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April 2018 Issue



BMW 1 Hour Enduro Race at Hampton Downs on 5th May 2018

Next weekend the 5th and 6th of May is the Season Finale of our Sprint Meetings for this season. This meeting will feature 2 capacity grids of 2K Cup cars, BMW One Hour Enduro, Super Laps, Formula Libre, Mini Racing series, Super Six HQ, Honda Enduro, Improved Production Cars, Super Karts and Hooters Vintage Series. This meeting has plenty of variety and plenty of entries.

Enter on line www.motorsportentry.com

As part of this meeting – on Saturday at lunch time, HRC will be running rides in some pretty exotic cars with the proceeds going to Leukaemia research. This is being done via TradeMe auctions which have gone live and below are the links. Get your friends to bid on Trade Me. Mother in Laws will love a run with Steve Millen in the March !

The Vehicles:

- March 2 – Glen Hodges’ amazing creation – driven by Steve Millen
 - <https://www.trademe.co.nz/Browse/Listing.aspx?id=1610748537>
- 2013 Porsche GT3 Cup (ALMS) – Driven by Tim James
 - <https://www.trademe.co.nz/Browse/Listing.aspx?id=1610764531>
- Bowler Tomcat – Driven by Glen Raymond
 - <https://www.trademe.co.nz/Browse/Listing.aspx?id=1610764520>
- Lexus Safety Car Ride for the whole family – Driven by Elton Goonan
 - <https://www.trademe.co.nz/Browse/Listing.aspx?id=1610771092>
- Mortimer Motorsport BMW M3 GT4 – Driven by Warwick Mortimer
 - <https://www.trademe.co.nz/Browse/Listing.aspx?id=1610771084>

Proudly supporting



our mission is to care, our vision is to cure



Friday MAY 4th 2018
Documentation 1200 - 1600
Hampton Downs Motorsport Park

Saturday MAY 5th 2018
Documentation and Scrutineering

Drivers Briefing	0800	
Circuit Clearance		8.15
P1: Super Karts	10 mins	
Q1: BMW Enduro Driver 1	10 mins	
Q2: Motul Honda Cup	20 mins	
P2: 2K Cup Saturday Drivers	15 mins	
Q3: Mini Racing Drivers / NZ6	15 mins	
Q4: BMW Enduro Driver 2 / IPC	10 mins	
P3: Super Karts	10 mins	
Q5: Sports Cars/Formula Libre	10 min	
P4: Prowear Superlap (Group 1,2,3,4)	4x8 mins	
Race 1: BMW Enduro	1 hour	
LUNCH	HOT LAPS for Charity	
Race 2: 2K Cup Enduro	1 hour	
P5: Prowear Superlap (Group 1,2,3,4)	4x8 mins	
P6: Super Karts	15 mins	
Race 3: Sports Cars/Formula Libre	8 Laps - rolling start	
Race 4: Motul Honda Cup	8 Laps - rolling start	
Race 5: Mini Racing Drivers / NZ6	8 laps scratch	
P7: Super Karts	15 mins	
Race 6: Improved Production Cars	30 mins	
SUNSET 17.33		

Sunday MAY 6th 2018

Documentation and Scrutineering	0700-0900	
Sunday Only Drivers Briefing		0800
VCC Documentation and Scrutineering	0800-0900	
VCC Drivers Briefing	08.15	
Circuit Clearance		8.15
Q 6: Super Karts Qualifying & RTR	15 mins	
Q 7: VCC Hooters Vintage Race Series	15 mins	
Q 8: 2K Cup Sunday Competitors Qualifying	20 mins	
Race 7: Motul Honda Cup Reverse top 10	8 Laps	
P 8: Prowear Superlap (Group 1,2,3,4)	4x8 mins	
Race 8: Super Karts Race 1	7 Laps	
Race 9: Sports Cars/Formula Libre	8 Laps - rolling start	
Race 10: Mini Racing Drivers Split grid by Class / NZ6	8 Laps	
Race 11: VCC Hooters Vintage Race Series	6 Laps	
Race 12: Super Karts Race 2	7 laps	
P 9: Prowear Superlap (Group 1,2,3,4)	4x8 mins	
LUNCH	Circuit Cruise for Charity	
Race 13: 2K Cup Sunday Race	1 hour	
Race 14: VCC Hooters Vintage Race Series	6 Laps	
P10: Prowear Superlap (Group 1,2,3,4)	4x8 mins	
Race 15: Super Karts Race 3	7 laps	
Race 16: Sports Cars/Formula Libre	8 Laps - rolling start	
Race 17: Motul Honda Cup 10 lap handicap no rollup	10 laps	
Race 18: Mini Racing Drivers Full Handicap / NZ6	8 Laps	
Race 19: VCC Hooters Vintage Race Series	6 Laps	
Race 20: Super Karts Race 4	7 laps	
Race 21: Improved Production Cars	30 mins	
Race 22: Prowear Superlap shootout	Competition	
SUNSET 17.31		



