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May 2018 Issue



Great event this weekend at Hampton Downs. The ENEOS North Island Endurance Racing Drivers Club (NIERDC) Endurance Series bought to you by HRC, NZIGP and NSCC.

Simon Evans and Johnny Mac previous winners are back again this year, Simon with Super Tourer Holden , Johnny Mac and Simon Gilbertson in the Porsche 991 MR. Another potential winner could be Nick Chester/Cameron Jones in the Holden VZ Super Car

Two familiar names in New Zealand motor racing are set to join forces with the country's newest sports car racing outfit ITM MIKE Racing.

22-year-old Brendon Leitch and 30-year-old Christina Orr-West will race an ITM-backed Mercedes-Benz SLS AMG GT3

Grant Aitken will be bringing up his Porsche Cayman GT4 for the One Hour race. These cars are starting to proliferate the New Zealand racing scene. Expect to see more on the grid in years to come.

Glenn Smith and John de Veth will return in their Reiter Engineering SaReNi Camaro! The duo nearly took victory in the New Zealand Endurance Championship but just missed out. They'll be hungry for victory this weekend at Hampton Downs,



ENEOS North Island Endurance Series 2018

Round 1 – HAMPTON DOWNS

Thursday 17th May 2018

Pack in available Noon to 5pm only. Overnight garages \$50 per door.

Friday 18th MAY 2018

Cost for testing: \$195.00 if booked online <https://hamptondowns.com/our-test-days/>
\$210.00 on the day
\$30.00 per additional Driver

Garages: \$150.00

Friday, 18 May – National Circuit (9.30am – 4.30pm). *Registrations for Endurance North Island competitors only. Format for the day as follows: Registration from 8.30am. Drivers briefing at 9.30am. Track live from 10am – 4pm Open Pit Lane. No lunch break. 4pm – 4.30pm (Meeting Rides (Hot Laps) under HD Control.

12 noon to 4.00pm - Scrutineering and Documentation available at the circuit

5.00pm: Social evening and NIERDC drivers briefing – in MONZA Suite

SATURDAY 19th MAY 2018

Race Day Programme

- 7.30am Documentation and Scrutineering resumes
- 8.30am - 8.45am: ROC Drivers briefing
- 9.00am: Circuit Clearance
- Qualifying:
 - 9.15 – 9.35am: Qualifying for Driver 1 for 3 Hour Race
 - 9.40 – 10.10am: Qualifying for 1 Hour Race
 - 10.15 – 10.35am: Qualifying for Driver 2 for 3 Hour Race
- 11.00am: One Hour Race Starts
- 12.00pm: One Hour Race Finishes
- 12.01pm - Park ~~Forms~~ in pit lane for 15 minutes, Grid up 3 wide in pit lane, 1 hour trophies will be handed out to class winners
- 12.15pm: Lunch Break Starts
- 12.45pm: Lunch break ends
- 12.45pm: Pit Exit Opens
- 12.55pm: Pit Exit Closes
- 1.00pm: 3 Hour Race Starts
- 4.00pm: 3 Hour Race Finishes
- 4.01 pm: Park ~~Forms~~ in pit lane for 15 minutes, Grid up 3 wide in pit lane, 3 hour trophies will be handed out to class winners

