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## NOVEMBER 2018 Issue

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SAS Formula 5000 will be back Auckland Anniversary Weekend at Hampton for NZ Motorcup Meeting

Some great events coming up over the summer months

We have a great entry for the 2KCup Challenge on the 24/25 November at Hampton Downs. As at 14<sup>th</sup> November we had already received 160 entries. Some exciting classes running, 2KCup has possibly 3 grids, the mighty ETL Hire Tranzam Challenge, Superkart Nationals, ProWear Superlap, Improved Production Cars, DEUTSCHE CUP, NZ Six HQ Super Six saloons. Note 2K cup is running on Saturday only. Entries for Deutsche Cup have been a bit slow so if you have BMW, Mercedes or Audi we would love to see your entry.

The Monza Room and Deck (turn one end) has been hired for HRC members. Great viewing and chairs and tables, bring the family and supporter along, free tea and coffee. To join HRC go to [www.hrcevents.co.nz](http://www.hrcevents.co.nz) and press shop

Entry on [www.motorsportentry.com](http://www.motorsportentry.com) Spectator Tickets <https://www.iticket.co.nz/go-to/hrc-events>

In January 5/6th HRC returns to Taupo for first of the Tasman Revival meetings with the following classes racing:

Toorace Trofeo Series, Pro Wear Superlaps, PPG Classic Trial, Hooters Vintage, SuperKarts, AES/Arrows, HQ Super Six saloons Entry on [www.motorsportentry.com](http://www.motorsportentry.com)

Auckland Anniversary weekend 26<sup>th</sup> 29<sup>th</sup> January will see the best racing of year. For the 26<sup>th</sup> 28<sup>th</sup> January will be Speedworks/HRC New Zealand Motor Cup Meeting featuring all New Zealand single seater classes with F5000, Formula Ford and Formula First celebrating 50 years of racing, add in GTNZ and Tranzam and you have a meeting that only happens when all the stars align. Also racing are Formula Libre which can trace its origins back to the 1920's and beach racing. Adding to the spectacle will be over 100 members of the NZIGP legends. Then on Monday 29<sup>th</sup> HRC is hosting the Formula Ford International to give our international Formula Ford owners and NZ drivers a race meeting on the traditional Pukekohe track - without the complex on the back straight. This meeting will have classic classes as the support categories, so put the date in your diary now - you won't want to miss this meeting.

The number of women racing continues to increase, we encourage all men to support this initiative as it is certainly a way our sport can continue to grow. We will doing another Introduction to Motorsport in the New Year, date will be announced next month. These days have been designed to appeal to women in that we start off slow and explain technique and lines etc. Men are welcome but always suffer from the fact they start off thinking they are Lewis Hamilton and have to fall off a few times before they realise they are not. Men never read the instructions! HRC also uses women instructors for the women and we find this gives the best result.

It is interesting that over the last few weeks in The Herald, there have been two articles supporting our teaching method. One was a woman doing a building apprenticeship who found having a female boss was a huge advantage as the boss understood everything that had to be explained to her and then she had a lot less problems doing the job. The other case was in last Fridays Herald where Ali Williams took out a mixed party fishing. The skipper explained carefully the best way to hook snapper - the women listened carefully and the men didn't and the women caught the biggest fish and more of them. Motorsport is a sport were women compete on an equal footing and do win. Christina Orr is an example. So get your female partners and daughters out on the track they may surprise you.

HRC have been introducing a few new classes recently - like Deutsche Cup and Classic Touring cars and running them at different race meetings as a lot cars qualify for both classes and these classes create a bit of change from series racing. The Escort Race is an example of how successful these classes can be. HRC was impressed with the number of entries and the publicity generated. It also bought out a number of cars not seen for a number years. Most of these Escorts could run in our Classic Touring car class at prestigious New Zealand Motor Cup Meeting in January. HRC will continue these one type of limited classes as it certainly adds a bit of variety to the season.

## Marketing Motorsport in Auckland

HRC are always working to promote other types of Motorsport in the Auckland region. Starting this month, we will list other clubs events in the calendar with our newsletter. HRC has been asked about other types of events. Rallies, Gymkhanas, Hillclimbs etc. HRC attends the date setting meeting in Auckland every six months and we are surprised at the number of events available, these events just need advertising. HRC has a large data base and are sure the other clubs will reciprocate if given a list of events to advertise to their own members. Should be a win win!

## 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 days

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

## 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

Regards

The HRC Team

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PO Box 28140 Remuera

# Castrol Toyota Racing Series (TRS) at the N Z Motor Cup Meeting – 26/27<sup>th</sup> January 2019



## MOTOR CUP - THE BEST OF BOTH SINGLE SEATER WORLDS

*Hampton Downs Motorsport Park – January 26-27*

This is as good as it gets for single seater racing in New Zealand and this weekend at Hampton Downs Motorsport Park promises an absolute feast of great racing, great drivers and great cars – *and* the fastest race meeting of the year on the popular National Circuit.

The New Zealand Motor Cup is one of the country's oldest and most important sporting trophies. It has names on it that motorsport events all over the world – including most of the Grand Prix events – would just love on their own silverware.