Pink Ribbon Circuit Cruise - Race 4-D Cup

6 May 2018 at Hampton Downs Motorsport Park

Lunchtime during the HRC Events Season Finale Race Meeting

Your chance to take your car, and your passengers for a cruise around the Hampton Downs National Race Track to raise funds for a great cause

Overalls & Helmets are not required for this event, all ages welcome

Cost: Donation to BCFNZ \$20 per car-load
via Race 4-D Cup Pink Ribbon Breakfast Host Page or cash

Arrive by 11:30 and see one of our Pink Team to make your donation and receive your wristband and reporting details

Pre-Payment/Additional Donations/Can't Make it?

We will have our Pink Buckets at the event for cash donations, alternatively donations can be made directly online via Race 4-D Cup's Host Page <https://pinkribbonbreakfast.co.nz/page/race4dcupshostpage>

Give your receipt number to our Team so they can give you wristbands and reporting details

Be part of our Team fundraising to help make Breast Cancer extinct!

Follow us on Facebook <https://www.facebook.com/Race4DCup/>

HRC ran the NZ Endurance Championship at Pukekohe on the 24th 25th March and along with the one hour and three hour finals HRC added SsangYong Ute enduro , 2K Cup and IPC. Thanks to Rick Cooper and Mark Petch for sharing their Pukekohe date with HRC and NIERDC. Congratulations to the winners of the NZ Endurance Championship - One Hour Shane Hodgson overall and GTB, Matt Griffin Class one, Darryl Clark Class two, Stuart Black Class three. For the three hour - Simon Evans / Callum Quin overall winner and GTB, other winners, John DeVeth / Glenn Smith GTA , Class one Deon Cooper / Alexandra Whitley, Class Two Barry Moore / Tim Mackersy, Class Three Mike Eady / Gavin Dawson.



Endurance Dates for this season are :

- 19th May Hampton Downs
- 16th June Pukekohe
- July 21st Manfeild

Entries open now, Don't miss out - Enter on line www.motorsportentry.com



At the recent Great Lakes meeting at Taupo, the Historic Sports Sedans competed for the Barrie Algie Memorial Trophy. This year's lucky winner was Bruce Goodwin who drives a Ford Zephyr Mk 3. The trophy was presented by Robyn Burr. Also in the picture is commentator extraordinaire John Tomlin who was MC for the presentation.

IPC News



Just a reminder to make sure you get your entry in for the next meeting at Hampton Downs 5th 6th May. This will be the final of this season's series.

Entry is online at www.motorsportentry.com

At present we have 17 entries for IPC. Plenty of room for more entries. Trophies for the season will be presented at the conclusion of the second race on Sunday

Work is under way to producing a simplified version of the rules taking into account various suggestions that have been made by competitors

For the latest copy of the draft regulations please see <http://www.hrcevents.co.nz/content/62pd32.pdf>

Points to date

Points after Pukekohe Round	Overall	Pukekohe	Taupo	Sub Total
Josh Penny	10K	95	95	190
Alan Greig	10K	80	95	175
James Whitlock	10K	55	68	123
Graham Bell	10K	95		95
Sam Byrne	10K		75	75
Shane Geddes	10K	70		70
Steve Symon	10K		68	68
Taylor Hirst	10K	67		67
Chris Watson	10K	66		66

Dylan Smith	20K	61		61
David Heron	Open		40	40
Graham Wallace	10K	31		31

20K Challenge

Dylan Smith		61		61
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Open IPC Cup

David Heron				40
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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.

