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SEPTEMBER 2018 Issue

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Great season of Motor Racing for 2018/19. The calendar has been finalised and the classes have decided on which meetings they wish to attend. HRC is attempting to keep the same number of days racing as last year so the Volunteers get the a few weekends off. We certainly don't want to increase the number of days. This has caused problems with a few meetings with too many classes and HRC will probably have to arrange Friday afternoon practices for some of these meetings. Great problem to have as it does mean motor racing is expanding. Our HRC Club Membership is also growing with some days bringing 2 to 3 new members.

2KCup continues to flourish and will go to 3 Grids this season. While Tim was in the UK he had a meeting with Jonathan Palmer - owner of a number of famous race track in the UK and Jonathan was particularly interested in 2KCup and has been sent a copy of the 2KCup regs

Internationally New Zealand motorsport is certainly on a high. Scott Dixon winning his 5th Indycar Championship, Hayden Paddon coming 3rd in WRC Turkey, Shane Van Gisbergen leading the Australian Super car series ...

BMW RACE DRIVER SERIES



Winner of the 2018/19 BMW Scholarship Drive was Peter Bennett.

Here is his report from the first round of the season.

September 23 at 7:24 PM ·

I couldn't have wished for a better finish to my first weekend in the E30 scholarship car.

After officially being handed the keys to the scholarship car on Friday. I took away my first win in the BMW E30 in the first race of the year, representing BMW and its many passionate sponsors. After early dramas when the transponder didn't register in qualifying. The officials were able to hand time me and I was awarded P4, for the first race.

I raced wheel to wheel with Ant Belsham for most of the race we travelled a whole lap virtually side by side without a touch! It was fantastic sportsmanship and I'm proud to be representing the series.

Starting off pole for race 2 on Sunday I was eager to race as well as I had the day before. I finished 2nd, however was still able to set the fastest lap of the race which would help place me from pole again for the final race.

With a much better start and intense battle for the first few laps, I soon found myself in the lead before a mid-race safety car brought the field back together. I held off some challenges and won the third race for the weekend and overall round.

A huge thanks must go to the BMW race driver series committee for putting their faith in me to represent them as the scholarship driver, P & S Automotive for preparing the car and all of the other sponsors, supporters and volunteers that make the race weekends possible.

Meetings this Season

TACCOCC 2KCup Challenge / Superkart Nationals 24/25th November

2KCup 3 grids at this meeting including the new Super Licence Group, Superkarts, Superlaps, Improved Production Cars , ETL Hire Tranzam, DEUTSCHE CUP, NZ Six HQ Super Six saloons

Breakfast Run 23rd Dec - TR Register ,TACCOC, HRC

Convoy leaves Countdown Barry's Point road at 7.30am and passes through Albany Village at 8am Destination is the Salty Dog Café, 242 Mahurangi East Rd, Snells Beach.

Always a popular event, lots of interesting cars, has been running for over 30 years

Tasman Revival Taupo 5/6th January 2019

Flemings Trofeo Series, Superlaps, PPG Classic Trial, Hooters Vintage, SuperKarts, AES/Arrows, HQ Super Six saloons



Formula Libre

Motorcup Meeting 26/27/28th January

ETL Hire Tranzam Challenge, F5000, Formula Libre, Formula First, Toyota TRS, GTNZ 1and 2, GTNZ 3 and 4, Mazda Pro 7, Historic Formula Ford, Classic Touring Cars

This meeting is jointly promoted by Speedworks and HRC as is the following weekend at Taupo. Both meetings are part of the MSNZ Premier Championship series. This meeting will be a celebration of single seater racing both old and new and will be Celebrating the 50th Anniversary of F5000, Formula First (vee) and Formula Ford in New Zealand . Add in the mighty Tanzam cars, Formula Libre and GTNZ cars this is must attend meeting. Will be the high light of the season. Heavily discounted early bird tickets will be available on <https://www.iticket.co.nz/go-to/hrc-events> soon