Bruce McLaren, Chris Amon, Jackie Stewart, Jack Brabham, John Surtees, Stirling Moss, Keke Rosberg and Kenny Smith are just some of the names adorning the trophy and it's a one the young guns want to win. It will be fiercely fought and will provide unmissable action.

And once again the fantastic Toyota Racing Series cars and drivers will compete for round honours, and the feature race of the weekend, the New Zealand Motor Cup, which could see their name join the list of legends on the fabulous trophy. It'll be game on for the F1 stars of tomorrow as they duke it out around the challenges of the north Waikato track.

Joining them for the weekend in their only visit to Hampton Downs over the summer season will be the Formula 5000 cars of the Tasman Revival series. These monsters of the past wow the crowds wherever they go with their noise, speed and presence on track and they are always spectacular around the Hampton Downs track. Watch legend Kenny Smith take on a field of these awesome machines as if you were back in the 1970s.

And that's not all when it comes to this great motorsport event for single seaters. The slipstreaming, all-action Formula First cars are included, along with historic Formula Ford and the anything-goes Formula Libre field, which traditionally produces some remarkably close racing.

As well as the open-wheelers, there's the two grids of the TRADEZONE GTRNZ series featuring 1000 horsepower monsters and a selection of cars that will likely be amongst the very fastest around the track this weekend. And if rotaries are your thing, a big field of screaming rotary powered RX7 and RX8 machines is on the agenda courtesy of the NEXEN Tyre Pro 7 Mazda Racing series.

The massive muscle power of the born again ETL Tranzam series will be on display and there'll be some of the all-time classics racing in the Historic Touring Car class.

It's just about as big as it gets at Hampton Downs for domestic New Zealand racing, and there's literally something for everyone.

*On the grid at Hampton Downs...*

- Toyota Racing Series
- SAS Formula 5000
- Formula Libre
- Hi-Q Components Formula First
- NEXEN Tyre Pro 7 Mazda
- Historic Formula Ford
- TRADEZONE GT1/2
- TRADEZONE GT3/4
- ETL Tranzam Challenge
- Historic Touring Cars



## **TR REGISTER/HRC/TACCOC ANNUAL XMAS BREAKFAST RUN:**

**When:** SUNDAY 23rd DECEMBER.

**Where:** Meet at Countdown Supermarket - top end of Barry's Point Rd, Takapuna 7.30am or Convoy meets up at the bottom of The Avenue Albany on the main road at 8am.  
Arrive Salty Dog Inn at Snell's Beach (242 Mahurangi East Road).  
8-30am with breakfast available from 8-45am.  
Full Buffet style: \$20.00 per person.

### **MENU:**

Starters – Cereal plus Yogurt and fruit salad.  
Followed by - Bacon, Sausage, Hash browns, Eggs, Tomato & baked beans,  
Toast, tea & coffee also included.

Contacts Chris Watson 0274 827542 [chris@grandprix.org.nz](mailto:chris@grandprix.org.nz)  
Nigel Hayman 09 4255446 [nigelgloria2@gmail.com](mailto:nigelgloria2@gmail.com)

Booking not necessary but would appreciate a call.

## ***Meetings this Season***

### **Tasman Revival Taupo 5<sup>th</sup> /6<sup>th</sup> January**

Toorace Trofeo, Pro Wear Superlaps, PPG Classic Trial, Hooters Vintage, SuperKarts, AES/Arrows, NZ Six HQ Super Six saloons

### **Motorcup Meeting 25/26/27<sup>th</sup> January 2019**

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 50<sup>th</sup> Anniversary of F5000, Formula First (vee) and Formula Ford in New Zealand. Add in the mighty ETL Tanzam Challenge cars, Formula Libre and GTNZ, this is must attend meeting and 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.

### **International Formula Ford Meeting Pukekohe 28<sup>th</sup> January**

Toorace Trofeo Series, Improved Production Series, AES/ Arrows, Historic Formula Ford, PPG 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 hero's raced - 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.

### **Premier Meeting Taupo 2/3<sup>rd</sup> February**

BMW E30, BMW 2 Litre, BMW Open, 2KCUP Super Licence holders only, Honda Cup, Ssangyong Utes, TRS, Kiwi Sport, Mini/Pre 65

### **Tasman Revival Pukekohe 23 /24<sup>th</sup> February**

ETL Hire Tranzam Challenge, Toorace Trofeo Series, BMW E30, BMW 2 Litre, BMW Open, Pre 65, PPG Classic Trial, Hooters Vintage series, AES, Arrows, Formula Libre /Historic Formula Ford

## **Legends of Speed 17/18<sup>th</sup> March Hampton Downs**

Toorace Trofeo Series, 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 31st March** *note change in date*

2KCup, Improved Production Cars

## **Pukekohe Superlap Meeting 13<sup>th</sup> April (old configuration)**

Toorace Trofeo Series, Prowear Superlap, AES, Arrows, PPG Classic Trial

## **Season Finale 5/6<sup>th</sup> May Hampton**

Super Laps, Classic Trial, 2KCUP (3 Grids), Improved Production Cars, BMW E30 Class, BMW 2 Litre Class, BMW Open Class.

