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## November 2019 Issue

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Welcome to the Historic Racing Club November 2019 Newsletter

HRC has just had a busy weekend

HRC and The Motorsport Club assisted Taupo Car Club to run a very successful meeting at Pukekohe Park Raceway in spite of the rain. This made a change from Taupo Car Club assisting HRC at Taupo HRC meetings. Thanks to all The Motorsport Club personnel who assisted at the event. It was most appreciated by the Taupo Car Club.



On Sunday, in association with Barfoot and Thompson, HRC ran a charity event at Hampton Downs and raised over \$16,000 for Starship Foundation and Blind Foundation Guide Dogs. Rides were auctioned on Trade Me for rides on Side car motorbikes. Paul Radisich gave rides in the super lap March owned by Glenn Hodges and Stephen Armstrong made the Alan Moffat replica RX7 available for rides. Not only was it great to raise money these worthy causes it exposed new people to our sport.

In the afternoon we ran our one of our successful Introduction to Motorsport events. The format for the day is a drivers briefing, then a walk round the track (this had to be skipped this because of a heavy shower) Then a slow drive round the track (follow the leader) for 6 laps to learn the correct lines. Drivers are then split into 3 groups, Advanced, Slow and beginners. Each group (no more than Six cars) goes out individually and has the option of taking out an instructor or going solo. It is amazing to watch the improvement of the drivers both male and female. Thanks to instructors Racing Ray Williams, Wendy Metcalfe, Tony Broome, Sheridan Broadbent, Peter and Helen O'Sullivan. Next training date 20<sup>th</sup> March 2020

Our next race meeting is the 2K Cup Challenge on 24<sup>th</sup> November at Hampton Downs. With two full grids of 2KCUP cars already entered plus IPC, Super Six, Formula Libre and Super Lap, it will be a busy day.

2KCup cars can enter this meeting directly with 2KCup on [2KCUP.com](http://2kcup.com) - [http://2kcup.com/?page\\_id=625](http://2kcup.com/?page_id=625) .

2KCUP drivers wanting to enter in IPC also, enter for 2K CUP directly and pay a \$100 crossover fee at documentation to get an entry into IPC and enjoy over two hours racing on the Sunday.

We will accept Super Lap entries on the day at documentation for cars that don't have a roll cage but have WOF and run in the street class. You can do the first two events without being a member of a car club and you don't need a licence to compete in the SuperLap street class. An ideal opportunity for a beginner to get out on the track in a non race situation. For further info go to the Superlap website [www.NZSuperlap.co.nz](http://www.NZSuperlap.co.nz)

This meeting will also see the introduction of a Virtual Safety Car Intervention and has been developed by Mark Mallard, James Watson and Elton Goonan. A bulletin will be circulated to 2KCup drivers before the racing which explains how it will work. It was tried in a practice day and worked very well. Will be very helpful in handicap racing as when a Virtual Safety Car is called all cars maintain their race position

Also at this meeting Holden HQ is the featured marque with a large display of Holden HQ's. Arrive in an HQ Holden and get free entry though the gate.

Enter online [www.motorsportentry.com](http://www.motorsportentry.com)

On Sunday December 22<sup>nd</sup> , the annual Breakfast run to the Salty Dog in Algies Bay is taking place. The cars leave from the Barrys Point Rd Countdown Supermarket at 7.30am - passing though Albany at 8am Full buffet –style breakfast \$20 Lots of interesting cars All welcome

Then after Xmas, HRC has the Tasman revival meetings at Taupo 4/5<sup>th</sup> January, Hampton Downs 25/26 January and Pukekohe 23/24 Feb

In between these meetings we have the 2KCup Pukekohe meeting on the 16<sup>th</sup> February

And then the Paul Fahey Legends of Speed meeting Hampton Downs 21<sup>st</sup> 22<sup>nd</sup> March and then two Taupo Meetings Great Lakes 28<sup>th</sup> 29<sup>th</sup> March and Jack Nazer Meeting 25th April.

The HRC Season Finale is 2<sup>nd</sup>/3<sup>rd</sup> May at Hampton Downs

Details of Classes for these meetings is shown on a table further on in this newsletter and on our website [www.hrcevents.co.nz](http://www.hrcevents.co.nz) Entries will be on [www.motorsportentry.com](http://www.motorsportentry.com)



**ENGINE SPECIALISTS**

EST 1988

## TV Program Legends of Motorsport

First Program on Tuesday 26<sup>th</sup> November at 8.30pm on Sky Channel 83

- Programme 1 - David Oxtan
- Programme 2 - Paul Adams
- Programme 3 - Eric Mallard
- Programme 4 - Graeme Crosby

This for all Motorised sports



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## RACE PACE FREIGHT SPACE



Pickup



Drop Off

### Charging to New Zealand

In June, I received what would begin as a typical internet inquiry. The client wanted to import a 1972 Charger from the USA

As I was in his local area, I popped in to have a face to face and answer a few of his questions. What transpired was a wonderful story that he's agreed to share with us.

