

## **SPORTS CAR SERIES AGM VISIT -TAUPO 7 JUNE 2008**

One of us (RW) attended the Taupo AGM of the Sports Car Race Series by invitation. The Race Series is organised by a subsection of SCCNZ.

As some of you may know, the series organisers have issued an invitation for us to consider appearing on their grids in a programme of 8 races in the upcoming season, and we thought the AGM was a good opportunity to explain our progress and the background to how the Superhistorics class evolved out of the Formula Libre Group E.

Naturally, many of the Sports Car drivers were interested in how we would fit alongside their series, since within their class, they run 3 simultaneous championships (Prosports, Roadsports, and Supersports). The fastest cars are effectively monopostos and into the sub-60secs at Puke, with similar power/wt ratios to F. Pacifics.

Some concerns were expressed that since the sports cars were competing for current championships, Superhistorics might unbalance the racing while not actually in contention. While our involvement was welcomed as a grid-expander, the front-runners were keen to avoid confusion amongst their supporters in the series.

I explained that (a) we were their guests on their grids, (b) we had no wish to impede their championships (c) we aimed to establish our own grids as numbers built up (d) we would not be concerned if in future, promoters made up our grids with their cars where appropriate.

Question was raised as to our reaction to starting rear of the SC grids, to allow the championship contenders free run. My personal view is that as long as we had someone in the Superhistorics to race with, it wouldnt matter. This however is not for me to decide.

It is up to you owners as to whether you want a run or not at the 8 SCC meetings. The list of meetings and dates is attached.

Other questions were how we stood with MSNZ, and had we considered using the CAMS system of car classification by year. As regards MSNZ, I replied that we had been very careful to set up the class under an affiliated club (HRSCC), and that we had a representative to the Historic & Classic Commission (Nigel Russell). At the moment Superhistorics are a subgroup of Group E. It may be that Group E can be subdivided into E1, E2, E3, etc if the speedgroups diverge too much. Thus F5000 and F1 clearly are E3. The suggestion was made that F3000 (DFV powered) and F Brabham would also be candidates for E3.

As regards the CAMS system, this would have the advantage of parallel alignment with Australia, but our grids are too small at this stage for it to be a major concern. This is however something to be explored by our Historic Commission representative.

It was pointed out that Formula Libre included historic sports racers as well as single seaters, and would they be included as Superhistorics? If our basic parameters (speeds,

weight, and visibility) are fulfilled, I could not see any reason why not. This appeared to give great joy to at least one of the members present.  
All-up, it seemed a very positive reception at the AGM.

You will note that at present, none of the Sports Car Series meetings is in South Island. This is because of recognition by promoters. Skope (Ruapuna) do not at present cater for the SC series, although Timaru are very keen for them to come, especially since there is the prospect of Australian cars coming here to compete in the series.

(The Skope Classic has always made provision for our single-seaters, however, and has grouped cars mainly by speed-groups. We support this approach, and anticipate continued involvement with the Southern Festival of Speed.)

As regards the HRC Icebreaker meeting in September, if we cannot get enough cars out for our own grid, then Chris Watson is happy from their point of view to run us with the Sports Cars.

Time for A into G and use the rest of winter to convert the basket cases to runners!

Two news items: Owen Evans has asked to be on the emailing list-wonder what he has up his sleeve? So has Graham Cook (Pro Race Services), original builder of one of the Lotus 69s at McLaren in 1970/71. Grant Martin has imported a Swift DB4 FP to run alongside the Ralt RT1 Hart. Makes a change from cars going the other way for far too long.

We have also received a tentative enquiry from Formula Suzuki as to how we would react to them running with us. This again puts us in the position of running our obsolete racers with current racing series.

We would appreciate your feedback on the above report, and information on progress/other cars/other owners. Circulate to other members of the register. Use the "reply all" on your emailer.

Ray Wilkinson & Grant Martin.