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March/April 2021 Newsletter

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April is Jack Nazer month. The Jack Nazer meeting will be held 10<sup>th</sup> 11<sup>th</sup> April at the Bruce McLaren MotorSport Park, TAUPO. Jack and his family will be there. The mighty Victor won't be as it requires work. It is now owned by Craig Stacey and will appear again in the future. Jack was NZ Saloon Car Champion 1975 and 1976.

Classes racing include - Historic Sports Sedans, FONZ / NZ Sports Cars, Historic Muscle Cars, Historic Saloon Cars, Alfa Trofeo, 2KCup, Improved Production Cars, AES/Arrows, Prowear Super laps, Pre 65/Minis, Mini 7 Nationals, NZ6 Nationals, Touring Car Masters and Hooters Vintage Race Series. Enter on line at [www.motorsportentry.com](http://www.motorsportentry.com)

May will be Jamie Aislabie month. Meeting will be at Taupo 1<sup>st</sup> and 2<sup>nd</sup> May and will be called the Jamie Aislabie meeting. Classes featured include NZ Sports Cars racing for the famous Ken Wharton Trophy which Jamie won 3 times and has generously donated back to the sport. Super Karts will also feature.

Classes racing - NZ Sports Cars, Super Karts, Improved Production Cars, Pre 65, Mini Racing, BMW E30, BMW 2 litre, BMW Open, Classic Touring Cars. Enter online at [www.motorsportentry.com](http://www.motorsportentry.com)

We would be keen to hear from owners of cars that the above legends raced and also their fellow competitors. Free tickets are available contact [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

### **HRC Season Finale meeting is the 15<sup>th</sup> 16<sup>th</sup> May at Hampton Downs**

All HRC events for this season are available to enter on [www.motorsportentry.com](http://www.motorsportentry.com)

Calendar for next season has been announced and HRC is looking for classes that want to enter our meetings. Contact [tim@hrcevents.co.nz](mailto:tim@hrcevents.co.nz)

Meeting Name	Venue	Date	Date
Icebreaker	Pukekohe	11-Sep-21	12-Sep-21
B&H 500	Pukekohe	16-Oct-21	
2K Cup Challenge	Hampton Downs	20-Nov-21	21-Nov-21
Tasman Revival	BMMP Taupo	8-Jan-22	9-Jan-22
Tasman Revival	Pukekohe	26-Feb-22	27-Feb-22
Legends of Speed	Hampton Downs	26-Mar-22	27-Mar-22
Great Lake Meeting	BMMP Taupo	23-Apr-22	24-Apr-22
Classic Taupo	BMMP Taupo	14-May-22	15-May-22
Season Finale	Hampton Downs	4-Jun-22	5-Jun-22

## Marshal Matters – or Marshals matter !

May we introduce you to the often unsung heroes of motorsport, the weekend warriors making a difference out there.....the Marshals.



When people think about wanting to compete in motorsport, they often only think about the glamour of 2KCUP or BMW Race Driver Series – the highly paid driver and their passionate pit crew, all flying around New Zealand first-class. People don't often think about the people who dedicate themselves to the mechanics of the sport itself. **Quite simply, without marshals, there could be no motorsport.** These orange-overall clad members of the public put themselves at great risk to ensure the safety of others weekend after weekend.

Track-side marshals are the first on the scene in the event of a race incident and as strange as it may sound, you don't need any prior medical skills or training to be able to do the job. Most training is offered on a hands-on basis where you learn from people who have been protecting drivers, teams and spectators for years.

One of the other benefits of marshalling is the ability to take part on a local level. Almost everyone will live close to a track or race meeting, whether it be a sprint course, off-road event or major circuit. All levels and disciplines of motorsport require marshals. From circuit racing to hill climbs and rallying, marshals are responsible for more than just safety. Other marshalling responsibilities include scrutineering, timing, pit and grid work and stewarding. Essentially, there is no other role where you get to witness so many facets of motorsport first hand.

# Interested in becoming a Motorsport Marshal?

The Motorsport Club is a great place to start. On 10<sup>th</sup> April at Hampton Downs, The Motorsport Club are offering a taster day where you attend a race meeting (Pirelli Porsche Championship) and witness the importance of the marshal's role first hand. They also offer formal training in incident handling, fire rescue and skills for specialist areas such as rallying.



Working as a marshal is immensely rewarding. There's potentially no other role where you get to be so close to the action yet also play such an important part in the lives of others. Whether you are a rallying enthusiast or a V8 Supercars maniac, there are always opportunities available for those who will give up their free time in exchange for a front row seat. Anyone considering becoming a marshal should remember that, despite a whole host of benefits, the role is hard work, with long hours out in the elements. Like most other jobs in motorsport, it requires dedication, concentration and a cool head under pressure.

