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'Tasman Revival Series 2010' including the 'The Bruce McLaren Festival' New Zealand - January/February 2010 Newsletter Number Three – June 2009

Festival Appearance of a Cooper Driven by Bruce McLaren

Roger Wills, an expat Kiwi originally from Timaru, New Zealand, who now lives in Moscow, Russia, has entered two cars to race in the 'Bruce McLaren Festival of Motor Racing'. The Festival of motor racing will be held to remember the late Bruce McLaren at Hampton Downs MotorSport Park on 22-24 Jan 2010 and Pukekohe Park Raceway on 29-31 Jan 2010. Both of these race tracks are near Auckland, New Zealand.



Roger Wills 1959 Cooper T51 Climax

Roger will bring his 1959 Cooper T51 Climax F1 to race in the 'Early Historics' class at the Festival - and perhaps in the 'Tasman' class as well. Roger said this car was driven in UK by Bruce McLaren, so it will be great to see one of Bruce's former cars racing at the Festival.



Roger Wills 1965 McLaren M1B – Can-Am

The second car in Roger's stable will be his 1965 McLaren M1B Can-Am car that will race in the 'Can-Am & V8 Sports Racing' car class. Roger is a front runner with his McLaren in Can-Am races held in UK.

Good Progress on Construction of Hampton Downs

The recent spell of fine weather in June 2009 has allowed a great deal more progress to be made on construction of the race track at Hampton Downs.



Turn 1 has now been formed and a layer of gavel has been laid and rolled.



Hampton Downs – Through the Sweeper up the hill to the start finish straight

The infield hairpin is formed and rolled as is the remainder of the track from the infield hairpin down to and through the long right handed sweeper and back up the hill to the start-finish area.



Hampton Downs – Infield Hairpin

The infield hairpin will be a delight for drivers and spectators alike. A descending left hand turn through almost 150 degrees will test the braking and driving skills of drivers, while spectators on the adjacent banks will get a brilliant view of close racing through this part of the circuit.

As at early July, only the tunnels for the two track crossings remain to be constructed before the whole Pit straight area can be completed.



Hampton Downs – Tunnel frames and Pit area

The large Pit paddock area will soon be formed. A concrete 'skid pan' behind the pit garage complex will serve as the 'dummy grid' and sealed roads throughout the paddock will provide easy access for race cars returning to their individual pit paddock areas.

Construction is proceeding well at Hampton Downs and subject to the weather in July and August allowing the heavy earth moving machines to continue their work, there will be racing on the 'National' track by mid-September.

Reserves list in operation already

Such is the popularity of five of the ten classes in the Festival that Reserves lists have already been opened. Track regulations permit a maximum of 45 cars racing in each class at Hampton Downs and 40 cars at Pukekohe.

The Formula F5000/F1 class includes 48 cars from NZ, Australia, UK and USA for which registrations of interest have been submitted. While it is possible that owners/drivers of some of these cars may not submit a race entry for the Festival, it has nevertheless been necessary to open a 'Reserves' list in order to protect those who have registered. So far, there are 10 McLarens that have been registered.

The Formula Junior and Invited F3 class now has 'registrations of interest' for 51 cars. Whilst actual race entries may show that one of two may not make it to the Festival, a Reserves list has been opened.

Invited 1960s saloons and Invited 1970s Saloons – both of these classes have attracted very keen interest. The respective Class Coordinators for each class now have the invidious task of selecting cars that are most representative of the two eras. Such has been the response that Reserves lists are in operation.

The Sports and Sports Racing class has reached the maximum of 45 cars and a Reserves list is in operation.

Race cars for sale

McLaren M8E Can-Am - Stephen Miniopio from UK has advised that, unfortunately, he will no longer be able to bring his 1971 McLaren M8E to the Festival. Stephen has decided to sell his M8E, brief details of which are:



1971 McLaren M8E Chassis No. 80-06. CanAm car, fully rebuilt in 2008 with new 8.7 litre Bennett (Detroit) 860hp Big Block and Agg/Hewland transaxle. Engine time only 1hr 45m; not raced in 2009. All usual spares and FIA HTP papers.

