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OCTOBER 2018 Issue

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HRC are now well into 2018/19 season with two successful meetings. Entries for our next two meetings are on www.motorsportentry.com.

Next up on November 24/25 November is the 2KCUP Challenge Meeting which also features the Super Kart Nationals. Other classes racing are Improved Production Cars, ETL Hire Tranzam Challenge, DEUTSCHE CUP, NZ Six HQ Super Six saloons and Pro Wear Superlaps. This meeting sees the first race for 2KCUP Super Licence holders. See table below from Wikipedia for an explanation of Super Licences. I note that that the 2KCup does not rate for F1 Super Licence points but Toyota TRS does count at the Motor Cup meeting in January.

This meeting will be the first time Superlaps have run under their new MSNZ Sanctioned Series Rules. It is interesting to note a Superlap car nearly broke the outright lap record at Sydney Motor Sport Park. The time was 1m 19.285 . The

outright lap record is held by a Formula One car at 1m 19.142. The new rules certainly make this class far interesting to watch. Last HRC had 50 season entries for the first event so this a rapidly growing class and you only can enter with a road car and no competition licence is necessary.

The 2KCUP meeting is also the first for the Deutsche Cup series which is for Mercedes, Audi and BMW cars. We already have 4 Mercedes entered. Another class that will be spectacular will be ETL Hire Tranzam Challenge which provided some thrilling racing last year. There will be plenty of variety at this meeting with a very packed racing program !

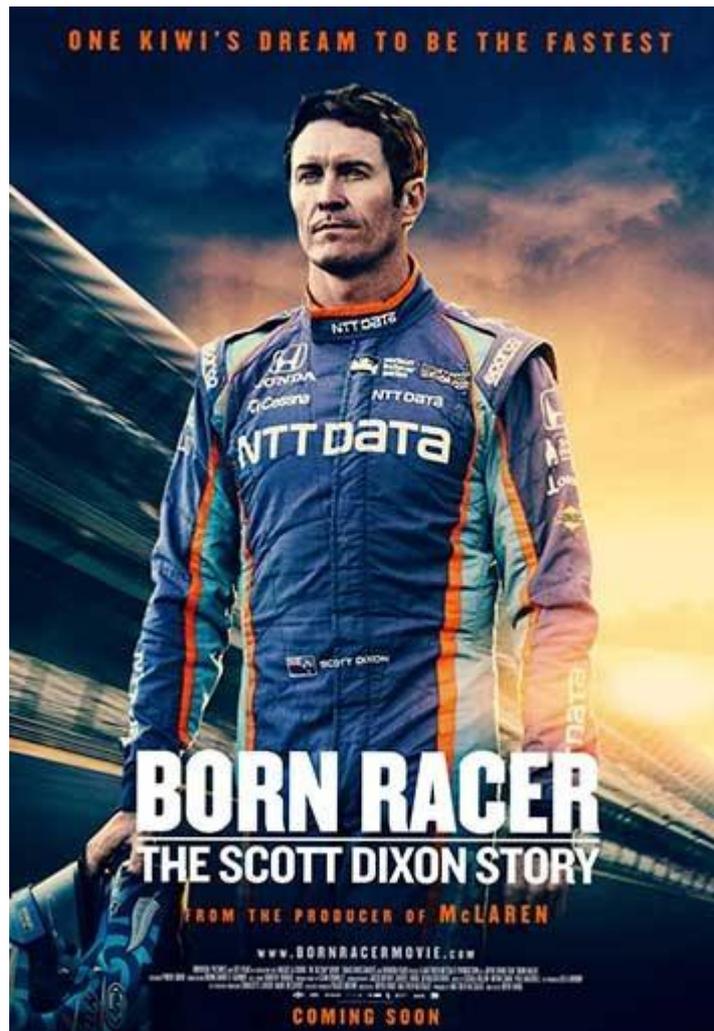
Don't forget our ever popular pre Xmas breakfast run to the Salty Dog, Snells Beach on the 23rd December details below.

In January 5th 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.

Castrol Toyota Racing Series (TRS) at the N Z Motor Cup Meeting –25/26/27th January 2019



15 years ago, Toyota New Zealand launched the Castrol Toyota Racing Series (TRS) with one goal in mind, to Find New Zealand's Next World Champion. Delivering competitive racing, New Zealand's premier single-seater category attracts talented drivers from around the globe. TRS is New Zealand's fastest racing category providing winter training in a southern hemisphere summer. Add in F5000, Historic Formula Ford (at least 10 cars coming from Europe), Formula First and Formula Libre. Co-Promoted by Speedworks and HRC the N Z Motor Cup Meeting on 25th-27th January at Hampton Downs will be the biggest single seater race meeting ever seen in New Zealand. Add in ETL Tranzam Challenge and GTNZ and this will be a great meeting.



Thanks to Deb Day and The Motorsport Club, volunteers were able to see an advance screening of the new Scott Dixon Movie – BORN RACER a week before the NZ Premiere !

We thoroughly enjoyed the film and although it primarily concentrated on the 2017 Season rather than the 2018 where Scott won his 5th Indycar Title, it was great to see some content from his early career in New Zealand.



You've come a long way kid – Scott Dixon

By Ross MacKay

Like a lot of Kiwi motorsport fans, when the name 'Scott Dixon' pops up, I can't help but think of a fresh-faced, freckled-cheeked kid with a ready smile, racing around Pukekohe on a practice day in a Formula Vee.....and a Dad who dreamed of giving his boy the opportunities he never had himself.

Boy, Ron Dixon could dream too. His was not an ordinary ambition, and there was never – ever – a Plan B.

Whether Ron knew with any certainty that his son was as supremely and almost supernaturally talented as he has proved to be is indeed a moot point. Nothing was going to stop Ron, though. Scott was going to be given every opportunity to succeed, of that his Dad was absolutely certain.

Motor racing, of course, is the ultimate team sport and in order to succeed you need people with all sorts of other skills in your corner. And it's probably fair to say that Scott wouldn't be where he is today without the efforts of a whole raft of people here in New Zealand.

At the absolute heart of the matter, however, is Scott's extraordinary, other-worldly ability. There is no doubt in my mind, in fact, that the now 38-year-old was born with a gift the likes of which only other absolute titans of our sport possess.

When people used to ask me, for instance, whether Scott was 'the real deal' I'd smile and tell them a story. More a parable, because of the biblical reference, I suppose, but whatever you want to call it, it went something like this.

"Once upon a time, God (or the universe, or whatever) decided it was time to shake up F1. To that end he organised for a kid (named Ayrton Senna de Silva) to be born into a well-to-do family in Brazil. Though the Dad wanted his lad to follow him into the family business (car parts) he reluctantly agreed to let young Ayrton graduate from his first love – karts – to cars, and from racing karts at home to cars in Europe.