So, to the thousands of men and women across the world who dedicate their time and risk their lives and wellbeing to keep motorsport safe – we salute you!



## New Zealand Motor Cup – 100 Years and counting



100 years ago - 5th March 1921, the first New Zealand Motor Cup race took place on Muriwai Beach, Auckland.

To celebrate the centenary, Motorsport New Zealand, NZIGP and the Historic Racing Club had organised an event at Muriwai Surf Club along with access and photographic opportunities on Muriwai Beach.

Unfortunately, due to the COVID level 3 alert in Auckland, the event had to be postponed - however, all was not lost. On 5<sup>th</sup> March 2021 – 100 years to the day and amid earthquakes and tsunami warnings, Howard Nattrass (Grandson of the inaugural race winner Howard Nattrass) took the 1921 winning car to 90 Mile beach as a tribute to his grandfather.



The Nattrass Cadillac – Winner of the New Zealand Motor Cup – Muriwai, 5<sup>th</sup> March 1921

[Auckland City Libraries - Tāmaki Pātaka Kōrero](#), Sir George Grey Special Collections

Reference: 7-A7604

Photograph by Bill Tinson



5<sup>th</sup> March 2021 – Howard Nattrass aboard the 1921 winning Cadillac.

## History of Muriwai Beach Races – extract from “Racing – A History of Motorsport in New Zealand” by Ross MacKay

The idea, so the story goes, of a beach race at Muriwai came to the members of the Auckland Automobile Association in 1920. The occasion was the Northern Tour, a sort of rolling trade promotion put on by members to create interest in the motor car in Northland. On the way back, via the western Kaipara route, the tourists decided to take a detour down to Muriwai Beach. One thing led to another and a challenge was issued: “Race you to the other end!”

Once back in Auckland, one of the motor trade men on the tour, W. S. (Bill) Miller, convinced Buick dealer Jack Gillet that a race meeting on the beach would be good for business, and together they took a pitch to a full meeting of the Association. A committee was formed to turn the idea into reality and the first meeting was held on Saturday 5<sup>th</sup> March 1921.

Auckland Star – 2 March 1921

### MOTOR TRIPS.

McLAREN'S Bus will leave G.P.O. 7 a.m. on Saturday for Muriwai Motor Races. Return Fare 10. Book seats at Cook's Tourist Office Queen St. or 7 New Bond St. Kingsland 182



R.B. McLaren's Charabanc.  
Photo: McLaren family collection

It was high summer and Aucklanders in their thousands loaded up their recently bought cars, or booked seats on the many charabancs (open busses) laid on, and made their

way out to see what all the fuss was about. And fuss there was, with a full programme of support races before the big one – a 25 mile dash down the beach for the New Zealand Motor Cup.

Howard Nattrass was the first winner of the Cup, the Wellington motor trader leading from start to finish behind the wheel of a modified Cadillac. On the way down the beach, he averaged a very respectable 87.8 MPH, crossing the finishing line just 17 minutes after he started. Second was Len Adams and third Clem Ah Chee, both driving Hudsons.

The cup was won outright in 1928 (after 3 consecutive wins) by R B Wilson, ESQ in the Stutz – a vehicle that remains in New Zealand and can be seen on display at Southwards Museum, Paraparumu. In 1953 the family of R.B Wilson donated the New Zealand Motor Cup to New Zealand International Grand Prix Inc, on condition that it be competed for annually in the Auckland Grand Prix race under its original title.



The Stutz that won the New Zealand Motor Cup 3 times – 1926, 1927 and 1928

## **New Zealand Motor Cup and the New Zealand Grand Prix**

Between 1954 and 1995, the New Zealand Motor Cup was awarded to the winner of the New Zealand Grand Prix held initially at Ardmore in 1954 before moving to Pukekohe in 1963. The race was once an important race on the international calendar, most notably when it was a part of the Tasman Series. In this era, several contemporary Formula One drivers would compete in the race, often with great success.

The cup became a mainstay of the Toyota Racing Series from 2006. In its 100-year history, the names that adorn the cup are some of the biggest in world motorsport including Keke Rosberg, Jack Brabham, Graham Hill, Jackie Stewart, John Surtees, Bruce McLaren, Stirling Moss and Chris Amon.