The Charger was originally bought in New Zealand in 1972 by the client's father. The client still has a copy of the original NZ Certificate of Registration. A rare model V8 with a 318 cubic inch engine, only 21 of these were ever imported into New Zealand. The Charger was built in Australia and some six cylinder versions were also assembled in New Zealand in the early years of production.

In due course it was bought by an expat Kiwi who took it to the United States. After 20+ years in America, the Charger was up for sale and the seller was keen for the original owners son to acquire it.

The purchase was not straightforward as the seller refused to assist in the export process – which meant the client would have to be both the exporter and the importer on the paperwork. This required our assistance and expertise to navigate US Home Security Regulations and US Customs' requirements.

Extreme Global has an extensive knowledge of US to NZ car trade and an understanding of US Customs regulations, therefore we were able to navigate a solution for the client.

Extreme Global arranged all aspects of the transportation and shipping of the vehicle – from the sellers home in the USA (see photo of pickup) to the client's home in New Zealand.

The Charger arrived into Auckland after a two-week voyage from Los Angeles in one of our weekly consolidated 40ft containers.

The client was very happy with the service and his comments reflect.

*“Thank you Extreme Global team, for all your help and expertise in making the shipping from the US to NZ all fall into place. Friends, family and work colleagues have all been very interested in this project, and in the Valiant V8 Charger. It has now reached NZ, and sailed through the formalities here, (again with the aid of Extreme Global's' knowledge in global shipping procedures). We would not hesitate to use Extreme Global again.”*



V8 Supertourers at Hampton Turn One racing under a Clubsport race permit

	<p>MotorSport New Zealand Inc          PO Box 3793, Wellington          Phone: 64 4 815 8015          Fax: 64 4 472 9011          Email: <a href="mailto:admin@motorsport.org.nz">admin@motorsport.org.nz</a>          Website: <a href="http://www.motorsport.org.nz">www.motorsport.org.nz</a></p>
<p><b>ORGANISING PERMIT FOR EVENT</b></p>	
<p>Held in compliance with MotorSport New Zealand Incorporated National Sporting Code, its relevant Appendices and Schedules including the Standing Regulations.</p>	
<p><b>Permit Number:</b> 10131  <b>Date of Issue:</b> 04/09/2013  <b>Organising Club:</b> Historic Racing Club  <b>Clerk of the Course Name:</b> Bob Friend  <b>Clerk of the Course Phone:</b>  <b>Event Title:</b> Supertourer Hampton Downs meeting 28-29 September 2013</p>	
<p><b>Type of Event:</b> NATIONAL RACE  <b>Status of Event:</b> Clubmans Race  <b>Duration:</b> From: 28/09/2013 Time: 8:00                            To: 29/09/2013 Time: 20:00  <b>Venue:</b> Hampton Downs Motorsport Park  <b>Steward/s Appointed:</b>          William Ritchie          William Orr Ph  <b>Notes:</b> On Track Entertainment with Indemnities signed is authorised</p>	
<p style="text-align: right;">Dale Crossley          pp MotorSport New Zealand Inc</p> 	

## What could have been

Sorting through some old files I found the HRC permit for the first V8 Supertourer meeting . This was held at Hampton Downs and drew a large crowd. MSNZ rated this meeting as a Clubmans race meeting even though the class had attracted the crème of the NZ drivers. Later races drew top talent from Australia.

Some of the entries for the first meeting

Andre	Heimgartner	Holden
Andy	Booth	Holden
Andy	Knight	Ford
Ant	Pedersen	Ford
Colin	Corkery	Ford
Craig	Baird	Ford
Eddie	Bell	Ford
Greg	Murphy	Holden
John	McIntyre	Ford
Jonny	Reid	Ford
Kayne	Scott	Holden
Paul	Manuell	Holden
Richard	Moore	Holden
Scott	McLaughlin	Holden
Steven	Richards	Ford
Angus	Fogg	
Shane	Van Gisbergen	

The HRC is still looking for display cars at the Ellerslie Concours on 9<sup>th</sup> February. Contact Chris 0274827542 if interested

### 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.

HRC can also arrange advertising in this monthly newsletter, the HRC annual wall planner, advertising in the events programs and on Face book

For further details contact Chris Watson on 0274827542

[chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

## Competition Licenses and Authority Cards

The HRC office is always open to do Licence examinations and authority cards during office hours and evenings by prior appointment. You don't even have to be a member of HRC

Regards

The HRC Team

Chris Watson                      0274 827542                      [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz)

Tim Hill                              021 614600                      [tim@hrcevents.co.nz](mailto:tim@hrcevents.co.nz)

Tony Roberts                      021 1332895                      [racert@hotmail.co.nz](mailto:racert@hotmail.co.nz)



## Direct Power My Laps Transponders

Change in operation. With the Direct Power transponder the flash slow red when the car first starts and will turn green when the internal transponder battery is fully charged. This will be a matter of a few minutes

With the season starting soon, sales of transponders have been brisk but HRC has plenty of stock.

