



DECEMBER 2022

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A poster for the 2023 Historic GP event. The title 'HISTORIC GP' is in large black letters, with 'TAUPO' above it and '2023' below it. The subtitle reads 'Celebrating the Romance & Thunder of a Great Era of Motorsport'. The poster features illustrations of five historic racing cars: a red Formula 1 car, a yellow and blue Formula 1 car, a red Lotus Elise, a black Jaguar XK150, and a blue Jaguar XJS. A central text box contains the dates and location: '21-22 JANUARY 2023 TAUPO INTERNATIONAL MOTORSPORT PARK'. The website 'taupomp.co.nz' is at the bottom.

TAUPO

HISTORIC GP

2023

Celebrating the Romance & Thunder of a Great Era of Motorsport

21-22 JANUARY 2023
TAUPO INTERNATIONAL
MOTORSPORT PARK

taupomp.co.nz

The Historic Racing Club Inc has some very interesting meetings coming up in the first 6 months of 2023.

Our first meeting in the new year is our Tasman Revival meeting at Taupo. 7/8th January. Classes racing are Classic Trial, Arrow Wheels European Classics, Trofeo, Improved Production Cars, HVRA, Mini/ Pre 65, NZ Superkarts, NZ6, Super Laps, Touring Car Masters.

Entry is open at www.motorsportentry.com

Then the Historic GP featuring Jaguar at Taupo on 21/22 January. Classes racing are Formula 5000, Historic Formula Ford/Formula Junior & invited Historic Single Seaters, Historic Muscle & Saloon Cars, Historic Sports Sedans & Invited Allcomers, Heritage Touring Cars, Formula Open NZ, Hooters Vintage Race Series Pre 1996 Saloons and Sports plus an invited class, the "Super V8 Series" which is going to be the new name for this Season incorporating NZ Tranzam Challenge, NZ V8 Touring Cars Series and TA2 Muscle Car Series - all racing for separate points in the one Super V8 Series Race. There will also be a Jaguar only handicap race.

This meeting is being organized by HRC, Taupo International Motorsport Park, Taupo Car Club, Tony Roberts and Jim Barclay.

Entries to www.motorsportentry.com

Spectator Tickets and VIP packages www.taupomp.co.nz

Jim Barclay has also organized RNZAF Black Falcons team will put on their show at the HGP on Sunday 22nd Jan 23.

This event promises to be one of the highlights on the 2023 calendar. Taupo International Motorsport Park will welcome Jaguar Clubs from up and down the country to celebrate the history of Jaguar since Bill Lyons and Bill Walmsey started their fledgling business in 1922. Enjoy classic and historic car racing action on track and there will be plenty of off track entertainment, including:

- A lunchtime track parade of Jaguars
- A stunning collection of classic Jaguars will be on display in the Legends Marquee including Colin Giltrap's stunning XKSS
- Meet Greg Murphy and other icons of the sport in the Legends Garage

Key Information:

- Free car parking is available for all ticket-holders
- Children 16 years and under receive free entry
- Pit Lounge Hospitality Tickets are available for Saturday 21st and Sunday 22nd January

<https://www.taupomp.co.nz/events/taupo-historic-grand-prix-2023>

Tasman Revival Pukekohe – Celebrating Jim Palmer



25/26 February 2023 – Pukekohe

Another event that was affected by Covid last year was the Jim Palmer Festival. HRC have been successful in re-negotiating our contract for February with Gary Stirling at Pukekohe after the Park announced the cease of Motor Racing from April 2023.

This meeting will be one of the last Motorsport events to be held at Pukekohe and interest amongst competitors is high.

We have worked with the race classes who are attending this event to make this final meeting very special.

Earlybird Spectator Tickets on sale at <https://www.iticket.co.nz/go-to/hrc-events>

Entries are already up on www.motorsportentry.com and are filling fast.

Competitors if you want to do Friday Testing – get a place reserved NOW as they will sell out....