If you are interested, please email Tim at the office tim@hrcevents.co.nz and we will put a grid together.





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 I 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.

Video How to get into 2K Cup

Created by [Anatolii Vorobiov](#)

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

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.

PO Box 28 140, Remuera, Auckland, 1541

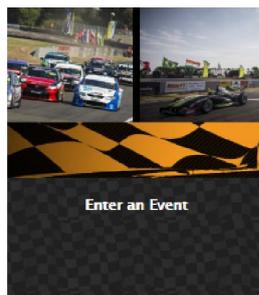
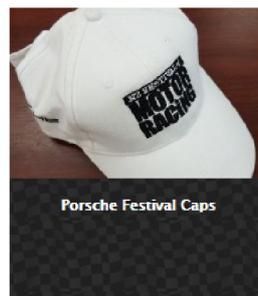


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<https://extremeglobal.co.nz/book-online>



HRC Internet Shop



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.

Article from Owen Evens

GP BAHRAIN/GP CHINA

This Championship has become a true three way battle between Mercedes, Ferrari and Red Bull. That spices up the races, as the teams pay for their mistakes. "We were used to concentrate on Ferrari, and Ferrari did the same with us. Now with Red Bull in the game there are much more options and variables on the table than before. So much more opportunities to get it wrong", says Toto Wolff.

Mercedes got it wrong three times. In Melbourne they protected Hamilton not well enough against the VSC, which helped Vettel to win the race. At Bahrain Mercedes changed Bottas from two to one stops and confused Ferrari with it. Vettel was on the wrong tyre (Soft) for a one-stop-race, but was finally forced to adopt it in order not to give up track position. Mercedes however could not know, what Ferrari were doing. They had to cover two options. Catch up Vettel quickly meant to damage the tyres. Had Vettel gone for a second stop on supersoft tyres, Bottas and Hamilton would have had nothing to defend. As it turned out Vettel stayed out, but Bottas was given too late the call to speed up. He closed on Vettel only two laps before the end. That meant only one attempt to overtake. It failed. Bottas got criticized for not being aggressive enough. "I would have tried it. There was no risk to lose the position, as Lewis was too far behind", Ricciardo said. Also the Chinese Grand Prix was decided by the strategy. Mercedes, Ferrari and Red Bull planned with a one-stop-race. The safety car in lap 31 opened the opportunity to do something different. Not for Vettel and Bottas, who had passed the pit lane entrance already. Red Bull took the chance, although they had only 5 seconds time to decide. Verstappen was already in the hairpin, when the SC-signal was given. Both Red Bull drivers got fresh soft tyres. Mercedes and Ferrari would have had the chance to react with Hamilton and Räikkönen, but they refused to do so. At least Räikkönen could have done it, as he had nothing to lose being 6th in the pack. For Hamilton it was a 50/50 decision. "We would have lost track position against Ricciardo, if he had not stopped and against Räikkönen. We only had a used set of Soft tyres available. In the first part of the race there was almost no overtaking, so we feared, that we would not regain lost ground given the speed of our car that day. We would not have been able to drive the lap times of the Red Bull on the Soft tyres", Andrew Shovlin explained. But also Ferrari did their strategic mistakes. Vettel lost the lead in China with an undercut from Bottas. It was foreseeable. When Ocon changed to new tyres, he did immediately best sector times. Verstappen and Ricciardo were flying on a new set of mediums. Still Ferrari kept Vettel outr. They thought, Vettel would be safe with a gap of 3.4 seconds, but he was not. Bottas had a stunning out-lap and Mercedes executed the pit stop in 1.83 seconds to the green light. That was a full second faster than Ferrari with Vettel a lap later.

