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## May 2023

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## Welcome to the HRC May Newsletter

HRC Season Finale

Last race meeting of the season

This weekend at Hampton Downs, special guest classes Roycroft Trophy Vintage cars, RYCO V8 Utes, Mazda Racing Series, Honda Cup plus the usual HRC classes

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

## Classes Running

	<b>SAT</b>	<b>SUN</b>
Superkarts	✓	✓
F3/HFF		✓
Classic Trial		✓
IPC	✓	
Prowear Superlaps	✓	✓
NZ Sportscars	✓	
Ryco V8 Utes	✓	
VCC Roycroft		✓
Trophy/FJ		
ERC Series		✓
Mazda Racing Series	✓	✓
Honda Cup	✓	✓

The organizers reserve the right to combine race groups if insufficient entries for any group are received.

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## 76TH CONFERENCE & AGM SUMMARY

The MotorSport New Zealand 76th Conference & AGM was held over last weekend in Wellington. Over 50 Member Clubs descended on the capital for a range of seminars and workshops as well as the AGM with the theme of “Inspiring the next generation”.

### FRIDAY CONFERENCE

On Friday, each Advisory Commission presented a 60-minute seminar during the day, along with additional seminars on Event Safety, the new MotorSport Online platform and an update from the Technical Department. [A summary of these seminars and discussions can be read by clicking here.](#)

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### SATURDAY AGM

On Saturday morning presentations were made to those present followed by the Annual General Meeting in the afternoon. The events of the day are summarised below.

#### Finance Seminar:

Prior to the AGM, the Board presented the year’s Financial outcomes and this was discussed with the Club Delegates present. This included a review into the fees MotorSport New Zealand charges.

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**Structure of the Organisation:**

Further work from the Structure of the Organisation working group was presented where they touched on the findings from since the 75th AGM. This ultimately resulted in the delegates voting on a series of recommendations by the working group in the form of resolutions to show support for remits to the constitution at the 77th AGM. These resolutions can be [read in full by clicking here](#).

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**Building Purchase:**

A proposal from the board was also put forward about the purchase of a building for MotorSport New Zealand. Due to it proving difficult to find a suitable building that met all investment criteria, the Board proposed that MotorSport New Zealand continues to rent premises to operate from and invest the proceeds from the sale of MotorSport House into a professionally managed fund or portfolio of investments. This was agreed on by the Member Clubs.

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**Elections:**

- Daniel Gaunt was elected to the vacant position on the Board.*
  - Richard Kelly was elected to the vacant position on the Race Commission*
  - Tony Mcconarcy was elected to the vacant position on the Rally Commission*
  - Helen Cameron was elected to the vacant position on the ClubSport Commission.*
  - Bruce Dyer was re-elected to the Historic Commission.*
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**77th AGM:**

It was confirmed that the 77th AGM will take place in Christchurch on Saturday 25th May 2024.

The proposal that competitors can vote directly for a board member has been accepted in principal but will need a final vote at the next AGM. Also it is proposed that the Member ship be expanded from just the clubs to other groups . HRC has been working on this proposal for a number of years and it may happen.

The board also announced some increases in fees which apparently have not increased since 2014. The organisation must have financial stability and can't be allowed to go backwards financially

Changes are happening, more details in the next newsletter.



## Sceats Clean Sweeps Round 5 Promains Formula Open NZ

Liam Sceats showed his CTFROC experience benefited him hugely at Hampton Downs for the Historic Racing Clubs Legends of Speed meeting on the 18<sup>th</sup> & 19<sup>th</sup> March. This was the penultimate round for the series. With three pole positions, three race wins and the class lap record to boot Liam got maximum points and have launched himself into a challenging position for the Graeme Lawrence Cup in the Black Fox Electrical class. It also gives him mathematical outside chance of taking the Promains Formula Open Series title outright and the Howden Ganley up to boot.