There young Ayrton flourished, his single-minded focus to become the best driver the world had ever seen setting him on a fast-track to the very pinnacle of our sport, F1.

Which was the original goal, albeit one God – oddly enough – got little satisfaction out of.

Realising this was because Ayrton's Dad's dollars took most of the struggle and therefore challenge out of the process, God resolved to try again. This time, though, he would 'spice things up' by placing his second 'chosen one' in the care of a knockabout Kiwi bloke who ran a speedway in northern Queensland, and his wife, Glenys, an accomplished speedway saloon driver in her own right.

Scott, in fact, was born in Australia, though the family eventually returned 'home' and settled back in Auckland, where Ron turned his hand to pretty much any job he could find in the motor trade to make ends meet and Glenys got a job managing a women's clothing store.

You could hardly find a scenario less likely to produce a driver of such raw skill and practised application, let alone one seemingly hard-wired to win, as Scott proved so quickly once he got behind the wheel of a kart then – with the move to cars – a Formula Vee.

Yet that is exactly what Ron and Glenys got. To which all I can say is, thank God.....and Motorsport New Zealand's Junior Driver licence system, which allowed kids as young as 12 to race at a National level if they passed a number of theory and practical tests.

Whether it's architects – ever! – envisaged the scheme as a means of fast-tracking the careers of the likes of Scott, not to mention World GP3 series title winner and now works Jaguar Formula E driver Mitch Evans, or Virgin Australia Supercars' stars Shane Van Gisbergen and Andre Heimgartner is highly debatable.

This was in an era where farmers still held a lot of sway, politically, and the ones involved in the Junior Licence scheme were – or so I have been reliably informed – thinking more of grass gymkhanas and the odd closed road club hill climb than a path to F1.

It certainly helped Scott though, allowing him to transition seamlessly from being a stocky 12-year-old quickly getting too big for a kart to arguably the most talented young driver this country has yet produced, and – ultimately – to the lean, mean professional single seater fighting machine at the absolute top of his game he is today!

Classic Touring Cars



Alpina B7 Turbo Chris & James Watson

At this stage HRC has organised races for this class at one high profile meeting, the prestigious New Zealand Motor Cup meeting at Hampton Downs 25th – 27th January. The sort of Classic Touring Cars that we want to see out racing are pre 94 Touring cars, marques will include BMW, Porsche, Ferrari, Commodore, RX7, Corvette, Datsun, Group A and any pre 1994 British touring car. Each car will considered individually and will be in the “Spirit” of a touring car from the eighties and early nineties.

This meeting will also give the Deutsche Cup cars a chance to join the classic touring class cars and create a very interesting field of cars for this meeting. This is definitely a non contact class given the quality of cars HRC hopes to attract.

For more information on above classes contact Chris 0274827542 chris@grandprix.org.nz

ETL HIRE Tranzam Challenge



With the season for the E.T.L. HIRE TRANZAM CHALLENGE series almost underway, the hype among the class is growing. Two new entries have been imported from the U.S.A. and are looking exceptional. Grant Hannah has upgraded from his T.A.2 car to a fully blown Corvette and George Sheweiry jnr. has a Ford powered Mangusta ready to go. The field will run around 14 cars and the spectators will not be disappointed. Dayne Running has his Corvette completely rebuilt and will be defending his Championship along with Alastair Wootten and Dennis Running who finished 2nd and 3rd in last years championship. Andy Greenslade in his very fast Jaguar will be joined by Kevin Bovey from Wellington in another Jaguar. Wayne Conder from Auckland has completely rebuilt his Corvette and will be one to watch this season. Roger Williams from Bombay will again be running his immaculate Corvette with some good placings in mind. Roger Fawbert from Wellington has totally rebuilt his Camaro and is about to show his talent among the front runners. Dave Brennan from Tauranga has built a Corvette from the ground up and is looking for some good placings in his first season. Rob Berggren who also resides in Tauranga has also rebuilt his Dodge Viper after a last season crash at Pukekohe and will be wanting some early points to show his talent together with the speed of this magnificent race car. Kerry Jones from Waiuku will be competing at most of the rounds in his tried and proven Corvette along with George Sheweiry Snr in his Mustang. There has been a lot of enquiry in relation to our class and we expect more cars to join us throughout the coming season.

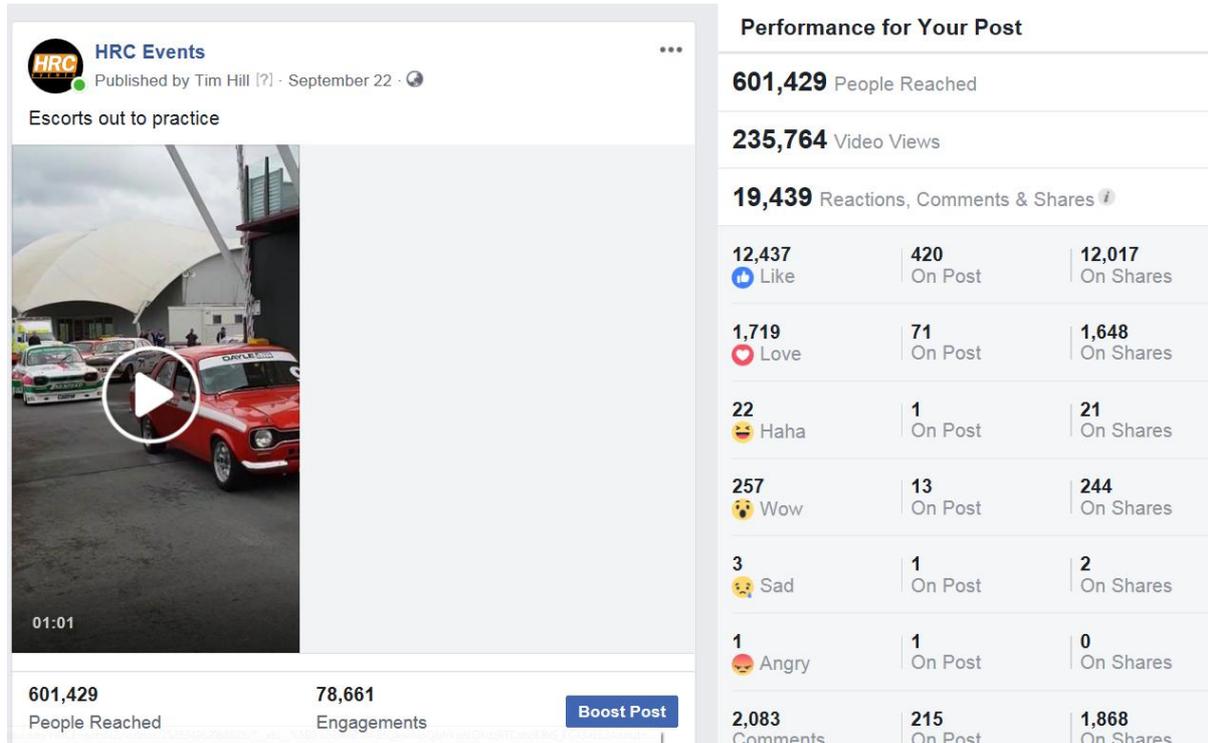
The first meeting of the season will be at Mighty Manfeild 10 / 11 November, followed by Hampton Downs 24 / 25 November and then back to Hampton Downs at the Motor Cup in the New Year 26 /27 January 2019 then Pukekohe 23 /24 February 2019 and the final at Taupo 23 / 24 March 2019.