Three Hour					
FirstName	LastName	Driver 2	Driver 2	Make	Model
Simon	Evans			Holden	Commodore
Gavin	Yortt	David	Grigor	Honda	Civic
Wayne	Leach	Paul	Burborough	BMW	M235 Racing
Craig	Innes	Simon	McLennan	Seat	Leon Supercopa
Nick	Chester	cameron	jones	Holden VZ	Supercar
Shane	Helms	rob	bolland	BMW	M3
Simon	Gilbertson	johnny mac		Porsche	991 MR
Neil	Foster	Jonny	Reid	Audi	R8 LMS Ultra
Simon	Sceats	James	Kirkpatrick	Porsche	GT3 Cup
Trevor	Strong	Noel	Anderson	honda	Civic Type R
Conal	Dempsey	Andrew	Fawcett	Porsche	991MR
Bryan	Symes	Lochlainn	Fitzgerald-Syn	Seat	Leon Supercopa
Kent	Baigent	Bob	Seiwright	BMW	M4 GT4
Dion	Cooper	Alexandra	Whitley	Holden	Superute
Darryl	Clarke	Malcolm	Niall	Seat	Supercopa Leon
Michael	Neville	James	Kutia	Porsche	997 GT3 Cup
Andre	Mortimer	Glen	Chappel	BMW	M3 GTR
Hayden	Johnston	Damon	Jackson	McLaren	570S GT4
Shane	Holland	Thomas	Sutton	Mazda	RX7
Marty	McCullough	Ian	Foster	Honda	Integra
Glenn	Smith	John	De Veth	Chev	Camaro GT3
Brendon	Leitch	Christina	Orr-West	Mercedes	SLS AMG GT3
Stefan	Calcott	Robert	Young	Honda	Integra
Reid	Harker	Jack	Milligan	Mercedes	SLS AMG GT3
Mike	Eady	Gavin	Dawson	Honda	Civic Type R
Paul	Verryt	Simeon	Woolsey	honda	integra
Bruce	Kett	Shane	Johnson	ford	falcon
Mathew	McCullough	Liam	Foster	Honda	Civic
Geoff	Manks	Marty	Brown	Toyota	GT86
Todd	Murphy	Andy	Greenslade	Super Tou	Hyundai - i45

One Hour					
FirstName	LastName	Driver 2	Driver 2	Make	Model
Nick	Archibald			Subaru	WRX STi
Grant	Aitken			Porsche	Cayman GT4
Kent	Baigent			BMW	M3 E92 Coupe
Callum	Hedge			Toyota	86
Arran	Crichton			Toyota	86
Brendan	Murphy			Holden	Commodore
Bryan	Symes	Matt	Penney	Seat	Leon Supercopa
Garry	Morrell			Honda	Integra Type R
Jake	Stoneman			Ford	FG Ute
paul	kirwan			Chevrolet	Camaro
Rick	Cooper			Ford	GT40
Darryl	Clarke	Malcolm	Niall	Seat	Supercopa Leon
Charles	Rollo			Toyota	Levin AE86
Jeff	Drum			Subaru	BRZ
Pavlos	Van Aalst			BWM E30	m3
Warwick	Mortimer	Matt	Griffin	BMW	M3 E92
Brock	Gilchrist			Toyota	86
Simon	Ussher			Ford	FG Ute
Campbell	Stewart			Toyota	TR86
Shaun	Varney			BMW	M3 E92
Bernard	Verryt			Ford	Mustang
Cullern	Thorby			BMW	318 Ti
Cameron	McCormack			Porsche	GT3 cup
Anthony	Leighs			Porsche	991 GT3 Cup
Sam	Wright			toyota	86
Todd	Foster			Toyota	GT86
Connor	Davison			Toyota	86



theFASTfiles.com will again be streaming the racing live so if you can't make for the live action - tune in and watch this exciting racing on the net. Streaming on the internet is now attracting audiences similar to free to air TV channels.

A quality entry but still room for more entries www.motorsportentry.com. Spectator tickets available <https://www.iticket.co.nz/events/2018/may/endurance-series-round-1> . Not too late to enter, HRC will accept entries up Thursday night 17th May. Entries and timetable below

Entries are already up on www.motorsportentry.com for the Pukekohe round and entries for the Final at Manfeild round will be posted soon.

50th Anniversary Meeting

Planning is underway for the Motorcup Meeting on January 25th - 27th 2019. The Motorcup is the oldest Motor Racing Trophy in New Zealand and goes back to the beach races at Muriwai from 1921. Many famous names are on this Cup Moss, McLaren, Brabham, Hill, Surtees, Amon and Smith.