The pit stops are becoming more and more a problem, as in the tight battle at the front and in the midfield, every second counts. We had already 7 cases of loose wheels this year. And it has nothing to do with the two mandatory wheel retention systems. Charlie Whiting thinks it is more due to the pressure to exercise ever faster pit stops. "None of the four corners wants to take the blame for being the slowest." Ferrari had to send a report on what happened, when their mechanic Francesco Cigarini broke his left leg during Räikkönen's second pitstop in Bahrain. According to that the gun man at the left rear corner could not undo the wheel nut in the first attempt. He took of the gun, went on again, but automatically switched the spin to the other direction. So he tightened the nut up again. The torque and positions sensors gave green light to the rear jack, which then bottomed the car. That meant for the supervisor at the front of the car to release the car. Both the man at the rear jack and the man at the front could have interrupted the procedure manually, but in the heat of

the moment they did not realize, that the old wheel was still on. The poor mechanic stood in a very dangerous position in front of the wheel. From there it was easier for him to provide the new tyre, but it requires from him to jump out of the way, once he has done his job. As he realized that something was wrong, he kept his position and was automatically ran over. In China Ferrari gave up positioning their people in such exposed positions. The FIA now wants to review the sensor systems and ask the team to have a second person to have an eye on the operation in order to stop it, if something goes wrong. Ferrari did it already in China with the result, that the two pitstops were slower than usual. "But that is easy to say. In a procedure which lasts only 2.5 seconds it is difficult to spot a problem in one of the four corners", Guenther Steiner said.

Mercedes experiences the repeat of an old problem. The tyre window is too narrow. "We swing between tyres too cold or too hot", Wolf explains. Shovlin confirms: "We had different tarmac conditions in China. Cold on Saturday, 20 degrees warmer on Sunday. We were not fast under both conditions." Mercedes was so paranoid, that the tyres would overheat under hotter temperatures on raceday, that they set up the car for tyre saving. So they lost half a second in qualifying against Ferrari. "We never had a problem in cold weather", Hamilton was surprised. Despite all precautions the Mercedes still ran the tyres too hot on Sunday. Bahrain was a similar story. In a hot lap in qualifying, the rear tyres overheated before the end of the lap. In race conditions the problem disappeared. "The pace was slower. On the long runs the temperatures stabilized", the engineers said. It is believed, that the Mercedes generates too much downforce in the back. That drives the bulk temperature. As the front end does not follow, the cars are difficult to balance. Mercedes had already before highlighted the problem of overheating on aggressive tarmacs to Pirelli, hoping they would react. They actually did by decreasing the tread thickness by 0.3 millimeters for the races in Barcelona, Silverstone and Paul Ricard. All have a new surface this year. The other teams protested, but Pirelli pushed it through on safety grounds with the support of the FIA. James Vowles doubts, that it is only a question of tyres: "There must be more in it. Maybe we should have a closer look in the car."

China has always been a good track for Mercedes. It should worry them that this time it was not. According to Mercedes they lost in qualifying 0.5 seconds to Ferrari and in the race 0.25 seconds. They were a tenth faster than Red Bull in qualifying, but lost out at least 4 tenths against the in race conditions. "They did a stunning first stint on used ultrasofts. They were already faster than us and Ferrari on the medium tyres, and Ricciardo did with 1.35,7 min a lap time in the end on soft tyres, neither we nor Ferrari would have been able to do", James Vowles said.

Mercedes has also lost the dominance in engine power. Ferrari has now clearly the strongest engine. They dominated all speed traps in Bahrain and Shanghai. Before Bahrain Mercedes switched to an oil spec from 2016 in order to make sure to stay within the new oil consumption limit of 0.6 l/100 km. Ferrari still is up to 0.58 l, whereas Mercedes went down to 0.1 l to 0.2 l like Renault and Honda. They want to be on the safe side, as the FIA is intensifying the controls. „We cannot afford to be illegal“, Wolff said. Mercedes suspects, that Ferrari still has found a trick to use oil in the combustion in order to gain more power. It is relatively easy to get the oil in by a weak seal in the compressor of the turbocharger, but how to manage the consumption target then? The suspicion is to leak fuel into the oil tanks to stay legal. Ferrari still has a higher fuel consumption than Mercedes, which is a bit strange, because in that efficiency formula you get only more power with a more efficient fuel consumption.

Ferrari has sorted out their biggest problem, which hampered them during winter testing and in Melbourne. The front end has got more grip now. "In the beginning the car was understeering terribly. I hardly brought it into the corners. We have sorted that out mainly with the setup", Vettel tells.

