. Sauber used Giovinazzi to help Räikkönen. Giovinazzi blocked Magnussen and Hülkenberg long enough to ensure that Kimi catches up. Then the Italian let all three pass. When the next pack closed up, he successfully kept them behind for 7 laps. In the meantime Stroll, Kvyat and Gasly gained enough time to get in front of the Norris group. It was a pity for Norris, as he did an excellent job in his first weekend. He qualified the McLaren in P8, much better than the team had expected.

Williams is a shame. The team has separated from Paddy Lowe, who was responsible for the car being late and far away from being competitive. It lacks 1.5 to 2 seconds the second last. The drivers complain an overall lack of grip. Balance is not too bad. „There is a fundamental error in the car, which we cannot fix within the next two months“, George Russell said. Williams had to modify the mirrors and the front suspension before Melbourne, because they were not legal. Apparently there is one more element they have to fix as well in terms of legality, but it won't happen before the Spanish Grand Prix. You really start to ask

yourself, how an engineer with such a lot of experience as Paddy Lowe can get it to wrong. Kubica calls it a „lack of leadership“.

The midfield is as close as ever and it has caught up a big way to the three top teams. Mercedes, Red Bull and Ferrari have improved in comparison to 2018 by 6 tenths. The midfield gained between 2.2 and 0.9 seconds, which is on average 1.5 seconds (see details below). So they are 9 tenths closer to the top than last year. You also have to take into account, that Renault was unlucky in qualifying. Hülkenberg had to stop early in Q2 due to an electrical problem. „Otherwise I would have made it easily into Q3. I could have split the two HaasF1 drivers.“ That shows, that nobody can afford to make a mistake any more, not even the top teams. Otherwise you lose out in qualifying. See Gasly, Sainz and Hülkenberg. In Melbourne the ranking behind the three top teams was: HaasF1, Renault, Sauber, Racing Point, McLaren and Toro Rosso. That can change from race to race, depending on the circuit, the conditions and the upgrades, the teams will bring. Racing point made a significant step with a big aero package in Melbourne. „In Barcelona we were second slowest. Now we are part of the midfield. Not all of the promised lap time has materialized yet, but it was good enough to fight for points“, technical director Andy Green said. Racing point plans further small upgrades in Bahrain, China and Baku and a big one in Barcelona. It could become an interesting arms race in the midfield.

Team	Quali 2018	Quali 2019	Difference
Mercedes	1.21,184	1.20,486	- 0,698 s
Ferrari	1.21,828	1.21,190	- 0,638 s
Red Bull	1.21,879	1.21,320	- 0,559 s
Renault	1.23,532	1.22,540	- 0,992 s
McLaren	1.23,692	1.22,304	- 1,388 s
Toro Rosso	1.24,532	1.22,774	- 1,758 s
HaasF1	1.23,187	1.21,826	- 1,361 s
Sauber	1.24,556	1.22,314	- 2,242 s
Racing Point	1.24,005	1.22,532	- 1,473 s
Williams	1.24,230	1.24,360	+ 0,130 s

It is a bit surprising, that new rules bring the field closer together. Normally the opposite happens. But there are good reasons for the convergence. First, the difference in the engines has decreased. Both Honda and Renault found 40 hp. The gap between the best and the worst is maybe 20 to 30 hp. Second the new frontwing gives you less scope of development. It is with just 5 elements and simple endplates so restricted, that it is difficult to make a difference. Although two different concepts emerged, the difference in performance does not seem to be too big. Ferrari, Sauber, Toro Rosso, Force India and

McLaren use the outwash solution with flaps, that are higher at the inside than on the outside. Mercedes and Red Bull do the opposite with kind of an upwash system. Renault and HaasF1 are somewhere in the middle. „You might end up with two versions depending on the track“, the Mercedes engineers think. They reckon the differences to be small. „For the moment both ways seems to work.