This meeting will feature classes that are celebrating their 50th Anniversaries. The classes are Formula First, Formula Ford and F5000 though F5000 are yet to confirm. The International TRS class will be an invited class (thanks to Speedworks) and the meeting will be an HRC promotion. We have a number of classes that want to be part of the exciting event and there are already two containers of Formula Fords coming from Europe and the UK We will also be inviting as many of the older retired single seater drivers to be part of this celebration event

Proudly supporting



our mission is to care, our vision is to cure

Season Finale Fund Raising.

Thank you to everyone who gave so generously at the HRC Season Finale meeting. We raised \$1,360 during the [Pink Ribbon Track Cruise - Race 4-D Cup](#) and Thank you to all the bidders in our Hot Lap auctions for [Leukaemia & Blood Cancer New Zealand](#) We raised \$1700.00

Great to see such dedication from car owners who volunteered their time and effort into making everything happen:

- Nissan March Owned by Glenn Hodges – driven by Steve Millen
- Porsche 997 GT3 Cup – driven by Tim James
- Lexus Safety Car - Hampton Downs Elton Goonan
- BMW M3 GT4 – driven by Warwick Mortimer
- Aston Martin DB11 – Loaned by Aston Martin Auckland and driven by Ray Williams
- Bowler Tomcat - driven by Glen Raymond



Penny and Steve Millen with Toni Durant of Leukaemia & Blood Cancer New Zealand



Another Williams on the Track - Katy Williams raising money for Breast Cancer Awareness



History created. A world first - A Jocko wins a race. Neil Tolich was the intrepid driver.



IPC News

The winner of the 2018 NZ IPC series is Josh Penny pictured above with the overall winners trophy and the 10K Challenge Trophy. He is pictured with mother Louise Boreham a very enthusiastic supporter



The Open Challenge winner was David Heron and 20k Challenge winner was Dylan Smith

Points for the series

Name	Class	Points
Josh Penny	10K	290
Alan Greig	10K	175
James Whitlock	10K	154
Graham Ball	10K	135
Chris Watson	10K	132
Steve Symon	10K	95
Sam Byrne	10K	75

Shane Geddes	10K	70
Taylor Hirst	10K	67
Dylan Smith	20K	61
Stuart Read	10K	60
Graeme Coley	10k	45
Karl Driver	10K	45
<i>Peter Ball</i>	10K	45
David Heron	Open	40
Rick Donaldson	10K	35
Kristina Dias	10K	34
Alex Edwards	10K	34
Lance Gerlach	10K	33
Jason Grinter	10K	33
Dean Jones	10K	32
John MacRae	10K	32
Graham Wallace	10K	31
Paul Bertram	10K	30
Nicholas Bertram	10K	30
Sam Dunstall	10K	28
Poul Christie	Open	0
Richard Spedding	10K	0
Mike Dunstall	10K	0
Graham MacDonald	10K	0
John Mulrennan	10K	0
Murray Brown	Open	0
Neville Findlay	10K	0
Wayne Cowley	20K	0
Lewis Frayne	20K	0
Paul Greaney	10K	0
Louis Treweek	10K	0
<i>Harry Bowers</i>	10K	0

It was unfortunate we had to run the rounds on different days at the Season Finale and also make it the last race of the day. This will not happen again and both 30 minute races will be on the same day.

HRC is still working on a simplified version of the rules and the latest DRAFT is available at <http://www.hrcevents.co.nz/pages.php?id=163>

Thanks to all competitors who entered the series and from the emails we can expect large fields next year

Introduction To Motorsport Day

To be held at **HAMPTON DOWNS** Club Circuit on **SUNDAY 17th June 2018**.



The session is being run by HRCEvents – an experienced organiser of race meetings and track days, providing you with a safe and controlled environment to drive your cars. There will be medical and recovery facilities in place and the event promises to be a fun filled day where you can experience the thrills of driving on a racetrack

The event will be open to saloon cars, sports cars, GT cars (no single seaters) and will be the same format that HRCEvents have successfully run in the past with groups of similar ability on track at the same time. (Women / Novices / Experienced).