Glen Richards F5000



Toyota TRS

Premier Meeting Taupo 2/3rd February

BMW E30, BMW 2 Litre, BMW Open, 2KCUP super licence holders only, Honda Cup, Ssangyong utes, TRS, Kiwi Sport, Mini/Pre 65

International Formula Ford Meeting Pukekohe 29th January

Fleming Trofeo, Improved Production Series, AES, Arrows, Historic Formula Ford, Classic Trial

This meeting has been created to provide the Historic Formula Fords coming out for the January Meetings from the UK a chance to run on the historic Pukekohe track where a lot of their heroes raced like Graham Hill, Jim Clark, Bruce McLaren etc. The track used will be the old configuration with the long back straight and without the new complex.

Tasman Revival Pukekohe 24 /25 February

ETL Hire Tranzam, Flemings Trofeo, BMW E30, BMW 2 Litre, BMW Open, Historic Muscle Cars/Historic Saloon Cars, Pre 65, PPG Classic Trial, Hooters Vintage series, AES, Arrows, Formula Libre /Historic Formula Ford

Legends of Speed 17/18th March Hampton Downs

Flemings Trofeo, BMW E30, BMW 2 Litre, BMW Open, Historic Muscle Cars/Historic Saloon Cars, F5000, Pre 65, PPG Classic Trial, Hooters Vintage, AES, Arrows, Historic Sports Sedans

Great Lakes Taupo 30th March

Historic Muscle Cars/Historic Saloon Cars, Pre 65, 2KCup, Improved Production Cars, Formula Libre

Pukekohe Superlap 13th April (old configuration)

Flemings Trofeo, Super Lap, AES, Arrows, Classic Trial

Season Finale 5/6th May Hampton

Super Laps, Classic Trial, 2KCup, Improved Production Cars, Small Fords

Discounted Spectator Tickets

All events remaining in 2018 are now live on iTicket. You can get 50% off gate prices by buying online in advance !

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

Tickets for the Tasman revival series and the Motorcup and the Taupo Premier meeting will be up in the next couple of weeks

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 on 0274827542 chris@hrcevents.co.nz

The HRC Team

Chris Watson 0274 827542 chris@hrcevents.co.nz

Tim Hill 021 614600 tim@hrcevents.co.nz

Tony Roberts 021 1332895 racert@hotmail.co.nz

HRC Office 44 Stoddard Rd Mt Roskill (rear of building) 09 629 4438 PO Box 28140 Remuera

Competition Licences 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

SuperKart Nationals – Hampton Downs Nov 24/25



Superkart racing offers the opportunity for drivers to experience the thrill of long, wide tracks such as Taupo, Manfield and Hampton Downs, on a conservative budget. Expect to see lap times from the International class Superkarts in the low 1.02 to high 1.05's around the Hampton Downs circuit – faster than most Formula Libre cars!

Do you have a kart? Are you interested in trying 'Superkart' Racing? SKDC is offering a full race weekend for just **\$180** to anyone that has not tried Superkarting before. See www.superkarts.nz for more details. Our pit areas are all open, and our members welcome visitors, to view and talk all things karting.

Both gearbox and non gearbox superkarts run on the track - the 2 groups are 5 classes:

- **International class** - 250cc gearbox
- **KZ2** 125cc 6 speed gearbox
- **DD2**- 2 speed 125cc Kart
- **Rotax light**- 125cc Direct Drive
- **Rotax Heavy**- 125cc Direct Drive

2018 Superkart Race Series is supported by:

Westspeed Motorsport: "Parts, Accessories, Engines and Spares for all your Superkarting needs".
Hansen Products NZ

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ESCORT RACE NEWS

At our Icebreaker Meeting HRC wanted to celebrate the 50th Anniversary of the iconic Ford Escort – a car that has excelled in so many areas of Motorsport. In late April we floated the idea in our Newsletter of an ESCORT ONLY race and put a post on our Facebook page - the response was incredible. Within a few short days we had enough interest to justify an Escort Only race and so we decided to go for it. We were then approached by Stuart Turner who is the ITG Air Filters agent for NZ who offered us air filters as prizes. Shortly after that, GER Engine Specialists contacted us wanting to sponsor the races.



