



February 2023 Newsletter

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NEWSFLASH

Ellerslie Intermarque Concours POSTPONED

With the state of Emergency in Auckland and the need to be prepared for a cyclone, the Ellerslie committee have made the call to postpone Sunday's show until 23rd April.



Tasman Revival Pukekohe – Celebrating Jim Palmer (and others)

25/26 February 2023 – Pukekohe Park Raceway

On 25/26th February the Historic Racing Club will hold their final meeting at the iconic Pukekohe Park Raceway - The Jim Palmer Meeting. Jim was used to publicise the opening of the track so it fitting that this final meeting is named in Jim's honour. The original car he used at this first meeting will also be on display.

There will be a dinner at Pukekohe track on the Saturday night 25th Feb. The theme of the dinner will be to honour Jim Palmer and also celebrate 60 years of racing at Pukekohe. Dinner will held at the track in the Oaks Lounge and will allow anyone 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 will be after short amusing tales and we are sure lots of people will want to speak. MC's are Mike Clark and Brian Lawrence. Tables will sit 10 people so decide who wish to sit with. The dinner will start at the end of racing . dress code will be casual, no music, much talk.

Tickets are \$79 each and are available from the HRC website at:

<https://www.hrcevents.co.nz/shop.php>

THERE WILL BE NO DOOR SALES - Final numbers have to be given to the caterers by 20th February, so to be a part of this special night, please don't delay in purchasing tickets.

Jim Palmer was 3rd in the first NZ Grand Prix held at Pukekohe behind John Surtees and Angus Hyslop so it is fitting the final HRC meeting at Pukekohe is named after Jim. Porsche will have a large display of cars on Saturday and MG have arranged some MG's to take the drivers round for one last lap of the track. (Expect the crowd to be slightly less than 1963).

Message from Playday on Track - Pukekohe

Please remind competitors that if they want to do Friday Testing – Gary has given us exclusive entry until 12th February. After that, he will open it to the General Population. It is guaranteed to sell out so tell your competitors to book in advance if they want to test. All other Playday on Track sessions are fully booked until the track closes – get your entries in NOW

26 Places left

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

Garages are SOLD OUT and will be allocated on a **First Come First Served Basis** (we have the bookings timestamped) – NO HOLDS and make sure you have paid your entry !!!

Entries for Legends of Speed Hampton Downs 18-19th March now on
<https://www.motorsportentry.com>

Regards

Chris Watson 0274 827542 chris@hrcevents.co.nz

Tim Hill tim@hrcevents.co.nz

From Phil Noble

Hi Guys,

I think we are all looking forward to Pukekohe with an eye on it being the last time many will run at this iconic circuit.

I have an active Facebook Page NZ Classic Car Racing - have a look and see the events that I cover.

I can't speak for others, but I'm happy to put my name forward if any classes or competitors want any "special" photos taken.

Anyway, I'll be there and feel free to ask as I'm happy to help.

Cheers,

Phil Noble

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		Season 2022/23			
Meeting Name	Format	Venue	Date Friday	Date Saturday	Date 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



Hi all please see Adams video from Taupo Historic Grand Prix,

The bonus for our sponsors is this will be on the CRC Sunday Motorsport programme. Will update you when this is due.

<https://youtu.be/U932P7YepbA>

Kenny & TQ return, Ngatoa stars but Watson dominates FONZ at Taupo



Photo Credit Cameras in Action

What a cracker the 6th Annual Historic GP turned out to be. Once again this great meeting was run at Taupo International Motorsport Park now under the ownership of Tony Quinn and to say the track and the facilities look superb would be an understatement. The place quite frankly looked stunning.

So it was that the Promains Formula Open New Zealand ran their second meeting and with a grid of fifteen cars turned on some great racing. Guest driver Kaleb Ngatoa ran the ex-Dean Hall/ Craig Baird Swift DB4 Formula Atlantic but was plagued all weekend with fuel issues which effectively ended any chance of a much anticipated contest between him and series regular James Watson. But sources tell us he will be back in the car for the Jim Palmer

meeting at Pukekohe February 24th and 25th. With fuel issues sorted by then it will be worth the wait.

Quite simply James Watson was in a class of his own all weekend he set a new FONZ and Formula Atlantic record of 1:24:629 a whole second faster than his own record from last year and two seconds faster than Ngatoa. He in turn had a three tenth advantage over Mc Neill and series new comer seventeen year old Kaden Probst. This guy is going to be a star of the future and is another find by Kenny Smith who is mentoring him. This boy could be our next Liam Lawson or Scott Dixon.

Taupo is traditionally a Formula Atlantic Track and the ex TRS Tatuus FT50's are no match for the Formula Atlantics on this circuit. However their case was not helped by Tyre supply issues because the new batch of Hankook Supersofts were held up in Auckland by a bio security issue. Therefore Sam Mac Neill who was the best of the FT50's was basically taking a knife to a gun fight being at least a second off the FT50's normal pace as were all the other FT50's and 40's.