Requirements are:

- Cars must be of WOF standard or have a MSNZ Logbook
- Helmets and overalls to be worn (Single layer 100% cotton overalls OK)
- Fire extinguisher recommended
- Passengers permitted at the organisers' discretion. Please refer to MSNZ Manual 35, Appendix Five, Part One, Schedule C, Article 6 (If in doubt, please ASK)

<http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%205.01%20Sch%20C%200.pdf>

One on One Coaching:

There will be 15 minute 1 on 1 driver coaching sessions available with guest drivers. These will be allocated on a first come first served basis via your entry for an extra \$50.

Format:

The session will start with Sign on and an introduction to the team. There will be a brief safety talk followed by a convoy run around the track to show you the best way to negotiate the corners etc. Pit lane will open from 10am and depending on the mix of entrants, we may run as open session or either by ability / road car / racecar. Either way, you will get plenty of track time.

Timetable

08:00	Registration and Documentation Opens <ul style="list-style-type: none">• Check entry forms• Verify Driving Licence• Sign Indemnity Form• Helmet and Overalls Check / Issue
09:00	Drivers Briefing and introductions
09:30	Track Walk
10:00	Track Open
12:00	Lunch
12:30	Q&A Session
13:00	Track Open
15:00	Track closes – debrief session

ENTRY CLOSING DATES & ENTRY FEES

The entry will be limited to 35 vehicles and the cost is \$195. We will run a reserve list.

Buy your entry voucher at <http://www.hrcevents.co.nz/shop.php>

If you need to cancel your entry for any reason, please advise HRC in writing (via email to tim@hrcevents.co.nz is OK) before 4pm on Tuesday 12th June for a full refund. This gives us time to contact those on the reserve list.

Refunds will not be paid for late cancellations and No Shows. Cancellations can be transferred to our next session as they are valid for 12 months. NO Shows do not get refunded.

For further details Email to tim@hrcevents.co.nz or phone 021 614600



Like us on face book to get the up to the minute news

Advertising Opportunities

HRC will be looking to live streaming a number of our upcoming events next season and there is the opportunity to purchase a limited number of advertising slots for a very reasonable price. In live streaming the endurance races we have had audiences of 15,000 to 25,000 viewers. Another advantage of advertising on this medium that the video remains on the net and can be viewed on a future occasion giving further value for your advertising dollar. The price is very much less than you would pay for TV advertising. For further details contact Chris Watson 0274827542 chris@hrcevents.co.nz

The HRC Team

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WANTED

Have you or one of your mates got an Escort sitting in the garage that would like to come out to play with its brothers and sisters?



The iconic Ford Escort hits 50 this year and we at HRC want to celebrate this milestone with an ESCORT only race at our ICEBREAKER meeting on 22/23rd September at Hampton Downs. The races will be for any car as long as it's an Escort.

Since last month's announcement of this race, we have received over 80 expressions of interest. If you are interested in taking part in this race, please email Tim at the office tim@hrcevents.co.nz and join the party !





HRC membership has continued to increase with membership doubling from March 2016 to March 2017. To join or renew membership just go to <http://www.hrcevents.co.nz/shop.php>

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 with a time and date and he will confirm by email. My Laps transponders always available on www.hrcevents.co.nz and the courier is part of the price or they can be picked at the office.

HRC Membership Benefits

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)
- HRC Members can take advantage of the HRC Suite at any of our Hampton Downs race meetings. There will be a small charge of \$20 to cover Tea / Coffee.

NEXT Season

Plans for next season are well under way and most track bookings have been made. Still uncertain about January as the MSNZ Championship Calendar is still to be set. This year HRC will work towards making the classic meetings as close to Classic and Historic as possible.

<http://www.hrcevents.co.nz/pages.php?id=188>

The Draft Calendar link above has all meetings on it for the upper North Island. Please advise any errors and admissions so the document is accurate. The reason for having all the dates on one calendar is to avoid clashes as all the clubs and promoters use the same resource for officials and volunteers and it is extremely difficult for The Motorsport Club (officials and volunteers) to cover 2 events in the one weekend.