<https://www.pukekohemotorsport.co.nz/book/ZjMoT7gLPiNcA8b405wA0AgK/>

Classes competing are:

	SAT	SUN
ERC Series		✓
Trofeo Series	✓	
Pirelli Porsche	✓	

BMW E30/E46	✓	✓
BMW 2 Ltr	✓	✓
BMW Open	✓	✓
IPC		✓
TCM	✓	✓
Mini/Pre65	✓	✓
Formula Open NZ	✓	✓
F5000	✓	✓
FJ / F3 / HFF		✓

Jim was used to publicise the opening of the track so it fitting that this final meeting is named in Jims honour. The original car he used at this first meeting will also be on display.

The Porsche Club of New Zealand will be there in force on Saturday – cheering on their competitors in the Pirelli Porsche Race Series. Also in attendance will be the MG Car Club who will be holding their annual club concours at the event as well as providing the cars for the “Parade of Celebrities” that will take place during the event.

Following Saturday racing, there will be a dinner at Pukekohe track on the Saturday night in the Oakes Suite. The theme of the dinner will be to honour Jim Palmer but also to allow any one to share their memories of Pukekohe , be they a a driver, official, volunteer or even a promoter. We will have a number of roving microphones so we be after short amusing tales because I am sure lots of people will want to speak.

Tickets for the Celebration Dinner are on sale at
<https://www.hrcevents.co.nz/shop.php>

The HRC office gets a number of phone calls with competitors having problems entering our race meetings. 95% of the problems are forgotten passwords. Please don't hesitate to ring 0274827542 Chris, as this can fixed in about 2 minutes and saves competitors at least 30 minutes of drama . The computer system allows HRC to run many meetings close together so a 2 minute phone call is to HRC is not a problem - we actually enjoy talking to competitors.

Have attached an interesting article by Martin Devlin about sports funding at the end of the newsletter.



Season 2022/23

Meeting Name	Format	Venue	Date	Date	Date
			Friday	Saturday	Sunday
Waikato Challenge	All classes	Pukekohe		12-Nov-22	13-Nov-22
2K Cup Challenge	All Classes	Hampton Downs		26-Nov-22	27-Nov-22
Tasman Revival Taupo	All Classes	TIMP Taupo		7-Jan-23	8-Jan-23
Historic Grand Prix	Historic	TIMP Taupo		21-Jan-23	22-Jan-23
Tasman Revival Jim Palmer 2	Classic / Historic	Pukekohe		25-Feb-23	26-Feb-23
Legends of Speed	Classic / Historic	Hampton Downs	17-Mar-23	18-Mar-23	19-Mar-23
Classic Taupo	Classic / Historic	TIMP Taupo		25-Mar-23	26-Mar-23
Great Lake Taupo	All Classes	TIMP Taupo		15-Apr-23	16-Apr-23
Season Finale	All Classes	Hampton Downs		27-May-23	28-May-23



COMPETITION NUMBERS

Please ensure that you comply to Schedule A Part 1 Section 6.2 (Below)

6.2 Competition Numbers: are required to make identification of vehicles easy for officials and shall comply with the following requirements unless specified in the Championship or Sanctioned Series Articles or Event Supplementary Regulations:

- (1) For all cars competition numbers shall be displayed on each side of the vehicle and:
 - (a) Be displayed in a durable manner and of a minimum size of 230mm high with a stroke width of 38mm, and
 - (b) Be in a plain font on a contrasting background clear of graphics or signage that extends at least 50mm beyond the outline of the numbers, and
 - (c) Be displayed alongside the cockpit, and
 - (d) Contain a maximum of three(3) digits.

BATTERIES

Lithium Ion (Li-Ion) batteries are becoming more and more common in race cars. They have the advantage of being lightweight compared to the equivalent Lead Acid battery. Whereas the batteries have their advantages they also have their drawbacks. One such drawback is the risk of a thermal runaway where due to overcharging or damage, the battery overheats and eventually may catch fire. Although rare, it does occur. When the battery catches fire they are very difficult to extinguish.

To help rescue crews, at MotorSport NZ events, identify cars fitted with Li-Ion batteries you are required under Schedule A Part One Article 5.5 (5) (a) to have a sticker (shown below) installed adjacent to the competition number on each side of the car if you have an Li-Ion battery installed.



These stickers are available through the Motorsport NZ office.

<https://store.motorsport.org.nz/product-category/safety/>



TR REGISTER, HRC, TACCOC XMAS BIG BREAKFAST RUN;

WHEN; Sunday 18th December 2022.