It was great to see Tony Quinn in his Reynard Formula Atlantic although by his own admission he was there just drive and help with his recovery. Given the severity of his injuries from the crash he is to be admired for the grit and determination he showed to just drive the thing.

We were all thrilled to see the return of Kenny Smith in the ex-Marcus Armstrong Tatuus FT50 although an electrical problem robbed him of a qualifying time so he had to start at the back for race one. Like TQ Kenny is still recovering from broken ribs and a shoulder operation from nearly a year ago. At 81 years of age bones take a lot longer to mend. Still over the three races he gave it his all and moved up the field passing a lot of guys a quarter of his age. In fact in the wet race on Sunday morning Kenny was up to 5th and closing on Kaleb Ngatoa who said afterwards he saw Kenny coming in his mirrors and thought "oh no here comes the old boy". The veteran has so much experience and is still so good even a driver of Ngatoa's calibre gets concerned when Smithy appears in the mirror.

So what of the others? Well the Crabb racing Team duo of Fergus Crabb and Joshua Andrew were close to each other all weekend, Zac Christensen dominated the Jim Palmer Cup class in his Tatuus FT40 leading home Leo Francis in the only other car in that class. Gary Rush had a mixed bag of a weekend but it appears he has finally solved the electrical issue that has plagued the car since its new engine was installed and had a great time working his way from the back of the grid showing the advantage the Atlantic has over the FT50's on this track.

Grant Rivers and Geoff Harriman resumed their tight battle from Manfield and ended up equal on points for the meeting. Young Ethan Sillay showed great promise in his newly acquired Reynard but a shortage of a selection of gear ratios perhaps hindered his progress for the week but he still finished fifth in class for the weekend just three points behind series new comer Probst.



Prize Winners HGP at Taupō International Motorsport Park.

Left Shayne Windelburn Lola T400 3rd, Centre Brett Willis T332 1st, right Glenn Richards Lola T400 2nd

Photo credits: Fast Company/Matt Smith

Historic GP meeting featuring Jaguar

Taupō International Motorsport Park

Fri-Sun Jan 20-22 2023

EVENT REPORT

ALL CHANGE AS WILLIS NOT MARTIN WINS TAUPO HISTORIC GRAND PRIX

‘To the winner go the spoils,’ as the old sporting adage goes, and there were certainly spoils aplenty awaiting the winner of this year’s Taupō Historic Grand Prix race, Rotorua’s Brett Willis, (Lola T332) at the now Tony Quinn-owned Taupo International Motorsport Park circuit on Sunday afternoon, January 22.

For a race as memorable for the way it was lost (by weekend paceman Grant Martin (Talon MR1/A) as much as it was won (by an absolutely beaming Brett Willis) it certainly packed a punch, not to mention the odd surprise or two.

The Punch first!

The Punch came late – very – in the 8-lap race, and was delivered by fate, rather than one of the other competitors.

One moment, Martin and his distinctive red Talon MR/1A held a huge lead, the next – and this was on the last lap – car and driver ended up stuck fast in a gravel trap at the far south-eastern corner of the vast Taupo track complex, effectively gifting the race win to a ‘surprised but also delighted’ Brett Willis (Lola T332) from the fast-finishing Lola T400 of Glenn Richards (just 0.333 of a second behind at the ‘line) in second place, and fellow Aucklander Shayne Windelburn (Lola T400) third.

Immediately after the race had finished came one of the surprises; in the form of the flash new Supercars-style podium ceremony in pit lane.

Expertly compered by local V8 supercars legend-turned TV pundit Greg Murphy, the new ceremony added some real pizzaz to proceedings; as well as giving new venue owner and event promoter Tony Quinn, the opportunity to meet, greet, congratulate and hand over the three new plus-size trophies he had had especially minted for the first Taupō Historic Grand Prix race under his and CEO Josie Spillane's watch.

As it turned out, however, there was a lot more, both to the Taupō Historic Grand Prix race and the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, than the new podium ceremony revealed.

For instance, at the same time Brett Willis and Glenn Richards were shaking up their bottles for the traditional post-podium champagne 'spray,' Grant Martin cut a lonely and dejected figure as he surveyed the damage to his beloved but also this weekend, apparently be-devilled, Talon MR1/A.

Later in the day, however, Talon safely back in its pit garage, Martin was not only able to explain what happened on the fateful final lap of the Taupo Historic GP this year, he was also able to offer reasons as to why.

'The key reason for my 'crash' if you like was component failure, pure and simple, specifically of a large magnesium casting which anchors the car's rear suspension and driveline on (in this case) the right-hand side.

"This one had a crack in it and the crack turned into a weak point along which it eventually fractured, I could feel the car getting squirrely from about lap three or four, but with the race only being eight laps I figured I could hang on. I did but eventually we came up three corners short."

The dramas started even earlier for several of the front-running competitors in the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series as they prepared for the second round of their 2022/23 title fight at the revived Taupō Historic Grand Prix meeting at the Taupō International Motorsport Park circuit.