With support from the RS Owners and Escort Owners Clubs of New Zealand, we are also able to organise a show n Shine for the Sunday. Over 30 cars came to the show n shine and the Escort Race had 25 entries.

Looking around at the weekend and talking to those who attended, we created a very special meeting to celebrate the Ford Escort. The races were exciting to watch, the owners were all super enthusiastic about showing their cars off to the public and there was a great family atmosphere. Several cars were “re-commissioned” especially for the meeting – some not having seen action for 10 years or more. Craig Howser even restored an early 70s Transit Van as his support vehicle !



HRC feel very proud to have been able to run this event. Looking at our Facebook Page, we have been getting “Likes” from across the globe. Our video of the cars going out to practice on Saturday morning has reached 266,000 people, received 6,505 likes, 921 comments and 1,171 shares.

We are now considering an End of Season Birthday Party at our Season Finale meeting in May. Hopefully even more cars will come out to play. Watch this space for further details.



Escort



50th Anniversary Races – Hampton Downs 22/23 September 2018



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.

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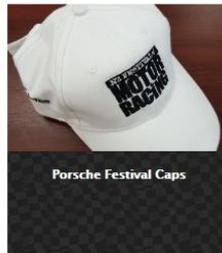
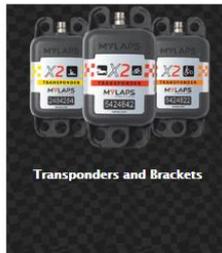
EXTREME GLOBAL

50 Stonedon Drive, East Tamaki, Auckland
PO Box 259011, Botany, Auckland 2163, New Zealand

T +64 9 256 0013 | F +64 9 256 0983 | extremeglobal.co.nz

<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>

DTM INSPIRES KIWI 'DEUTSCHE CUP' CLUB RACE INITIATIVE

Calling all owners of race-ready Audis, BMWs and Mercedes-Benz, the new Deutsche Cup category is for you.

The brainchild of local motorsport preparation specialist, Paul Weir, the Deutsche Cup has been set up to cater for drivers – and fans - with a passion for the classic German tin-top marques.

Though one - BMW – is well-catered for with its own marque series already, the others, Audi and Mercedes Benz, have, so far anyway, been left out in the cold.

“Which is silly,” says Weir, “particularly when you look at the options you have if you own a Holden, a Ford, even a Honda! But if you have a Mercedes-Benz or Audi of any description, your options have - up until now - been limited, to say the least.

“Think of the DTM (The German Touring Car Championship, or Deutsche Tourenwagen Meisterschaft) in its heyday. That’s what I’ve got in mind for the Deutsche Cup, a platform for the premier German tin-top brands to race against each other.”

Weir has been working on the concept for a number of years now and believes the time is now right for a catch-all Deutsche Cup category.

“For a start it gives all the guys with BMWs another option, and there are already a number of Mercedes-Benz and Audis currently doing things like Targa which will be eligible straight away. Hopefully once we’ve had our ‘proof of concept’ meeting in November people will see what we are getting at and jump on board.”

The Deutsche Cup category will join a number of others on the programme at the Historic Racing Club’s big 2K Cup Challenge meeting on Saturday and Sunday November 24 & 25.

Rather than being car or class-based, Weir will split the entry into speed groups based on lap times with trophies for each group and the Deutsche Cup for the overall winner.

To enter, go to HRC events at www.hrcevents.co.nz or for more information you can email Paul Weir at paul.weir@hotmail.com or txt/talk to him on 0275 850 718.

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.

International Historic Formula Fords coming for the January events



Jaap Blijleven

Alain Giradet

Gislain Genecand

James Hagan

Povl Barfod

Chris Stones

Peter Sikstrom

C. Rocker

The top three are rated some of the best in Europe.