Other motorsport commitments kept Tom Alexander away from this round and series Hot Shot James Watson had over committed himself by spending every night of the previous week preparing a McLaren M18 Formula 5000 to race at Hampton as well as racing his Swift DB 4 Formula Atlantic. This mammoth effort saw James severely fatigued and nearly two seconds a lap of his normal pace. This of course robbed us of seeing he and Liam Sceats going head to head.

The latest addition to the series was young Hayden Bakkerus in a Tatuus FT40 entering the Fitness Portal supported Jim Palmer Cup class, having only driven the car for a few laps for the first time in the Friday test session this young gun will be a force to be reckoned with in this class, he was setting times identical to class leader Zac Christensen in a car he had never driven before. Unfortunately a broken gear lever in race one and a broken axle in race three denied him the success he was looking for. However the highlight of his racing was the intense battle he had in race one with Kenny Smith who claimed he thoroughly enjoyed the battle with Hayden.

Of the others Sam Mac Neill started the first race third on the grid behind Liam Sceats and Kaden Probst and finished race one in the same position with Zac Christiansen a well-deserved and hard fought fourth place. These four were followed home by Kenny Smith, James Watson,

Gary Rush, Leo Francis, Geoff Harriman and Fraser Windleburn, DNF's for Fergus Crabb and Hayden Bakkerus.

Race two once again saw Liam Sceats lead off chased hard by Kaden Probst who hung on to finish just 2.3 seconds behind with a further 5.6 back to Watson with Sam Mac Neill challenging him for the position on the line. By this stage we had lost Garry Rush with another engine failure in the Swift DB4 with Zac Christensen the first of the Jim Palmer cup cars holding out Kenny Smith, Fergus Crabb who started last in front of Hayden Bakkerus with Francis, Harriman and Windleburn following.

Race three the feature race was ten laps and once again young Sceats made it his own and setting the new class lap record of 60.9 seconds in the process. This time however Sam Mac Neill got the best of Kaden Probst to finish second with James Watson in fourth and seriously suffering from fatigue. Zac Christensen finished in fifth and thereby almost securing the Jim Palmer Black Fox Electrical cup. The only way he can lose it is if he does not show up at the final round. Fergus Crabb rounded out the top six.

Next is the final round is at Taupo on the 15<sup>th</sup> April for the Promains Formula Open NZ , hopefully it will see the return of Tom Alexander with the Black Bull Markets Tatuus FT50. Liam Sceats will need to bring his absolute A game to this one as the twisting nature of the Taupo track suits the ground effect Formula Atlantics and puts the ex TRS cars at a disadvantage. In particular James Watson in the black Swift DB4 goes in as hot favourite. On FONZ last visit to the track in January for the Historic GP meeting Watson wiped the floor with the entire field being just over two seconds a lap faster than Kaleb Ngatoa also Swift DB4 mounted albeit running with fuel starvation problems, but even with these problems he was two seconds a lap faster than the first of the ex TRS Tatuus FT50's.

Up for grabs is the Black Fox Electrical Graeme Lawrence cup with Sam Mac Neill, James Watson or Liam Sceats in with a chance of winning it. The Fitness Portal Jim Palmer cup is virtually in the possession of Zac only a no show will stop him winning it. Of Course the big one is the Howden Ganley cup for the Promains Formula Open New Zealand title. Zac Christensen has a slender lead over James Watson with Liam Sceats a mathematical chance to win it. Everyone has to drop their lowest scoring round so it is all to play for at Taupo. FONZ has had three different winners over the last three seasons, who will it be this time?

It will certainly be a meeting worth attending if you want to see really exciting Wings and Slicks single seater racing and with young Bakkerus likely to be joined by Toyota Gazoo driver Harry Mac Donald the fight for the Jim Palmer Cup class will be epic with Zac Christiansen trying to keep his winning record intact. If Liam Sceats can get the Tatuus FT50 close to James Watson in the Swift DB4 it could be an epic battle and will have the fans on their feet.

Qualifying and racing are only on the Saturday the 15<sup>th</sup> April.