WHERE: Salty Dog Inn at Snells Beach, 242 Mahurangi East Road, Snells Beach.

Meet at countdown Supermarket - top end of Barrys Point Rd, Takapuna 7-30am or convoy meets up at the bottom of the Avenue, Albany on the main road at 8am.

Arrive at Salty Dog, 8-30am with breakfast available from 8-45am.

Full buffet style big breakfast: \$25 per person

Contacts - Chris Watson 0274 827542 chris@grandprix.org.nz

Nigel Hayman 09 4255446 nigelgloria2@gmail.com

Booking is not necessary but would appreciate a call.

HRC wishes you all a Merry Xmas and a Happy New Year

Chris Watson 0274827542 chris@hrcevents.co.nz

Tim Hill 021614600 tim@hrcevents.co.nz

Jeanine, Melissa, Jane

Important Message

Message from Tony Quinn and an instructional video from Greg Murphy about the correct tightening of belts.



<https://www.youtube.com/watch?v=wyAJEvcPt5o>

LIMITED EDITION COLLECTION
BRUCE M^cLAREN
M^cLAREN VALE · SHIRAZ



**CELEBRATE AN EXTRAORDINARY STORY...
THE BRUCE M^cLAREN / M^cLAREN VALE CONNECTION**

The revered Kiwi racing driver, engineer and car constructor, Bruce Leslie McLaren died tragically, aged just 32, in 1970. What he didn't know was his family's direct connection to the esteemed McLaren Vale wine region in South Australia. In 1972 as Ben McLaren, Bruce's grandfather, reached 100 years of age, the truth surfaced; an extraordinary tale, a passionate love story, an outstanding family secret. Around 1900, Ben Howie and Frances Hockey [née Moyle] eloped to New Zealand. To start afresh, they decided on a change of surname from Howie to McLaren - after the town of Ben's birth. And that's just the tip of the tale....

To celebrate what is a truly amazing connection, a STRICTLY LIMITED EDITION of just 300 x 6 packs of premium Bruce McLaren – McLaren Vale Shiraz has been commissioned.

Order Online Now
WWW.BRUCEMCLARENWINE.COM.AU

BRUCE
M^cLAREN

A handwritten signature in black ink, appearing to read 'Bruce McLaren', with a stylized flourish at the end.

1937 - 1970

He was by some way one of the most charming, pleasant and popular of all frontline International racing drivers.

He was also a talented and pragmatic engineer, the creator of the McLaren marque which bears his name.

M^C LAREN CONNECTION

WITH M^C LAREN VALE

Central to this amazing story is Benjamin Howie a.k.a. Robert Benjamin McLaren.

Born in 1872 in McLaren Vale, Ben, son of Robert Howie and Caroline Prior, was one of five children and then a further five half-brothers after his father remarried when Ben's mother died. In the late 1880s Ben made his way to Oamaru, NZ and worked on grain farms and ships back and forth to Adelaide. A romance ensued and there was a marriage in Oamaru NZ in 1897, with the groom back on the boat the same day; his bride to follow when circumstances allowed and money for her trip was in place.

Back in Adelaide, Ben eventually found employment in Jamestown as a hansom cab driver where he met Frances Jane Hockey [née Moyle]. Both had challenging upbringings. The South Australian sun shone brightly as Ben regularly took Frances to visit her mother in hospital. An amazing love story evolved. An elopement ensued and to cover tracks and a trail of heartbreak, the two left Adelaide, travelling by rail to Melbourne. They caught the boat to NZ leaving behind large families on both sides.

In 1900, they arrived in NZ where they started a new life together in Auckland; their names given as Robert Benjamin McLaren & Frances Jean McLaren. They had taken the name McLaren from the place of Ben's origins, McLaren Vale, South Australia. Between 1901 and 1912, Ben and

Frances had no less than eight children.

Their second child, Leslie McLaren born in Auckland on 8th September 1902 married Ruth Leigh Caundle and on August 30th, 1937, their son Bruce McLaren was born.

Tragically, Bruce was lost to the motorsport world in 1970 but, remarkably in 1972, his grandfather, Ben McLaren, turned 100. Around this time, the true origins of the McLaren name were revealed as Ben's birth certificate could not be located and details of many an old story conflicted.