Australian IPC Grid



Part of the Field Waikato Challenge Photo Matt Smith

Improved Production Cars – 2018/19 Race Meetings

8 th September	Waikato Challenge	Hampton Downs	HRC
25 th November	2KCup Challenge Meeting	Hampton Downs	HRC
29th January	Formula Ford International	Pukekohe	HRC
30 th March	Great Lakes	Taupo	HRC
5 th May	Season Finale	Hampton	HRC

A big thank you to all the competitors that raced at the HRC Waikato Challenge meeting. I had many phone calls in the week leading up to the meeting by drivers enthusiastic about entering the series but like me didn't have their cars quite ready but were looking forward to November.

The 30 minute races certainly give IPC drivers more track time for their entry fee. Some drivers got in 48 laps plus practice as opposed to three 8 lap Races for 24 laps. For the next round the second race will be a true handicap. Even at the two day meetings IPC will be a one day event. 2KCup on Saturday and IPC Sunday.

I have had conversations with the MSNZ Race Commission and they have been very supportive of the new class. By keeping the rules aligned with the Australian regulations it means at some time in the future there could be some trans-Tasman meetings. For the 2019/2020 season the IPC series will include Taupo and Manfeild rounds

Results and points below

Regards

Chris Watson

Class Coordinator 0274827542 chris@grandprix.org.nz

Office 44 Stoddard Rd Mt Roskill 09 629 4438

PO Box 28140 Remuera

Overall

FirstName	LastName	Make	Model	Year	CC	CC Class	Class	Race 3	Race 6	
Graham	Ball	BMW	318Tli	1996	2800	C	10K	50	50	100
Josh	Penny	Honda	Civic	1992	1800	D	10K	40	45	85
Bryce	Bindon	Honda	Integra	1993	2200	C	10K	33	40	73
Todd	Mant-Old	Ford	Mustang	1996	4600	B	20K	35	35	70
Alan	Greig	BMW	325i	1994	2500	C	10K	32	34	66
Gary	Baildon	BMW	325is	1994	2800	C	10K	30	33	63
John	Stewart	Honda	Integra Type R	1996	2400	C	10K	34	29	63
Phil	Josephs	BMW	E36	1998	2800	C	10K	29	32	61
Alex	Edwards	BMW	320	1987	1990	D	10K	28	30	58
Mark	Costello	Honda	Civic Type R	2007	1998	D	open	25	31	56
Mark	Collier	Mazda	MX5	1989	5500	B	10K	45	5	50
David	Heron	Porsche	Boxster	2000	3200	B	20K	31	5	36
Steve	Vodanovich	Mitsubishi	Lancer	2001	1990	D	30K	5	28	33
Cory	Anderson	BMW	E30 320i	1988	2000	D	10k	26	5	31
LJ	Mackie	Honda	Integra	1993	1800	D	10K	27	1	28
Nigel	Smith	BMW	E30	1885	2000	D	10K	5	1	6
Rex	Alder	Datsun	1600	1973	3400	B	10k	1	1	2
James	Bell-Booth	BMW	318is	1992	1800	D	10K	1	1	2
johan	botha	TOYOTA	Levin	1996	1600	E	10K	1	1	2

Chris	Morris	Nissan	Autech Pulsar	1996	2000	D	20K	1	1	2
Chris	Watson	Toyota	Altezza	1998	1998	D	10K	1	1	2

By CC

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For Sale



1980 Australian Grand Prix



Now

McLaren M18 Chassis #008 “Gardos”

Race with the F5000 series this year or the Formula Libre series, has run as high as 4th in Formula Libre. Engine has only done limited race miles. All prepared for this season

Contact Chris@grandprix.org.nz 0274 827542

GP BELGIUM / ITALY

Thanks To Owen Evans

Same story as before the summer break: Ferrari has the best car, but Mercedes scores the points. The result is that Mercedes and Hamilton lead both Championships. Only in Spa everything went according to plan for Ferrari. Vettel won and showed the qualities of the package. The Ferrari gained up to half a second on all straights on Mercedes. Particularly in qualifying as long as it was dry. In the race they are still able to produce some extra power when they need it. They can do it now every lap once the car is no more traction limited, Ferraris somehow produce a significant amount of extra power (for about 6 seconds). Vettel was just flying past Hamilton after Eau Rouge "as if I had not been there at all", described Hamilton. You could argue with the tow, a strong head wind which favors the car behind and the fact, that Ferrari drove a little bit less downforce. But the Ferrari also gained speed on the Mercedes when it was already side by side full in the wind. And four laps later Hamilton had no chance to do the same when he was in Vettel's tow. He came nowhere near the Ferrari in his attack.