The Motorsport Club would also prefer to have a weekend off between events ! The Motorsport Club is administered by NZIGP and HRC

Thanks to all the drivers who have donated prizes to The Motorsport Club. This has been most appreciated by the members and for most meetings this year all the members have gone home with a prize

44 Stoddard Rd Mt Roskill (rear of building) 09 6294438.

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HRC Internet Shop

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HRC Membership	Transponders and Brackets	Porsche Festival Caps	Event Tickets
			
Enter an Event	Get a Race Licence	Logbook Cover	Motorsport Decal Set

For Decals, hats, tickets, race numbers, transponders etc visit the HRC on line shop at
<http://www.hrcevents.co.nz/shop.php>

MY LAPS TRANSPONDERS



My Laps Transponders can be purchased from the Historic Racing Club. Order online at www.motorsportentry.com or send a cheque to HRC Inc, PO Box 28140 Remuera.

HRC has the new X2 transponders in stock

Advantages are they can be charged in 4 hours instead of 12 hours and they will be compatible with new in car displays available soon

- X2 Rechargeable Transponder 1 Year \$220
- X2 Rechargeable Transponder 2 Year \$295
- X2 Direct Wired Transponder 1 Year \$270
- X2 Direct Wired Transponder 2 Year \$335
- X2 Direct Wired Transponder 5 Year \$565
- Flexilease Rechargeable Transponder 5 year \$520 (only 1 in stock)

At the end of the license period to activate your transponder Price is AU\$100 for 1 year, 2 years AU\$181.50 and 5 years AU 368.50.

All My Laps Transponders are used at all New Zealand circuits.

MYLAPS provides personal transponders to fulfil 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.

GP AZERBAIJAN

Toto Wolff was right: With three teams in the race for the title the rate of mistakes will decide who finally is going to win. This time Red Bull and Ferrari were throwing points away. The crash between the two Red Bull cars was foreseeable. Verstappen and Ricciardo came together in laps 5, 12, 27 and 35. At least once with contact. Ricciardo was slightly faster, which Verstappen did not want to accept. Once Ricciardo had passed his teammate, he didn't benefit from it for long. Red Bull called Ricciardo as the leading car into the pits first, but overlooked that this was an overcut race rather than undercut. Problem was the slow warmup. Hamilton and Vettel needed three laps on their soft tyres. With the ultrasoft it was marginal to benefit from an earlier pit stop. Ricciardo had a poor OUT-lap, Verstappen on his IN-lap a good tow on the long straight, which gave him 4 tenths extra and he had his personal best sector 2. That changed the order again. Daniel had to re-pass Verstappen as quickly as possible, as long his teammate was struggling for tyre warm-up – and so it happened. Verstappen changed as usual the line twice under braking, Ricciardo went a bit optimistic for the inside line, which was dirty and bumpy. Vettel got caught out a few laps later as well.

For Red Bull the double zero was a disaster, as it is already the second one after Bahrain. If you fight against Mercedes and Ferrari for the title, you cannot afford any major mistakes. It is true, that Mercedes had experienced that with Hamilton and Rosberg as well in the past, but at a time, where they were fighting on their own for the Championship. Still Mercedes set severe rules after the third crash between the two. Had it happened once more, they could have banned a driver for a race or made them pay a fine. I guess, Red Bull will add some similar clauses to their drivers to avoid a repeat. Red Bull pretends, that the situation is not comparable to Mercedes, but I am not so sure about it. Verstappen puts himself under huge pressure to win that Championship now. He feels, that he has got the car to do it. But surprisingly for him, Ricciardo seems to be a bit stronger, both in qualifying and racing. On the other hand Daniel has to make a decision about his future and therefore wants to show to everyone, that he is on the same level like Hamilton, Vettel, Alonso and Verstappen. So we find two hungry lions in a very small cage.