The irony of being the first of the series regulars forced to have to scratch their entry in an event like the Taupo Historic GP thanks to an NZ-wide shortage of some specialty engine rebuild parts is not lost, for instance, on David Banks, CEO of series sponsor SAS Autoparts.

Bank's son Codie (Lola T332) qualified a best of third, but he too had issues – mainly in the final GP race when his car throttle stuck open as he exited the complex, spinning out to avoid hitting anyone else.

Glenn Richards and fellow Lola T332 Driver Tony Galbraith were also in the wars in qualifying, both damaging rockers in their car's engines. Unfortunately while there enough spares available for Richards' car there were not for Galbraith's. So he too had to scratch his entry and head home early.

While it was Grant Martin (Talon MR1/A) who claimed pole position and won the first race of the weekend from fellow front row starter Brett Willis (Lola T332) with Glenn Richards (Lola T400, unfortunately a fuel spill robbed current category form man Kevin Ingram (Lola T332) of the opportunity to set a lap time in the class qualifying session held earlier in the day, meaning that he had to start the race from the rear

Though Ingram was able to set the quickest race lap time, with just 6 laps to do it in, he ran out of both laps and opportunities. Crossing the finishing line in 6th place.

The next morning, his star-crossed weekend actually got worse as he tangled with the then-race leader Alastair Chalmers (Chevron B32) as he passed, spinning himself out of contention and ripping the front off of Chalmers' Chevron. The race itself, which started with the category's new rolling handicap start format, was won by new face Bruce Kett from fellow Lola T332 drivers Russell Greer and Brett Willis.

In Class A (for older cars) Tony Roberts ('high wing' McLaren M10A 300-09 [A]), again got the better of Toby Annabell (McLaren M10B 400-7), though Annabell was still recovering from shoulder surgery, which made it harder to drive his non-power steering equipped McLaren.

As well as races for Formula 5000s, the event featured races for the new/old Formula Open , Formula Junior and Historic Formula Ford single seaters plus races for Historic and Heritage Touring Cars and displays of Jaguar models spanning 60-70 years of motoring in New Zealand.



Happy New Year to one and all

Once again the weather Gods played havoc with our HRC Tasman Revival new year meeting in Taupo but didn't dampen any spirits. As the locals say ' if you can't see the top of the 'Lady of the Lake', you better have a raincoat handy!

Friday was pretty much a washout but I think the drivers that wanted to practice, got out for at least one session. Qualifying on Saturday morning was on a semi drying track with a lot of slippery wet patches in random spots, most drivers heading out on wets or intermediates, all posting times apart from Phil Macey in the DJR tribute XC falcon who was plagued with diff and oil leak problems all weekend, eventually pulling the plug on Saturday night after a gallant effort to keep going.

A dry R1 scratch race saw Tim Dawson in the Foxbody from the trio of DJR cars in attendance, take out the Grassroots win. An absolute deserved win by Tim in his first drive in anger in the left hand drive Greens tuff mustang, beating his stepfather, Cutty in the DJR XE tribute falcon by 2.2 seconds over the 9 laps. The Shelby mustang of Craig Buchanan took fastest lap honours and the win in the Xtreme group followed closely behind , 0.06 , by the Lupton Mustang.

As we were due out for the last race of the day before winding up with our traditional post race get together/prizegiving, the heavens opened up again, the

race was over before it began and rescheduled for first thing Sunday morning, much appreciation to Chris, Tim & co for accommodating this.

Sunday morning and although the clouds looked ominous it stayed nice and clear for our 'Trophy' race and gave our guys a great run for those that chose to run on Hankook semi slicks like Dennis Lovegrove in his Pontiac, taking the win from Dawson, with Mitch Mexted in the Perana Capri, on road tyres, trailing further back but finishing ahead of Cuttance who chose intermediates. Tony Galbraith's Charger was no match for the Ken Lupton Mustang who took the win in the Xtreme class ahead of Buchanan.

Race 3, reverse grid proved to be an interesting weather delayed race, as there were battles within battles and none more so than the duelling mustangs of Lupton & Buchanan, both pirouetting simultaneously, fully crossed up with only eyes for each other's next move, but it was Lupton that was first to unbind himself to take the win, and Galbraith taking full advantage, secured second spot. Another win to Dawson over the Lovegrove Pontiac as the latter seemed to find every wet patch on track.

The last race, a Marble draw grid and with tyres having already raced around 40ish laps of the 3.5km circuit, it would be a test for man and machine.

Buchanan got the better of Lupton finishing 13 seconds in front after Lupton had a few moments early in the race and Galbraith straggling further back, battling with well used tyres as well.

In Grassroots, it was Dennis's Pontiac that finished first after Tim passed both him and Cutty, but then pulled back with suspected overheating, eventually finishing in 3rd spot, just ahead of Mitch's Capri.

A HUGE thank you to our sponsors – 'OUTBACK 4 x 4', 'LUCAS OILS' & 'ATLAS DIRECT - Off Road Caravans' for your continued support and generosity at our race get-togethers...it's much appreciated by all.

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