Also in the Monza qualifying, the Ferrari were 4 tenths faster than the Mercedes on all straights combined. They also gained time on them in the Lesmo corners. Ascari and Parabolica both were evenly matched, whereas Mercedes had the upper hand in the chicanes. That was a surprise, after traction and tyre degradation had been a problem at Spa, but Mercedes showed up with a small aero upgrade and suspension settings in Monza, which were worth 0.15 seconds.

In the end Vettel lost the Monza race in the second chicane. As Räikkönen was defending his position as hard as he could, Vettel was forced on a line which gave him a poor exit out of the first chicane. Then Vettel stayed too long in Kimi's tow for the second chicane. By the time he decided to move to the outside line, Hamilton was already there. Vettel had to choose the inside, he braked late, missed the apex, hit the left side pod of the Mercedes and spun. His Ferrari was badly damaged at the right floor and side pod wings. Still he lost after the re-start only 3 seconds on Hamilton in the remaining 49 laps and managed the second fastest lap of the race. That shows, what would have been possible.

Mercedes demonstrated the perfect team play. Bottas has to drive for Hamilton now. In qualifying he gave him a tow. In the race he was used by the team to block Räikkönen long enough to let Hamilton close up. After Ferrari anticipated Hamilton's undercut by calling Räikkönen in the pits in lap 20, Hamilton had to go long. When he pitted in lap 28, he resumed the race 5.3 seconds behind Kimi. Within 4 laps the gap was closed thanks to

Bottas. The strategy had a double effect. Räikkönen was forced to go aggressively on his fresh set of soft tyres in case Hamilton would come in the lap after. That already stressed his tyres. Driving 8 laps behind Bottas aggravated the problem. A small blister on the left rear tyre turned into a big one. At the finish, half of the tread was down to minimum thickness. Hamilton only had to wait until Räikkönen had so little grip left that he could start his attack with minimum risk. Bottas still finished third. Mercedes therefore argued that the strategy chosen for Bottas was no sacrifice. Well, they forgot that the Finn only finished Third, because Verstappen got another 5 seconds penalty for pushing Bottas to the side of the track under braking for the first chicane. Had he been a bit more careful, he would have kept Bottas behind him until the end - and then the strategy to stay out long for fresher tyres at the end would not have paid off.

Ferrari did just the opposite than Mercedes. They let Räikkönen race against Vettel. It started in qualifying. At Monza it was Räikkönen's turn to go out last - so he took the benefit of the tow, which is worth 3 tenths in Monza. Vettel was upset and so he told the team. After the start, Räikkönen fought as if he still wanted to win the Championship by himself. Obviously there had been no agreement how to sort out the first lap between the Ferrari drivers. It would have been enough to give the lead to the driver with the better start. In this case Kimi. They could have swapped places later on with less risk, but Vettel's attempt to conquer the lead as soon as possible forced him twice on the wrong line. but you also have to say that he has made many mistakes this year. Baku, Paul Ricard, Hockenheim, Monza, that is a bit too much.

One can only assume why Ferrari are risking the driver's title by showing fair play. Already in Hockenheim they took far too long to tell Kimi that he should give way to Vettel, who was on a different strategy anyway. The reason for the equal treatment could be that the management feels uncomfortable with the fact that they probably will have to replace Räikkönen with Leclerc next year. Apparently the late president Marchionne did a deal with Leclerc in summer. The new management would be keen to give Räikkönen another year, but it will be legally and morally hard to overrule what has been agreed already. It will also be difficult to communicate it at a moment, when Räikkönen is driving better than ever knowing that Kimi is one of the most popular drivers in the field. Kimi on his side will do everything to drive as well as possible to make it as difficult as possible for Ferrari to announce anything. On the other hand Ferrari does not want to annoy Jean Todt, whose son Nicolas is the manager of Leclerc.

