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HRC Events is the trading name of New Zealand International Grand Prix (Auck) Inc.

February 2024

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Welcome to the HRC February 2014 Newsletter



Steve Ross claimed the 2024 Historic GP title aboard his McRae GM-1 at the Taupo International Motorsport Park. Photo Tayler Burke

From the Pitwall Chris Watson

As can be seen from the Header it can be seen I am still not able to drive and won't be driving again until September, so my involvement in motorsport will be limited.

As a reminder, there have been changes in how the Auckland Motorsport scene is managed. HRC and NZIGP over the last few years have jointly organised the Motorsport Club. So when I decided to take a step back from organising events in June 2023, it seemed logical that NZIGP take a more active role in the management of events as a promoter again. Tim Hill (Operations Manager) for HRCEvents now reports to NZIGP who have now taken financial responsibility for HRC Events. I will still have a role within the organisation and continue to attend race meetings – albeit now as a spectator.

NZIGP (Trading as HRCEvents) will also work with Auckland Car Club and TACCOC to avoid events clashing and spread classes between the organisations to ensure classes continue to have a good range of events in the Auckland area and Taupo

NEXT EVENTS

Great Lake Taupo – Entries Open



Taupo International Motorsport Park, TAUPO

Saturday 16th and Sunday 17th March 2024

Races have been scheduled for the following classes or types;

- Central Muscle Cars
 - Formula First
 - Historic Sports Sedans
 - NZ Sportscars (Saturday only)
 - OKCup (Sunday only)
 - PPG Classic Trial (Sunday only)
 - Superlaps (Clubsport Basic Accredited Series)
 - Production Race Series (Saturday only)
-
- NZ Superkarts

Race Cars Enter online at

<https://www.sporty.co.nz/viewform/283687>

UPDATE B+H Endurance Races 2024

Originally scheduled for 6th April at Hampton Downs, we have decided to postpone the Endurance races this year and will instead partner with Auckland Car Club to run a 2 day meeting (6th and 7th April) with a RCTD on Friday 5th April to allow some of the classes requiring more rounds the opportunity to compete.

We are working on the details of the meeting at the moment, so keep an eye on our FaceBook page for details as and when they become available.

LEGENDS OF SPEED

Celebrating the Lawrence family

22-24 March 2024 - Hampton Downs Motorsport Park



The event will be celebrating the achievements of Graeme Lawrence and Family with many of the cars, drivers and mechanics associated with the family in attendance.

Some special guests include Bruce Allison, Kevin Bartlett, Warwick Brown, Kevin Boyd, Ralph Bellamy, Davey Jones, Dean Hall, Paul Tracy, Kerry Bailey and others.

A selection of cars for the Parade reflect Graeme's long connection to the sport. You can expect to see the Lola 5000, McLaren F2, 87 Ralt, 89 Swift, 79 Chevron, Valiant charger, Ford Anglia, Fiat 125t, Fiat 500, Brabham among other surprises.

The Race Card has Formula Open New Zealand, Historic Muscle and Saloon Cars, Historic and Vintage Racing Association, Heritage Touring Cars, Mini / Pre 65, Historic Formula Ford / North Island Formula Ford, TCM / NZ6, BMW E46, BMW 2 Litre and Open C, BMW Open, Formula First and European Racing Classics, for your enjoyment.

The weekend commences on **Friday 22nd March**. Track activity will be limited to competitors testing their vehicles in advance of racing.

Saturday 23rd March

There will be qualifying in the morning and racing in the afternoon – along with some demonstration laps and parades of the cars. There will also be a “Meet the Legends” autograph session in the Marquee. In the evening there will be a Celebration Dinner held in the Hamptons Pavilion. Details for this can be found below.

Sunday 24th March

Racing takes place all day – along with some demonstration laps and parades of the cars. There will also be a “Meet the Legends” autograph session in the Marquee.

Join us, for a fantastic weekend of renewing friendships, enjoying tall tales and celebrating a remarkable man and his family.