Finally there is a third reason for a much closer field, and that could soon become a problem for Formula One. HaasF1 and Sauber have become satellite teams of Ferrari. The one to a bigger, the other to a smaller extent. Red Bull does the same with Toro Rosso now. They even have one technical director for both teams. Mercedes plans to do the same with Racing point. In that system both parties benefit, because you can split up certain developments. And that brings the B-teams closer to their senior partners. Officially that is not allowed in areas like the aero, but who wants to check that? At Racing Point the engineers are convinced: „There is a data transfer from Ferrari and its satellites. Simone Resta went straight from Ferrari to Sauber without a gardening leave. It would be naive to believe, that they don't exchange experiences and data.“ Renault and McLaren are challenging that system. „We are isolated and will sooner or later suffer from that. This is not any more the F1 we used to have. We have 4 or 5 teams instead of 10. There was an era before HaasF1 and one since then. Renault does not want to be part of such a Formula One“, Cyril Abiteboul sends out warnings. That is a clear warning to the FIA to do something about the situation. Renault might quit, if the results are not right and they might use that as an excuse. The hardliners want to extend the list of the so called listed parts, each team has to design and build by themselves. In the moment it is just the aero, the chassis and the radiators. Renault would like to see also the suspensions, the cooling system, the tank and the gearbox casing as part of it. HaasF1 team principal Guenther Steiner says quite clearly: „That would drive us out of F1. We have not the infrastructure to do suspension by ourselves for 2021.“ It is a difficult conflict to solve. A solution could be different budget caps for teams which build everything in house and teams, which buy large parts from others.

The listed parts is as much on the agenda on the next strategy meeting on March 26 in London as the technical rules for 2021, the budget cap, the money distribution and the governance. The budget cap seems to be a done deal. There is only refinement to do. Ideally F1 management wants to start it in 2021 with 180 million dollars, than 165 and 130. Drivers and the most expensive employee not included.

Harris Race Radios  MOTOROLA

Stilo  hans  freem 

**ROUX**  
HELMETS-U.S.A.

www.harrisracerradios.co.nz  
Rex 021 682912 Aaron 027 4499654  
rex@racerradios.co.nz aaron@freeracewear.co.nz  
www.freeracewear.co.nz

**RACE BRAKES**  
0800 BRAKES



50 Stonedon Drive, East Tamaki, Auckland  
PO Box 259011, Botany, Auckland 2163, New Zealand  
T +64 9 256 0013 | F +64 9 256 0983 | extremeglobal.co.nz

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

### HRC Internet Shop

 HRC Membership	 Transponders and Brackets	 Porsche Festival Caps	 Event Tickets
 Enter an Event	 Get a Race Licence	 Logbook Cover	 Motorsport Decal Set

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

## MY LAPS TRANSPONDERS



My Laps Transponders can be purchased from the Historic Racing Club. Order online at [www.motorsportentry.com](http://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

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>

## Race Meetings North 2019-2020 *Draft*

Contacts HRC Tim Hill [tim@hrcevents.co.nz](mailto:tim@hrcevents.co.nz) 021614600

Chris Watson [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz) 0274827542

Auckland Car Club Brett Davy [president@aucklandcarclub.org.nz](mailto:president@aucklandcarclub.org.nz)

Craig Holmes [secretary@aucklandcarclub.org.nz](mailto:secretary@aucklandcarclub.org.nz)

### 2019

Sunday 1 <sup>st</sup> September	Hampton		Auckland Car Club
Saturday 7 <sup>th</sup> September	Hampton		Lemons
Saturday Sunday 14/15 <sup>th</sup> September	Pukekohe		Super Cars
Saturday 21 <sup>st</sup> September	Hampton	HRC Non Classic	Waikato Challenge
Saturday Sunday 28/29 <sup>th</sup> September	Hampton	HRC Classic Historic	ICEBREAKER
Saturday 5 <sup>th</sup> October	Pukekohe	B & H 500 & 200 Endurance Race	
		NZIGP ACC NSCC HRC	
Sunday 12 October	Pukekohe		Auckland Car Club
Saturday Sunday 2/3 November	Pukekohe		Thunder in the Park
			NZIGP ACC NSCC HRC
Saturday Sunday 2/3 <sup>rd</sup> November	Manfeild		MG Classic MG Wellington
Saturday 16 <sup>th</sup> November	Taupo		ACC
Saturday Sunday 23/24 <sup>th</sup> November	Hampton	HRC Non Classic	2K Cup Challenge
Saturday Sunday 7/8 <sup>th</sup> December	Pukekohe	Premier Meeting	Speedworks
Sunday 22 <sup>nd</sup> December	Breakfast Run TR Register HRC TACCOC		