## **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>



At the New Zealand Motor Cup meeting, NZIGP will be launching their Legends Club.

Full Membership of The Legends Club will be by Invitation Only and the Legends will be selected from all areas of New Zealand Motorsport – From Drivers, Mechanics, Media and any other who have made significant contributions to the sport.

Associate Memberships will be available by an annual subscription.

Watch this space for further exciting details !

**Patrons:**

We are pleased to announce that two of New Zealands most prominent Motorsport faces have agreed to be Patrons of the NZIGP Legends Club. Morrie Chandler and Kenny Smith – two gentlemen who have done so much for the sport will be at the NZIGP Lunch with Legends at the NZ Motor Cup Meeting in January.

## Kenny Smith



Kenneth James Smith MBE (born 11 August 1942) won the New Zealand Grand Prix in 1976, 1990, and 2004.

Kenny first competed in motor racing in 1958, winning the New Zealand Hill Climb championship when he was 16. He progressed to single seater racing in 1962, first driving a Lola March T, Formula Junior car. Later he raced in Formula Ford, Formula 5000, Formula Pacific, Formula Mondial, and Toyota Racing Series among others.

Kenny also won the Gold Star Drivers Award in the 1975–1976, 1983–1984, 1984–1985, 1986–1987 and 1989–1990 seasons. In 2011 he won the Formula 5000 Revival championship for the third time. As well as his victories in New Zealand, he has also won the Penang Grand Prix three times, the Selangor Grand Prix twice, and the Malaysian Grand Prix once.

Kenny is still racing (at age 77) and recently won all 3 F5000 races at the Australian Supercars Meeting at Pukekohe.

Just as significant as his success as a driver has been his ability to spot and nurture young talent and get them started. Names such as Scott Dixon, Brendon Hartley, Shane Van Gisbergen, Daniel Gaunt, Greg Murphy ... they've all had help from Smith.

"When I was really young, Kenny was a bit of a mentor and helped a lot, just as he's helped a lot of guys over the years," says Dixon, the former Indy 500 winner and five-time IndyCar Series champion.

## Morrie Chandler



### Career

Trained as electrician gaining top qualifications; established partnership and developed major Electrical Construction Company; previously Joint Managing Director Ward Chandler Electrical group; previously Managing Director of Ralliart New Zealand; currently Joint Managing Director of Property Development and Investment group

### Sporting Career

Competed in Rugby, Cricket and Rowing; joined Motorsport club (1962) and participated in wide variety of motorsport events; competed in the New Zealand Rally Championship (1976-1985); President of Motor Sport New Zealand (1977-1998); Chairman of Rally New Zealand (1978-2006); Competed in WRC events, New Zealand and Australia

### Sporting Administrative Career

President of the Northern Sports Car Club (1970-1974); elected to the executive board of Motor Sport New Zealand (1973); founding member of the Rally New Zealand board (1974); Chairman of the Rally New Zealand board (1976-2008); President of Motorsport New Zealand (1977-1998); Clerk of Course at various events; Clerk of Course at Rally New Zealand (1985-2005); appointed as an F1 Steward (1998)

### Titles and Honours

Awarded Officer of the New Zealand Order of Merit (ONZM) for services to Motorsport (1997); 1998 Awarded title President d'Honneur by Motorsport New Zealand

### FIA History

Member of the Rallies Commission (1983-2006); Member of the WRC Commission (2002-2010); President of the WRC Commission (2006-2010); Member of the World Motor Sport Council (since 1996); Vice President for Sport (since 2006)



**Here at HRC Office, we quite often get enquiries from people trying to renew their MSNZ Licence online – saying that their HRC Club Membership is expired when in fact it hasn't.**

**Thanks to Morgen at MSNZ, here's the answer.**

The club membership details stored in MotorSport Online is a declaration by licence holders as this is a prerequisite of obtaining a MotorSport Licence. The car clubs do not advise us of these details directly. The details currently loaded in are those most likely advised to us the last time you renewed your licence.

If the details have changed please click the Renew Club button which will open up the membership number and expiry date fields so you can edit them accordingly.

Once this is complete the database will email your declaration to your car club who can then confirm your membership.

If you have any further queries please do not hesitate to contact me.

Kind Regards,

**Morgen Dickson | Licensing Administrator**

**MotorSport New Zealand**



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](mailto: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](http://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

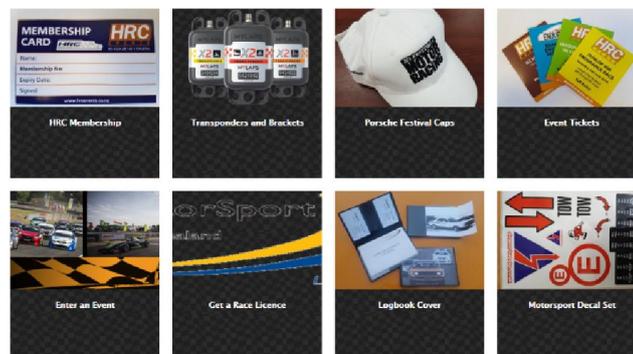
- Free Entry for current HRC Members to spectate at any of our race meetings (On production of valid Club Membership Card)
- HRC Members can take advantage of the HRC Suite at any of our Hampton Downs race meetings. There will be a small charge of \$20 to cover Tea / Coffee.



