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May 2020 Issue

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**This newsletter comes to you during very troubling times**

Due to the worldwide COVID-19 pandemic, our industry "Motor Racing" and many others have become non essential and has been closed down. This has and will continue for the

near future to cause problems for all the business's and staff employed in the industry of race car preparation and of suppliers to our events. Equally concerning is the effect it is having on our competitors who have businesses affected by the shut down and will not be in a position to resume racing for some time.

We had hoped to be able to start running some "Winter Series" events under LEVEL 2 during June, July and August as the restrictions on gatherings started to lift, however after today's Government announcement as to what LEVEL 2 is likely to look like, being limited to gatherings of less than 100 doesn't permit us to go ahead. We will however proceed with planning for July and August dates.

Keep an eye on our FaceBook Page – HRCEventsNZ for up to the minute news on when we can start getting ready to race again.

HRC Proposed Winter Series (Sundays) at Hampton Downs. Mixed grids determined by lap times with a separate grid for Sportscars/Formula Libre/Formula Ford etc

- 19 July
- 23 August

Hampton Downs will run combined Race Car Test Day / HD Auto sessions on the Saturdays

### **Paul Fahey Legends of Speed Meeting**

This was shaping up to be a very successful meeting - with cars and spectators coming from all over the country to Honour Paul. In the weeks leading up to the event, HRC, Hampton Downs Circuit, MSNZ and The Motorsport Club worked tirelessly to ensure that we could meet the requirements around the evolving COVID-19 situation. We bought gallons of Hand Sanitser, had written a detailed Drivers Briefing in place of the verbal gathering one we normally hold, we had plans in place for Social Distancing (BMW classes parked on the Club Circuit and brought to the start line from there) plus lots of other changes to our normal Race Meeting procedures. Unfortunately by 3pm on the Thursday, we had to declare a Force Majeure Event. Shortly afterwards, MSNZ released a statement to announce that they were cancelling all permits until May 19<sup>th</sup>.

The HRC meeting next March will be the Paul Fahey meeting 2020 so we use the cups etc that have already been purchased. Very like the Olympic Games in Tokyo next year being called "Tokyo 2020".

## **SIM Racing by 2Kcup – Credit Velocitynews.co.nz**

It prides itself on being New Zealand's most affordable motor racing series; an excellent introduction for aspiring drivers to get behind the wheel.

But in the space of a few weeks the 2KCUP has grown exponentially – virtually at least – to become one of the country's largest sim-racing series.

The brainchild of SsangYong Racing Series front runners Mark Mallard and James Watson, the 2KCUP iRacing Sunday League was initially set out to keep 2KCUP drivers in touch with each other during lockdown.

But now the online series is boasting four separate grids all in excess of 30 cars, with races streamed across the internet with sizable viewing ratings.

In a world where Covid-19 did not exist, it would never have crossed anyone's imaginations to have the likes of NZ Grand Prix victor Liam Lawson competing against 2016 Supercars Champion Shane Van Gisbergen or WEC Champion Brendon Hartley in the same race, let alone in a Mazda MX5.

And, if you are willing to suspend your disbelief that all the racing is indeed on a computer game, that is exactly what the 2KCUP Sunday League has produced.

The 2KCUP series is set to take to the prestigious Mount Panorama Circuit this weekend. After multiple weeks of MX5 action on a Sunday night, this weekend drivers will tackle the famed Australian circuit over a six-hour race. Drivers will pair up in teams of two or three and contest the race in identical Porsche GT4 cars. Up for grabs is \$3,000 in prizes, split between podium placers and other milestones.

Amongst the entry list is Kaleb Ngatoa, Callum Hedge, Jadan Ransley, Peter Vodanovich, Tom Alexander, Tayler Cockerton, Rowan Shepherd and Jordan Michels.

The action will be streamed live on the Global Sim Racing Channel with the race commencing at 4:00pm on Sunday May 10th.