It was a challenge to the NZ McLaren family to find their surname was really Howie — but it was still a good Scottish family — and from the McLaren Vale area.

Over the years, the Movele and Howie families have helped piece together this amazing story. Ongoing research has served to forge the NZ McLaren family connections with McLaren Vale. And many in the family refer to wine from McLaren Vale as "house wine".

Bruce is survived by his younger sister Jan McLaren, married to Mark Donaldson, who lives in Ardmore, NZ, and by his daughter Amanda McLaren, who with her husband, Stephen Donnell, returned to NZ from UK in 2021. Both Jan and Amanda are involved with the Bruce McLaren Trust.

An extraordinary tale, a passionate love story, an outstanding family secret.

A significant — indeed serendipitous — international connection between the legacy of the much-admired Bruce

McLaren and the esteemed wine region, McLaren Vale.

This limited edition, single vineyard McLaren Vale Shiraz from the Penn's Hill estate has been struck specifically to celebrate this beautiful narrative.

— Tony Parkinson,
McLaren Vale 2022.



Hello Everyone

Gosh, Christmas is nearly upon us, with 2023 looming large.....AND TCM NZ Round 2.....so why not make a holiday with the family at this round in the central North Islands adventure playground - Taupo.

Entries are now open for this HRC Event at Taupo in January. Entry via the usual website please: www.motorsportentry.com

After a sort of wet/dry/wet last round at Manfeild, it has been decided that if the weather is unpredictable when we are due to go out on track, then intermediary/road tyres may be worn. We are currently talking with Value Tyres to see what is available.

For our members Value Tyres Hankook Tyre Order form - please ask

From Phil Noble - our media guru.....

Hi, I hope you're all enjoying the photos and video that is going onto our Facebook page. I believe we have one of the best Facebook pages for a NZ motorsport class!! Following a suggestion from Dennis Lovegrove and looking at other motorsport pages, I've got some ideas on how to make it even better.

At Taupo, I'd like to get more short video clips and some more team photos. So, I'm hoping that I can get around everyone on the Friday and do some profiles.

Beyond that, all TCM NZ members can get any image in 'Hi Res' or any video sent as part of your "membership". Looking forward to a great round at Taupo...see you there!!

Sharon 

P: 0276 742 766

E: tcm.nz@xtra.co.nz



🚩 Your input & suggestions are both encouraged and appreciated 🚩

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🚩 Manfeild - 11/13 Nov 🚩 **Taupo - 7/8 Jan** 🚩 Pukekohe - 25/26
Feb 🚩 Hampton Downs - 17/18/19 Mar 🚩 Taupo 15/16 Apr



Hi All,

Our first video from Manfeild is up and is an introduction to the series. Due to the fact we were sharing the circuit with NZ Sports Cars it was too hard to do a race feature on the FONZ races. As you will see Adam Jones has produced another high quality video focusing on the series overall and introducing the new drivers. There will be three more to follow and I will send updates as they come to hand.

Watch it here; <https://youtu.be/lReMF-kEmbQ>

Check this out team

<https://talkmotorsport.co.nz/singleseater/formula-open-fires-up-at-manfeild/>

The 2022/23 Formula Open New Zealand got off to a hot start at the MG Classic at Manfeild on the weekend of 11th to 13th November. Once again the circuit proved to be a leveller between the modern Tatuus FT50 ex TRS cars and the Swift DB4 Formula Atlantics with Liam Skeats (FT50) and reigning series champion James Watson (Swift DB4) setting near identical times with Skeats the quicker of the two being just 100th of a second off Watsons existing lap record.