Red Bull are too far away from the top to dream of victories anymore. Even for the podium they need a great portion of luck. The last chances to mix up with Ferrari and Mercedes are Singapore and Mexico. "Even there Ferrari is the favorite. They just have improved more

than us since my win in Monte Carlo“, Ricciardo says. In Monza qualifying, Verstappen lost 1,496 seconds to the pole position. In the race he was only 0,249 seconds slower than Hamilton on average over 53 laps. Red Bull obviously blames the engine and they are probably right as far it concerns Monza. In Q2 the gap between Verstappen and Ferrari was still at 0.704 seconds. It doubled once Ferrari and Mercedes shift to full power mode in Q3. And that applies already to Renault’s C-engine, which according to Red Bull helped to find two tenths extra. Abiteboul spoke about a gain of 25 hp in qualifying trim.

The latest GPS analysis of the engines shows that the Ferrari in qualifying trim is able to produce 790 hp just for the ICE, Mercedes 780 hp, Renault with the C-spec 730 hp and Honda 725 hp. Electric power still has to be added. The latest spec of Honda, which will be available for Austin, will have 750 hp according to sources from Red Bull. You have to wonder why Renault is still so keen to keep the current engine format. If they did not catch up in the last 5 years, why should they next season? Toto Wolff has done great lobby work to promote these power units, which are expensive, complex, heavy, not good for pure racing and which have not brought any positive publicity for Formula One since they are around. If the FIA keeps that format, they become a hostage of the four current manufacturers, which might well be three or two in two years’ time if Renault and Honda cannot catch up. Only one thing is guaranteed: There will be never ever a new manufacturer joining Formula 1 under these rules.

In the midfield, Force India showed the best performance. The circuit layout helped. In Singapore the team will introduce its biggest upgrade, which also should help on other tracks. HaasF1 was close, even finished ahead of Force India in Monza. But that was due to a messy qualifying for Perez and Ocon. Perez did not make it into Q2, because the team felt safe with his set time. Ocon lost three tenths with a problem of the high pressure fuel pump. Renault made progress with a new floor. It made the aero more stable under ride heights changes. Sainz could follow the HaasF1 and Force India for a while in Monza. Only when his tyres started to degrade in the second half of the race, he lost out on them. Williams looked better on the power circuits. According to Rob Smedley that was rather due to the nature of the circuits than to any upgrades they had put on the car. McLaren dropped to last place in the last two races. At least at Monza the engineers found a way out of their major problem of too much drag. They set up the cars completely differently than before and it looked much better in qualifying. Alonso made it with the best top speed of 346,4 kph into Q2 at least.

HaasF1 and Grosjean lost their 8 points five hours after the race. The stewards declared the car illegal because the radius of the front edge of the T-tray did not comply with the rules. When the FIA found out during the season that there were different interpretations of that

part, they defined it in a Technical Directive on July 25 and asked the relevant teams to change it for Monza. HaasF1 argued that they could not modify the floor due to their structure of relying mostly on suppliers in time, so they asked for an extension until Singapore. The head of aero had the impression after an e mail exchange with Nikolas Tombazis, that both their proposed new solution and the extension had been agreed. In fact, the extension was not. The protest was launched by Renault. They waited until after the race in order to cause maximum damage. Otherwise HaasF1 would have taken P4 from Renault already. After the disqualifications the gap has grown to 10 points again. If Bernie was still around, you would have said, that this was a lesson for HaasF1 to better agree on the column 1 money for Force India. But times have changed a bit in F1. Or not?