A number of drivers have rung the office lately saying their transponders won't charge. This is because they have not renewed their subscription. This can be done on [www.mylaps.com](http://www.mylaps.com)



Top Kenny Smith James Watson  
Garry Rush Geoff Harriman

## Formula Open

As a follow up to my previous email I can now let you now that the Seven Tatuus FT40 ex Toyota TRS cars that have recently been purchased by a Wellington Company have now all been fully refurbished and will be ready for lease for the new EAG Formula Open NZ class and the remainder of the MATOS Formula Libre series. From the information I have been given to this point it looks like you will be able to lease a car for the six rounds (2 x MATOS & 4 x FONZ) for around the \$15k mark. This also includes limited on track support from the suppliers. All running costs will of course be yours.

You can test one at a special track day at Circuit Chris Amon at a yet to be nominated date. There could be a possibility that one or more of these could be available for the MATOS Libre round in November but that would need to be confirmed and would of course be extra to the above. However this is a great opportunity to young guys and girls wanting a step up from Formula Ford or more mature people wanting to sample a proper racing car.

These things are not to be underestimated as Kenny Smith has told me that these Tatuus FT40's will be on about the same pace as the Formula Atlantics that currently dominate the Formula Libre class. The FONZ class is looking really exciting at the moment with up to seven of these Tatuus FT40's (two already committed) and a guaranteed five Formula Atlantics (probably four more from the South Island), three Formula Renaults (also FT40), two Formula Holden's and three Formula Ford 2000's, three Formula Suzuki's as well as a couple of other wings and slicks models that currently run with us and we have a minimum nineteen cars already.

Don't forget this series is run in three speed groups and points are awarded by group only.

We have made the EAG Formula Open NZ Series four rounds over January and February is to make it economical for the South Islanders to bring their cars up and leave them in the North Island. So I do ask you South Island guys please support this as there is currently no top level domestic single seater

class in the country apart from the Toyota Racing series and that is predominantly made up of overseas drivers.

If this season's series is as successful as it already appears to be we will look at expanding it next year and spread it out over the year with a view to a possible couple of rounds in the South Island. In saying this it will not take away from the MATOS Formula Libre series that will continue to run.

If you would like more information on leasing an ex TRS Tatuus FT40 or you know someone that would like to be involved please contact me. I will be sending out a personal email to each of you over the next month with a copy of the series articles and regulations and to ask for your registration for the new EAG Formula Open NZ (FONZ) series.

Cheers  
JT

***John Tomlin***  
MATOS Formula Libre & EAG Formula Open  
Cel 021 759 820



Tim Rush McLaren M22



Kevin Ingram Lola 332

## **NEW ZEALAND FORMULA 5000 ASSOCIATION**

Press release

- 2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series
- Round 1
- Circuit Chris Amon Manfeild
- Fri-Sun Nov 15-17 2019

**LOCAL F5000 FANS HAVE TWO OF THEIR OWN TO CHEER ON AT MANFEILD THIS WEEKEND**

Local fans of New Zealand's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series have two of their own to cheer on at the opening round of the 2019/20 series at Feilding's Circuit Chris Amon Manfeild this weekend.

One – Tim Rush – is a series regular who drives one of the rarest cars in the field, a 1972 McLaren M22. The other is a more recent arrival, Kevin Ingram, who made his series' debut last season behind the wheel of the ex-Ian Clements' Lola T332.

The Rush McLaren (M22-3-72) enjoys the distinction of being both the last McLaren built by the company's early production partner Trojan, and the last McLaren customer car to be built.

Though it was the earlier McLaren M10A and M10B models (on which the M22 was based) which will be more familiar to SAS Autoparts series' fans today, top British driver at the time, David Hobbs, used the 1972 Tasman Series to race-test the prototype M22.

In his first race in the car, in early January, he finished third behind race winner Frank Gardner in the works Lola T300, and motorcycle champion-turned-racing driver Mike Hailwood in his works Surtees TS8A, in the New Zealand Grand Prix at Pukekohe. Then six weeks later he again finished third, this time in the Australian Grand Prix at Sandown in Melbourne, behind series' champion-elect Graham McRae (Leda GM1) who won the race, and then UK-based Aussie Gardner who was second.

Hobbs also won the series-ending final race at the then all-new Adelaide International Raceway in South Australia, the prototype McLaren's reliability trumping the greater speed of pole-setter Frank Matich, in his Repco-engined Matich A50, and Graham McRae in his Leda GM1.

The Tim Rush car was originally bought from Trojan by Texan amateur racer Tom C. Jones in 1972 for use in US events series in 1973. Jones in turn sold it to another keen amateur driver, Vic Topia, who raced it in the L&M F5000 series as well as in other SCCA series races.

The car spent many of its subsequent years in a collection of McLaren racing cars in the US before being acquired by SAS Autoparts MSC NZ series regular Tony Roberts and shipped back to New Zealand where it was stripped, rebuilt and returned to track-ready condition by Auckland-based McLaren restorer Duncan Fox.

Roberts raced it for a couple of seasons here before on-selling it to the Rush family for Tim to drive in the SAS Autoparts MSC series during the season and display in their private museum when not in active use.

Less is known, surprisingly given the large number of similar models sold, about the Lola T332 of fellow Feilding resident Kevin Ingram.