Should anyone wish to enquire about the E.T.L. HIRE TRANZAM CHALLENGE please contact the class co-ordinator Bob Cullinane

0274 939 337 or idt@xtra.co.nz

The power of Facebook.

During the recent ICEBREAKER Meeting, Tim shot a short video of the competitors in the GER Escort races going out to practice. We were totally amazed at the response on Facebook where it got picked up globally. Over 600,000 people were reached and over a quarter of a million viewed the video and there were over 2,000 comments ! We didn't boost the post – it just grew organically...



The image shows a Facebook post from 'HRC Events' published by Tim Hill on September 22. The post features a video titled 'Escorts out to practice' showing a red car. The post has achieved significant engagement: 601,429 people reached, 235,764 video views, and 19,439 reactions, comments, and shares. A 'Performance for Your Post' table is also visible.

Performance for Your Post		
601,429 People Reached		
235,764 Video Views		
19,439 Reactions, Comments & Shares		
12,437 Like	420 On Post	12,017 On Shares
1,719 Love	71 On Post	1,648 On Shares
22 Haha	1 On Post	21 On Shares
257 Wow	13 On Post	244 On Shares
3 Sad	1 On Post	2 On Shares
1 Angry	1 On Post	0 On Shares
2,083 Comments	215 On Post	1,868 On Shares

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
Nigel Hayman 09 4255446 nigelgloria2@gmail.com

Booking not necessary but would appreciate a call.

Meetings this Season- Apologies for the Gremlins that got into the system during last month's newsletter !

2KCup Challenge / Superkart Nationals 24/25th November

2KCUP 3 grids at this meeting including the new Super Licence Group, Superkart Nationals, ProWear Superlap, Improved Production Cars ,ETL Hire Tranzam Challenge, 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 Salty Dog, 242 Mahurangi East Rd, Snells Beach

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

Tasman Revival Taupo 5th /6th January

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

Motorcup Meeting 25/26/27th 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 50th 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 28th 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 2/3rd 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 /24th February

ETL Hire Tranzam Challenge, Toorace Trofeo Series, 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

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*

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

Pukekohe Superlap Meeting 13th April (old configuration)

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

Season Finale 5/6th May Hampton

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

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



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 for an annual subscription.

Watch this space for further exciting details !



Scrutineering / Auditing Notes

As it is the beginning of the season and we have lots of new competitors entering our Race Meetings, we thought it would be a good idea to explain what happens with regard to auditing a car for Motorsport Track Competition purposes. Rally have slightly different procedures but in general the audit process is the same.

The first thing to remember is that the Scrutineer is your friend. He is not there to stop you from competing – he is there to ensure that you can compete safely. Most scrutineers if they find an issue with your car will probably suggest a way of fixing it so that you can compete.

When do I need Auditing / Scrutineering?

Any vehicle may be selected for Safety Audit, although the following vehicles shall be selected:

- All vehicles without a MotorSport NZ logbook, and
- Vehicles which have not been audited at the last two(2) Events entered or within the last six(6) month period, and
- Vehicles and/or competitors known to be competing for the first time, and
- Vehicles with outstanding defects as previously noted in their vehicle logbook, and
- Competitors who request a Safety Audit to be carried out on their vehicle, and
- Any other vehicles required to ensure that no less than 15% of competing vehicles at an Event are audited

At HRC Events run race meetings, we usually have a Scrutineer available on the Friday Race Car Test Day (Between 12 noon and 4pm) and also from 07:30 on the day of competition.

All logbooks must be signed by the **Event Scrutineer**. You cannot get your mate who is a scrutineer to sign your logbook off in advance of a meeting.

Scrutineering Etiquette

When going to scrutineering prepare yourself. There is limited time, so don't hold yourself and everyone else up. We expect:

- the car to be in the condition you are going to race in, no extra tyres / tool boxes / pens / loose change / chip wrappers lying around
- the car to be clean inside and out.
- take all your safety apparel with you, all of it, every time. It is common to check some item of safety gear.
- have your log book ready or know where it is
- stay with your car, if you leave - take it out of the queue

What are we looking for when doing an Audit?

Before each event, the Chief Scrutineer will create a worksheet (Form T020) that defines what items are going to be checked at an audit. There are 3 categories within an audit:

- Safety Critical Items
- Safety Non-Critical Items
- Non Safety Items



SAFETY AUDIT PROGRAMME – Form T020

EVENT: _____ VENUE: _____ DATE: _____

CHIEF SCRUTINEER: _____ LICENCE No.: _____

SCRUTINEERS ON DUTY: _____

THE PROPOSED ITEMS FOR INSPECTION ARE AS FOLLOWS: SAFETY AUDIT COMPLIANCE TO: SCHEDULE A / OTHER (specify) _____

SAFETY CRITICAL ITEMS (Choose minimum of 3 Inspection Items)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Helmet/s | <input type="checkbox"/> Window Net/s | <input type="checkbox"/> Wheels & Tyres | <i>(Rally Events only below)</i> |
| <input type="checkbox"/> Head & Neck Restraints | <input type="checkbox"/> Rollbar / Safety Cage | <input type="checkbox"/> Brake System | <input type="checkbox"/> Fuel / Oil / Brake line protection |
| <input type="checkbox"/> Protective Clothing | <input type="checkbox"/> Seat/s & Mounts | <input type="checkbox"/> Steering & Suspension Systems | <input type="checkbox"/> First-Aid Kit / Safety Triangle |
| <input type="checkbox"/> Safety Harness/es | <input type="checkbox"/> Fire Extinguisher | <input type="checkbox"/> Fuel Tank/s / Fillers / Lines | |

SAFETY NON-CRITICAL ITEMS (Choose minimum of 3 Inspection Items)