Four Formula Ford drivers from last season stepped up to the FONZ wings and slicks class albeit in three different type of cars, Liam Skeats and Joshua Andrews in FT50's and Zac Christensen in an FT40 with Bree Morris driving the 1989/91 NZIGP winning Swift DB4 Atlantic. There were in fact five of these fabulous sounding ground effect Formula Atlantics racing this weekend and it was really interesting to watch the battles between the ex TRS cars and the Atlantics right throughout the field. Unfortunately

last season's Jim Palmer Cup Winner Ethan Sillay's exciting newly imported Reynard RF93 Formula Atlantic refused to play ball so was side lined all weekend. In fact former Teretonga Commentator Donald McDonald (aka The Voice of Teretonga) walked into the garage and said "it's just like the 80's" . When he saw Ron Mc Millan and Mark Sheehan (aka Jandals) tinkering with Bree Morris's car and exclaimed "it is the 80's"

Regrettably tyre supply issues kept series Patron Kenny Smith and his great mate Tom Alexander at home so the Manfeild crowd were robbed of what would have been an epic battle at the front of the field with young Skeats not having to fend of the absent three time NZGP winner Smith and former Toyota 86 and Aussie Super Ute champion Alexander. However he did not have it all his own way as 2009 Toyota Racing Series New Zealand runner up Sam Mac Neill fought him hard until his older tyres went off (another suffering from supply problems).

Two drivers of note over the weekend was young Zac Christensen brand new to racing an FT40. In fact so new to it that he had not even driven it until the day before on the Toyota test track behind Manfeild. But clearly the lad is talented as he ended up the weekend leading the Jim Palmer Cup and second overall in the Howden Ganley Cup. The other driver to impress was Grant Rivers driving the Ex Pope Racing Swift DB4 not only was his car the best presented he is becoming more and more comfortable with the car and ended the weekend having a great battle with the FT50 of Geoff Harriman in the final race of the weekend.



Photo courtesy of Great Southern Photography

Next round is the Historic Grand Prix meeting at Taupo on January 21st & 22nd 2023. The exciting thing is we will have Harry Mac Donald joining us in another FT40. Harry of course is driving for Toyota Gazoo Racing in the Scandinavian GT4 Series. We also look forward to having Paul Couper back with his FT40 and another ex-Formula Ford racer Hayden Bakkerus in yet another of the fabulous FT40's.

Meanwhile check out our series introduction <https://youtu.be/IReMF-kEmbQ>



Tony Galbraith photo Geoff Ridder

*** 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series**

Rnd 1 MG Classic meeting

Manfeild Circuit Chris Amon, Feilding

Nov 11-13 2022

ROUND REPORT

LOLA'S T332 AGAIN THE F5000 TO BEAT ON NZ TRACKS

Lola's iconic T332 is back in the winner's circle at rounds of New Zealand's world-renowned SAS Autoparts MSC F5000 Tasman Cup Revival series.

This time it was at the opening round of the 20th anniversary series for the ever-popular stock-block V8-powered historic 'wings & slicks' single-seater racing cars at the re-booted MG Classic historic motor racing at Fielding's Manfeild Circuit Chris Amon over the (Nov 12-13) weekend just passed.

There, in a virtual carbon copy of the performance which earned him his first pole/race win double (at the final round of the 2021/22 SAS Autoparts MSC Series at Taupo earlier this year) Feilding local Kevin Ingram claimed pole position with a best lap of 1.07.16 in the category's qualifying session (very) early on Saturday morning.

Then later in the day he stormed away from fellow front row starter Tony Galbraith (Lola T332) and the rest of the 12-strong field to cross the finish line ahead of third quickest qualifier Glenn Richards (Lola T400) who finally won his race-long battle for second place with Tony Galbraith on the last lap.

Not that far behind at the line meanwhile was Brett Willis who set the race's fastest lap with a time - of 1:06.77 – in his newly-finishedLola T332. And in fifth place was yet anotherLola T332, in this case the ex-Graeme Lawrence car of Blenheim-based series stalwart Russell Greer, who gamely fended off the advances from a fired-up Shayne Windelburn (Lola T400) for the latter parts of the race.

Making a big impression a little further back in the field meanwhile, was Class A stalwart, Tony Roberts, who qualified his favoured 'high-wing' McLaren M10A 9th and crossed the finish line in the race in 7th place, keeping up with the likes of category new face Bruce Kett in his.....Lola T332!

As it turned out Kett's weekend in his newly acquired T332 was effectively snookered by a recalcitrant timing transponder which kept telling 'the system' that the car had stopped when it plainly had not and was still lapping quickly and consistently with the mid-pack bunch.

There was one DNF in the first race, Auckland driver Grant Martin (Talon MR1A), who snapped a gearbox input shaft as he was leaving the dummy grid.