Celebration Dinner



On Saturday evening, there will be a Celebration Dinner for Graeme - to be held in the Hampton Downs Pavilion. Starting at 6pm, your Masters of Ceremonies for the evening will be Michael Clark and Brian Lawrence. Tickets are available in advance at a cost of \$75 per person. Please book at

<https://www.iticket.co.nz/go-to/hrc-events>

Please note, ticket numbers are limited. Tickets in advance only – NO DOOR SALES

GRAEME LAWRENCE

Graeme Lawrence is a Kiwi racing driver who defines the word tough. Having come into motor racing at a young age, he rose through the ranks to cement his position as one of New Zealand motorsport's true greats. Born in Wanganui on Christmas Day 1940, he commenced his competition career at the wheel of a Citroën TA before scoring his first race win driving a Humber 80 at Ohakea in 1959. He soon progressed to driving the ex-Bruce McLaren Cooper Bobtail sharing with his father Doug who then imported a new Lola Climax in 1961.

By 1963, having become familiar with the characteristics of the Lola, Graeme began achieving impressive results including two good wins at Levin. Doug soon retired from racing but remained within the motorsport fraternity, mainly assisting with Graeme's racing progress. After selling the Lola, Lawrence returned to saloon cars sharing an 1100cc Ford Anglia with his brother Tony under the newly formed Molyslip Racing Team, scoring another win at Levin.

After sourcing a Lotus powered Brabham from the UK, Graeme returned to single seater racing and scored several top five placings throughout the late 1964 and 1965 season. The following season he battled early mechanical issues before scoring three race wins at Ruapuna, Pukekohe and Levin and finishing the season runner-up to Roly Levis in the Gold Star Championship.

While brother Tony was in the UK, a new Brabham BT18 was purchased and shipped out and it was in this beautifully prepared light blue car the Lawrence name was to embark on the road to success. After early sorting issues, Graeme soon became a front runner and over the next two seasons, from 1966 to 1968, scored several race wins, taking out the National Formula Championship (1.5 litre) and scoring his first Gold Star race victory. A trip to Australia with the car

also netted good results with two wins in the 1.5 litre class at Surfers Paradise and Sandown Park.

During this period, especially the Tasman Championship, Graeme came to the attention of both Jim Clark and Bruce McLaren who both seemed happy to advise and assist. A test drive at Pukekohe in a BRM being run by McLaren resulted in an opportunity to contest the 1968 European Formula 2 Championship in a McLaren M4 under the Chequered Flag Team. Unfortunately, it did not end as hoped for, so the campaign ended early. What was also upsetting at Hockenheim was the death of Jim Clark with whom Graeme had become good friends and totally respected both on and off the track.

The main positive to come out of that overseas excursion was the chance to purchase, build and test a new McLaren M4A with 1.6 litre FVA power to bring home for the 1969 Tasman Series. The car was instantly quick scoring sixth in the New Zealand Grand Prix at Pukekohe followed by fifth at Levin against Formula One drivers in 2.5 litre V8s which was most creditable. Later in the year, the McLaren was taken to Asia where Graeme scored victory in the 1969 Singapore Grand Prix but the Lawrence family also had a secret which was to cause a sensation among Kiwi motor racing circles.

After considerable and intriguing negotiation, the 1969 Tasman Series winning Ferrari Dino 246T driven by Chris Amon had been purchased and was being shipped to New Zealand for Lawrence to take on the new Formula 5000 (Formula A) cars. What eventuated was a perfectly planned campaign which saw him winning one race at Levin and scoring five podium finishes to win the 1970 Tasman Championship by fully capitalising on the nature of tighter circuits. To cap off a perfect union of racing car and driver was taking out the New Zealand Gold Star Championship for the 1970 and 1971 season.

1970 also saw a deal to drive a McLaren M12 in the North American Can-Am Series under sponsorship of the City of Edmonton. The experience in big V8 powered cars was to serve Lawrence well when he obtained a Lola T300 Formula 5000 car for the 1972 Tasman Championship but a serious accident in the New Zealand Grand Prix at Pukekohe saw him hospitalised for four months and seriously hamper his racing career.