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Engine / Transmission Mounts | <input type="checkbox"/> Electrical Wiring | <input type="checkbox"/> Exterior Appearance | <input type="checkbox"/> Cockpit Construction / Fittings |
| <input type="checkbox"/> Flexible Fluid Lines / Hoses | <input type="checkbox"/> Ignition / Circuit Breaker | <input type="checkbox"/> Panels / Covers | <input type="checkbox"/> Bulkheads |
| <input type="checkbox"/> Throttle Return (fail safe) | <input type="checkbox"/> Battery | <input type="checkbox"/> Doors | <input type="checkbox"/> Tow Eyes |
| <input type="checkbox"/> Engine Starter operation | <input type="checkbox"/> Lighting Systems | <input type="checkbox"/> Windows / Wipers / Demisting | |
| <input type="checkbox"/> Reverse Gear operation | <input type="checkbox"/> Brake Lights | <input type="checkbox"/> Wiper/s & Demister | <i>(Rally Events only below)</i> |
| <input type="checkbox"/> Exhaust System | <input type="checkbox"/> Rear Lights / Rain Lights | <input type="checkbox"/> Rear Vision Mirrors | <input type="checkbox"/> Mudflaps |
| <input type="checkbox"/> Oil Catch Tank/s | <input type="checkbox"/> Bodyshell / Chassis Condition | <input type="checkbox"/> Aerofoils / Spoilers | <input type="checkbox"/> Auxiliary Lights |

NON SAFETY ITEMS (Choose items at random as applicable to Event)

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Ballast (security) | <input type="checkbox"/> Registration & WOF Labels | <input type="checkbox"/> LVV Plate | <i>(Rally Events only below)</i> |
| <input type="checkbox"/> Competition Numbers | <input type="checkbox"/> LVV / MSNZ Authority Card | <input type="checkbox"/> Optional Equipment | <input type="checkbox"/> Restrictor fitment (36mm ID) |

T020 - Safety Audit Programme 01/16

The Chief Scrutineer will choose items within each category. The same items are checked for every car and the results are sent to MSNZ in the Scrutineers report.

IF the Scrutineer makes a comment in your vehicle Logbook, you need to get it signed off at the next meeting by having another audit.

If your car doesn't require to be audited, it is still your responsibility to get your Logbook signed by one of the Event Scrutineers as "Not Audited". He/she will then give you a "Scrutineered" Sticker to attach to your vehicle. This is important as the Dummy Grid Team check for a Scrutineered sticker. NO STICKER = NO ACCESS TO TRACK FOR QUALIFYING.

Roll Cage Inspections – New roll cages will **NOT** be inspected at a race meeting. Competitors get a letter saying to do it before hand, the log book is marked the same, so go and see a Scrutineer **BEFORE** your first event.

Common Causes of Failure during an audit.

Fire Extinguishers – Missing, Not Secured by 2 straps, Pressure Low or Out of Date (The Canister has a 6 year life. The Date of Manufacture is stamped on either the base or neck of the extinguisher). More than 6 years old – BUY A NEW ONE. An inspection / service inside 6 years means nothing – it doesn't extend the life of the canister.

Batteries – Not secured properly, +VE terminal not isolated/protected in event of accident.

Belts – Out of date, frayed straps where they pass through the seat back holes, crutch strap incorrectly fitted. Beware of counterfeit belts - there were two found at the recent Pukekohe ACC meeting.

Overalls – Beware of FAKE OVERALLS. Also ensure that they are Flame Resistant. No Karting overalls or single layer Mechanics overalls are allowed.

Gloves – Check between fingers for holes / wear

Helmets – Correct labels, FHR Posts fitted correctly, No rusting / fraying around chinstrap buckle.

Tow Straps – Not Clearly Identified, Not correctly attached

Numbers - you are now required to have race numbers on the front windscreen

Log books - often do not have a current picture in the back

Appointed Scrutineers:

Scrutineers are appointed in accordance with Appendix One [Schedule O](#).

(a) For Clubsport Events where there is no requirement for a licensed Scrutineer, the Clerk of the Course takes responsibility for appointing an appropriately qualified official to take on this role.

(b) Scrutineers shall carry out Safety Audits as determined by the Safety Audit selection process pursuant to the requirements of this Schedule, other relevant schedules to the National Sporting Code, and Event Supplementary Regulations.

Presentation of Logbook:

Every time a vehicle is used in competition its logbook shall be presented at documentation (and at any other time during an Event when requested by an official). If a logbook is required under Part One [Article 3.4\(2\)](#) above and that vehicle's logbook is not available for presentation, for whatever reason, the Clerk of the Course may permit the vehicle to compete if;

(a) The vehicle is subject to a Safety Audit and clearance is obtained, and

(b) The penalty as prescribed in Appendix One [Schedule P](#) to the National Sporting Code is applied.

After an accident:

When significant vehicle damage is sustained, it is the Competitor's responsibility, to present the vehicle and Logbook, to the Event Chief Scrutineer for inspection and notation of any applicable information or as requested by the Clerk of the Course.

Finally:

If you have any further queries, please do not hesitate to call us at the office. Both Tim and Chris are Licenced Scrutineers. Chris is A Grade and can also sign off Roll Cages and Authority Cards.

SuperKart Nationals – Hampton Downs 24/25th Nov



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

WEST SPEED
MOTORSPORT

HANSEN[™]



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

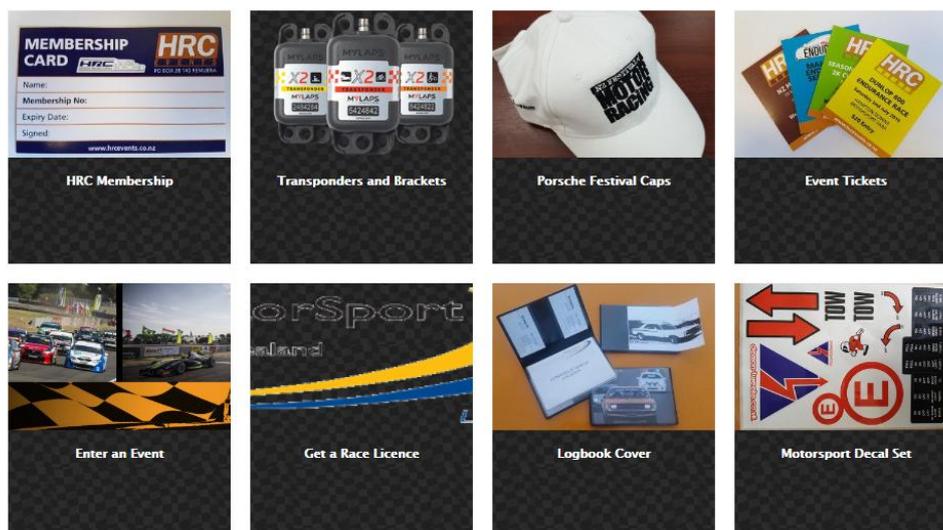
- Free Entry for current HRC Members to spectate at any of our race meetings (On production of valid Club Membership Card)
- HRC Members can take advantage of the HRC Suite at any of our Hampton Downs race meetings. There will be a small charge of \$20 to cover Tea / Coffee.