Ferrari keeps their attitude to go everywhere they can to the limits. They adopted the trick from McLaren and Renault to blow the rear wing with the exhaust gases in order to get a few points more downforce under braking and acceleration. It looks impossible, as the rear wing seems to be too far away from the exhaust, which may not be higher than 55 centimeters above the reference plane. Renault mounts their tailpipe at the maximum height and angles it with 5 degrees. Ferrari however puts kind of a wing on the rear crash structure behind the tailpipe in order to direct the plume to the wing. You can hear that the engine mode changes when they are entering and exiting corners. In order to blow, they have to bypass the MGU-H via the wastegate valve. Vettel has a lever behind the steering wheel, with which he apparently can switch from one engine mode to the other.

Red Bull felt confirmed, when Ricciardo won their first race this year. "We always said, that our race pace is up to Mercedes and Ferrari, if we get our races done", Christian Horner said. In fact Red Bull proved, that they have a faster car in race conditions. Mainly because it saves its tyres better. "The older the tyres, the bigger our advantage in braking and traction over the others", Helmut Marko believes. Red Bulls problem is qualifying. They put it all on the engine, which has no extra power mode, but there is more in it. A car that saves the tyres, has problems to switch them on in colder temperatures. That is, what caught Verstappen and Ricciardo out also in China. In the race they have to hope, that the others screw the tyres or the strategy. On soft tyres the Red Bull had the necessary delta of one second to overtake Mercedes and Ferrari. Otherwise they would have struggled to come forward. Their top speeds are 10 kph down. Ricciardo drove a brilliant race. In lap 36 he was still 6th. Nine laps later he was in the lead. He did it with four well executed and aggressive overtakings. Verstappen managed to throw a 1-2 victory away by being impatient again. Hamilton sent him in turn 7 into the runoff area, which allowed Ricciardo to pass. Finally Verstappen ended up in the back of Vettel's Ferrari by misjudging the braking distance. The 10 second penalty dropped Verstappen behind Hamilton and almost behind Hülkenberg as well. Only 0.616 seconds were missing. Vettel drove a Ferrari with a damaged floor and overheated tyres to the finish. He could not even defend against Hülkenberg and Alonso. Vettel took it surprisingly quiet, when Verstappen spun him around. In the car and afterwards. It seems, that over the winter he learnt how to keep his aggressions under control. Obviously it helped, that Verstappen apologized, but it seems that Seb is determined not to do the old mistakes again.

Red Bull will face soon engine penalties. Ricciardo is already in his second battery of two allowed. After a turbocharger failure in free practise he got already his second power unit kit with engine, TC, MGU-K and MGU-H. The mechanics changed it in record time. Two hours instead of three. 3.02 minutes were missing in Q1, when Ricciardo left the garage. Also the factory team faced an alarm. In both Renault cars the MGU-H had to be changed, as the engineers found a faulty batch of bearings. Renault now wants to test these MGU-H on the dyno, before possibly bringing them back for Friday practise sessions. Abiteboul was swearing that the engine and TC troubles had nothing to do with a new, more aggressive mapping, that gave them 0.1 seconds in lap time. Due to the troubles Red Bull is pushing Renault to switch already now to four or five engines to accelerated development. Just like Honda will do. They plan with five engines per car.

Mercedes and Hamilton started negotiations on their contract again. Hamilton had put it on ice, because he wanted to know, where F1 is going to in the future. "That will have an influence on my contract". It is believed, that he will only extend by two years to be free to decide what to do in 2021 and beyond. Ricciardo will do the same. According to Red Bull Hamilton is asking 10 million more now from Mercedes. Niki Lauda kind of confirms that: "The price varies. After a bad weekend he wants more, after a good one he is happy. Money should not be a problem." Bottas has strengthened his position after two strong weekends, in which he was beating Hamilton both in qualifying and in the race. But Ricciardo is definitely an option, like for Ferrari. It also seems, that now everybody tries to get hold of Lando Norris. McLaren has to renegotiate his contract, if they have no seat for him in 2019. Mercedes had a long discussion with the father of Lando Norris at Bahrain. It seems, that now also Red Bull is interested. They could offer him a car for next year. For him either Gasly or Hartley had to leave Toro Rosso.