According to the [oldracingcars.com](http://oldracingcars.com) website (widely regarded as THE source of accurate information on the provenance of historic racing cars) the Ingram T332 is based on a Frissbee Can-Am car acquired by Clements from the US in 2007.

Frissbees were full-bodied sportscar-style racing cars built on donor F5000 chassis for the revived Can-Am series which ran (using F5000 cars as a base) between 1977 and 1987.

Shortly after its arrival here Clements had the car stripped of its Frisbee bodywork and returned to original F5000 category spec by Christchurch-based category specialists Motorsport Solutions NZ Ltd. He then raced it in Australia and here in New Zealand for the next eight seasons before selling it to Ingram in 2018.

Few contemporary fans of the category were aware of Ingram's own competition CV when he turned up at his first SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series round last season. Even now not that many know that before he hung up his crash helmet the first time he had won the New Zealand Formula Ford championship (in 1983) in a car – a Keram – he literally built and engineered himself.

Those who are aware of his ability – both behind the wheel and the spanners – are in no doubt that Ingram has what it takes to run at the front of the SAS Autoparts MSC field. However as he told local motoring writer Richard Bosselman last month he might as well have started from scratch.

“I've never driven anything so fast before and I haven't driven competitively for 25 years. I've learned this car is easy to drive, just not always easy to drive flat out. You arrive at corners very quickly, so stopping it is one issue. The other is with accelerating out. I'm still cautious because I'm still coming to terms with how much power I can exactly use (before it loses traction).”

Because the SAS Autoparts MSC series only has a round at the annual The Sound MG Classic meeting at the Manfeild circuit every two years, this weekend will be the first time Ingram has had a chance to actually race the car on his 'home' circuit, something he is understandably looking forward to.

That said, the circuit's association with the class is well-cemented. The very first international at the venue, back in 1974, was a F5000 event. While the link with the MG Classic is almost as enduring – this year's is the 34th at the venue.

The SAS Autoparts MSC series cars are always amongst the favourites with the large crowds that have traditionally been drawn to the meeting. This year should be no different with local aces Rush and Ingram being joined by a full grid of series regulars.

Heading the pack – and back for his 62nd consecutive season competing at a national level here in New Zealand, is 78-year-old living legend Ken Smith (Lola T332). Smith claimed a record fifth SAS Autoparts MSC series title last season and is back to defend it this season.

Set to again take the battle to Smith is series' young gun, Michael Collins from Christchurch in his family-owned Motorsport Solutions-rebuilt and run McRae GM1. Former series title-holder Brett Willis (Lola T330) from Rotorua is also back and rearing to go, as are Aaron Burson (McRae GM1), Shayne Windelburn and Glenn Richards (both Lola T400s), Grant Martin (Talon MR1/A) and father and son David and Codie Banks, all from Auckland.

This weekend sees something of a changing of the guards for the Banks, with David – the man behind SAS Autoparts – handing over his Lola T332, and returning to the car he originally got his start in the series in, the Talon MR1 which Codie made his series debut in two years ago.

No round of the SAS Autoparts MSC series would be complete without at least one of the category's original Class A cars, either, and this weekend's opening 2019/20 series round is no exception. Two beautifully rebuilt McLarens will be in the grid this weekend, the 'high-wing' McLaren M10A of series original Tony Roberts, now from Napier, and the 'low-wing' McLaren M10B of Aucklander Frank Karl.

The SAS Autoparts MSC F5000 single seaters share a packed programme of races this weekend with Historic Muscle and Saloon Cars, Pre 65 cars, Historic Sports Sedans, NZ Sports Cars and Formula Libra, Historic Single Seaters and Sports Cars, Classic Saloon and Sports Cars and Allcomers.

Practise and qualifying is traditionally held on Friday, November 15, with races held from 9am to 4.30pm on the Saturday and Sunday. General admission is \$25 with children under 14 free when accompanied by an adult.

## **2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Calendar**

**Rnd 1: 16-17 Nov 2019 – The Sound MG Classic, Circuit Chris Amon Manfeild Feilding NZ.**

Rnd 2: 18-19 Jan 2020 – Historic Grand Prix - Bruce McLaren Motorsport Park Taupo NZ.

Rnd 3: 1-2 Feb 2020 - Skope Classic - Mike Pero Motorsport Park Ruapuna Christchurch NZ.

Rnd 4: 15 -16 Feb 2020 - Southland Car Club Classic Speedfest Teretonga Invercargill NZ.

Rnd 5: 21-22 Mar 2020 – HRC Legends of Speed Hampton Downs Waikato NZ.

*Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association  
[www.F5000.co.nz](http://www.F5000.co.nz) For more information about the 2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series contact Ross MacKay on 021 677 919 or via e-mail on [ross@fastcompany.co.nz](mailto:ross@fastcompany.co.nz)*

## Holden HQ Muster 2019

<https://www.youtube.com/watch?v=a4EU4vUIZOU&feature=youtu.be>



Rich Grey writes:

We had a great day at Hampton in 2017. Very grateful for the opportunity at the amazing venue. It is just organized by myself and uncle, no club affiliations, just seeing how many like minded people we can bring together in their classic rides. Nice to have the racing on at the same time, we had a lot of people come over to see our cars.