**JIM PAMER  
CUP**

<b>Competitor</b>	<b>Vehicle</b>
Zac Christensen	Tatuus FT40 F/TRS 1800
Leo Francis	Tatuus FT40 F/TRS 1800
Tim Fox	Swift SE3 FF2000
Harry McDonald	Tatuus FT40 F/TRS 1800
Hayden Bakkerus	Tatuus FT40 F/TRS 1800
Paul Couper	Tatuus FT40 F/TRS 1800

**POINTS TOTAL**

<b>Series Position</b>	<b>Total Points</b>
1	345
2	221
3	56
4	49
5	24
6	0

**GRAEME LAWRENCE  
CUP**

<b>Competitor</b>	<b>Vehicle</b>
James Watson	Swift DB4 F/Atlantic 1600
Liam Sceats	Tatuus FT50 F/TRS 1800
Sam MacNeill	Tatuus FT50 F/TRS 1800
Kaden Probst	Tatuus FT50 F/TRS 1800
Fergus Crabb	Tatuus FT50 F/TRS 1800
Joshua Andrews	Tatuus FT50 F/TRS 1800
Geoff Harriman	Tatuus FT50 F/TRS 1800
Tom Alexander	Tatuus FT50 F/TRS 1800
Kaleb Ngatoa	Swift DB4 F/Atlantic 1600
Kenny Smith	Swift DB4 F/Atlantic
Gary Rush	Swift DB4 F/Atlantic 1600
Grant Rivers	Swift DB4 F/Atlantic 1600
Ethan Sillay	Reynard 93H F/Atlantic 1600
Bree Morris	Swift DB4 F/Atlantic 1600
Fraser Windleburn	Swift DB4 F/Atlantic
Tony Quinn	Reynard 93H F/Atlantic 1600
Ollie Gee	Swift DB4 F/Atlantic 1600

**POINTS TOTAL**

<b>Series Position</b>	<b>Total Points</b>
1	292
2	244
3	211
4	199
5	153
6	73
7	57
8	52
9	49
11	48
10	48
12	36
13	34
14	34
15	21
16	4
17	2

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## MY LAPS TRANSPONDERS



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As we head into the final round for the season, we thought it was time for a quick update on points and the championship as a whole.

17 year old Ryan Denize is currently leading the charge after a season of cool calculated and consistent drives, helped in no small measure by the tenacity of his trusty Toyota.

Scott Mills had earlier been tied for the lead, but unfortunately a couple of DNF's due to a dodgy diff seal has dashed any hopes of taking home the chocolates.

Staging a bit of a comeback however is Ben Van Der Werff in the fast but fickle Evo. A couple of DNF's had him down the order earlier in the season, but with a couple of recent round-wins under his belt, the championship is still within reach for this committed contender.

See below for more on the championship standings.

Note that we will not be issuing trophies for IPC3 this year as we just haven't had enough consistent entries running in that category this year. All other trophies remain on offer as usual.

This brings us to the next talking point... how to improve the series to attract more regular drivers.

If you're reading this, and have either raced casually, or never been game enough to give us a try, I want to hear from you.

Potential talking points may be...

- Issues around car eligibility
- Uncertainty around the race format
- Don't think your car is fast enough or is too fast

- Don't have the right tyres

Why are we asking?

More is better. The more we understand what competitors want, the better we can make the series. The better we make the series, the more drivers we can get racing with us regularly and then we all have more fun!!

Drop me a line at [alan@driveline.co.nz](mailto:alan@driveline.co.nz) and let's see how we can get you on track with us.

Ok that's it for now. Short and sweet. See you at a racetrack somewhere...