## **Motorsport New Zealand – The Future**

It is HRC's belief that MSNZ should be an administration centre for regulations and racing documentation, no quasi marketing or promotion and no frills - just administration! MSNZ's Constitution calls for it to "promote" the sport but maybe it is time to understand that this doesn't mean that MSNZ shouldn't take an active role in promoting the sport. What "promote" should mean is that MSNZ creates the environment and structure where the sport can flourish. It is not MSNZ's role to actively attempt to engage in 'growing the sport'. The sport grows through the work of organising clubs, promoters and pro-active circuit owners, which certainly can be assisted by MSNZ, but only by keeping costs down and systems operationally efficient. MSNZ has shown to be an inept race promoter through the early 2000's, when members had to bail out the organisation for hundreds of thousands of

dollars and then the debacle when MSNZ fought the SuperTourer series in complete conflict with its own constitution to lose even more money.

The circuits of NZ, national series and race promoting clubs carry out the marketing of motor racing and rallying. Every circuit has a Facebook page and a website and every organising club has at least its own Facebook page. Add to this the fact that all the successful series, such as F5000, Historic Touring Cars, Historic Muscle Cars and Historic Saloon cars, Toyota Racing Series, 2K Cup, to name but a few, all have their own Facebook, newsletters and web pages. MSNZ does not have to try and duplicate this.

Motorsport in NZ was already suffering before Covid19 - dropping numbers, declining public following, costs rising, event organisers struggling to remain viable etc. The outcome of Covid19 will only exacerbate these issues as we will exit into a recession (at best) with high unemployment, constraints on discretionary spending (which motorsport relies on) and a general negative / cautious sentiment. This will result in a decline in participation, a decline in car and event commercial sponsorship and track owners (both club and commercial) facing tighter financial circumstances caused by continuing overheads but reduced income flows.

Every effort should be made to look after the life blood of the sport, the competitor. Please MSNZ, don't contemplate trying to drain the competitors of any more money, as it will just speed up the desertion rate.

With an expected 200,000 extra unemployed, no race meetings for 4 months and probably 50% less competitors at race meetings when they do finally get going, MSNZ needs to be making some hard calls now. If MSNZ wants to truly work for the competitor and the future of the sport, there would be no \$53 levy per competitor per race meeting, licences would be \$25 instead of \$200, permits would be \$50 instead of \$500. MSNZ has bloated over the years and it needs to downsize quickly, especially with the Covid 19 crisis.

In these circumstances a dramatic action plan needs to be implemented by MSNZ to do their bit to make life easier for members, competitors, organisers etc. Cutting costs of participation would be a no-brainer start. MSNZ needs to be careful they don't fall into the trap of acting like bureaucrats - continuing on as if nothing has happened - unable to make the changes necessary for survival of the sport in the new environment. Meanwhile in the real world things are in the process of unwinding ....

An interesting article from the UK outlines the fears they have regarding the re-emergence of Motorsport post COVID-19. Dr Jonathan Palmer you will remember as a F1 Driver and is now CEO of MotorsportVision – owners of a majority of the UK Race circuits.

<https://www.autosport.com/national/news/149278/palmer-covid19-impact-to-last-for-two-to-three-years>

## **The Future according to HRC**

HRC will run one day meetings over the winter and then our normal summer program. For the July and August Hampton Downs meetings, we assume we will be Covid 19 level two. The meetings are open to classes that want to finish this year's championships, any classes that fill a grid and the rest of the races will be speed groups and a dedicated classic class. Proposed dates are 19<sup>th</sup> July and 23<sup>rd</sup> August

Another meeting is a one day meeting at Pukekohe for 2K Cup and Ssang Yong utes. Date will be announced by 2Kcup. There is also interest in a Taupo meeting, but this would only be possible under Covid 19 Level One.

The Historic Racing Club has huge concerns for Motor racing in its current form going forward. We know from the Momentum Project that all over New Zealand there has been a sharp decline in new drivers entering the sport and an exodus of drivers leaving the sport. We are in the process of surveying competitors who have left the sport in the last three years and cost is a major factor and also new rule changes are acting to drive people leaving the Sport. Interestingly 80% of those competitors who have left would return if the problems could be sorted. At present HRC is surveying current competitors for their opinions and from this database we can hopefully plan for the future. MSNZ are also currently doing surveys so it will be interesting to compare results.