So we're doing it again... if you have a HQ Holden and fancy meeting up with like minded enthusiasts, head on down to Hampton Downs on 24<sup>th</sup> November for the Caffeine and Gasoline meeting, then afterwards head on into the racetrack (FREE Admission for HQs) and watch the days racing.

**NZKW**

NZKW products has come on board supporting HRC and offering discounts to HRC members on presentation of an HRC membership card. NZKW work off slim margins so discount will depend on products purchased. NZKW products are at 43A Greenmount Drive East Tamaki 0800 466959 [www.nzkw.com](http://www.nzkw.com)



## HRC Calendar 2019/20

Meeting Name	Venue	Date	Date
2K Cup Challenge	Hampton Downs		24-Nov-19
Tasman Revival	BMMP Taupo	4-Jan-20	5-Jan-20
Tasman Revival	Hampton Downs	25-Jan-20	26-Jan-20
2KCUP Races	Pukekohe	16-Feb-20	
Tasman Revival	Pukekohe	22-Feb-20	23-Feb-20
Paul Fahey Legends of Speed	Hampton Downs	21-Mar-20	22-Mar-20
Great Lake Meeting	BMMP Taupo	28-Mar-20	29-Mar-20
Jack Nazer Classic Meeting	BMMP Taupo	25-Apr-20	26-Apr-20
Season Finale	Hampton Downs	2-May-20	3-May-20

Hampton Downs	
2K Cup Challenge	
23-Nov	24-Nov
SuperLaps	
IPC	
2K Cup	
Formula Libre	
NZ6 / HQ	

Taupo	
Tasman Revival	
4-Jan	5-Jan
Superkarts	
Libre / Sportscars	
Toorace Trofeo	
SuperLaps	
Classic Trial	Hooters
Arrows/AES	
IPC	
NZ6 / HQ	

## GP SINGAPORE/RUSSIA

Supplied by our overseas correspondent Owen Evans

Three of the last four races went to Ferrari. And all pole positions. The Russian Grand Prix was also in Ferraris hands until Mercedes benefited from Sebastian Vettel's retirement. This time they needed a different tyre strategy to win that race. Hamilton and Bottas started on medium tyres to have more flexibility in the race. They could have gone both for an undercut and an overcut. And they had more margin than Ferrari on their soft tyres to cover a safety car. And that is, what happened. Ferrari had completed its pitstops under race speed. With the VSC signal Mercedes got a gift of 10 seconds. Ironically it was a Ferrari that caused the VSC. Vettel had to stop the car on the circuit. An isolation in the hybrid system had failed, which meant that the car was under high voltage. The place, where Vettel stopped gave easy access to an emergency exit, but due to the fact that the marshals first had to prepare themselves to touch the car, race director Masi had to put the VSC lights on. It was clear, that it would be a longer process to push the Ferrari back. The question is, whether Ferrari really had to stop the car then and there, knowing it would give Mercedes a free pitstop and lose Leclerc the race. The problem announced itself already half a lap before, when the MGU-K did not deliver any power anymore. And into the pit entry it was just 700 meters to go. Vettel was safe at any time. He only needed to jump with both feet from the car. The Ferrari mechanics would have known how to deal with a car in that condition. Binotto argues: „We did not know the extent of the damage at the time. There was no question for us whether we should continue. Safety had priority.“

Leclerc could have at least finished Second. But 8 laps after his first pit stop, Ferrari tried to use a real safety car to give Leclerc a set of soft tires for the final stint. With 12.7 seconds ahead of Bottas it should have been clear, that Leclerc would drop behind the other Mercedes as well. Leclerc deliberately chose the risky option. He wanted like the Mercedes soft tires and then full attack. That's the gene of the winners. If they see even a small chance of victory, they attack. Mercedes was grateful for the gift: „We would not have done it. The medium tyres from Leclerc were degrading very little. With the toplevel advantage they have on us, Leclerc could have easily defended his position against Valtteri. Even on the harder tyres.“

Ferrari has a run, but still creates troubles within the team without any reason. In Singapore they pitted Vettel before Leclerc, although Leclerc was the lead car. The reason was quite simple. That was the only chance to finish one-two. Had Leclerc pitted first and than Vettel, the final result would have been: Leclerc, Verstappen, Hamilton, Vettel. It was obvious, that Verstappen would come in that lap because his tyres were worn out. He would have undercut Vettel, had the German stayed out. Should Ferrari have changed positions later on? I would say no. To bring Vettel in in lap 19 in order to drop him in a 13 second gap

between P10 and P11 was a risky strategy, that could have gone wrong as well. You do not take that risk for the lead car. And you do not punish a driver who had to accept that risk later on in the race. Vettel had four free laps, but then face traffic with four cars ahead of him, all on medium tyres, and all in the same race. They would have fought for their positions. Ferrari had to fear, that Mercedes would go very long in free air and overcut them. Nobody could anticipate, that the undercut was worth 3.9 seconds. Ferrari expected 2.5 seconds, which would have kept Leclerc in front after he pitted a lap after Vettel. Finally it was Mercedes to admit: „We should have done with Hamilton, what Ferrari did with Vettel.“