For further details, contact Stephen Minoprio +44 1449 737561 minoprio@aol.com



Lotus 35 Climax 2.5 litre - John Dimmer (USA) has decided to sell his 1965 Lotus 35 Climax. Anyone looking to purchase a very tidy car that is eligible to run in the Tasman Class at the Festival should contact John by email speedracer@firmgt.com

Call for cars for the 'Super Historic' Class

Interest in the 'Super Historic' single seater class for the Festival continues to build. This is a new class in New Zealand that has been running for only one season. Car numbers of NZ Super Historics are still growing although this class will be strongly supported by a variety of different cars from Australia and UK. Cars typical of the Super Historic class include the 1970/80s Formula Pacific/Atlantic 'wings and slicks' cars of the era including the Modus, Cheetah, Chevron, Ralt RT 1, RT4 and Swift DB4. NZ legend driver Kenny Smith will drive a Swift DB4 that was the winning car in the 1990 NZIGP. Andrew Higgins will drive the ex Graeme Lawrence/Dean Hall Swift DB4 that won the 1989 NZIGP. Other cars in the class include Biranna, Chevron, March, Brabham, Lotus and Elfin Formula Two and Formula Three cars. A limited number of Invited Formula Holden/Brabham cars will also be included in the grid. Owners of any 'Super Historics' who would like to be added to the grid should contact Festival Chairman, Jim Barclay jimbarclay@xtra.co.nz



Super Historic - David Heron 1972 March 722-1 F2

Formula Fords added to the Festival race programme

Last month, it was decided that the final race class of 10 classes to run at the Festival will be for 'Invited Formula Fords' (FFs). In addition to the Class 1 FFs of cars up to 30 Jun 1980 that have appeared regularly at past historic race meetings, there will be Class 2 FFs on the grid as well. Class 2 cars will include FFs from 1 Jul 80 until 31 Dec 1989, provided they are fitted with a Hewland Mk8/9 gearbox. Already there are 21 Class 1 cars and 5 Class 2 cars that have been accepted. Those with a FF who would like to race at the Festival and who have not otherwise contacted Festival Chairman, Jim Barclay jimbarclay@xtra.co.nz, should contact Jim to enquire about eligibility.



Formula Ford - Vic Clarke 1971 Palliser WDF3

Sponsorship and Marketing Director for the Festival

The Festival Chairman, Jim Barclay, is delighted to announce the appointment of Matt Taylor of X Factor Management, Hamilton, to be the Sponsorship and Marketing Director of the Festival. Matt has considerable experience in this field including recent A1GP events held at Taupo, NZ. Matt will be responsible for all sponsorship, marketing and non-racing event direction matters for the Festival and he will be ably supported by Jacqui Gage-Brown.



Travel, Accommodation, Transport, Tours

Katie van Dinther at Stars Tours, a division of worldwide Carlson Wagonlit Travel is available to help all competitors and visitors with their travel needs. Contact Katie on kvandinther@carlsonwagonlit.com

Notices for Competitors

Festival Race Entry now open – All competitors who have already registered their interest with the Festival Chairman, Jim Barclay jimbarclay@xtra.co.nz may now submit an Official race entry using the online system www.motorsportentry.com. Overseas entrants are requested to use the 'pay by cheque' option as available on the website.

Shipping of Cars to New Zealand – Overseas competitors are reminded of the very generous discount for carriage of shipping containers arranged by Simon Edwards, GM Commercial, Hamburg Sud New Zealand Limited.

Competitors from Australia wishing to use the Hamburg Sud offer should contact Stewart Garmey of Tradelanes Global Solutions PTY Ltd stewart@tradelanes.com.au.

Competitors from the 'rest of the world' should contact Phil Gibbs at Jenner Cargo International Ltd phil@jennergargo.co.nz

Race Licences – New Zealand drivers will require a minimum of a current MotorSport NZ issued National Race Licence to race at the Festival.

Overseas drivers will require EITHER –

- the equivalent of a National Race Licence (i.e. not a 'club' level licence) with a FIA Visa issued by their respective FIA National Motorsport authority; or,
- An International Historic H1 (or higher) licence.

AMB Race timers - Competitors are advised that AMB transponders will be required for all cars racing in the Festival. There will be a very limited number of AMB transponders available for hire and those who require one should contact Bill Ritchie bill.ritchie@xtra.co.nz to reserve a transponder.

What racing is there before and after the Festival ? – Festival competitors may be aware that there are two further race events surrounding the Festival.

The first will be held at Hampton Downs over the weekend of 16/17 Jan 10 - before the Festival. **This event is primarily for race car owners who do not get a start at the Festival.**

The second event will be held at Taupo, NZ on Sat 6 and Sun 7 Feb 10. Drivers who would like to race at Taupo after the Festival are invited to contact Bill Ritchie bill.ritchie@xtra.co.nz Bill will advise overseas owners/drivers of expected costs to get race cars to/from Taupo, the costs of race entry and pit garages. Race classes will be different to those at the Festival but overseas drivers will be able to race.



Formula F5000 - Tony Roberts 1972 McLaren M22-3-72