<a href="#">Ryan Denize</a>	<a href="#">2012 Toyota GT86, Black, Ryan Denize</a>	<a href="#">IPC2</a>	991
<a href="#">Ben Van der Werff</a>	<a href="#">2003 Mitsubishi Evo, Red, Ben Van der Werff</a>	<a href="#">IPC1</a>	956
<a href="#">Scott Mills</a>	<a href="#">1986 Mazda Rx7, Gold, Scott Mills</a>	<a href="#">IPC1</a>	865
<a href="#">Logan Devoy</a>	<a href="#">2003 Ford Falcon XR8, Red, Logan Devoy</a>	<a href="#">IPC2</a>	768
<a href="#">Garry Morrell</a>	<a href="#">1996 Honda Integra Type B, White, Garry Morrell</a>	<a href="#">IPC2</a>	658
<a href="#">Chris Watson</a>	<a href="#">BMW 335i, Chris Watson</a>	<a href="#">IPC3</a>	552
<a href="#">Alan Greig</a>	<a href="#">1994 BMW 325i, Black, Alan Greig</a>	<a href="#">IPC2</a>	497
<a href="#">Scott Curtis</a>	<a href="#">1990 Mazda MX5, Silver, Scott Curtis</a>	<a href="#">IPC1</a>	467
<a href="#">Kenneth Leung</a>	<a href="#">1992 Honda Integra, Yellow, Kenneth Leung</a>	<a href="#">IPC1</a>	409
<a href="#">Warren Parris</a>	<a href="#">1990 BMW 318, White and red, Warren Parris</a>	<a href="#">IPC3</a>	366
<a href="#">Neville Carpenter</a>	<a href="#">1992 Bmw 320i, White, Neville Carpenter</a>	<a href="#">IPC2</a>	276





## **RND 5 REVIEW**

### **TALON MAN MARTIN CLAWS HIS WAY BACK INTO THE WINNER'S CIRCLE AT HAMPTON DOWNS' FINAL**

In February this year, storm damage to his Piha, Auckland property, forced popular Kiwi F5000 category pace setter Grant Martin (Talon MR1/A) to sit out the much-anticipated penultimate round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the now-shuttered Pukekohe Park Raceway.

Fast forward to the weekend of March 18-19, however, and if the way he and the Talon performed at the fifth (and *final*) round of the SAS Autoparts MSC-backed NZ F5000 Tasman Cup Revival Series at Hampton Downs is proof of anything it is that you can't keep a good man down.

"You certainly can't," agreed fellow driver and NZ F5000 Association spokesperson Glenn Richards. "Even just getting himself and the car out from Piha would have required some sort of super-human effort... but then to go out and do what he did, wow!

For the record it was long-time Piha, Auckland, resident Grant Martin (Talon MR1/A) who – for the third consecutive season – dominated the final round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at Hampton Downs, over the March 18-19 weekend.

Not only did Martin set pole position with the only sub 1.03 lap (a 1:02.213) recorded in the F5000 category's quick-fire qualifying session on Saturday morning, but he also led both weekend scratch races from lights out until the chequered flag

was waved and set the fastest lap in all three of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series races he contested over the weekend.

Second home – overall - was one of the series' own 'second-time-around' drivers, Kevin Ingram (Lola T332), third, the broadly-similar Lola T332 of Rotorua-based series regular, and recent Taupo round winner, Brett Willis.

And so, the final round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series got off to a promising start with all 16 cars entered making it out onto the track for the 15 min. qualifying session on Saturday morning.

Included in the lineup was current Formula Open class tyro James Watson, finally given the opportunity to try out his event promoter father Chris Watson's one-off, McLaren M18-based Gardos F5000, plus three generations of the Burson family, patriarch Peter driving one of his rare and exotic V12-engined BRM F1 cars, and son Aaron and his son/Peter's grandson Connor down to drive the family team's two McRae GM1 F5000s.

In theory fastest qualifier Grant Martin (Talon MR1/A) could have pitted and parked up after completing just three flying laps of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series' 15-minute qualifying session at Hampton Downs, over the weekend.