In Sochi Ferrari wanted to plan the start, which is a thing, that won't work in the most cases anyway. The plan was, that Leclerc tows Vettel past Hamilton on the 890 meter long run to the first corner. Should Vettel overtake by this also Leclerc, they would swap positions soon after. Vettel refused to do so. He wanted to do it later. For two reasons. He knew that Ferrari could have done it with the pit stop sequence quietly and easy. And he never was in favor of that start plan, because it meant nothing else but: You have no chance to win. There was absolutely no need to have such a start strategy. The Mercedes were starting on the harder tyre and they have much less power on that first lap. Vettel had overtaken Hamilton already after 300 meters. He did not need Leclerc's tow. So let them both do a normal start, and whoever accelerates better or brakes later wins it. Ferrari got itself into a vicious circle of gifts and counter gifts. In Spa Vettel helped Leclerc to win by blocking Hamilton, which meant he had to sacrifice a third place. In Monza he did not get the tow from Leclerc, which probably had cost him pole position. In Singapore it looked, that Ferrari wanted pay back Vettel for that. Sochi then seemed to be another pay back in the favor of Leclerc. The result of all that is, that the tension grows and that the drivers will not trust each other anymore.

The weekend in Russia confirmed, that Mercedes is under pressure. In Spa, Monza and Singapore they had at least the fastest car in the race. But this time Ferrari was also faster on Sunday. Finally their plan for the season pays dividends, just a bit too late. The plan was to bring one or two cars with their power advantage of 50 hp into the first row of the grid, win the start and then control the speed in the race from the top. On most of the tracks they would not have to care, whether the rivals are faster on race day or use their tyres better, as nobody can overtake them. It only did not work out, because in the beginning of the season the Ferrari had not enough downforce to bring the 2019 Pirelli tyres into their window. So they struggled till the summer break to qualify their cars for the front row. Mercedes had the downforce and won 10 out of 12 races. The Ferrari wins on the fast tracks of Spa and Monza were kind of expected. But then an aero package with a new nose, cape wing and diffuser changed things also on slower circuits. The Ferrari still does not produce the downforce of a Mercedes or Red Bull, but it is enough to bring the tyres in the window. And this is all that counts. Because it gives you much more scope to balance the cars. Leclerc put the car even in Singapore on pole position. A bit helped by the mistake of Mercedes to set up their cars for tyre saving. It does not mean, that Ferrari has found a solution for all tracks. Singapore and

Sochi offer mainly 90 degree corners. „Our real test will be Suzuka, where we have to set up the car for all types of corner“, Sebastian Vettel said.

Mercedes is pretty nervous about Ferrari's power advantage in qualifying, at the start and all re-starts in the race. Mercedes lost in Sochi again 0.75 seconds on the straights which they could not recover any more in the corners. This can become a killer for them, the more Ferrari improves their car. It could be the matchwinner in 2020, if Ferrari continues to add more downforce to their car. Mercedes suspect all sorts of illegal tricks in the Ferrari power unit. The engineers keep sending their theories to the FIA, but get no answer. That means: Either everything is legal, or Ferrari is so clever to hide it. The drivers urged the engineers to bring more car upgrades. The last one is from Hockenheim. Mercedes will bring its last aero package of the year to Suzuka. Now both teams have to decide, which direction to go for next year. Binotto said, that Ferrari wants to continue in general with its low drag concept, finding the downforce in the right places. Toto Wolff admitted, that it is not yet decided, but he doubts, that the drag plays a big role. „Between the most draggy and the least draggy car the gap is only two tenths.“

Red Bull lost ground in the last four races. Not only because of the many engine penalties. The RB15 is still a car too difficult to set up and balance. In Singapore the cars were set up for too little downforce, because the simulation tools told the engineers to do so. The problem was, that the software was fed with much less bumps and kerbs than in reality. When Red Bull got on track, they found out, that they had to increase the front ride height. That means, that their frontwing did not work as it should. The smooth asphalt of Sochi should actually make the job easier, but the opposite was the case. Max Verstappen drove with a lot of downforce, Alexander Albon with little. Both had no chance to match the speed against Ferrari and Mercedes. After all Honda had at least prepared their home race in Suzuka perfectly. The Japanese had introduced in Sochi another set of new and slightly upgraded Spec 4 engines to make sure, that they will have no nasty surprises at Suzuka. For that race also new fuel will be introduced.

Renault has finally found consistency. In the last four Grand Prix, both drivers qualified for the Top Ten. The engineers are now understanding their upgrades from the summer much better. Renault now has the speed, but in almost every race they stumble over their own feet. Only the GP Italy was an outlier. Otherwise, Renault gave their chances away always in the first lap. Either because the drivers have bad starts or are involved in collisions.