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>

FIA Super Licence Copied from Wikipedia

To qualify for an FIA Super Licence the requesting driver must already be the holder of an [International Grade A competition licence](#), and additionally meet the requirements of the FIA [International Sporting Code](#), Appendix L.^[1]

Drivers will need to have completed six races in Formula 2, or accumulated 25 superlicence points in eligible championships during the previous three years, to qualify for their first F1 free practice superlicence. 40 points are needed from the previous three years to qualify for a full superlicence. A superlicence is not necessary for a driver to partake in F1 testing sessions or to be a nominated test driver for a Formula 1 team. However, any driver nominated as a reserve driver will need a full superlicence.

Drivers reapplying subsequently need to demonstrate they have completed a full season in F2 or amassed 25 superlicence points during a three-year period.

As of 2018, Super License points are awarded according to the following table:^[2]

Series	Championship position									
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
FIA Formula 2 Championship	40	40	40	30	20	10	8	6	4	3

<u>GP2 Series (defunct from 2016)</u>	40	40	30	20	10	8	6	4	3	2
<u>IndyCar Series</u>	40	30	20	10	8	6	4	3	2	1
<u>European Formula 3 Championship</u>	30	25	20	10	8	6	4	3	2	1
<u>FIA Formula E Championship</u>										
<u>FIA World Endurance Championship LMP1</u>	30	24	20	16	12	10	8	6	4	2
<u>GP3 Series</u>	25	20	15	10	7	5	3	2	1	0
<u>World Series Formula V8 3.5</u>	20	15	10	8	6	4	3	2	1	0
<u>Super Formula</u>										
<u>FIA World Endurance Championship LMP2</u>	20	16	12	10	8	6	4	2	0	0
<u>IMSA Prototypes</u>	17	14	10	8	6	4	2	1	0	0
<u>F3 Americas Championship</u>	16	14	10	8	6	4	2	1	0	0
FIA F3 Regional Championships	15	12	10	7	5	3	2	1	0	0
<u>World Touring Car Cup</u>	15	12	10	7	5	3	2	1	0	0
<u>Deutsche Tourenwagen Masters</u>										
<u>Indy Lights</u>										
<u>NASCAR Cup Series</u>										
<u>Super GT</u>										
<u>Supercars Championship</u>	13	11	9	6	4	3	2	1	0	0
FIA <u>Formula 4</u> championships	12	10	7	5	3	2	1	0	0	0
<u>Asian/ELMS Prototypes</u>	10	8	6	4	2	0	0	0	0	0
<u>FIA World Endurance Championship LMGT-Pro</u>										
<u>FIA World Endurance Championship LMGT-Am</u>										

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.

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GP RUSSIA/JAPAN

Hamilton's 5th Championship is almost done. In Austin he will serve for his first matchball. In case of another win, Vettel has to finish at least Second, to keep it mathematically open. Mercedes executed another perfect weekend, which ended like the week before in Sochi with a 1-2 win. But you also have to say, that Ferrari is making it easy for Mercedes. Since the Singapore GP the car lacks speed on one lap. The mysterious power advantage on the straights is gone, and the Ferrari lose in the corners. Okay, Mercedes had brought three aero upgrades in the last five races, but that explains at best two tenths. Even if you assume, that Ferrari's new front wing and the modifications to the floor did not yield what they had promised in the wind tunnel, it does not explain a swing of 7 tenths from one race to the other. From Austria to Italy, the Ferrari was on average two tenths faster than the Mercedes. Since three races the Mercedes takes half a second from the Ferrari.

Before Ferrari gained 0.3 to 0.4 seconds on the straights. That bonus is gone. Not because Mercedes has found more power, but because Ferrari apparently can not deliver as much power as before. Either they had to cut back for reliability reasons or because the FIA is controlling the energy management at the exit of the divided Ferrari battery even stricter now. If you ask the FIA officials, you get the answer. „Ferrari is legal.“ Also before? Nobody wants to tell. Strange is also, that Ferrari has got from Singapore onwards a problem, they hardly had experienced before. The car overstresses its rear tyres. Even Vettel is surprised: „We used to save our tyres much better than the Mercedes.“ At the same time Mercedes got their tyre problems under control. Toto Wolff explains: „We learnt a lot from our traction problems at Spa.“ Ferrari however struggled recently to find a good setup in order to protect the rear tyres. That leads quite often to bad compromises in terms of one lap performance. In Sochi Vettel lost 0,6 seconds to Hamilton, in Suzuka it were three tenths up to the moment Ferrari screwed up with its tyre choice in Q3. In the race, the Ferrari matched the speed of the Mercedes, at Suzuka even with a badly damaged car.

But the poor grid positions force both the drivers and the strategists to high risks in the races. In Russia Vettel had to pit earlier than Hamilton in order to try an undercut. To make sure it works, he needed full battery power in the out-lap. It worked, but only for one lap. Then Vettel's battery was empty and Hamilton got him in the highspeed omega corner. But also he paid a price. His rear tyres blistered as a result of an aggressive first lap out of the pits. Vettel's tyres however were still fine. Now the tyre saving setup paid off. Not enough. When Bottas, Hamilton and Vettel closed up on Verstappen, Mercedes saw only one chance to protect Hamilton from Vettel in a pack, that threatened to bunch up behind the Red Bull. They asked Bottas to let Hamilton pass. The Finn still had perfect tyres. Fully understandable at that moment.

Hamilton did not have to give back the lead at the end, despite the fact, that Bottas had been faster all weekend long. It was about 7 extra points having or not. Toto Wolff did not want to risk that. The purist protest, but for what? The same people had criticized Ferrari in Monza, why they did not give any orders to Räikkönen in order to help Vettel. You also have to say, that the best way for Bottas to avoid such team orders to his disadvantage is to perform better in the first 14 races of the year. If he had been with 10 points with Hamilton, Mercedes would have let both race.

The story of this year's Championship is a copybook of least year's season. After the summer break Ferrari's title campaign fades away. Whereas Mercedes seems to get stronger with the increasing pressure, Ferrari commits more and more mistakes. Mainly in practise or qualifying, which then cost dearly in the race. In the last five Grand Prix, Ferrari got it five times wrong, either on Friday or on Saturday. In the wet Q3 in Spa the team forgot to put enough fuel in Räikkönen's car in order to get through it including a change to fresher intermediates. In Monza Vettel had to tow Kimi instead of vice versa. In Singapore the team sent its drivers every time they went out in Q3 into traffic. Both Vettel and Räikkönen were not able to prepare the tyres properly for their hot laps. In Sochi Ferrari stucked the whole first practise day to a new rear wing despite consistent troubles with the tyres and the speed. Only on Saturday the engineers put an older wing on. They had made a back-to-back test on Friday to find out, which wing suited better. Mercedes did so and chose the lower downforce wing. Ferrari went for more downforce. The highlight of all errors was presented in Suzuka. The radar was warning from rain in Q3, but the rain was not there yet. And the track was still dry. Every car left the grid on supersoft tyres, but for Ferrari. They even kept the intermediates on when Vettel mentioned that it would be too dry for inters. Ferrari aborted the experiment after one lap, but that had cost already 2 minutes. By the time the Ferrari were back on slicks, it started to rain. Kimi just made it, but Vettel who was one minute behind him, went wide in Spoon corner. That meant the grid positions 4 and 8.