However, the talented Talon ace decided to stay out...and got his reward on the very last lap of the session, his 1.02.213 lap time very much a new benchmark for anyone serious about the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

Other drivers to impress with their pace in the qualifying session included David Banks (Talon MR1/P3) & Shayne Windelburn (Lola T400/P4), as well as series OG Tony Roberts (McLaren M10A 'high-wing'/P10).

Drivers, meanwhile, with work to do before the first SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race later in the day included former series winner & title-holder Brett Willis from Rotorua (Lola T332/P6), who was having 'issues' with his car's throttle sticking open, fellow Lola owner Tony Galbraith (Lola T332/P11) who had to find & fix the source of an oil leak, and James Watson (Gardos M18 F5000/P11).

The first SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series' race of the weekend was a rolling scratch (fastest-to-the front) start 8-lap affair held mid-Saturday afternoon and won – from pole position - by Talon MR1/A man Grant Martin from the Lola T332s of Kevin Ingram and Brett Willis, the fast-closing Lola

T400 of Glenn Richards, Talon MR1 of David Banks, and the virtually inseparable Lolas of Tony Galbraith (T332) & Shayne Windelburn (T400).

The second - and this time handicap start - SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race of the weekend, run on Sunday morning, was won -literally – on the finish line by a very determined Brett Willis (Lola T332). Second home, just 0.038 of a second adrift at the flag, was Bruce Kett (Lola T332), third, the much-improved Gardos F5000 of James Watson, fourth ex-pat Brit Alastair Chalmers (Chevron B32), with a fast-closing Kevin Ingram (Lola T332) just 0.342 of a second back in 5<sup>th</sup>...

Willis was certainly not holding anything back, when, as he was reeling in then race leader Bruce Kett (Lola T332) on the last lap of the second SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series' race of the weekend on Sunday morning he became only the second member of the current crop of F5000 drivers capable of lapping the 2.77km 'National' circuit at Hampton Downs in less than 63 seconds.

Unfortunately, it was also on the last lap of the second SAS Autoparts MSC race of the weekend when it all went wrong for the otherwise impressive, young, third-generation racer Connor Burson (McRae GM1).

The 21-year-old was in sight of the chequered flag, when; 'Bang! Something broke in the back end of the car, and I was pretty much a passenger from that point on!'

Though the car he was driving received some fairly serious damage to the front end, fortunately, its young charge, Connor Burson, emerged 100% unscathed, something his father Aaron attributes to the way the late, great Kiwi, Graham McRae built his cars back in the day.

To the third and final SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race of the day/weekend/round, and in a virtual repeat of the first SAS Autoparts, MSC Series' race of the day before, Sunday's 10-lap feature final won by 'Talon man' Grant Martin from the Lola T332s of race and round runner-up Kevin Ingram and Race 2 winner Brett Willis, Lola T400 of Glenn Richards, Talon MR1 of David Banks, then the Lola T332 of Tony Galbraith.

This time though, only a further 8 or so seconds back was an exhilarated, but at the same time near exhausted James Watson in the giant killing Gardos M18 F5000.

Having again started the race from the rear-of-the field (P14) Watson made up five positions on the first lap alone, then just needed another two laps apiece to work his

way past Aaron Burson (McRae GM1) and Bruce Kett (Lola T332) to be up to P7 with half the race still to run.

With that in mind he set his sights on the distinctive yellow Lola T332 of Tony Galbraith up the road in sixth place. What he found out, however, was that while catching the wiley Galbraith was one thing, getting past cleanly was clearer going to be another, and after a couple of abortive 'looks' Watson decided to focus on maintaining 7<sup>th</sup> spot from a fast-closing Bruce Kett (just 0.723 of a second behind at the finish line) and Aaron Burson (only another full second back in ninth.)

Ex-pat Brit Alastair Chalmers (Chevron B32) got the better of Class A (for earlier series cars) standard-bearer Tony Roberts (McLaren M10A 'high wing') for 10<sup>th</sup> place, with Tim Rush from Feilding aboard the Rush Family's unique McLaren M22 a further six seconds back in P12 and Hawera, Taranaki, honey man Toby Annabell lapped but happy to finally be able to coax a decent lap time or two out of the at times recalcitrant McLaren M10B.