Despite a lengthy layoff recovering from injuries he suffered, Graeme bounced back with a Lola T332T to feature prominently in the Tasman Series. He finished eighth equal in 1974 with two third placings before finishing second overall in 1975 with wins at Levin and Adelaide being highlights. Following the demise of Formula 5000 and the Tasman Series, Lawrence concentrated on Formula Pacific (Atlantic) and Formula Libre racing, particularly in Asia where he scored multiple victories. From 1971 until 1981 he won Grands Prix at Singapore (three), Selangor (four), Shah Alam, Malaysia (twice) and Penang.

Over his lengthy career, Graeme also contested many long-distance production car races and finished third overall at the 1978 Bathurst 1000 partnering Murray Carter in a Ford Falcon. After his retirement from driving, he continued his motorsport involvement as a Formula Pacific team owner and entrant while also running the Goodyear tyres operation at race meetings around New Zealand. In 1996 he was inducted into the Motorsport New Zealand Wall of Fame and continued to attend Formula 5000 historic race meetings where he often gave addresses about his vast motor racing career.

Martin LUCAS Obituary



LUCAS, Martin. Champion Formula Ford driver, superb engineer, wonderfully enthusiastic friend to many. Martin died unexpectedly and the shock will take some time for his motor racing family to absorb. His passion for the sport was immeasurable, his ability to fix everything and solve both his and his fellow competitor's car problems was legendary. Martin was widely loved, and we will miss him greatly. The Historic Formula Ford fraternity extend our sincere condolences to his beloved Simone, and the Lucas family. The service to celebrate Martin's life will take place at Morrison's Funeral Home at 12.30 on February 24th at 220 Universal Drive, Henderson.

MYLAPS X2 TRANSPONDERS

We have been receiving reports of an issue with the MyLaps X2 racekeys, whereby some of them are getting bricked when getting synced with Mylaps Connect.

MyLaps are replacing them with new TR2 packages and transferring the subscriptions across. Please fill in the form linked below if you think you have this issue. An important note to remember to add is if you are using their transponder as a direct power or a rechargeable.

https://help.mylaps.com/s/support-athlete-racer?language=en_US

Tasman Revival Taupo Jan 2024 Review

SPORT

Taupo hosts classic field for Tasman Revival

A golden era of motorsport began for New Zealand in 1964, with the launch of the Tasman Cup, and 60 years later the Tasman Revival on 6-7 January at Taupo International Motorsport Park, on the North Island, was a fitting celebration with a packed programme.

Grant Crosby was the class of the Touring Car Masters field and first to the flag in his Chevrolet Camaro in all three races, but Ken Lupton (Ford Mustang) wasn't far behind in the first.

There were two pre-'65/Super Mini Challenge wins for Kevin Townsend (Morris Mini), either side of one for Brandon Weld (Ford Anglia). The Mazda RX-7 of Stephen Armstrong enjoyed a few seconds' margin when he took the first two Heritage Touring Cars victories, but he had to settle for



Historic and Vintage Racing Association grid. Below: Crosby leads Lupton in Touring Car Masters



third in the final, behind winner Andre Mortimer (Ford Sierra) and Darryl Lucas (BMW M3).

In the Historic and Vintage Racing Association contests, Dennis McConnell (Ford Escort Mk1) accomplished a hat-trick of podium finishes, with two wins and one third place, when the

similar car of Roger Williams took top honours. There were also two wins for Rudi Kronstrom's Integra in the Honda Cup, with Kruz Scott claiming one in his Civic.

Steve Bolton (Mercedes-Benz 190E), Gerry Kessels (Porsche 944) and Sheridan Broadbent shared European Race Classics/Trofeo Series spoils, the latter in her replica of the BMW Art Car #13, an E36 325i. There were plenty of other BMWs in action, with three dedicated grids. Hunter Robb's 320is won twice and Joel Herbert's

320i once in the E46 series races; Ant Belsham (325i), James Corban (318ti) and Michael Kennedy (320i) shared 2 Litre and Open C spoils; while Martin Irvine (F87 M2), Jonathan Pierce (E46 M3) and Graham Ball (E92 335i) took top spots in the Open category.