For the second time in a row Ferrari screwed the strategy. In China they called Vettel too late, now too early for the pit stop. There was no need to call him in. Hamilton only pitted as early as in lap 22, because he flatspotted his front tyres, when the wind turned direction from 25 kph head wind into 15 kph tail wind. Until then he had been two tenths per lap slower than Vettel, equalizing the times, the older the tyres were. After the supersoft tyres held on much better than anybody expected, the tactics for Vettel, Bottas and the two Red

Bull became quite obvious. Stay out as long as you can and hope for a safety car. If you made it to lap 37 you could risk a set of ultrasoft tyres for the final run. Instead Ferrari pitted Vettel in lap 30 and gave him soft tyres. They were so focused on Hamilton, that they completely forgot Bottas. At that time Hamilton was 28.3 seconds behind Vettel, who had not yet completed his pit stop. As usual, the Mercedes was a bit faster on the hardest compound (soft). Vettel tried to back his strategist: „We were afraid, that Hamilton would have cached up even further, if I stayed out longer. We did not want to come out in front of him with a gap of just 4 seconds. The problem in Baku was that we had less top speed than them anyway, as we ran more downforce. The tow was working on the long straight from a gap of 6 seconds onwards. With just 4 seconds we would have gifted Lewis with 4 tenths each lap only on the long straight. If he had made it into the DRS window, I had would have had no chance to defend.“ In fact the effect of tow and DRS was huge this time, mainly due to the strong head wind on the main straight. The car behind gained 25 kph or 25 meters and up to 0,45 seconds only for the last sector.

What Ferrari did not realize was, that they helped Bottas with their decision to pit Vettel. Bottas suddenly got a chance of winning again. Even a double chance, with and without the safety car. Bottas was leading 13.5 seconds, when the Red Bulls crashed. So he kept the lead, as he was already outside the SC window. But Vettel probably would have also lost, if there had been no SC. According to Mercedes, they would have called Bottas at the latest in lap 40. He would have come out 6 seconds behind Vettel. Give him one warm-up lap he only needed another four laps to catch the Ferrari. Enough to overtake him before the end. A fresh set of ultrasofts would have been 1,5 seconds faster than an old set of softs. Bottas lost the race because of a puncture. He picked up parts, which Gasly and Magnussen had distributed near the pit lane entry a lap before in a collision during the re-start. Vettel lost it by braking a bit too late on the wrong side of the track. „I had to go for the left side. Unfortunately all the reference points for braking are at the right side of the track, and that was covered by the two Mercedes. I still believe, I would have stopped the car on the outside line, but where I was I hit two bumps. The wheels lost contact to the ground, locked up, I lifted the brakes a bit, braked again, but it was all too late.“ With the two flatspots Vettel was also an easy prey for Perez. But then Vettels tyres recovered and Perez had to fight really hard for his third place. „I was the only driver on supersofts, as we had no more ultrasofts left. Seb was really coming strong, but I could keep him behind. These were the two best laps of my life.“

Mercedes for the first time admitted, that Ferrari and possibly also Red Bull have a faster car. „Even if we hit the tyre window. We were doing a normal job in winter testing, Ferrari just underperformed.“ Vettel confirmed: „Since the test in Barcelona we had not real upgrades on the car. We rather went a few step backwards in order to understand what the

problem was. Now we come back step by step to the Barcelona spec.“ Hamilton reminded his engineers: „We have to make our car faster. We cannot rely in the coming 17 races on safety cars, luck or mistakes of others.“ Under these circumstances the aero upgrade in Spain will be more than welcome. And the engine upgrade later on in Canada as well. Mercedes needed three practise sessions to find the perfect setup for their cars in Baku. They decreased the downforce relative to Ferrari, gained 8kph on the straight and sacrificed three tenths in sector 2. The two Red Bull were not too far away from the Mercedes in qualifying. But after strong long runs on Friday they were hoping for more in the race. However they could not deploy full electric power in the first 12 laps and lost 25 seconds to the top in that process. When the battery was yielding full power again, Ricciardo and Verstappen drove the same lap times than Vettel or Bottas.