We now have the opportunity to make a STEP CHANGE regarding the structure of our sport and one of the goals must be to reduce the cost dramatically. We currently face a future of rising costs and less competitors to bear those costs and at present to break even at a race meeting we need about 80 competitors a day. Of late, we have struggled to reach this number of competitors and the Momentum data plus the early findings from our surveys suggest we will have even less competitors next year, Covid 19 could potentially reduce fields by 50% initially. This creates the situation of the few competitors left paying an entry fee of \$1500 to \$2000 a meeting. This will not work.

Please bear in mind that Historic Racing Club Inc is a club set up to run just race meetings and does not make a profit. We work from event to event to keep entry fees at reasonable rates. Tim is the only employee on a salary of about 50% of what he could on the open market. Tony and Chris are unpaid and our other expenses are rent \$600 a month and insurance.

## **Refunds**

We will be contacting those entrants of the Postponed Paul Fahey Legends of Speed meeting and the Great Lake Taupo entrants with details of refunds that we are offering.

## Proposed dates for next season

2020 –2021 Calendar Proposed subject to Govt Regulations and reasonable entries

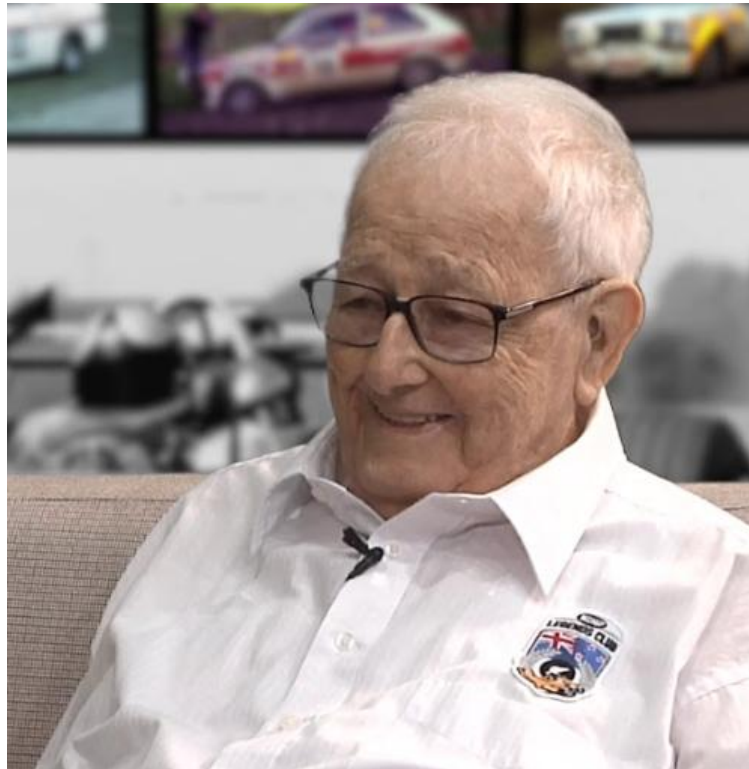
|   |                                     |               |
|---|-------------------------------------|---------------|
| 26 –27 September 2020                         | Ice breaker Meeting                 | Hampton Downs |
| 24 <sup>th</sup> 25 <sup>th</sup> October     | B & H                               | Pukekohe      |
| 28 <sup>th</sup> November                     | 2KCup Challenge                     | Hampton Downs |
| 9 <sup>th</sup> 10 <sup>th</sup> January 2021 | Tasman Revival                      | Taupo         |
| 20 <sup>th</sup> 21 <sup>st</sup> February    | Tasman Revival                      | Pukekohe      |
| 13 <sup>th</sup> 14 <sup>th</sup> March       | Paul Fahey Legends of Speed Meeting | Hampton       |
| 27 <sup>th</sup> 28 <sup>th</sup> March       | Jack Nazer Meeting                  | Taupo         |
| 24 <sup>th</sup> 25 <sup>th</sup> April       | Jamie Aislabe Meeting               | Taupo         |
| 1 <sup>st</sup> 2 <sup>nd</sup> May           | Season Finale                       | Hampton Downs |