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### 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>

# Fraser for Sale



Owing to the old age (of its owner and driver not the car) Fraser #54 needs a new owner!

This is a well loved car first registered in 2008 and has since done about 22.000Km.

Equipped as follows:

- Engine. Mazda MX5 1,600 running standard MX5 fuel injection.
- Transmission. Mazda MX5 gearbox and Escort rear axle.
- Suspension. Front, Cortina uprights. Rear, standard Fraser.
- Brakes. Front, Cortina with Ferodo racing pads. Rear, Escort drum.
- Both flat and aero windscreens.
- Tonneau cover.
- Side Screens

The car is for sale complete with a 2 year old Compass "Fraser Transporter" trailer.

Spares include engine, gearbox, differential, alternator, starter motor, a set of tyres (hardly used) and lots of other bits and pieces. Tools included are an engine crane and engine stand.

The LV plate says that it is turbocharged. It never has been but, presumably, could be without further certification!

Registration runs to July 2019 and WOF to September 2019.

Open to Offers based on \$25,000

Contact David

Ph:+64 9 439 0508

[cosphi@xtra.co.nz](mailto:cosphi@xtra.co.nz)

## MY LAPS TRANSPONDERS



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

The new X2 transponders can be charged in 4 hours instead of 12 hours

- X2 Rechargeable Transponder 1 Year \$220
- X2 Rechargeable Transponder 2 Year \$320
- X2 Direct Wired Transponder 1 Year \$270
- 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.

There have been some issues with MyLaps Transponders X2 Racekeys not updating firmware. Follow this link to the fix:

<http://www.hrcevents.co.nz/pages.php?id=192>

## MATOS Formula Libre Points after Manfeild Nov 10/11 2018

No.	Name	Year	Make	Model	CC	Class	TOTAL
94	GRANT RIVERS	1989	Swift	SE3	2000	C	54
5	GEOFF HARRIMAN	1986	Ralt	RT20	3800	B	52
15	ROBERT HULME	1997	Nemesis	UK Nat SS	1998	A	50
98	STEVE SHARP	1986	Tiga	SC86	2000	C	48
58	MARK GALVIN	2007	Custom Terra	FX	1300	A	46
133	TIM SILLAY	1990	Swift	SE3	1985	C	46
27	GARY RUSH	1990	Swift	DB4	1600	A	46
6	ANTHONY BARKER	2014	Ares	1V	1600	B	44
29	NICK BARKER	2009	Reynard	Inverter 09Q	1340	A	42
73	RICHARD KELLY	2008	Juno	SSE	2000	B	41
7	TONY ROBERTS	1970	McLaren	M10	5000	B	35
33	LEO FRANCIS	2002	Suzuki	FH20RNZ	1300	C	11

## GP USA/MEXICO

Lewis Hamilton matched Juan-Manuel Fangio with five titles while not winning the last two races. His title race was almost a copybook of last year. Again in Mexico, again with Max Verstappen winning the race, again off the podium and again with his worst race of the season. 78 seconds behind the winner Hamilton had to be happy not to be lapped. Not his fault. Mercedes struggled with the tyres in the last two races. For different reasons with different consequences.

In Austin the rear tyres overheated and blistered. Hamilton was the only driver among the top runners, who changed tyres twice. The reasons for the unusual tyre troubles were found afterwards. The corner weights were out of balance. Hamilton's car was on the right side 50 kilograms heavier than on the left. In the case of Bottas a bit less. Which made it more difficult to turn into left hand corners. On top of it Mercedes had set up their cars for too much downforce towards the rear, which was aggravated when Pirelli decided after qualifying to increase the rear tyre pressures by 1.5 PSI. That meant an increase in ride height by 1.5 mm. In order to balance the car, the teams had only two choices. To increase the front tyre pressure or to lower the front wing angle. That is what Mercedes did. As a consequence Hamilton found it even more difficult to drive in traffic. Although he had the freshest tyres at the end of the race, he struggled to attack Verstappen and Räikkönen. Once he tried, but was fended off by Verstappen over eight corners. „I left more margin than usual. You do not win the Championship by doing silly mistakes“, Hamilton said. A clear message to Vettel, who spun again Austin. It was his sixth major mistake this year. In Mexico he admitted: „Lewis was the better driver this year.“ Toto Wolff confirmed: „There was a lot up and down this season, but there was one stable factor in our team. That was Lewis. He made the difference.“