Sauber threw away possible points by unlucky qualifying and accidents. Leclerc was the innocent victim of a pile up at the start in Spa. Hülkenberg locked the brakes and torpedoed Alonso over the Sauber of Leclerc. The fright front tyre hit the halo of the Sauber. Investigations have to show now what would have happened without the halo. It is always difficult to argue like that. Ryan Hunter-Reay escaped any injury in that frightening crash of Robert Wickens at Pocono, although the Dallara of Wickens shaved off parts of the roll-hoop when it was coming back from the fence. And IndyCars drive without halo. In Monza it was Ericsson, who had a bad accident in Friday practice. The DRS stayed open under braking, because the spring, which had to pull the flap back was too weak for the Monza flap profile. Sauber corrected it for the next day. Renault had a similar troubles in P3 and chose a different flap to cure it. Ericsson hit the guardrail with 24 g and then rolled three times, in which deceleration numbers between 23 and 28 g were measured. He got away unscathed, just with a stiff neck. Another testament of how safe the cars are. Hülkenberg by the way said something interesting about his mistake in Spa. He feels, that the downforce loss in the middle of the pack during the start this year is worse than ever before. "I got turbulence from all sides. Honestly, I only touched the brakes slightly, and the wheels immediately locked, as the front wing did not produce any downforce. I am not the only case this year. There was Grosjean in Barcelona, Vettel in Paul Ricard, Perez and Räikkönen in Silverstone, Ericsson in Budapest, Bottas next to me in Spa."

Force India has been rescued. But it was a complicated process, which is still ongoing. In order to save Force India, the team had to go into administration. Otherwise the Indian banks could have stopped a sale. An investor group around Lawrence Stroll paid off the debts of 30 million pounds and a few other obligations to the FIA, FOM and Williams and got for it all the assets, but not the shares. They remain with the old owners. For Vijay Mallya only a box without content has been left. Force India had to be declared as a new entry. Therefore officially they are entering under Racing Point Force India. The name will probably change next year. If all the other problems are sorted out. The new Force India started with

zero points and therefore will earn less prize money. However the new team principal Otmar Szafnauer is convinced that they still can beat McLaren in P6. That would mean a loss of only 3 million dollars to the expectations before, which were P5. The teams all signed off the process finally, but some on conditions. HaasF1 argues that Force India is a new entry and there does not qualify for column 1 money with 33 million dollars within the next two years. McLaren have jumped on that train now too. Zak Brown asked the FIA for reassurances that Force India cannot become a B-team of Mercedes like HaasF1 for Ferrari. Therefore Force India has no more voting rights and the FIA has to find a better definition for listed and standard parts, which you can share among teams. Williams only agreed after Stroll and FOM promised them compensation. The budget for 2019 is safe. 2020 will be the crucial year in Grove. Renault supporters like the McLaren idea to stop these junior teams happening. The F1 management is annoyed with HaasF1 blocking the column 1-money for Force India. "It is a good test for Chase Carey and myself. It cannot be, that decide who has to get how much money", Ross Brawn said. HaasF1 was reminded that they got the transport allocation of 2.5 million dollars a year earlier than the rules allow and that the FIA paid back early the deposit each new team has to deliver.

The plan of Lawrence Stroll is obviously to bring his son Lance as quick as possible to Force India. Kubica then would have driven the Williams and Ocon the McLaren. He wanted it to happen for Monza, but failed. As long as there is no seat for Ocon, nothing will happen. McLaren only wanted to take Ocon for two additional years, which Mercedes refused. Ocon can become the victim of all that shuffle around Force India. The other seat there is taken by Perez. He was the one who helped the team by forcing it into administration, which was the only way to get out of all troubles. McLaren announced Lando Norris as their second driver to Carlos Sainz. Ocon is left in the cold. Like Vandoorne, who knows since Hockenheim that McLaren would not renew his contract. Toro Rosso has still one open seat after they take Kvyat back for 2019 - but they would never engage a driver from the Mercedes program, and they are not interested in Vandoorne. Their youngster, Daniel Ticktum, will be sent to Japanese SuperFormula next year. "It was already for Gasly a good school", Marko says. Sauber team principal Fred Vasseur showed interest in Vandoorne, which is no surprise, as he is his manager. But the Swedish owners want to keep Ericsson and title sponsor Alfa Romeo insist on Giovinazzi, should Leclerc move to Ferrari. In this case Vasseur will try to convince Räikkönen to make the move back to the team he started with in 2001.