## Press release - Roberts Resigns as Historic Commission Chairman



Tony Roberts, Chairman of the Historic Commission, today resigned from MSNZ citing disappointment and dissatisfaction with the direction Motorsport Management was taking. Roberts said that the Historic Commission had questioned the process by which Motorsport House was being sold and then questioned the secretive process of the sale, but received no meaningful answers to their questions. Tony Roberts said that as a major asset of the member clubs, the constitution applied to the sale and the member clubs should have been involved in the decision to sell and that the sale process should have been transparent. Without an auction, how do we know if the member clubs achieved the true value of the building he said? The building was sold for \$1.3 million when the Government valuation was \$1.53 million. Tony Roberts, who is also the President of the Historic Racing Club Inc, Chairman of NZ Historic Muscle & Saloon Cars and Chairman of the NZ F5000 Association and has been on the MSNZ Historic Commission for 20 years. Roberts was the recipient of the prestigious MSNZ Ron Frost Award for his passion for Motorsport and the building of Hampton Downs Motorsport Park in 2011.

## VALE – Eric Mallard



MALLARD, Eric George MNZM. On Sunday 5 April 2020, peacefully at Edmund Hillary Retirement Village. Aged 90 years.

Eric Mallard's involvement with motorsport began in 1953 as a marshal at Ardmore and continued for over 60 years. He was a familiar face at many motorsport events around the country and was a valued member of our community. He was always willing to lend a hand and pass on his vast knowledge which undoubtedly helped the sport flourish at all levels for decades.

Eric held many important roles within motorsport including "A" Clerk of Course, Competitor Relations Officer and Licence Examiner. He also had an extremely active role within the Formula Ford Association and also the Formula Ford Championship, and most recently, the New Zealand International Grand Prix (NZIGP). He was also a member of the MotorSport New Zealand Executive from 1968 to 1973.

His other accolades included –

1981 – MotorSport New Zealand – Award of Merit

1999 – New Zealand Order of Merit (M.N.Z.M.) – For services to motorsport.

2014 – MotorSport New Zealand – Member D'Honneur

"Eric was definitely one of the most committed and dedicated servants the sport has had. His passion and knowledge for motorsport was simply incredible and our sport is richer for his years of hard work," said Wayne Christie – MotorSport New Zealand President.

To see the interview with Eric that was filmed as part of the Legends of Motorsport Series please click here : This is the full length interview with Eric that was recorded in November 2019

[https://youtu.be/7pt\\_fTNkxfw](https://youtu.be/7pt_fTNkxfw)



Vale – Sir Stirling Moss, the British racing driver who ranked as an all-time Formula One great despite never winning the world championship, has died at the age of 90 after a long illness.



Stirling Moss. Photo: AFP

Sir Stirling Moss, one of Britain's greatest ever racing drivers, has died at the age of 90. While he was best known for his storied grand prix career, Sir Stirling was a consummate all-rounder. One of his greatest victories came in the 1955 Mille Miglia endurance race. Navigated by Denis Jenkinson (Jenks) who was Motorsport Magazine's European Correspondent, the story of his race win is one of the most celebrated journalistic articles in Motorsport. Read it here

<https://www.motorsportmagazine.com/archive/article/june-1955/14/moss-mille-miglia>

A team mate at Mercedes to Argentine five-times world champion Juan Manuel Fangio, the Briton survived one of the deadliest eras of motorsport with 16 grand prix wins in the 1950s and early 1960s.

Four times a championship runner-up, and also third overall on three occasions, no other driver has won as many races without taking the title.

Moss was the first Briton to win his home grand prix, beating Fangio at Liverpool's Aintree circuit for Mercedes in 1955, with his name becoming a byword for speed for a generation of fans.

He also won grands prix in Maserati, Vanwall, and Rob Walker-entered Cooper and Lotus cars.

But for his sense of sportsmanship, Moss could have been Britain's first ever world champion in 1958 instead of Mike Hawthorn.