The tighter the fight at the front, the more the three top teams try to find illegal tricks on the other cars. Red Bull had spotted, that the Ferrari did not cover a tiny bit of bodywork higher than 50 cm in the area in front of the side pods with plates underneath (article 3.5.4.). Therefore Ferrari had to add three slots on the rear view mirrors to do so. Now you cannot see anymore the ground if you look at the car from the top. Mercedes is still finding it hard to believe, that Ferrari is currently having a stronger engine than them. In first place they suspected Ferrari to use still oil to enhance the combustion. After the FIA checked the oil consumption of 0.6 l/100 km being okay, the suspicion was, that Ferrari was using hydraulic oil instead. Theoretically it would be possible, as the trumpets of the intake system are operated hydraulically. But again the FIA found nothing illegal. The latest story is a bit more serious. The former Ferrari engine chief Lorenzo Sassi told Mercedes once he started working at Brixworth, that Ferrari is doing strange things with their battery. It is quite complicated, so it might be difficult to prove. To sum it up, it is believed, that by a clever way to combine and connect the 200 battery cells, they can get out more than the 4 allowed MegaJoule for a short period. Which would be a clear rule infringement. The FIA told all four manufacturers, that they will start to check on the energy recovery systems. They want to see diagrams, how the power is harvested, distributed and brought back into the system.

Baku was a race for the small teams, as the big ones decided to crash or not finish for other reasons. Force India was clearly the fourth fastest car on track. Not only because the circuit layout suited them. A small modification to the bargeboards had a much bigger effect than the engineers thought. It improved the airflow to the back and reduced the impact of the Y250 turbulences going under the floor. All of a sudden turn-in and traction was not a big problem anymore. Obviously the tight corners helped. In Barcelona Force India brings new sidepods and a new floor, which should wipe out the problem completely. „We need it there, because all others will come with upgrades and overtake us again“, Szafnauer said.

Perez was lucky and unlucky in a way. He lost the left front wing endplate in the first lap, when Sirotkin was pushing him into the Ferrari of Räikkönen. Perez pitted in lap to, got a 5 seconds-penalty for overtaking at the first re-start before the SC1 line and was almost find again for using the DRS over 2.4 seconds when it was not allowed. It happened, when the detection system for the second DRS had failed for a few laps and the race direction asked the teams to handle the DRS activation manually. Perez was asked to use the qualifying system, which gave him automatically three beeps to use the system. The team realized the mistake, told him to deactivate it and listen to the radio calls. As the problem was initiated by a mistake of the general timing system and Perez gained no advantage, he was not fined. As were not Stroll and Magnussen with similar problems. Just in case Force India had already a precedence case prepared. Alonso got away with the same infringement in Hungary 2013. Ferrari had to pay 15 000 euros by then.

Renault scored with P5 from Sainz the best result since their comeback in 2016. It could have been better, had Hülkenberg not crashed. He was thrown out by a gust of wind in Turn 7. Renault brought new rear wing endplates, bargeboards and modifications to the floor to Baku. They were an improvement, but it was difficult to say by how much, as they drove the first time this year the medium downforce level. There will be another aero package in Barcelona. Renault will also improve the engine power with new fuel and the related mapping in Spain. It should be worth a tenth. The customers will have that only a race later, as they run with different fuel companies. In Montreal the spec 2 engines arrives, which according to Abiteboul should close the gap to Ferrari and Mercedes significantly. The two MGU-H which had been taken out of the system in doubt before the Chinese Grand Prix will return to the contingent in Spain as well. Dyno runs showed, that they are okay.