In official qualifying on the Saturday morning for instance, the best lap time Annabell could coax out of the older McLaren F5000 machine was a 71.465, good enough for P15 on the grid, but still significantly slower (by 4 seconds) than the 67.405 lap that earned Class A pace-setter Tony Roberts the P10 spot.

A rare mechanical issue which prompted Roberts to pitch his valuable McLaren M10A into a lurid straight-line spin through the braking area at the end of the start/finish straight and score a rare dnf thanks to 'brake failure' gave Annabell the advantage after the first race on Saturday, but it swung back in Robert's favour when Annabell was himself forced to DNF the second race of the weekend on Sunday morning.

Come the third race later in the day, however, and Annabell could finally see some progress, particularly in terms of his lap times, which finally left the 71sec. bracket to settle in the low 68s, or, less than half a second slower, than the redoubtable Tony Roberts, meaning that the battle for Class A honours/bragging rights should be even closer and more intense next season.

Before we even start to think about the 2023/24 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, however, five members of New Zealand's Formula 5000 Association have signed up to travel to the US in August this year to help their fellow category cognoscenti from the US & Australia celebrate the 55<sup>th</sup> anniversary of the founding of the unique stock block, 5-litre, wings & slicks motor racing category, arguably more popular today than it was back in the 1970s when it operated as a kind of internationally-acceptable option second only to Formula 1.

The five-driver Kiwi group set to travel to the WeatherTech-Laguna Seca Raceway in the foothills behind Monterey in Northern California is Grant Martin (Talon MR1/A), Glenn Richards (Lola T400) Tony Galbraith (Lola T332), Tony Roberts (McLaren M10A 'high wing'), and Alastair Chalmers (Chevron B32).

While in the US they will join 25 of their colleagues on the grid for F5000 races at two of the biggest and most prestigious classic & historic motor racing meetings on the global calendar, the three-day Rolex Monterey Reunion between August 17 & 19, and the two-day Pre-Reunion the weekend before (Aug 12/13).

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.

You can follow the series on Facebook at F5000 New Zealand or via the website; [www.f5000.co.nz](http://www.f5000.co.nz)

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**APRIL 2023**

Taupo's been and gone.....and now that's the 2022/23 season done and dusted! With a 'No Show' from Jett, (even on the promise of a trophy), it was still fabulous to see Bruce back out taking the wheel of the XE Pinepac Falcon once again for the weekend.

It was great to be felt welcomed at Taupo by Marty and the team on arrival and with camping permitted there was a very convivial atmosphere throughout the pit complex all weekend!

This time around we had about a dozen cars from NZ6 having a scoot around off the back of us as an extra after their series end.....Phil Macey in the DJR tribute enjoyed having a tussle at the back alongside them. With one less North Island racetrack, (Pukekohe, no longer) this double-up of classes will become more commonplace.

Really pleasing was the turnout of cars (15) as we, as a class grow from strength to strength. Some new and some hardy perennials turned out as the points for this

round were down to the wire in both Xtreme & Grassroots categories, for 2<sup>nd</sup> and 3<sup>rd</sup> positions.....another old saying...'it's not over until the fat lady sings!', as some found out.....

Practice on Friday went well for those that headed out and those that stayed behind had the cars & trailers methodically lined up in pit row....proud team effort and certainly looked the part! Thanks for the 'tent erections'....another team effort with lots of laughs!

Top qualifier on Saturday morning for Grassroots was Paul Burnet (aka Pinky) in the Torana with Dennis Lovegrove in the Pontiac hot on his heels, both vying for 2<sup>nd</sup> in the championship, with Bayden Matherson in the Commodore, not in points contention but none the less, willing to spoil the party. Nathan set a very smart time in qualifying, in fact the fastest of the weekend. Craig Buchanan in the Shelby mustang coming in 2<sup>nd</sup> quickest trailed by Rhys Hunters commodore, the latter aiming to rock the boat for Xtreme minor placings.