In its more recent history, many Kiwis have had their names etched into its history such as multiple-time winners Greg Murphy, Craig Baird, Simon Wills, David Oxtan, Mitch Evans and Ken Smith. Other winners of note include Nick Cassidy, Marcus Armstrong

and Liam Lawson. The cup was won in its 100th year by Shane Van Gisbergen at the 2021 New Zealand Grand Prix held at Hampton Downs.

**HRC now plans this function on Friday 26<sup>th</sup> November.  
We await confirmation from the caterer and venue.**

New transponders are now in stock with lifetime licences. Register them once and just charge them up for each race meeting, no more problems with annual licensing and the transponders will have a reasonable second-hand value. See details below

Regards The HRC team

Chris Watson 0274827542    chris@hrcevents.co.nz  
Tim Hill        021614600        tim@hrcevents.co.nz  
Tony Roberts 0211332895  
Melissa Morgan

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## **Paul Fahey Legends of Speed Winners**

<b>Class</b>	<b>Winner</b>	<b>Presented By</b>
Alfa Trofeo	Euan Smith	Dennis Marwood
BMW E30	James Broadbridge	Donn Anderson
BMW 2 Litre	Graham Ball	Paul Adams Trophy
BMW Open	Peter Ball	Graeme Cameron
Pre 65	Wayne Davies	Barry Phillips
Mini	Mark Fourie	Angus Fogg
Formula Open	Tom Alexander	Tony Roberts
Sportscars	Dean McCarroll	Tony Roberts
AES	Neville Thompson	Ray Green
Formula Ford	Matthew McCutcheon	David Oxtan
Arrow Wheels	Nigel Pattinson	Bruce Manon
Historic Sports Sedans	Gordon Burr	Barrie Algie Trophy
Historic Sports Sedans	Jon Telford	Graeme Addis Trophy
2KCUP	Nick Lowndes	Barbara Manning
Historic Muscle Cars	Rodger Cunninghame	Paul Fahey
F5000	Grant Martin	Brian Lawrence
TRANZAM	Dayne Running	Phil Dark
Classic Touring Cars	Graeme Cameron	Ray Stone

# Winners and Legends from the Paul Fahey meeting



Matt Smith  
PHOTOGRAPHY





# Classic Touring Cars



Photo – James Watson

HRC have two more meetings for Classic Touring Cars

Next up will be the Jamie Aislabie Meeting Taupo 1<sup>st</sup> 2<sup>nd</sup> May

Then the HRC Season Finale at Hampton Downs 15<sup>th</sup> 16<sup>th</sup> May

It was great to have some cars come up from the South Island for the Paul Fahey meeting. Thanks to Pete Sturgeon and Robert Broek BMW group A M3. Pete indicated a number more cars could come from the South Island next year including his group A BMW 635. Pete had Greg Murphy driving the BMW group A M3

Classic Touring cars is a non contact class and is gentleman racing, no ladies have entered yet but they would be welcomed.

The cars that we want to see out racing are pre 94 Touring Cars, makes will include BMW, Porsche, Ferrari ,Commodore, RX7, Corvette, Datsun, Group A and any British touring cars. All cars must be in 1990's spec

For Further Info Contact

Chris Watson 0274827542 [chris@grandprix.org.nz](mailto:chris@grandprix.org.nz)



## Next Meetings

- Jack Nazer Classic Taupo 10 April 2021
- Jamie Aislabie Classic Taupo 1<sup>st</sup> May 2021
- Season Finale Hampton Downs 16<sup>th</sup> May 2021

Alan Greig [Alan@driveline.co.nz](mailto:Alan@driveline.co.nz) 021 190 8881

Chris Watson [chris@grandprix.org.nz](mailto:chris@grandprix.org.nz) 0274 827 542

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The advertisement features a black and white hatchback car with racing number 881 on the rear window. The car has 'ATR Automotive Maintenance & Repairs' and '26 HATRICK ST. 021 241 7884' written on its side. The background is a blurred green field. At the bottom, there are logos for PROWEAR, PREMIER EVENTS, HRC EVENTS, and ENVIED.

# NEW ZEALAND FORMULA 5000 ASSOCIATION



Auckland ace Grant Martin (#2 TalonMR1/A) leads the final SAS Autoparts MSC NZ F5000 series race at Hampton Downs from pole position

EVENT REVIEW - Rnd 4 (final) The Paul Fahey Legends of Speed meeting

21-03-21

## **TALON MAN MARTIN MAKES IT TWO F5000 RACE WINS ON HIS SERIES' RETURN**

And just like that, that's it, the 2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is over for another year.