Fortunately with a spare input shaft on hand, Martin and crewman Stu Lush were able to effect an immediate repair and make up for the DNF on Saturday with a confidence-boosting win in the second 6-lap (reverse grid) SAS Autoparts MSC series race on Sunday morning.

Martin's winning Talon ended up leading home Tony Galbraith in second place, with Kevin Ingram third and Brett Willis fourth.

To the final now and it was a case of more of the same as a relaxed and confident-looking Kevin Ingram conducted another absolute masterclass in 'leading from the front driving.'

Neither Ingram nor his closest round rivals, Glenn Richards (Lola T400), or fellow Lola T332 runners Tony Galbraith and Brett Willis could ever be accused of a slackening of the pace at any stage of the 8-lap race, their fastest race laps all in the 1m05s bracket.

Also capable of cutting lap times like these was Race 2 winner Grant Martin (Talon MR1A) however, he ended up lucky to finish the event period let alone in P6 after running off the track at the hairpin late in the race and taking a long time to get back on it again.

And so, Lola's T332 is back as a race and round winner on New Zealand's thriving historic motor racing scene.

How long it can stay there is anyone's guess. Talk to Kevin Ingram however, and you will be left full of confidence.

“The car,” he said on Monday, “is not quite what I would call perfect yet, but it is getting better and better as we constantly develop it.”

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide Batteries.

RESULTS

Qualifying.

1. Kevin Ingram (Lola T332) 1m07.16
2. Tony Galbraith (Lola T332) 1m07.71
3. Glenn Richards (Lola T400) 1m09.22
4. Grant Martin (Talon MR1A) 1m09.62
5. Russell Greer (Lola T332) 1m10.84
6. Shayne Windelburn (Lola T400) 1m11.89
7. Brett Willis (Lola T332) 1m12.17
8. Tim Rush (McLaren M22) 1m13.17
9. Tony Roberts (McLaren M10A 300-09) 1m13.32
10. Bruce Kett (Lola T332) 1m14.06
11. Alistair Chalmers (Chevron B32) 1m14.08
12. Toby Annabell (McLaren M10B) 1m21.24

Race 1 (Sat pm)

1. Kevin Ingram (Lola T332) 6m47.54
 2. Glenn Richards (Lola T400) 6m48.23 +0.69s
 3. Tony Galbraith (Lola T332) 6m51.90 +4.36s
 4. Brett Willis (Lola T332) 6m52.36 +4.82s
 5. Russell Greer (Lola T332) 6m55.54 +8.08
 6. Shayne Windelburn (Lola T400) 6m55.86 +8.32s
 7. Tony Roberts (McLaren M10A 300-09) 7m08.95 +21.41s
 8. Alistair Chalmers (Chevron B32) 7m14.94 +27.40s
 9. Tim Rush (McLaren M22-3) 7m16.53 +28.99s
 10. Toby Annabell (McLaren M10B) 7m41.18 +53.64s
 11. Bruce Kett (Lola T332)
- DNS: Grant Martin (Talon MR1/A)

Race 2 (Handicap start 6 lap Sun am)

1. Grant Martin (Talon MR1A) 7m05.33
2. Tony Galbraith (Lola T332) 7m06.01 +0.68s
3. Kevin Ingram (Lola T332) 7m06.28 +0.95s

4. Brett Willis (Lola T332) 7m06.52 +1.19s
5. Tony Roberts (McLaren M10A 300-09) 7m08.34 +3.01s
6. Alistair Chalmers (Chevron B32) 7m09.43 +4.10s
7. Tim Rush (McLaren M22-3) 7m15.35+10.02
8. Glenn Richards (Lola T400) 7m16.09 +10.76s
9. Russell Greer (LolaT332) 7m16.77+11.44s
10. Toby Annabell (McLaren M10B) +1 lap
11. Bruce Kett (Lola T332) +5 laps
- 12. DNF.** Shayne Windelburn (LolaT400)

Race 3 (8 laps Sun pm)