The tyre story in Mexico was different, and the reasons were still unknown after the race. Both Mercedes suffered from severe graining left front and both rear tyres. Whereas the competition got rid of the graining after a while, in the case of Mercedes it got worse and worse. „Ours was deeper and deep enough that it resulted in no rubber remaining whereas others were cleaning up and carrying on. You have graining that is either light or that’s very deep and we were very much at the deep end and it happened almost instantaneously. You could almost overlay the two drivers and identify where it happened at an identical time in the race even though different lap times“, the engineers said. That forced Hamilton into two and Bottas even into three stops. In the end there were no more tyres left. Bottas drove the last two stints on a used ultrasoft and a used hypersoft. Opposite to Verstappen Mercedes did not keep two sets of supersofts for the race. „We could have, but that would have meant, that we had to skip our supersoft longrun on Friday, which the result, that we would have had no information about that tyre at all going into the race. As on Friday it did not appear to us, that tyre wear could be a problem on Sunday, we decided to use one supersoft set for a long run“, Andrew Shovlin said. It would not help Mercedes anyway. „Our graining troubles appeared on all compounds.“

The car itself was okay. Hamilton missed the pole only by only 0.135 seconds. In the corners the Mercedes were 10 kph slower than the Red Bull, but 10 kph faster than the Ferrari. On the straights they lost up to 10 kph to the Ferrari for two reasons. First, Mercedes ran more downforce, second they turned the engine more down relative to the competition. Mercedes had cooling issues with some of the power unit elements, such as the battery and the turbocharger. Maybe the answer to the mystery lies in Friday practice. On the first practice day, the two Mercedes were nowhere. Even the Renault and one Toro Rosso were faster. The cars lost too much downforce because Mercedes had to open the bodywork too much for cooling reasons. The engine was turned down to a minimum. The mechanical setup was so wrong, that Mercedes struggled in the stadium complex in a big way. A complete setup change overnight and a different engine calibration for the altitude solved the problems for Saturday. But whatever Mercedes tested on Friday was irrelevant for Sunday, because it was a different car.

Ferrari tried to spoil the party of Mercedes by questioning their rear wheel rims. At Spa Mercedes had fitted them with a spacer on the inside, that goes on the hub. The spacer has 12 little holes in order to help the cooling of the rear tyres. Ferrari believes firmly, that this was the reason for the strong form, that the Mercedes showed after the summer break. They forgot, that still Mercedes suffered from rear tyre blistering at Spa, Sochi and Suzuka. „It is only a tiny advantage“, the engineers admit. Nevertheless Ferrari sent a note to the FIA, assuming that device was illegal. As the spacer is turning with the rim it could be interpreted as a movable aerodynamic device. The FIA has a different interpretation. As the holes are very small, the primary purpose is cooling. That opinion is only based on what Mercedes presented to them. Any modification might change the view of the FIA delegates. As Mercedes got the positive answer from the FIA only on Saturday in Austin, they did not run the spacer with the holes in the US Grand Prix. In case of a protest, the stewards still could have decided differently. Therefore Mercedes went in Mexico directly to the stewards in order to ask their opinion. The stewards told Mercedes, that they would follow the FIA interpretation. Still Mercedes did not want to risk a protest from Ferrari and drove without the holes. „We do not want the Championship being decided in the court. The advantage is too small to prove the point“, Toto Wolff said. It might be a different story in Brazil, but then again Mercedes would have to go through the full procedure and ask the stewards there beforehand. There will be different stewards in Brazil, and they might have a different opinion.

Ferrari is back to where they have been before the summer break. Vettel and Räikkönen have a winning car again. Ferrari achieved it by going backwards to a development stage from the Hungarian Grand Prix. „Since then almost all of the upgrades did not work anymore“, Vettel said.

„We went backwards by going forward. The only exception were the two highspeed races in Spa and Monza, but there we ran a different package. The frustrating thing is, that we have lost three races until we realized, what was wrong.“ The problem was, that Ferrari had gained peak downforce, but the new parts upset the balance in such a way, that the car started eating its rear tyres. So the engineers had to compromise the setup in order to protect the tyres. That cost speed. Ferrari now investigates, why and where exactly they lost their way. From all upgrades after the summer break only the new frontwing, which had been introduced in Russia is still on the car. Even the latest floor development, which Ferrari tested in Austin and Mexico, had to be taken off again. Red Bull copied the idea with the vertical fins on the floor almost over night with rapid prototyping, but also they were not happy with it.

In Austin Ferrari had a car that enabled Räikkönen to win his first race since Australia 2013. That was a break of 113 Grand Prix or 2044 days. In Mexico Ferrari did not make it quite. But Vettel at least could match Verstappen's speed for most of the race. The reason for the problem is simple. The circuit requires maximum downforce like Monte Carlo. Ferrari put everything on what they have, but it was not enough. „As we are running with a car from July, we have not gained any peak downforce since then. The others did. That hurts us on this type of circuits. For the downforce level at Austin it was perfect, so it will be in Brazil. Still it was better for us to go back, because the car is nicely balanced now again“, Vettel explained. The Ferrari were in Mexico 10 kph faster on the straights than the Mercedes and 15 kph than the Red Bull. But they lost in qualifying in the fast corners 20 kph to Red Bull and 10 kph on Mercedes. Still the lap times were respectable in qualifying. And in the race Vettel could attack as much as the Red Bull without suffering from too high tyre wear.