Ferrari again paid in the race, as they had to apply a high risk strategy to move forward. Both drivers ran into Verstappen. After Max had braked too late for the chicane, Kimi came alongside, but then was pushed on the astro turf by the Red Bull. Verstappen got quite rightly a 5 second penalty. Should have been more, even if it had been just for his stupid excuse. „Kimi should have waited until I came back on track, so that he could get me on the other side.“ As if Verstappen would have waited in Räikkönen's position. When Max said, they left the Ferrari enough room, than this is a lie. Pictures show, that Räikkönen had to put the two right side wheels on the artificial grass. Also 7 laps later with Vettel, Verstappen was telling not quite the truth. Again he argued, that he left Vettel enough room. Vettel saw it a bit different: „Only when Max realized, that I was already on the left side of his car, he lifted the brakes and did everything to squeeze me even further left.“ Should Vettel

have waited with his attack, knowing that his rival had already a 5 second penalty? I keep it with Mika Häkkinen, who said: „Vettel had no other chance than to go full risk. He saw a gap and had to go for it. He was racing Hamilton, not Verstappen.“ Verstappen himself said, that Vettel could have got him afterwards much easier with the help of DRS and the Ferrari power. Sorry, that is nonsense. We all know, that Verstappen would have never allowed Vettel to pass on the obvious places like the chicane or turn 1. Not his special friend Vettel. It had to be done by surprise in a corner not to be expected, and that was the moment for doing it. A second time would not have worked. Vettel proved later in the race that such a maneuver can work when he overtook Grosjean at the same spot. Verstappen was surprised in that moment, otherwise he would not have left the door open in the first place. His power unit was de-rating as Vettel could see on the flashing rear lights. And Vettel's battery was full. So he had a much better exit out of the hairpin. As a result of the collision Vettel spun and restarted the race from the back. He went twice through the field, overtaking 16 cars in doing it. But he finished only Sixth, increasing his deficit on Hamilton to 67 points.

What would have happened, if Vettel had waited until Verstappen disappeared in lap 23 in the pits for his tyre change? His gap to the Mercedes would have been so big by then, that he in best case would have closed up with Bottas. And even if he overtook him, he would have finished only Second to Lewis. The gap would have been then 57 instead of 67 points. Where is the difference? Vettel needs to close on points not the other way around. His Ferrari was surprisingly quick despite damaged barge boards on the right side of the car. When he had a free track in front of him, he was going faster than the Mercedes. Hamilton obviously was mainly cruising to save his tyres, but he still got blisters, which the Ferrari did not. Bottas however had to go flat out, as Verstappen closed a gap of 11 seconds with 20 laps. Bottas struggled with his left front tyre in traffic. In Suzuka you need a 4.5 second gap in order to run turbulence free. Räikkönen had more damage to his Ferrari than Vettel, in his case on the left side. He lost a second per lap and ruined his front tyres by lacking downforce.

Vettel not only sees his hopes for the title disappear, he also is afraid, that it might have been the last chance in his Ferrari era. As if things are not bad already, Ferrari is weakening itself by a stupid power play between Arrivabene and technical director Binotto. After the death of Marchionne, there is no one any more around to keep these battles under control. Binotto would have been the designated team principal under Marchionne by the end of the year, but since he is gone, Arrivabene sees a chance to stay where he is and become even more powerful. At the moment there are two factions at Ferrari fighting each other. That leads to an even bigger chaos in the team. It seems, that certain parties are happy about the failures, depending which party is responsible for it. Politically it could serve the purpose.

Red Bull was getting better again in the last three races. A lot had to do with corrections to the latest upgrades, which had been gone into a wrong direction. The biggest problem was, that the diffuser was not producing stable downforce anymore. Therefore Red Bull was forced to add wing, which made the cars even slower on the straights. The team took further engine penalties in Sochi, believing that would be the circuit with the least chances. In reality it was not. Red Bull looked stronger in Sochi than in Suzuka. Under these circumstances it is remarkable, that Ricciardo could overtake in Japan 8 cars in 13 laps after starting only in P15 due to a malfunction of a throttle actuator in Q2. The Red Bull had excellent traction, and Ricciardo started like the Mercedes on the soft compound against many cars on supersoft. Soft turned out to be the best race tyre in Suzuka. The relatively easy catch up of both Vettel and Ricciardo on a circuit, on which overtaking is not easy, shows again, that something in F1 is completely wrong. The gap between Mercedes, Ferrari and Red Bull versus the rest is far too big.

You wonder, why the other teams compete at all in the same race. They should have their own one. It would be much better. Not only because it is closer racing, but it also provides surprises. You never really know, who has got the fastest car in the midfield. In Sochi it was Sauber with Leclerc scoring a fine 7th place. „That means more for us than P6 in Baku. In Russia we had been the best of the rest and we had the only car not being lapped by the winners“, Vasseur said. In Suzuka Force India was the best runner in the midfield, scoring 8 more points and putting now a real threat for McLaren in P6. If you add Force India's points before and after the summer break, they would already lead Renault in the battle for 4th place. Renault has lost out completely. Since the summer break they scored only 10 points. Hülkenberg was quite critical. „This year we lack the big upgrade, we had last year. The car feels not worse than before, but the others just developed faster. We have not found enough downforce and not enough power. It will be tough four races in terms of our target to become Fourth.“ HaasF1 has closed up to 8 points already, and the US team will run in Austin with another aero upgrade. The last for this season. Grosjean could have even scored two points more in Suzuka, but in race trim he was not fast enough to hold back Perez. He complaint, that Perez had gained time on him under double yellow and a VSC period, but the data showed the opposite. „Grosjean was even three tenths faster than Perez in the section with the yellow flags. And under VSC he was wasting 2 seconds with no need. He had been too much under his target time“, Charlie Whiting told us. HaasF1 team principal Guenther Steiner explained: „Romain must be super careful till the Mexican Grand Prix. He has got already 9 penalty points. Another three and he sits out.“ It is easy to score 3 points: Neglecting blue flags or driving recklessly fast under yellow flags for example.