He lost the title by a single point that year after asking stewards to reinstate his disqualified compatriot at the Portuguese Grand Prix.

Stirling Moss was a contemporary of New Zealand Formula One icon Bruce McLaren and won the New Zealand Grand Prix on three occasions.

He had immense respect for the country's drivers leading him to say "In terms of its population, New Zealand's contribution to the top echelons of motorsport far outweighs that of any other country".

## **HRC Surveys of Competitors.**

Over the past few weeks you may have received a survey from us here at HRC. We hope that you took time to complete them as your views are important to us.

The first survey was sent to competitors on our database who hadn't entered one of our events since April 2017. The aim was to understand why they hadn't been competing and if there were any particular reasons. The initial findings from the 256 responses are outlined below. We intend to do some more detailed analysis and take our findings to discuss with MSNZ.

### **Why are the Historic Racing Club (HRC) doing these Surveys?**

To get some hard data we sent a survey to those competitors who haven't raced in the past 3 years to try and find out why. Interesting to note is that 70% would return to racing if the reasons for them leaving were addressed - and most of that is down to COST.

### **Driver For the Survey**

Momentum Project (A good project but some worrying stats)

A project called "Momentum" has been quietly collecting race data covering the last 70 years of NZ Motorsport, to date it has 19,000 race results but is ever increasing the database as historic race results come to hand. Even though the core of the project is still private, some including HRC have been given early access to the platform while it is in the formation stage.

HRC have been interested in the project as it easily displays the number of cars racing nationally in each class, the best lap time by class and the ability to plan for any trends that show in the data such as decreasing/increasing numbers.

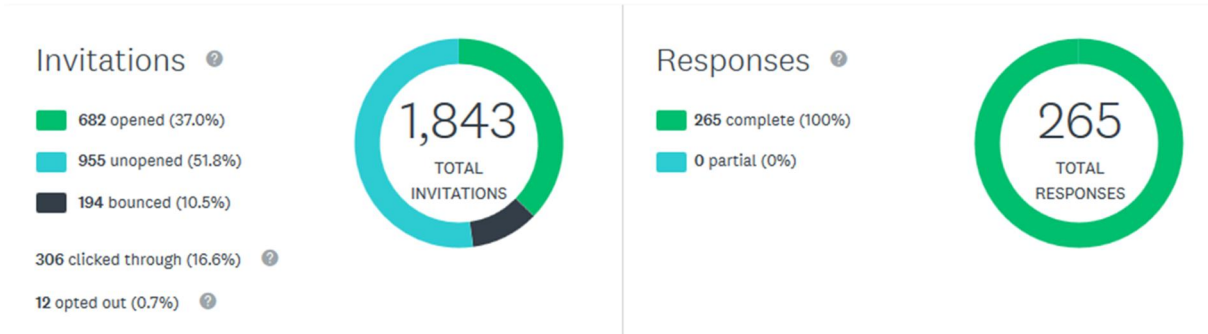
It also uses an algorithm to calculate a driver and race classes skill, drawing heavily on the ELO method which uses probability to give a rating. The rating is not as simple as just beating someone, it is also dependent on the drivers you beat among other factors. Winning a 2KCup race for instance will not have the same effect on your rating as winning a Formula Ford race which is full of top rated drivers.

Whilst the rating competence is interesting, the truly beneficial part for HRC is data such as average grid sizes and the ability to assess how a class maybe trending into the future.

From the data it looks like the sport held strong post the GFC and then peaked in terms of participation in 2016. Since 2016 the numbers have been spiralling down at an alarming rate in terms of both new competitors and also the total number of races the average person does in a season.

The sport has always had a churn of competitors but the new drivers coming into the sport had previously balanced that out. Now with fewer new drivers and the average driver doing less racing, put simply, it doesn't look good.