Published in UK Classic and Sportscar Magazine – thanks to Phil Noble



HRC Taupo Single Seater Festival – Date Change

Due to the Supercars needing time to set up, the Single Seater Festival being planned for Taupo on 13/14 April has been moved to ANZAC weekend. There will be a Race Car Test Day on Friday 26th April followed by 2 days of intense Single Seater Action – along with a few popular Saloon Car Categories to keep the fans amused.

Classes invited to the festival are:

- NZ Superkarts
- Formula First
- Formula Ford
- Formula Open NZ
- Historic Formula Ford / Formula Junior
- NZ Sportscars
- Formula 5000

Pirelli Porsche Championship, Mini/Pre65 and Central Muscle Cars will fill out the grids at what promises to be an exciting weekend of racing.

Ellerslie Concours 2024



The Historic Racing Club once again had a stand at the Ellerslie Intermarque Concours this year. We had 4 cars on display – The Motorsport Club Safety Car, Zoom Zoom - the Team Motive disability Mazda MX5 (with hand controls), Peter Bromley's BMW 2002 and the star of the stand – Chris Anderson's mighty Ford Fairlane. Guess which car attracted the most attention !

Chris Watson also came along and made an appearance – holding court on the stand and talking with many of the show attendees. All in all, a great day out and it was a privilege to be there.



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GVI.Kiwi Formula Open New Zealand web site has gone live this week formulaopen.nz so please go and have a look. We are still in early development stage and it will be added to and upgraded as we go. Hannah Prendergast has built this site and there were a lot of issues we had to overcome due domain names and other technicalities that I do not understand but clearly Hannah does and she will be maintaining the site. We will be adding a cars for sale page so if you have your car currently on Trade Me please take it off and send the details and pictures to me and I will get Hannah to put them on the new page.

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Historic GP title won by Steve Ross



Working hard in the wet on Saturday was Russell Greer in the Lola T332, having led the field at the first turn he then spun from the track and climbed his way back to finish third in the race. Photo: Tayler Burke

It was the 50-year-old McRae GM-1 of Dunedin's Steve Ross that triumphed at today's Historic GP title – contested by the SAS Autoparts MSC NZ F5000 Tasman Cup Revival series.

The final of three races held at the Taupō International Motorsport Park, today's 10-lap race for the Historic GP title was held under brilliant sunny skies and 27degC conditions.

Taking the #5 McRae to the lead at the first turn, Ross steered around the Lola T332 of Kevin Ingram to lead from the opening lap through to the chequered flag.

“That was a very tough race,” said Ross at the end.

“Kevin ran right up my bum the whole time – I thought I was going to be in trouble there. So it is a very nice feeling to be here first.”

Ingram worked hard to find a way past, keeping pace with Ross and ultimately finishing in second place, 0.816sec behind.

“I wasn’t quite fast enough, was I,” joked Ingram. “I’d like to thank my wife. Without her I wouldn’t be doing this – and sponsors, SAS and Pacifica Shipping Company. They really support us – and of course Super Sprint (the event promoters).”

Third was the 650hp Lola T332 of Te Kauwhata’s Tony Galbraith.

“I put some new tyres on and the car works good – so very happy with that,” said Galbraith of his result, finishing 1m16sec behind.

On hand to award the podium getters with their GP trophies was 1970 Tasman Series winner Graeme Lawrence.

Of the ten starters eight made it to the finish. First was the Lola T332 of Codie Banks, who pitted after a lap to resolve an electrical issue with his fuel metering. Russell Greer pitted his Lola T332 after five laps, choosing to retire after a glancing impact, when he felt the steering out of alignment.

Hawera’s Tony Annabell in the Class A leading McLaren M10B wrapped up the field.

The day started with an eight-lap handicap start race. Toby Annabell was first to turn-one, to be hunted down by the chasing nine cars. Ross took the chequered flag 2.896sec ahead of Codie Banks while the blue Lola T332 of Kaukapakapa’s Bruce Kett rounded the morning podium.

Annabell’s McLaren M10B finished ninth with Windelburn only retiring entry after two laps.

Continuing to support the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in its 21st season are SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Avon Tyres, Webdesign, Exide Batteries and Pacifica Shipping – who sea freight the cars for the New Zealand events.

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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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