On the driver's market it has become quite. Kvyat had been confirmed by Toro Rosso. The second cockpit should go either to Brendon Hartley or Alexander Albon. At Williams the situation is still confusing. Claire Williams offered to Toto both seats for Ocon and Russell, but she wants engineers for free. That would mean 13 million euros less into the Mercedes bank. „Too much“, says Toto. If he has to choose, he would give Russell to Williams. „A perfect place to learn. Ocon can only lose there. For him it is better to sit out one year. We'll have already options for him in 2020.“ Sirotkin's cockpit is in danger. There was talk about Markelov as a replacement, but that problem had been solved the Russian way. Father Markelov went all of a sudden in prison for alleged corruption and bribery. He is another billionaire and the biggest sponsor of his son. In order to understand the background you should know, that the owners of the SMP bank that supports Sirotkin are close friends to Putin. With Markelov in trouble, there is more chance for Kubica, who could increase his sponsorship from 7 to 10 million euros.

In the moment the F1 management is checking the commercial offers from Pirelli and Hankook to get the new tyre contract from 2020. The FIA had both sanctioned, which means both are technically and logistically capable to build and supply safe tyres. Hankook means it really serious. They have hired the former Bridgestone race director Hamashima and they test already since considerable time Formula 1 tyres on special cars. For this reason they had bought a Williams-Cosworth from 2011 and a Formula 2 car, which had been modified in order to carry the current tyre dimensions. You can imagine, that Hankook will offer more money to F1 than Pirelli, because for them it will be so much more important to get the deal. It would give worldwide awareness and prestige to a company, which still is quite unknown in the world compared to the big shots. The job would be tough for the Koreans. They have to develop new tyres twice within 12 months. In 2020 for 13 inch wheels, in 2021 for 18 inch wheels.

The F1 car for the future takes shape step by step. The rule makers want to restrict the wheelbase to 3.40 meters. Currently the cars have wheelbases between 3.60 to 3.75 meters. The whole floor should get a wing shape in order to be less dependant on the wings. That would be a comeback of ground effect cars, without skirts of course.

In Suzuka the team principals met twice on short notice. The first briefing was without Chase Carey, the second with. The only point of discussion: How can we make our product better? The teams are nervous, because Liberty was warning for a second time in a row, that less money will be distributed to the teams in 2019. The payout will be 3,7 percent down on 2018. In the case of Mercedes it is 5,8 million dollars less, in the case of Haas F1 1.9 million. The discussions how to make racing better are pretty useless, I am afraid. Formula One needs a revolution with new cars,

new engines, less and more understandable rules, less tools to analyze and understand cars and tyres, a much stricter budget cap than planned, in one word: a fresh start from zero. But revolutions can never be shaped from the inside. They have to be dictated from above. We have rescued Force India, but the next teams to worry about are already in front of our doors. It will be in that order Williams, McLaren and Renault in one year's time. And then there might be no replacement or billionaire around to take it over.

GP SINGAPORE

It is a bit like last year. After the summer break Ferrari loses out to Mercedes. In the closing stages of the Championship the pressure increases and with it the mistakes. Both from Vettel and the team. In Singapore, it was the team, that did too many things wrong. Ferrari lost the race in qualifying. After P3 it looked like an easy task for Ferrari. Vettel was half a second faster than Hamilton. In qualifying it went the other way round. Hamilton marked with 1.36,015 minutes the fastest time ever around the Marina Bay circuit. 3.5 seconds faster than the year before, 8.8 seconds faster than Felipe Massa in 2008, the first year of F1 in Singapore. It was a lap close to perfection. No wheelspin, no slide, no late braking. The secret of it was as usual in Singapore a perfect out-lap to prepare the tyres for that one crucial lap. Same for Verstappen. You could see that from the big gaps to their team mates. Bottas and Ricciardo were almost 7 tenths slower. That is not the normal gap. The ones got it right with tyre preparation, the others not.

Ferrari messed up qualifying completely. All three top teams had four sets of hypersoft left for each driver. The hypersoft was 1.6 seconds faster than the ultrasoft. You needed it to qualify. That meant, that you either restrict yourself to one outing on hypersofts in Q2 or you take the risk to qualify on ultrasofts in Q1 to have two hypersofts in Q2. Mercedes went through Q1 on ultrasofts, but it was very tight. Hamilton made it just by 2 tenths. Despite that experience Ferrari thought, they could qualify on ultrasofts in Q2. There was no way. Ferrari had to abort both runs to save time. That was the only thing, they did right. But now it was already so late, that the drivers had to hurry up to get one run on hypersofts in. That meant no time for a perfect preparation of the tyres. Whereas Hamilton learnt in two outings how to warm up his tyres perfectly for the last round in qualifying, Ferrari learnt nothing. And like that they went into Q3. There they sent their drivers always in traffic. The warm up laps of Räikkönen and Vettel were completely messy. „First we had a mini race to get into position, then we had to space a big time for the flying lap.“ Each car is different in getting the tyres into the window. Mercedes needed a slow out-lap. Red

Bull had to start the out-lap aggressively, but slow down in the last sector. Hamilton and Verstappen almost stopped before corner 22 heading for their flying lap. Vettel said: „We had to do the opposite with our car. I needed a fast third sector in order to get my tyres ready. But with all the spacing I could not. I had cold front tyres in the first three corners. Then they were heating up so much, that the front became stronger than the rear end. In the last sector my rear tyres overheated. I just never had them in balance.“ Vettel lost 0.15 seconds in turn 3, was on par with Hamilton in turn 5, lost another tenth in turn 8 and then got really beaten in the last sector. „I had in each corner a snap.“ Vettel thought, that with better preparation he could have done Hamilton’s time.

The third position on the grid forced Ferrari into a risky strategy. The only way to beat Hamilton was to pass him with an undercut. It was supposed, that you could get up to 3 seconds by coming in one lap earlier. But in doing it, you needed for the best possible out-lap an ultrasoft tyre after your hypersofts at the start. That meant, that the price for it is so much bigger, the earlier you had to try the undercut. The Ultrasofft had to last that much longer in the second stint, It was clear, that your rivals would pick a soft tyre to be safe until the end of the race. Mercedes obviously anticipated Ferrari’s plans. And they played it brilliantly to defend it. Hamilton was driving really slow in the lead to keep the field together. That gave Ferrari no gaps, where they could drop Vettel. But from lap 11 onwards it became obvious, that behind Perez in P8 a gap was building up. Grosjean could not run the pace anymore. Again it was easy to assume, that Ferrari was looking exactly for that gap, but they needed it big enough, so that Vettel could have a perfect out lap on ultrasofts without being blocked by someone. So they had to wait a bit. In exactly that moment Hamilton was speeding up. From one lap to the other he went 3 seconds faster. And Vettel could not follow. That forced Ferrari to come in a bit earlier than they had hoped for. When Vettel turned in lap 14 into the pit lane, Hamilton had already a cushion of 3.5 seconds. Despite a very strong out-lap of Vettel, he did not make it. He even lost another position, because at the end of that lap he had closed up to Perez. Behind the Force India he lost another 3.5 seconds. That helped Verstappen to get past again. From then on the race was over for Ferrari. Vettel had to save his tyres to make the distance without a further stop.