# New Zealand Motorsport Engagement Survey of Competitors who haven't entered a MSNZ Event in the last 3 years



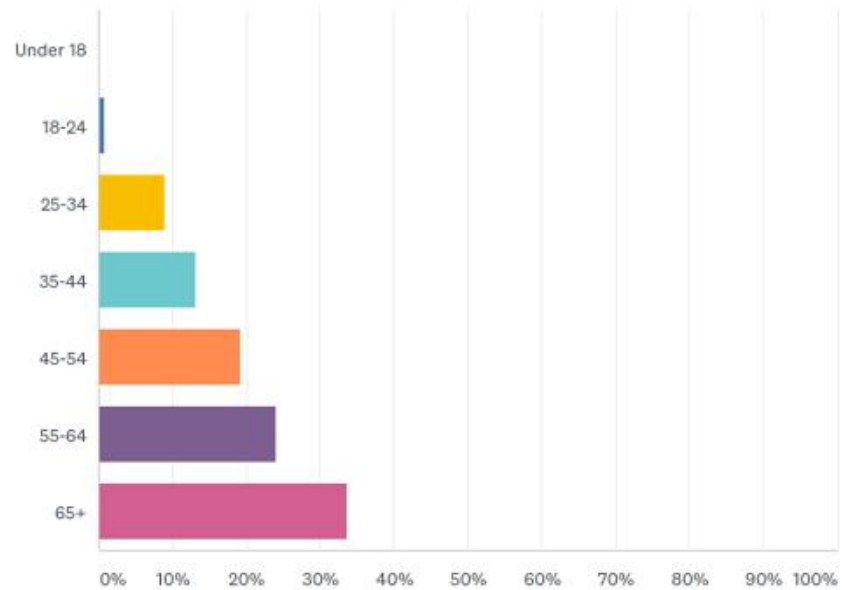
## Q1: What is your gender?

Answered: 265 Skipped: 0

| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Male           | 96.60%    | 256        |
| Female         | 3.40%     | 9          |
| Other          | 0.00%     | 0          |
| <b>TOTAL</b>   |           | <b>265</b> |

## Q2: What is your age group?

Answered: 265 Skipped: 0



## Q3: What level of Motorsport did you compete at?

Answered: 265 Skipped: 0

| ANSWER CHOICES     | RESPONSES |     |
|--------------------|-----------|-----|
| Premier Series     | 17.36%    | 46  |
| Non Premier        | 17.36%    | 46  |
| Historic / Classic | 39.25%    | 104 |
| Clubman            | 26.04%    | 69  |
| TOTAL              |           | 265 |

## Q4: What grade MSNZ Licence did you hold?

Answered: 265 Skipped: 0

| ANSWER CHOICES                   | RESPONSES |     |
|----------------------------------|-----------|-----|
| National Race Licence - C1 or C2 | 77.74%    | 206 |
| Clubsport Licence - M Grade      | 12.08%    | 32  |
| Rally Licence = R Grade          | 4.53%     | 12  |
| No MSNZ Licence held             | 5.66%     | 15  |
| TOTAL                            |           | 265 |

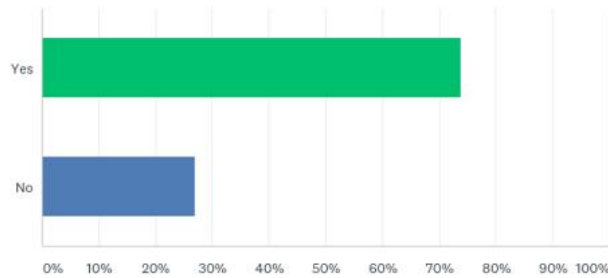
## Q5: Why do you no longer compete? Please check all that apply

Answered: 264 Skipped: 1

| ANSWER CHOICES   | RESPONSES |     |
|--|-----------|-----|
| I still compete  | 19.32%    | 51  |
| I retired from the sport   | 15.91%    | 42  |
| I changed to a different sport   | 7.95%     | 21  |
| I am taking some time out and will return to the sport                                       | 31.06%    | 82  |
| Overall cost of competing  | 50.76%    | 134 |
| Cost of event entry  | 34.09%    | 90  |
| Cost of additional equipment required to compete (Helmets, HANS Type devices, Underwear etc) | 25.38%    | 67  |
| Cost of MSNZ Paperwork? (Licence, COD, Authority Card, Race Levy)                            | 14.77%    | 39  |
| Prefer 1 day meetings  | 10.61%    | 28  |
| Classes don't suit my vehicle  | 10.98%    | 29  |
| Too many Handicap Races  | 1.89%     | 5   |
| Too many sprint races  | 0.38%     | 1   |
| Races not long enough  | 7.58%     | 20  |
| I don't like the officials   | 2.27%     | 6   |
| I don't like the promoters   | 1.14%     | 3   |
| I don't like MSNZ  | 2.27%     | 6   |
| Total Respondents: 264   |           |     |