1. Kevin Ingram (Lola T332) 8m46.90
2. Glenn Richards (Lola T400) 8m47.87 +0.97s
3. Tony Galbraith (Lola T332) 8m52.17 +5.27s
4. Brett Willis (Lola T332) 8m54.38
5. Russell Greer (Lola T332) 8m59.0 +12.15s
6. Grant Martin (Talon MR1A) 9m07.93 +21.03s
7. Alistair Chalmers (Chevron B32) 9m14.62 +27.72s
8. Tony Roberts (McLaren M10A 300-09) 9m18.43 +31.53s
9. Tim Rush (McLaren M22-3) 9m18.84 +31.94s
10. Toby Annabell (McLaren M10B) 9m45.46 +1 lap
11. Bruce Kett (Lola T332) +7 laps

Calendar

Rnd 1: 11-13 Nov 2022– The MG Classic, Manfeild Circuit Chris Amon Feilding NZ.

Rnd 2: 20-22 Jan 2023 – Historic Grand Prix – Taupo International Motorsport Park Taupo NZ.

Rnd 3: 03-05 Feb 2023 - Skope Classic - Mike Pero Motorsport Park Ruapuna Christchurch NZ.

Rnd 4: 24-26 Feb 2023 – HRC Jim Palmer meeting Pukekohe Park Raceway Pukekohe NZ.

Rnd 5: 17-19 Mar 2023 – HRC Legends of Speed meeting Hampton Downs Nth Waikato NZ



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<https://www.24redracing.co.nz/>



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TAUPO INTERNATIONAL MOTORSPORT PARK

HISTORIC



TICKETS ON SALE NOW



21-22 JANUARY 2023 - TAUPOMP.CO.NZ

Heritage Touring Cars (Classic Touring Car Series)



Two more rounds this season

- Historic GP Taupo 20/21/22 Jan 2023
- Legends of Speed Hampton Downs 17/18/19 March 2023

Enter on line www.motorsportentry.com

Contacts

Chris Watson – chris@hrcevents.co.nz

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MYLAPS provides personal transponders to fulfill 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.



Meetings this season

Tasman Revival Taupo 7/8th January (2 Days)

Tasman Revival Pukekohe Jim Palmer Meeting 26th Feb Last chance to race at Pukekohe

Classic Taupo Meeting 25th March

Great Lakes Taupo Meeting 16th April

Season Finale 27th May

Three 20 minute races and one practice. Three race groups based on lap times

Rules on www.hrcevents.co.nz

Alan Greig

0211908881



Arrow Wheels European Classics

Chris Browne

Convenor

convenor2@ercrace.nz

Cellular: +64-21-617007

ERC SERIES

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<http://www.ercrace.nz>

<https://www.facebook.com/ErcClassicRaceSeriesnz>

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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.

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A  RAKI

COFFEE

The hypocrisy of government sports funding

OPINION: Motorsport, through assorted prejudices, is left off the short-sighted funding roster.

NBR columnist Martin Devlin speaks with Hamish McNicol.

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This is a complete no-brainer. By definition, a situation that makes such total sense it seems a nonsense that we're even having a debate about it. I'm talking about recent sports news headlines telling us that Rally NZ, the Government, and World Rally Championship are in talks to secure taxpayer funding to bring the championship back to Auckland in 2024 and every two years thereafter.

I say: "Yes let's do it." Followed by a question: "Why is this even up for debate/discussion?"

For me this is as easy a rubber stamp job as Sport New Zealand will ever face. It's common sense because it simply makes sense. The only questions I have are how much cash is needed and how do we get it done?

In terms of tourism, in terms of showcasing the country, in terms of promoting New Zealand, the rally is a video postcard of how beautiful Aotearoa truly is.

The event is seen through streaming by hundreds of thousands of fans overseas (in fact some estimates of those numbers are in the significant millions), it's free global advertising without having to pay to advertise – especially popular throughout Asia and Australia. These are two geographical areas – I don't think anyone needs to be reminded – that are also traditional sources of people willing and able to easily come visit us.

Stumbling block

However – and it always has been – the one big stumbling block is it's motorsport.

Just the mere mention of that moniker means, in terms of Government spending, there are automatic road blocks in place – pun entirely intended.

It is no secret at all that we have a Government that is very much anti-vehicular, especially anti-petrol engine vehicles, and I do fear that those personal prejudices emanating from Parliament and implemented via Government agency policy will balk, stall, and eventually prevent any reasonable taxpayer funding of this event.