Race	starting position	1st lap position	final result
GP Belgium	10/12 *	17/14	14/8
GP Italy	5/6	6/4	4/5
GP Singapore	20/8	15/18	14/9
GP Russia	10/6	19/9	DNF / 10

\*RIC/HUL

Team principal Cyril Abiteboul is not looking for excuses: „If you start where we start, the chance of an accident is bigger. We need to give our drivers better grid positions right behind the top teams and flawless operations during the race if we want to get the results the car is now capable of.“ In Sochi Ricciardo was a passenger in a first lap incident and had to retire later. Hülkenberg had a poor start, recovered, tried an aggressive undercut, which did not work, because the car fell from the front jack during the pitstop. That cost 4.5 seconds. With a second pitstop for soft tyres in the safetycar period, Renault tried to make ground in the last stint. But Hülkenberg only could finish 10th. An engine problem stopped him attacking Norris and taking advantage of a 5-seconds-penalty for Magnussen. McLaren scored 12 points which put the score to 101:68 in favor of Renault’s customer team.

Hülkenberg learnt in Singapore, that HaasF1 will continue one more work with Grosjean. Another chance gone. The last one is now Sauber. Vasseur would take him immediately, but he has to ask his shareholders. And Ferrari is probably keen to keep Giovinazzi in the business. Vasseur knows Hülkenberg quite well. He won the F3 and GP2 titles for him in ART. And it was Vasseur who signed the German 2017 for Renault. At HaasF1 it was a decision of Gene Haas himself. He felt loyal to Grosjean, who signed for a new team in 2016, whereas Hülkenberg preferred to stay at Force India at the time. Grosjean brings sponsorship of 4 million dollars, Hülkenberg only cost money. And the American team could only offer a one-year deal to their drivers. Hülkenberg wanted two years. The problem is that there is a 50/50 chance, that HaasF1 might quit F1 at the end of 2020.

Racing Point presented in Singapore their last major upgrade of the year. It is already stage 6. Few teams have transformed their car as much as the team from Silverstone. What was still a slow start in Singapore, showed first results in Sochi. Perez drove safely to the points. Stroll missed 10th place for a second.

HaasF1 did not have much hope to take Sauber’s 8th place in the Constructors’ Championship as their tyre problems are difficult to solve still this year. After Sochi there is again light at the end of the tunnel. Grosjean qualified for Q3, and Magnussen drove to the points. Despite an unfair penalty. After he missed the braking point in the first corner he only passed one of the two bollards in the emergency exit on the left side. „But that was only under the condition, that I miss the outside kerb of the corner completely. I was on it. Therefore the rule did not apply. And I had no advantage at all, just the opposite. I lost a position to Perez and 1.8 seconds that lap“, Magnussen said. HaasF1 went back with both cars to the Melbourne spec. That means, that the development work of six months and a 10 million dollars investment have yielded nothing. „At least we know what we did wrong,“ says team principal Steiner. The car does not have enough rear end downforce, partly due the fact that they had got a huge correlation problem in the wind tunnel.

Since the summer break Sauber struggles. Despite the biggest aero upgrade of the year which was put on the car in Singapore. Only twice in the last four races did one of the drivers make

it into the top 10 of the grid. Raikkonen and Giovinazzi make too many mistakes. Again and again they are involved in accidents.

Williams is still at the end of the grid, but slightly improved compared to the first part of the season. A new front wing should bring another step forward in the next races. However the problem with the parts supply is still not solved. After Russell crashed in Sochi because of a brake failure, Kubica was taken out of the race. The team was afraid that a similar problem might occur in the other car and another accident would reduce their stock of parts so much, that it jeopardized the next races. That is unacceptable for a Formula 1 team.

Pirelli will finally supply the teams for the last season of the 13 inch tyres not only with new compounds but also a new construction. That is designed to increase the working range from 30 to 40 degrees. There was a lot of politics to get it through. 70 percent of the teams voted in favor, which was enough. Only Mercedes, Racing Point and Williams were against. But in order to introduce that tyre, Pirelli needed an additional test. For that an unanimous agreement was needed. Williams stood up, but was turned down. Racing Point made a big fuss about it arguing, that the sporting regs have to be changed for that and that it would be unsafe to push it through with such short notice. It was clear, that Lawrence Stroll spoke on behalf of Mercedes, who kept quiet. Mercedes understands the current tyres quite well and has no interest in a change. Finally Jean Todt stood up at the meeting and told the teams who tried to block it: „You cannot criticize Pirelli all the time and then refuse them a test to build better tyres.“ The FIA let Racing Point know that they can go to court if they want. In the worst case the FIA could push it through on safety grounds anyway. But by the time the test would have taken place a long time. Mercedes, Red Bull and Ferrari will run next week two days in Barcelona. All teams will be able to use the new product during Friday in Austin.