Ocon's last possible destination is Williams, which was set up already for another Mercedes driver George Russell. Toto Wolff has now the choice. Ocon or Russell - or allow them to be free agents. Wolff said in Monza: "With Ocon, Russell and Wehrlein we have three talented kids with a lack of opportunities. So we have to decide what we will do in the future. A junior team is not an option. I do not want to invest 80, 90, or 100 million just to keep the

young drivers. On the other hand, they are stigmatized as Mercedes drivers, which is obviously not the best position for them. If we cannot find any solutions, I have to question the junior program. I will discuss this with the board at the end of the year." According to Wolff, the whole system in Formula 1 must be questioned. The small teams need drivers with money, the big drivers who can become world champions. "Big teams do not take risks with young drivers. If you put young drivers in top cars, you might lose the driver's or constructor's Championship because of the learning curve."

SSANGYONG SCHOLARSHIP AIMS TO FIND NEW ZEALAND'S FASTEST FEMALE

The SsangYong Racing Series Scholarship will take on a new guise for the 2018–'19 season running exclusively for women.

Now in its fifth year, the SsangYong Actyon-based grid has established itself as one of the biggest single-make series in the country.

[Following the announcement this year's series will be boosted by a \\$50,000 prize pool, SsangYong have come to the party again with support for the refreshed scholarship.](#)

The SsangYong Scholarship is open to any prospective female competitor, current, former, or new, who wants to drive in the five-round series.

The assessment day will take place at Pukekohe Park on 7th October and drivers will be assessed on and off the track. Winning the scholarship pays for all entry fees, tyres, fuel, brake pads as well as set up and maintenance of the race ute.

Transport of race ute to all tracks is provided including assistance from the SsangYong Technical Support Team. Mentoring and driving analysis from Christina Orr-West will also be available on tap.

SsangYong Racing Series co-ordinator Mark Mallard hopes the initiative will encourage more women to take part and progress to other series like their last scholarship winner, Peter Vodanovich.

“We want to help bring through the next best female racing driver,” Mallard told velocitynews.co.nz.

“We’ve probably got the best in New Zealand history with Christina Orr-West. We’re just trying to find the next one basically and find someone who is good in cars and can progress like Peter Vodanovich has.

“They might be a club racer, they might be a kart racer, or they might’ve raced in the past and want to come back.

“I know a couple of 2KCUP racers are looking at it, but we’d love to them come along and see who is the best.

“We don’t want this to be their career highlight, but it will give them a springboard into other motorsport opportunities.”

The series has had one of the strongest representation of female competitors in recent years at circuit level with six competitors racing last season.

The series has hosted several highly talented drivers including the likes of Christina Orr-West who raced in the Toyota Racing Series and Indy Lights, karting champion Daniel Connor, and the world's youngest Formula 1600 (Ford) title winner Callum Hedge.

"The drivers who come out of SsangYongs and are quick are always quick in whatever they do," Mallard added.

"For what we're providing, we don't know another scholarship that's been targeted to women that's on this scale."

MotorSport New Zealand President Wayne Christie has welcomed the initiative, and said it reinforces the goals of the Women in MotorSport Advisory Commission.

The commission was established by MSNZ earlier this year to help raise the profile of female involvement and encourage more female participation in motor sport, whether it is as a competitor, administrator, official or organiser.

"The SsangYong Racing Series has already shown how competitive our female competitors are with the likes of Christina Orr-West and Alexandra Whitley regularly featuring on the podium in a series where the machinery is evenly matched and success comes down to the skill of the driver." Christie said.

Commission Board Liason Deb Day echoed Christie's sentiment.

"It's fantastic to see SsangYong and the SsangYong Racing Series offer this fully funded scholarship to one of the many talented female competitors we know are in the various aspects of the sport," she said.

"SsangYong have had a strong contingent of females in their class since their inception. Their continued effort to show that motorsport is one where we can compete on an equal footing is one we greatly appreciate."

The cost for the day is \$295.00 plus GST payable on acceptance of entry.