McLaren jumped from the grid positions 12 and 16 to the places 7 and 9 in the race. Alonso managed 6 points despite a badly damaged car after a collision with Sirotkin. The McLaren lost bargeboard parts and had a 30 x 40 centimeter big hole in the floor. The car lost 20 points of downforce. „Still it was quite competitive“, Alonso was surprised. He kept the speed of the Williams and Sauber. In the last lap he surprised Stroll with an attack from the ambush in Turn 3. Vandoorne struggled the whole weekend with tyre warm-up. Only when McLaren gave him a used set of ultrasoft tyres before the second re-start he woke up. Vandoorne overtook four cars in that one lap and finished ninth. McLaren is happy, that the first four races are over. In Barcelona they expect the B-spec of the MCL33 with a new nose, wings, floor, bodywork and side pods. The numbers show, that after then they should easily lead the midfield pack. Tim Goss is going to lose his position due to a lack of leadership. This upgrade should have been ready for Melbourne already. Prodrômou will be upgraded, but also he received a strong warning. If the situation does not improve, he might be the next scapegoat.

HaasF1 left Baku empty handed. Grosjean fired the car into the wall warming up the tyres behind the safety car. He came with his finger on a switch for the brake balance. The next time he braked, the rear wheels locked. It was quite a hard impact with 15 g. The chassis had two cracks. Not yet sure, whether it can be repaired. Magnussen drove after a collision with Ericsson in the first lap with a badly damaged car, but was still able to keep 10th place until the second re-start. There he quite stupidly crashed into Gasly at 300 kph. More parts of the floor were missing and Magnussen lost with a deficit of 50 points of downforce any chance to score points. It was a scary moment with Gasly, as the two cars interlocked with the wheels. In fact Magnussen drove with his left rear wheel onto the right front wheel of the Toro Rosso, when Gasly had to lift in order not to hit the wall. Even more frightening was a near collision between Gasly and Hartley in qualifying. Hartley was cruising in the middle of the road after a puncture with 150 kph, when Gasly arrived with 300 kph. It was a nearly miss. „I saw myself flying already“, Gasly admitted. Toro Rosso had the slowest cars on the straights. They lost 25 kph to the Force India. Not only because of engine power, they ran way too much downforce.

Sauber and Williams over performed for the same reason. No fast and long corners. And a power sensitive circuit. The cool temperatures helped Williams with their cooling problems as well. So both teams scored points, Sauber twice as many as Williams. Sauber separated with immediate effect from their technical director Jörg Zander for internal reasons. There is no substitute yet. Lawrence Stroll had contacted Mercedes to propose them a similar collaboration like between Ferrari and Haas F1. He would contribute to finance the deal. Claire Williams and Paddy Lowe don't want it to happen. Stroll now says, he does not have such plans, but that is a lie. I know from Mercedes, that he talked to them. Toto Wolff said, that it could be an interesting thing for the mid-term future.

The FIA and the F1 management announced major modifications to the aero rules from 2019 onwards to help overtaking. But to implement them they needed at least 5 votes from the teams. It looked, that they got them from Mercedes, Williams, Force India, Ferrari and Sauber. The following points will change:

- a. Simplified front wing, with a 2 cm larger span, and low outwash potential
- b. Simplified front brake duct with no winglets
- c. Wider and deeper rear wing. It will be 10 cm wider and 2 cm higher.
- d. No more blown front axles.

On the F1 management proposal for 2021 it has gone quiet. We hear, that Mercedes could accept the removal of the MGU-H. They also are prepared to discuss a budget cap, but come

up with weird concerns like: Are first class flights for the top management, yoga training for the staff and the team uniforms part of the budget? Ferrari had only spoken once to Chase Carey and told him, that they do not like the proposal. Since then it is quiet. For me it looks like as if Mercedes and Ferrari were trying to buy time. Ross Brawn still suspects, that they might try to run their own Championship. If so, then they'll do it quietly. They obviously fear an open debate about Liberty's road map, because they know, that they have no reasonable arguments why to oppose a plan, which helps them to save them money. As both are listed on the stock market, they both cannot explain in public why they rather spend than earn money. So for them it is convenient to prepare a rival Championship as quietly as possible. That could be done by linking customer teams closer to them and making them financially and technically dependent. Ferrari with HaasF1 and Sauber, Mercedes with Williams and Force India. It would be better for Liberty to set all teams a deadline to make up their mind now, whether they want to compete or not.