For two years, the FIA and Liberty have been working now on the regulations for 2021. When the project was presented to the teams in June, there was a collective outcry. Too little technical freedom, too much uniformity, too slow in speed, too boring in design. CFD simulations from the teams showed that the cars would be 6 seconds slower in 2021. And after the first development steps, the big target would be missed. That should make sure that cars are less sensitive to traffic. Instead of a loss of 50 percent downforce one car length behind another car, it should only be 10 percent in the future. The FIA decided to extend the deadline until 31 October. Then the rules have to stand. But the time from June until now has been badly used. The critics only told the FIA experts what they did not like, but did not offer any proposal by themselves. Except for leaving everything as it is. Because the races since the Austrian Grand Prix had been all entertaining. McLaren boss Zak Brown warns: „That applies for the top group and the midfield. Unfortunately, there is a second between the two. It would be important to fill this gap.“ The FIA and Liberty claim that closing the field is only possible by a budget cap and restrictive technical regulations. The cost cap would actually be enough, but with \$ 175 million and many exceptions, it is far too high. Mercedes

team boss Toto Wolff replies: „One should not be fooled by the number 175 million. There is no inflation surcharge. In three years time, the 175 are worth only 160 million.“

But the masterminds do not want to wait three years. They want fairer conditions immediately. That is why they have tightened the rules to an extent that you can only achieve small advantages with a lot of money. The car is divided into about 50 legality boxes. Only in these little areas do the engineers have freedom. Christian Horner says: „This is the GP1.“ There obviously speaks the voice of Adrian Newey. His approach to solving the problem is that of an engineer: „Make the tires better. Rebuild the tracks.“ Ross Brawn wonders: „Over the past two years, we’ve been showing them every stage of the development of the 2021 car. Why are they ringing the alarm bell only now?“ Many believe that it is part of the strategy of the big teams. So that nothing changes in the end. And that could finally lead to a situation, where the owners of HaasF1 and Sauber give up. Because it leaves them without a chance ever to get a podium even.

In this heated mood, the three top teams sent a questionnaire to the other teams during the weekend in Russia. The aim of the action is to find out who stands where in which question. With the aerodynamic rules, the standard parts, the prescribed components, the format changes. Originally the field was divided by 5: 5. Renault, McLaren, Williams, Toro Rosso and Sauber were in favor of the new rules. Mercedes, Ferrari and Red Bull refuse. Red Bull owner Lawrence Stroll blindly follows everything Toto Wolff tells him. Even if it goes against the interests of his own racing team. HaasF1 has to do what Ferrari wants. The Americans get 70 percent of their car from Maranello. Toro Rosso in the end has to do what Red Bull wants. Sauber was sitting on the fence. Originally they greeted the restrictions. But Frédéric Vasseur is getting more and more angry, that many of the plans had been already diluted. Such as standard brakes, gearboxes or the ban of tyre warmers: „If the originally planned regulations continue to be softened, this never succeeds. I could have saved ten million and put that money into aerodynamics. That’s the only way to catch up with the big teams.“

Finally the topteams have worked on a counter proposal, which they want to present to the FIA in the next October meeting, which will be the last one before the rules have to stand. „We can be more open in the area nose, wings, side podes, tunnels under the car and diffuser and still meet the FIA’s targets,“ insists Christian Horner. Ross Brawn replies, „Any idea, which makes sense, we’re always ready to discuss them.“ The only problem now is time. After the rules are released, the teams have to sign the new F1 contract. Which is another chance for them to blackmail the rule-makers. The former Formula 1 boss Bernie Ecclestone gives his successors an advise how to solve the problem, should a few teams refuse to sign: „Pull Ferrari and maybe even Red Bull on your side. Then the others sign automatically.“

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Chris Watson [chris@hrcevents.co.nz](mailto:chris@hrcevents.co.nz) 0274827542

Auckland Car Club Brett Davy [president@aucklandcarclub.org.nz](mailto:president@aucklandcarclub.org.nz)

Craig Holmes [secretary@aucklandcarclub.org.nz](mailto:secretary@aucklandcarclub.org.nz)

### 2019

Saturday Sunday 16/17 <sup>th</sup> November	Manfeild	MG Classic	Wellington MG Club
Saturday 23 <sup>rd</sup> November	Taupo	ACC	
Sunday 24 <sup>th</sup> November	Hampton	HRC Non Classic	2K Cup Challenge
Sat / Sun 30 Nov / 1 Dec	Pukekohe	Premier Meeting	Speedworks
Saturday December 8 <sup>th</sup>	Hampton	TACCOC	
Sunday 22 <sup>nd</sup> December	Breakfast Run	TR Register HRC TACCOC	

## Auckland Area Motorsport Contacts

There are many Motorsport Events available to competitors. Hillclimbs, Rally Cross, Rallies, Sprints something for everyone.

Please see the list below for Organising Club Contacts.

### Club Contact

Auckland Car Club	Craig Holmes	021 889488	<a href="mailto:secretary@aucklandcarclub.org.nz">secretary@aucklandcarclub.org.nz</a>
Speedworks	Geoff Short	021825911	<a href="mailto:Geoff@speedworks.nz">Geoff@speedworks.nz</a>
HRC	Chris Watson	0274827542	<a href="mailto:chris@hrcevents.co.nz">chris@hrcevents.co.nz</a>
Northland Car Club		<a href="http://www.ncc.org.nz">www.ncc.org.nz</a>	<a href="mailto:northlandcarclub@yahoo.com">northlandcarclub@yahoo.com</a>
South Auckland Car Club	Andy Black		<a href="mailto:southaucklandcarclub@outlook.com">southaucklandcarclub@outlook.com</a>
MG Car Club	Paul Walbran		<a href="mailto:Paul@mgparts.co.nz">Paul@mgparts.co.nz</a>
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