Since Singapore Red Bull is back in a position, from which they can challenge for podiums and under certain circumstances for a win. Such as Mexico. The track is almost perfect for them. Red Bull has the best car for maximum downforce. In the thin air the higher drag does not hurt them so much. And the engine deficit decreased for once. After last year's disaster Renault worked one month to calibrate their engines perfectly for the altitude of 2228 meters. They tested even special parts for this in Suzuka. Therefore Red Bull went back to the B-spec engine for this race. Renault runs a bit bigger turbochargers than the rest. That seemed to help. This time none of the Renault V6 blew up. Still the Red Bull lost on the straights a full second to Ferrari and 0.6 seconds to Mercedes. But they were unbeatable in the fast corners of sector 2 and the slow stadium section. For the first time since Austin 2013 two Red Bull occupied the first row. Ricciardo's pole came as a surprise. Verstappen was pretty angry about it, because he knew, that he had screwed it up. In his version misfire in downshifting with locking rear wheels under braking were responsible, but Ricciardo had the same problem. „Daniel just copes better with it, because his driving style is smoother. Max needs like Seb a stable rear end, when he throws his car with incredible speed into the corners“, Christian Horner was telling. The truth was, that Verstappen made mistakes in T4 and T10. He corrected it on the run to the first corner.

Ricciardo again did not see the checkered flag. In Austin he stopped with a battery problem in Mexico with a broken clutch after a hydraulic failure. It was his 8th dnf, the 7th for technical reasons.

Renault almost secured their 4th place with 22 points in the last two races. The gap to HaasF1 increased to 30 points. At the same time HaasF1 left empty handed from the last two races. In Mexico both HaasF1 struggled with downforce. In Austin Grosjean crashed once again and Magnussen got disqualified for using 0,169 kg too much fuel over the race distance. The team warned the driver, but he did not lift enough. „The problem was, that we realized 20 laps before the end, that we would not be lapped. That meant, that we had to save fuel for one lap over the remaining distance. I was fighting with Ocon and Perez, who had similar troubles than me“, Magnussen explained. The consumption per lap was 1.88 kg. Hülkenberg added: „We had to save

massively fuel as well, but for me it was easier, as I was running on my own.“ Also Force India lost points on Renault. Ocon was disqualified in Austin for exceeding the fuel flow of 100 kg/h over a distance of two kilometers in the first lap. Ocon had forgotten to switch from the start-mode to the race-mode. Additionally there was a bug in the software. Normally it takes automatic care, if the fuel flow goes over the limit. This bit was missing in the programme. In Mexico Perez was on his way to P7, when the brakes failed. Force India intentionally qualified outside the top ten in order to start on the supersoft tyres and avoid the fragile hypersoft rubber. It kind of worked out for the two Sauber and Vandoorne in the McLaren, but not für Hülkenberg. A brake problem sidelined Perez.

Renault had the benefit of the last two track layouts on their side. Bot Austin and Mexico are not power sensitive. And the tight corners suit the car. „In 90 degree corners we are almost as good as the top cars. but we lack speed in the fast and long corners. Once we turn the front wheels, we lose downforce“, Hülkenberg tells.

Sauber overtook Toro Rosso in the Constructors' trophy with a double blow in Mexico, bringing 8 points on the accounts. P8 means 3.5 million dollars more in the cashier. Sauber used Ericsson as a blocker for Leclerc. The Swede drove slow enough to keep all possible rivals of Leclerc behind. After 13 laps Leclerc had a gap of 13 seconds to his teammate, when he made his pit stop. Ericsson pitted 3 laps later and lost 9 seconds due to a cross treaded wheel nut. He still finished 9th ahead of Vandoorne. McLaren timed Vandoorne's pit stop perfectly in a VSC period. So he lost 10 seconds less compared with a pit stop in race speed.

The gap between the top 3 and the midfield was bigger than ever before in Mexico. Hülkenberg in P6 was lapped twice. Partly, because Mercedes, Ferrari and Red Bull were so much faster. Partly, because the race dictated the midfield runners a one-stop strategy. Two stops would have been faster on the paper. „The top teams have an easy game, especially on a track, where overtaking is difficult“, Hülkenberg explains. „When they do their pit stops, they always drop soft. The gap too us is already big enough after 10 laps. We however drop into a bunch of cars, that are slow. So we lose time. Therefore it is better to keep track position. For that you need to do severe tyre management. For me cruising around with one stop was faster than attacking with two stops.“ Hülkenberg thinks, that even with the fastest race he would have lost one and a half laps to the frontrunners. „They are so fast, that it hurts. Because you know, that these drivers are not so much better than you.“ This is the biggest problem F1 has to solve. Unfortunately they already go the wrong way again. The teams now want to propose a different budget cap to Liberty. Guess what? 175 instead of 150 million dollars. It should be rather 125 million and not so many exceptions from the rule.

Liberty will payout the column 1-money to Force India despite the concerns on the side of a few other teams. Force India however has to guarantee to pay the money back, should one of the competitors challenge the payout on court.