Rolling start, Scratch race 1 and as Nathan hurtled out in front he couldn't shake the Shelby mustang off his tail and with Poppa Bruce further down the pecking order, he was no threat at least. The rubber was laid down for battle between the tasty Rick van Swet Camaro and the Hunter commodore, with only 00.6 separating the pair. A withdrawal from Colin Campbell in the sunshine yellow Torana (saving tyres..yeah right!) and a DNS from Al Pearce who on heading out to the grid the MSD failed.

Pinky mixed it up with the Xtreme coming home ahead of some of the big boys, after all he had a point to prove and a championship minor place to secure, so was leaving no stone unturned. Dennis was hot on his heels with .08 difference...nothing in it! Jayd and Cutty followed on with newbie Colin Meadows pulling out his pristine white Chaparral Camaro, after many years in the shed....great to see you out again Colin. Bayden and Mitch Mexted in the fresh green Capri & Phil rounded out Grassroots.

The Trophy Race.....in Grassroots it was pretty much smooth sailing to the 2022/23 finish line for Cutty. Dennis was a man on a mission, head down, setting quicker lap times than Pinky and now with the Meadows Camaro in the mix...it was going to be interesting....until....lap 3 and the wee pink Torana came to a grinding halt infield.....gifting Dennis 2<sup>nd</sup> place in the championship, the latter content with 3<sup>rd</sup>. It was the Chapparal Camaro that stole the limelight for this race just ahead of Dennis and a creditable drive from Mitch.

Craig, coming into this round had the Xtreme championship sewn up but the battle for 2 & 3 was Nathans to lose to Rhys Hunter. The young schoolie drove very well keeping Buchanan at bay and gaining maximum points with Craig, the meat in the Anderson/Hunter sandwich. Towards the end of this race, Ricks engine gave issues as well as Jayd pulled in on Lap 3.

Heading into the last race and on the formation lap, while Colin Campbell and later Nathan pulled into the pits, it was Mitch who didn't make the lap, with an ensuing red flag shown to the rest of the field.



Colin wasn't to be seen again but on the restart Nathan trundled out of pit lane, limping around with a broken axle...to finish first, first you must finish.....and he had to post a finishing time to garner 2<sup>nd</sup> in the Xtreme championship, of which he did.

All credit must go to the Granddaddy of the Anderson's (Bruce) who battled to keep Craig in his XE's rear view mirror...not an easy task but in the end it was 'mission accomplished' for this seasoned racer who took the chequered flag by .3 seconds. Rhys was home in 3<sup>rd</sup> place and Nathan finished 'tail end charli'.

Another win for Meadows who had a big smile on his face, deciding he quite liked this winning! Jayd, Cutty, Dennis & Phil rounded out the Grassroots finishers.





**THANK YOU!.....** Pete & John for supplying the BBQ roast lamb, pork, beef & saussies at our rounds & Jock for 'Chief Cook' duties, Mel, Jude, Maggie, Julie, Michele & Rhys to name a few, and actually, all of you for your unwavering support of TCM throughout the season – thank you! ...and last but not least, my main man - supportive & helpful (wanted or not) that Cutty gives me throughout the year...you are my rock!

Without Chris & Tim at HRC we would not have had the opportunity to develop our popular class of racing that so many now enjoy...we are very appreciative.

And a **HUGE** thank you to Phil Noble who does all our media stuff, on and off track - facebook, photography, promotion – you name it...he does it! His enthusiasm is so genuine and nothing is ever a problem...you are just the best Phil!

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At the office here at 44 Stoddard Rd, we can do licence tests and authority cards Monday to Friday 10am to 7pm. Just email [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz) with a time and date and he will confirm by email. My Laps transponders always available on [www.hrcevents.co.nz](http://www.hrcevents.co.nz) and the courier is part of the price or they can be picked at the office.

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