Maybe if it was the Women's World Rally Championship it'd have more luck getting past the Speedway NZ gatekeepers?

Of course, I am being just a little facetious in saying that, but I also (sadly) think there's probably way too much of a skerric of truth in that statement for it not to be even slightly part of the overall considerations.

Fact is, if you undertook any tourism cost/benefit analysis project, *not* funding this rally would be as dumb, stupid, and unnecessary as our same Government happily voting to spend over \$300m merging TVNZ and RNZ. That is a scandalous amount of money to allocate for anything that will ultimately achieve absolutely nothing.



America's Cup.

Apart from making a few favoured ad agencies extremely rich from the rebranding exercise, which they'll be handsomely rewarded to do, how does this help anyone or anything in or about New Zealand? How is this in any way a judicious use of our precious (not limitless) tax dollars? I'll go back to an old Team NZ quote to explain further: 'Does it make the boat go faster?'

Again, I think we all know what the actual honest answer is.

Investing in sport, as means of driving tourism, is cheap

Investing in sport is one of the cheapest ways (as a country) we can drive tourism. What else, what other activities, are going to attract as many overseas eyeballs to happenings in our country other than international sports events? The PM giving a UN speech? Um, no. A music star giving a brilliant concert performance? Maybe. But on nowhere near the same scale.

Cinema epics such as *Lord of the Rings* definitely create huge tourism opportunities to exploit and I believe sports events can and will do the same. Let's also not forget that successive governments have been all over our individual athletes, teams, and events when it suits their own political aims and agendas.

Has the near billions spent on America's Cups over the years resulted in a tourism explosion here? If nothing else, it's certainly left Auckland with a waterfront infrastructure that probably wouldn't be there at all without the AC triumphs.



New Zealand's Fiao'o Faamausili lifts the trophy after the 2017 Women's World Cup Final.

But, and I'm not singling out this event, I'm merely raising the question: is the investment in the Women's Rugby World Cup a tourism driver? No-one with any economic nous would seriously argue that attracting increased visitor numbers is a major part of the reasoning behind taxpayer funding of that event. So why not motorsport, then? When clearly there are blaring potential economic benefits?

Again ... because it's motorsport. And it involves loud, smelly, petrol cars revving and racing – something our Government's societal/political agenda is fundamentally opposed to. And, if you think the policy works, kpi-box-tickers, and academic pfafters who run SNZ and HPSNZ (High Performance Sport New Zealand) aren't completely directed by and accountable to those in government, then you really do live in la-la land. Of course Sport NZ is 100% influenced by its Government overlords. Rebel against that societal political doctrine and beware the next individual performance review folks.

Here's a fact: the country, our beloved country, is in the economic crap. We need foreign currency. We need visitors to come back and keep coming back in ever

increasing numbers. We need to tell the world and show the world we ARE open for business.

So, what difference is there between funding the WRC (Rally NZ) and diverting tax dollars to the Women's RWC, the AC, investing heavily in next year's Women's FIFA WC? Different floor, same department store. These are all events, big international attention-getting sports events, that whatever government is in office at the time happily ooze all over to celebrate success like it somehow belongs to them if/when it happens.

Discriminating against the rally simply because it's motorsport is reflective only of institutionalised prejudice that makes no economic sense at all. The greenness of our government, the anti-vehicular politics at play, are petty and need to be put aside.

Think big picture for once, you toady decision makers. See beyond your unimaginative near-sightedness and rubberstamp what is an absolute no-brainer.



Pukekohe crowds. Photo: Mark Horsburgh.

All these words written, all this attempting to articulate an argument, without even mentioning the sheer number of voters at play here too.

Well over 100,000 spectators at the Pukekohe Supercars can't be wrong. Tens of thousands of willing paying spectators at Rally NZ are also not wrong.

Every other sport in this country would love the same kind of diehard cash-spending crowds motorsport gets.

This is not about politics, it's about economics. It's about tourism, it's about promoting and selling New Zealand, it's something that so easily could and should be driven through – and that's with every pun intended.

Martin Devlin is a veteran sports broadcaster and columnist.

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