Toro Rosso will drive in 2019 in all likelihood with Daniil Kvyat and Alexander Albon. Brendon Hartley had been told, that he is only second choice. Albon drives F2, has a British and a Thai passport, but competes with a Thai licence. Therefore he is the favorite of Mateschitz's partners and majority Red Bull stakeholders from Thailand. Albon is currently Second in the F2 Championship.

The second Williams next to George Russell seat is still empty. Ocon, Kubica, Sirotkin, de Vries and Gutierrez stand in line. Claire Williams would prefer Ocon, but needs to find money for him. Toto Wolff would be prepared to give a discount on the engine, but not enough. Kubica wants to have an answer in the next two weeks. Otherwise he might sign to become a test- and simulator driver at Ferrari, replacing Kvyat there.

The 2019 calendar was fixed a while ago. For 2020 Hanoi, Kyalami and Las Vegas could join the club. Miami has to make their mind up. The fan festival two weeks ago was the last love affair between F1 and Miami.

Month	Day	Club	Event	Venue
November	3	MSNZ	Race	Supercars - Pukekohe
November	4	MSNZ	Race	Supercars - Pukekohe
November	4	Hibiscus Coast	Hillclimb	Komokoriki Hill Road - Gravel - Round 4 Inter
November	10	Pukekohe	Hillclimb	Waikeretu Road - Port Waikato - Tarmac
November	11	Pukekohe	Hillclimb	Limestone Downs - Gravel - Round 5 Interclub
November	12	All Clubs	Date Setting	NSCC Clubrooms
November	17	South Auckland	Rallysprint	James Allan Memorial Rallysprint - Maramaru
November	18	Thames Valley	Hillclimb	Golden Cross Road - Tarmac
November	24	Historic Racing	Race	2K Cup Challenge - Hampton Downs
November	25	Historic Racing	Race	2K Cup Challenge - Hampton Downs
November	25	Northland	Hillclimb	Crows Nest Road - Gravel
November	24		Rally	Silver Fern Rally - Gravel
			Rally	Silver Fern Rally - Gravel
			Rally	Silver Fern Rally - Gravel
December	1		Rally	Silver Fern Rally - Gravel
December	2	South Auckland	Autocross	Hawkeswoods
December	2	Hibiscus Coast	Autocross	Bayers Farm
December	4	Stewards		Date Setting
December	8	MSNZ	Drifting	Mad Mike Bash - Hampton Downs
December	7	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	8	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	9	MSNZ	Race	SpeedWorks Championship - Pukekohe
December	9	TACCOC	Race	Xmas at the Downs
December	9	Sports Car Club NZ	Motorkhana	

December	9	South Auckland	Hillclimb	Maramarua
December	15			
December	16	Thames Valley	Bent Sprint	South Road - Gravel
December	16	Pukekohe	Motorkhana	
December	16	Hibiscus Coast	Autocross	Xmas Autocross - South Head
December	22			
December	23			
December	29			
December	30			
January	5			
January	6			
January	12	Highlands	Race	NZ Festival
January	13	Highlands	Race	NZ Festival
January	12	Highlands	Race	SpeedWorks Championship - Highland Park C
January	13	Highlands	Race	SpeedWorks Championship - Highland Park C
January	12	D1NZ	Drifting	Baypark Raceway
January	13	D1NZ	Drifting	Baypark Raceway
January	13	Hibiscus Coast	Motorkhana	Glen Road Reserve
January	13	Thames Valley	Hillclimb	Rotokohu Road - Gravel
January	19			
January	20	Northland	Rallysprint	Ruarangi Road - Round 1 ABC Pipefitters NR
January	19	MSNZ	Race	SpeedWorks Championship - Teretonga
January	20	MSNZ	Race	SpeedWorks Championship - Teretonga
January	25	MSNZ	Race	Hampton Downs - Championship

January	26	MSNZ	Race	Hampton Downs - Championship
January	27	MSNZ	Race	Hampton Downs - Championship
January	26	Hibiscus Coast	Triathlon	Foremans Corner
January	27	Hibiscus Coast	Triathlon	Foremans Corner
January	28	Hibiscus Coast	Triathlon	Foremans Corner
January	28	Historic Racing	Race	Formula Fords - Pukekohe
February	1	Thames Valley	Hillclimb	Leadfoot
February	2	Thames Valley	Hillclimb	Leadfoot
February	3	Thames Valley	Hillclimb	Leadfoot
February	3	MG Car Club	Motorkhana	Helensville
February	2	MSNZ	Race	SpeedWorks Championship - Taupo
February	3	MSNZ	Race	SpeedWorks Championship - Taupo
February	6	Pukekohe	Bent Sprint	Pukekohe - maybe
February	9			
February	10	Auckland	Race	Hampton Downs - and sprints
February	10	Thames Valley	Hillclimb	Pukewira-Tairei Roads - Gravel
February	10	South Auckland	Autocross	Maraeiti
February	9	MSNZ	Race	SpeedWorks Championship - Manfield
February	10	MSNZ	Race	SpeedWorks Championship - Manfield
February	15	D1NZ	Drifting	Max Motors Wellington Family Speedway
February	16	D1NZ	Drifting	Max Motors Wellington Family Speedway
February	16			
February	17	Hibiscus Coast	Rallysprint	Arcadia Road - Round 2 ABC Pipefitters NRS
February	23	Historic Racing	Race	Pukekohe and Regularity Trial
February	24	Historic Racing	Race	Pukekohe and Regularity Trial
February	24	Thames Valley	Hillclimb	Woodlands Road - Gravel
February	25	Northland	Hillclimb	Mangapai Caves Road - Gravel
March	2			
March	3		Rallysprint	MBOP Dual Rallysprint
March	3	Auckland	Race	Pukekohe
March	6	Pukekohe	Bent Sprint	Pukekohe Twilight