In a riveting 10-lap final race at the big HRC Events' Paul Fahey Legends of Motorsport meeting at Hampton Downs this afternoon, category returnee Grant Martin (Talon MR1A) claimed his second SAS Autoparts MSC series race win of the weekend from a fast finishing Michael Collins (Leda GM1), with Kevin Ingram (Lola T332) third, Anna Collins (Leda LT27) fourth and Glenn Richards (Lola T400) fifth.

The race was livened up by the composition of the grid, with Grant Martin on pole and Michael Collins on the back of the grid thanks to their respective finishing places on the first race of the weekend on Saturday afternoon.

Collins literally pulled out all the stops as he worked his way up through to a position where he could at least challenge for the lead. However the field spent three laps behind the Safety Car early on while Chris Watson's Gardos was dug out of the gravel trap at the end of the short straight between Turns 1 and 2.

Once the track went green again Collins pinned his ears back and made it up to second place only for the chequered flag to come out just as he had locked his lasers onto Grant Martin's Talon MR1/A.

"Seriously," said Collins, "I really wanted to win that one and I would have had him if there had been one more lap."

Earlier in the day Shayne Windelburn (Lola T400) admitted to a tad of guilt having won the rolling start handicap race at a round of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series for the third time in as many rounds.

"Just a little bit," he laughed. "But what am I supposed to do when they give me a start time like they do?"

As it was the race - which was started in pit lane with the field split into different speed 'bands' - produced some impressive vision, with class coordinator Tony Jack congratulated on a job well done by the Clerk of the Course.

The first group away consisted of the Class A pair of Frank Karl (McLaren M10B) and Tony Roberts (McLaren M10A) while the last one had category newcomers Bruce Kett (Lola T332) and Chris Watson (Gardos) in it.

In between were Shayne Windelburn and Tim Rush (McLaren M22) then three other groups taking in the rest of the field.

Of those Kevin Ingram made it through to second place, Tim Rush to third and Russell Greer (Lola T332) to fourth before first lap leader Frank Karl who managed to hang on to fifth then Glenn Richards Michael Collins, Grant Martin, Tony Roberts, Anna Collins and Codie Banks.

Having been forced to sit out the other rounds of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series when his work as an engineer dried up thanks to COVID-19 Grant Martin could hardly have had a better welcome back – both to a new work contract he has recently started, and to the SAS Autoparts MSC Series he originally joined six years ago.

Just when defending SAS Autoparts MSC Series title holder Michael Collins looked like wrapping up this season's series Piha, Auckland resident Martin pulled his Talon MR1/A 'out of the shed,' qualified second to class young gun Collins then proceeded to lead the first race at the final round on Saturday afternoon from start-to-finish.

Collins did indeed find a place to get alongside and attempt to pass for the lead of that race as the pair entered the downhill hairpin – only to have one of his car's half (drive) shafts let go at the exact same point, leaving the 25-year-old Christchurch ace stranded at the side of the track and Martin to complete the final lap unchallenged.

Codie Banks and fellow Lola T332 driver Kevin Ingram were the next pair home, though fourth quickest qualifier David Banks (Codie's father) didn't make the grid thanks to an issue with his Talon MR1's crown and pinion.

On a charge meanwhile and very happy to make it as far forward as fourth place was Auckland ace Glenn Richards (Lola T400) who was relegated to start the race from P10 on the grid for a spin in the class qualifying session earlier in the day.

Guest driver Tom Alexander made a big impression in that session, setting the eight quickest lap time in the Class A (Pre '71) McLaren M10B (400-08) originally raced in South Africa by Kipp Ackerman and recently acquired by local man Terry Honey.

Unfortunately a small engine bay oil fire saw the car returned to the F5000 pit on the back of a rescue truck it and did not make it back to the grid for that race or the two on Sunday.

Enjoying a trouble-free debut in his newly-acquired ex-Ian Riley Lola T332 was long-time tin-top man Bruce Kett whose measured approach saw him qualify 16<sup>th</sup> but finish Saturday's race in 11<sup>th</sup> place. As the weekend went on, Kett got quicker and quicker, starting with 1.11s laps and finishing the weekend with a well-deserved 8<sup>th</sup> place and a fine 1.05 second lap time.

'I'm just buzzing,' he said afterwards. "The car is just so different to anything else I have ever raced. Every time I go out in it I learn something!"

Finally, Class A for pre'71 cars was again dominated by a quick and consistent Frank Karl (McLaren M10B).

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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.

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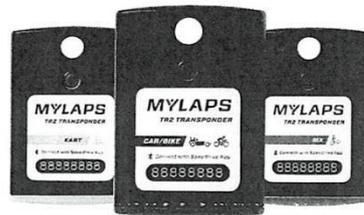


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