Same story at McLaren each weekend. Saturday poor, Sunday strong. Like Red Bull they struggle to get the tyres into the operating window on one lap. Like them they come alive on race day. Alonso started on P13 and finished in P7 in China. He has got already 22 points on his accounts, more than during the whole 2017 season. But that is not enough for Alonso. McLaren promised him half a new car from Barcelona onwards. With a new nose, frontwing, barge boards and floor. The nose, which just passed its crash test, is apparently something completely new.

Toro Rosso finished with Gasly 4th in Bahrain and were nowhere in China. The team cannot explain the one or the other. "Bahrain suits us more than Shanghai, but that is not the whole story. We just never found a balance in China, went from understeer to oversteer", James Key explained. Honda had sorted out their MGU-H troubles and wants to introduce a first power stage in Montreal.

Force India is improving only slowly. They introduced a new diffuser in Bahrain, but it did not cure the instability in the back completely. Therefore they kept the new frontwing on hold. „It would be too strong for our poor rear“, Andy Green said. The engineers believe that they have found the problem. The new undercut of the sidepods disturbs the airflow to the back. The team has to wait till Barcelona to have a solution for it. "In our tight financial situation it is even harder to react."

Also Williams knows now, what is holding them back. Paddy Lowe tried to copy the cooling system of Mercedes and got it wrong. It is a quite complicated combination of radiators and heat exchangers that makes it difficult to balance the temperatures. As a consequence it is too hot underneath the car, so that they have to open the bodywork massively. That spoils the aero. There is no quick fix to it. It has to come in several steps according to Lowe. But if it is solved, they would gain 8 tenths on the spot.

Sauber scored in Bahrain its first points. That could hurt Williams, as they are still far away from it. For Ericsson it was the first points score since Monza 2015. He deserved it after a faultless and disciplined drive along a one-stop-strategy. Instead of fighting Hülkenberg and Vandoorne he let

them go, because he knew, that his real rivals were Ocon and Sainz 5 seconds further down. „I did not want to lose time in battles, I was never going to win anyway“, he said.

Renault was for the first time the number 4 team in China. In qualifying they were before already, but then in the races they went backwards due to high tyre degradation. „We have not enough downforce in the back. In qualifying we can overcome that with the extra grip of fresh tyres“, Hülkenberg explains. In Baku and Barcelona Renault will bring big upgrades to cure the problem. In China Renault solved it with the strategy. They went straight away for a two-stop-strategy to shorten the stints. The safety car gave Hülkenberg and Sainz the second pit stop for free,

In Bahrain finally Liberty presented their blue print for 2021 to the teams. Financially it will be a budget cap of 150 million dollars. The money is distributed in 10 equal shares. Only Ferrari gets 40 million extra for their historic achievements. Each engine manufacturer is donated with 10 million extra. The budget cap makes sure, that the bigger teams cannot use that extra money for performance. Eight teams are happy with it, including Red Bull and Renault. Mercedes and Ferrari want to talk to Liberty separately about the terms. Mercedes could live with 150 million, if there is a glide-path over several years. Ferrari so far went quiet. It is difficult to argue for them, because they could make a profit center out of F1. How should Marchionne tell his shareholders, that he prefers to spend 100 million rather than making a profit?

At the latest strategy group meeting the FIA and F1 Management confirmed, that from 2021 the 1.6 liter V6-turbo engines will run without the MGU-H. There will be further meetings to finalize the details until the end of May. For the next year the fuel limit will be raised from 105 to 110 liters. Why not lift it at all to avoid any confusion? With a fuel flow limit of 100 kg/hour there is a guarantee that the consumption will not go through the roof. On top the drivers' weight will be separated from the car. It will be 80 kg including the seat. Lighter drivers have to add ballast. The rear wing endplates will have no more slots in the top part in order to improve the visibility of sponsor names. For the same reasons the barge boards between front wheels and side pods have to be 15 centimeters lower. They can start instead 10 centimeters closer to the wheel. Still in discussion are new rules for the wings in order to help overtaking. The teams are not happy with it, as they are afraid it will be another quick fix without any effect. To do a proper job you need to work on the whole concept rather than some details. That is already done by the technical team of Ross Brawn in the windtunnel and CFD. In 2021 completely new rules for the cars will be introduced anyway. So why to spend a lot of money with no guarantee, that it works?