March	8	MSNZ	Race	SpeedWorks Championship - Hampton Down
March	9	MSNZ	Race	SpeedWorks Championship - Hampton Down
March	10	MSNZ	Race	SpeedWorks Championship - Hampton Down
March	10	MG Car Club	Hillclimb	Otaua - Maioro Road
March	10	South Auckland	Autocross	Hawkeswoods
March	15	D1NZ	Drifting	Hampton Downs
March	16	D1NZ	Drifting	Hampton Downs
March	15	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champion
March	16	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champion
March	17	MSNZ	Clubsport Champs	Wairarapa Car Club - NZ Clubsport Champion
March	17	Pukekohe	Rallysprint	Bothwell Loop - Round 3 ABC Pipefitters NRS
March	23	Historic Racing	Race	Legends of Speed - Hampton Downs
March	24	Historic Racing	Race	Legends of Speed - Hampton Downs
March	24	South Auckland	Motorkhana	
March	30	D1NZ	Drifting	Pukekohe
March	31	D1NZ	Drifting	Pukekohe
March	30			
March	31	Thames Valley	Rallysprint	Piakonui - Round 4 ABC Pipefitters NRSS Ser
April	6			
April	7	Auckland	Race	Hampton Downs - And Sprints
April	7	Pukekohe	Rallysprint	Rain Date for Bothwell Loop
April	13	Historic Racing	Race	Pukekohe with Super Laps
April	14	Northland	Street Sprint	Ruakaka Street Sprint - Tarmac
April	13	MSNZ	Rally	Otago Rally - Round 1 NZRC
April	14	MSNZ	Rally	Otago Rally - Round 1 NZRC

April	13	MSNZ	Race	SpeedWorks Championship - Taupo
April	14	MSNZ	Race	SpeedWorks Championship - Taupo
April	20			Easter Weekend
April	21	Thames Valley	Hillclimb	Waiti Road - Tarmac
April	27			
April	28	South Auckland	Rallysprint	Maramarua - Round 5 ABC Pipefitters NRSS S
May	4	Historic Racing	Race	Season Finale - 2K and Super Laps
May	5	Historic Racing	Race	Season Finale - 2K and Super Laps
May	3	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	4	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	5	Rally NZ	Rally	Whangarei - APRC and Round 2 NZRC
May	10	MSNZ	Race	Endurance Round - Pukekohe
May	11	MSNZ	Race	Endurance Round - Pukekohe
May	12	MSNZ	Race	Endurance Round - Pukekohe
May	13	All Clubs	Date Setting	
May	18			
May	19	Northland	Hillclimb	Glenbervie Forest - Gravel

May	25			
May	26	South Auckland	Hillclimb	Twilight Road
June	1			
June	2	MSNZ	Rally	Lonestar Canterbury Rally - Round 2 NZRC
June	8			
June	9	Thames Valley	Straight Sprint	Standing and Flying Quarter
June	10	Northland	Hillclimb	Coxhead Road
June	8	MSNZ	Race	Endurance Race - Hampton Downs
June	9	MSNZ	Race	Endurance Race - Hampton Downs
June	15		Rally	Tauranga Clubmans
June	16		Rally	Tauranga Clubmans
June	22	MSNZ	Rally	South Canterbury - Round 4 NZRC
June	23			
June	29			
June	30			
July	6			

<b>July</b>	<b>7</b>	<b>Thames Valley</b>	<b>Hillclimb</b>	<b>Waiti Road - Tarmac</b>
<b>July</b>	<b>13</b>			
<b>July</b>	<b>14</b>	<b>Northland</b>	<b>Hillclimb</b>	<b>Springfield - Tarmac</b>
<b>July</b>	<b>20</b>	<b>All Clubs</b>		<b>CRC Speedshow</b>
<b>July</b>	<b>21</b>	<b>All Clubs</b>		<b>CRC Speedshow</b>
<b>July</b>	<b>27</b>			
<b>July</b>	<b>28</b>			
<b>August</b>	<b>3</b>	<b>MSNZ</b>	<b>Rally</b>	<b>Goldrush Coromandel - Round 5 NZRC</b>
<b>August</b>	<b>4</b>	<b>MSNZ</b>	<b>Rally</b>	<b>Goldrush Coromandel - Round 5 NZRC</b>