## Q6: If we could change the above reasons for you leaving the sport, would you return?

Answered: 245 Skipped: 20



**So, once we have analysed the comments further, we will be arranging a meeting with MSNZ to discuss these findings – watch this space !**

### Advertising Opportunities

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

The HRC team wish you and all those in your bubble the very best. Hopefully within the next month or two, we will be able to enjoy the lifting of restrictions and looking forward to going racing again.

Regards

The HRC Team

Chris Watson                      0274 827542                      [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

Tim Hill                              021 614600                      [tim@hrcevents.co.nz](mailto:tim@hrcevents.co.nz)

Tony Roberts                      021 1332895                      [racert@hotmail.co.nz](mailto:racert@hotmail.co.nz)



NZKW products has come on board supporting HRC and offering discounts to HRC members on presentation of a valid 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)



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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** 



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)



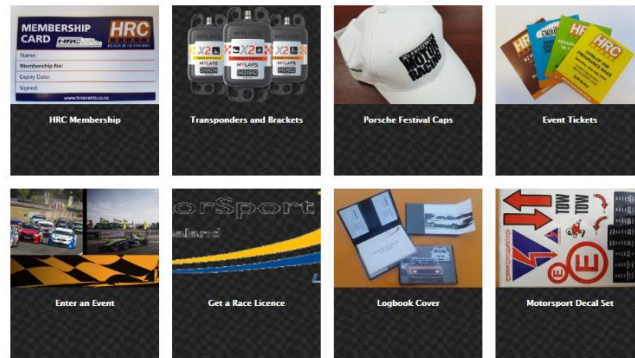
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## HRC Internet Shop



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

# 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 2 Year \$380

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.

## Direct Power My Laps Transponders

Change in operation. With the Direct Power transponder the flash slow red when the car first starts and will turn green when the internal transponder battery is fully charged. This will be a matter of a few minutes

With the season starting soon, sales of transponders have been brisk but HRC has plenty of stock. A number of drivers have rung the office lately saying their transponders won't charge. This is because they have not renewed their subscription. This can be done on [www.mylaps.com](http://www.mylaps.com)

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 Island 2019-2020

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)

## Auckland Area Motorsport Contacts

There are many Motorsport Events available to competitors. Hillclimbs, Rally Cross, Rallies, Sprints - something for everyone.

Please see the list below for Organising Club Contacts.

### Club Contact

Auckland Car Club Craig Holmes 021 889488 [secretary@aucklandcarclub.org.nz](mailto:secretary@aucklandcarclub.org.nz)

Speedworks Geoff Short 021825911 [Geoff@speedworks.nz](mailto:Geoff@speedworks.nz)

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

Taupo Car Club Jackie Hanning 0272793015 [jax.fritz@xtra.co.nz](mailto:jax.fritz@xtra.co.nz)

Northland Car Club [www.ncc.org.nz](http://www.ncc.org.nz) [northlandcarclub@yahoo.com](mailto:northlandcarclub@yahoo.com)

South Auckland Car Club Andy Black [southaucklandcarclub@outlook.com](mailto:southaucklandcarclub@outlook.com)

MG Car Club Paul Walbran [Paul@mgparts.co.nz](mailto:Paul@mgparts.co.nz)

Hibiscus Coast Car Club [www.hcmc.org.nz](http://www.hcmc.org.nz) [James@outlook.co.nz](mailto:James@outlook.co.nz)

Thames Valley Car Club Don Brunt 0274 739 185 [www.sporty.co.nz/tvcc](http://www.sporty.co.nz/tvcc)