### 2020

Saturday Sunday 4/5 <sup>th</sup> January	Taupo	Classic and Non Classic	HRC Tasman Revival Taupo
Saturday Sunday 11/12 <sup>th</sup> January	Hampton Downs	Bathurst Festival	HDMSP
Saturday Sunday 18/19 <sup>th</sup> January	Taupo	Historic Grand Prix	BMMP

Saturday Sunday 25/26 <sup>th</sup> January Revival	Hampton	Classic and Non Classic HRC Tasman
Saturday Sunday 1/2 <sup>nd</sup> February		Premier Meeting Speedworks
Saturday Sunday 1/2 <sup>nd</sup> February	Ruapuna	Skope Meeting Canterbury Car Club
Saturday Sunday 8 <sup>th</sup> 9 <sup>th</sup> February		Premier Meeting Speedworks
Saturday Sunday 8 <sup>th</sup> 9 <sup>th</sup> February		Leadfoot Hillclimb
Sunday 9 <sup>th</sup> February	Hampton	Auckland Car Club
Saturday Sunday 22/23 February	Pukekohe Tasman Revival	Classic and Non Classic HRC
Sunday 1 <sup>st</sup> March	Pukekohe	Auckland Car Club
Saturday Sunday 7/ 8 <sup>th</sup> March	Hampton	Premier Meeting Speedworks
Saturday Sunday 14/15 <sup>th</sup> March	Pukekohe	Ssang Yong Meeting Mark Petch
Saturday Sunday 21/22 <sup>nd</sup> March	Hampton	Legends of Speed HRC Classic and Historic
Saturday Sunday 4/5 <sup>th</sup> April		
Or or 18/19 <sup>th</sup>	Taupo	Great Lakes April Non Classic HRC
Saturday Sunday 25/26 <sup>th</sup> April Historic HRC	Taupo	Dennis Marwood Classic Meeting Classic
Saturday Sunday 2/3 <sup>rd</sup> May	Hampton	Season Finale Classic and Non Classic HRC

Taupo Car Club Events at Taupo Contact Terry Obrien t.ob@xtra.co.nz

16<sup>th</sup> 17<sup>th</sup> November

12<sup>th</sup> 13<sup>th</sup> January

23<sup>rd</sup> 24<sup>th</sup> March

## 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	<a href="mailto:secretary@aucklandcarclub.org.nz">secretary@aucklandcarclub.org.nz</a>
Speedworks	Geoff Short	021825911	<a href="mailto:Geoff@speedworks.nz">Geoff@speedworks.nz</a>
HRC	Chris Watson	0274827542	<a href="mailto:chris@hrcevents.co.nz">chris@hrcevents.co.nz</a>
Northland Car Club		<a href="http://www.ncc.org.nz">www.ncc.org.nz</a>	<a href="mailto:northlandcarclub@yahoo.com">northlandcarclub@yahoo.com</a>
South Auckland Car Club	Andy Black		<a href="mailto:southaucklandcarclub@outlook.com">southaucklandcarclub@outlook.com</a>
MG Car Club	Paul Walbran		<a href="mailto:Paul@mgparts.co.nz">Paul@mgparts.co.nz</a>
Hibiscus Coast Car Club		<a href="http://www.hcmc.org.nz">www.hcmc.org.nz</a>	<a href="mailto:James@outlook.co.nz">James@outlook.co.nz</a>
Thames Valley Car Club	Don Brunt	0274 739 185	<a href="http://www.sporty.co.nz/tvcc">www.sporty.co.nz/tvcc</a>

Month	Day	Club	Event	Venue
April	20			Easter Weekend
April	21	Thames Valley	Hillclimb	Waiti Road - Tarmac
April	27 <sup>th</sup> 28 <sup>th</sup>	HRC	Race	Taupo Dennis Marwood Classic
April	28	South Auckland	Rallysprint	Maramarua - Round 5 ABC Pipefitter
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
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			