All in all Ferrari was not as superior as the experts thought from last year’s experience. In 2017 the Ferrari was a car that generated a lot of downforce, but at the price of a lot of drag. This year’s SF71H is much more efficient, has a bit less maximum downforce, but is a much better all rounder. Ferrari won fair and square at Silverstone, where they had not chance in 2017. But as a consequence they were no more dominant in Singapore. Mercedes had caught up on that circuit, by analyzing very well the mistakes from the past and their weaknesses in slow corners. They set up their cars with a completely different approach. All was done in order to prevent

the rear tyres from overheating. With success. You could see the improvement by comparing Bottas with Ferrari. Last year the Finn lost 1.3 seconds to both Ferrari. This year he was able to split them. There were two more reasons which helped Mercedes. Singapore asks for only 61 percent of full throttle. Ferrari's power advantage could not shine. And the temperatures were pretty low that year. Track temperature never went above 34 degrees.

Why Ferrari does so many mistakes recently? Insiders say, that it has to do with the death of Sergio Marchionne. Under his strict management style people were working disciplined, because everybody was afraid of failing. Now there is kind of a vacuum in leadership. The new president needs at least half a year to find his way. Under him there seems to be friction how to carry on between Arrivabene and technical director Binotto, internal sources report. Vettel just said: „At the moment we are our worst enemy. We should start soon concentrating on ourselves.“

For once Red Bull was again in the mix. It might have been the last time this year. The track suited the car. The RB14 is built for high downforce circuit and power sensitivity was the second least after Monte Carlo. Verstappen could have challenged Hamilton for pole, had he not suffered from misfire in the quali-mode. That stopped him from short shifting, because the engine required to rev up to the limit to provide a smooth power deploy. Only for Sunday Renault found kind of a solution. In race mode it was acceptable. Verstappen had only one chance against Hamilton, and it arrived, when Lewis had been held up in traffic. He lost a 5 seconds lead within one lap. „Had Max overtaken him there, we would have won. Overtaking was impossible. Ricciardo was two seconds faster than Bottas and Räikkönen and had no chance to pass them“, Horner told. According to Adrian Newey Renault has lost further ground after Mercedes and Ferrari introduced their spec 3 engines. He judges the gap in the race now by 6 percent and in qualifying by 10 percent. There might be a bad wake up call in Sochi. Honda was able to speed up their spec 3 dyno testing. According to Marko there is a good chance to see the latest Honda spec in Russia. And it is reported to provide a 35 hp improvement.

Force India brought their biggest upgrade of this season and made a big step on a track, they never had been brilliant. For the first time they qualified both cars in the top 10. A new floor, diffusor and barge boards made the rear end downforce more stable under changing ride heights. Andy Green had also introduced a new front suspension, but it was taken out Friday night again. „Too many new parts. We did not want to confuse ourselves. It will be back for Russia.“ The team was hoping for 10 points, but got nothing. Again Perez and Ocon crashed, this time after 400 meters. Again last years rules of engagement will apply from now on. „We tell them which order they have to drive“, Szafnauer said. The blame went to Perez who had a real bad day in the office. He was so excited, that he could follow the six top cars,

that he forgot about tyre management. That forced him 3 laps too early to switch to the ultrasoft tyres. So he dropped behind Sirotkin and stayed there for the next 17 laps. When he finally overtook the Williams, he drove for no reason into Sirotkin's car but being angry about the Russian blocking him. That meant a drive through penalty. Without that he still could have scored one point, as Hülkenberg proved it. The Renault driver was behind him in that moment and eventually finished Tenth. The Force India management was really angry with Perez. „We still want to finish Sixth in the Championship. McLaren was only 20 points away. But instead of scoring 10 points, we lost 6 to them“, Szafnauer cursed. It is a matter of 6 to 7 million dollars getting or not. Technical director Green thinks: „It is still possible. We have a very strong car now.“

In terms of upgrades Force India did a better job than HaasF1 and Renault. HaasF1 went away empty, because the car was eating its tyres. Renault scored 5 points. In the midfield it was this time better not to start in the top ten. Perez, Hülkenberg and Grosjean had to start on hypersofts, which had a restricted life. Alonso, Sainz and Leclerc went on Ultrasofts into the race. When the hypersoft starters were out of the way with early pit stops in the laps 15 to 17, they just had to do consistent lap times. Perez, Grosjean and Hülkenberg were trapped behind Sirotkin and lost 1.5 seconds per lap. But even without Sirotkin in their way it would have been difficult to beat the Ultrasoft starters, as Hülkenberg stated: „Even when I had a free run, I was not able to run the pace of Alonso or Sainz, despite my Ultrasoft tyres were fresher. But I had to manage them over 40 laps. In the last laps I was almost running on the rim at the right front corner.“

Transfer market: The expected happened. Leclerc will replace Räikkönen at Ferrari. Räikkönen had been told the news Thursday before Monza. Leclerc got it a week later on the phone. The 20 year old from Monaco has pretty eager plans: „I am not in there for learning. That is what I did at Sauber. For sure I have to adapt, but if the Ferrari will be as strong as it is now, I have to race for the Championship. If I would not think like that, I did not deserve my place at Ferrari.“

Räikkönen still carries on. He signed with Sauber for two years. His old friend Beat Zehnder renewed his joke „come to us if Ferrari does not want you any more“, once he was told that Kimi is out. „This time it was serious. And it did not take long, until we agreed.“ Räikkönen turned down all questions, why he would continue in a small team like Sauber: „Because I wanted it. To leave Ferrari was not my decision. To go to Sauber it was.“ Fred Vasseur made it clear, that Räikkönen was no present of Ferrari. „Kimi was on the market. We took him.“ That means, that title sponsor Alfa Romeo has still the right to place one driver in Sauber. And they want Giovinazzi. Ericsson starts to realize, that his career could come to an end. It will be interesting,

whether the Swedish owners want to go on confrontation with their sponsor and engine partner.

For the moment Ocon is without a drive for 2019. Perez has signed with Force India, and it is very unlikely to get him out now after his mistakes in Singapore. And the other seat is reserved for Lance Stroll. Ocon is devastated. „It is a pity, that results and good work does not count any more“, Ocon was complaining. Toto Wolff blamed McLaren and Renault for not keeping their promises or ignoring signed options and handshakes. Guenther Steiner from HaasF1 shows no mercy. „I would be interested in Ocon, if he was no Mercedes driver. As a partner of Ferrari I cannot take him. But there is no reason for Toto to complain. He could have put Ocon in the second Mercedes like Ferrari did with Leclerc. It is not up to other teams to solve his driver problems.“ There might be an open seat at Williams next year, but Wolff prefers to put his youngster George Russell in there rather than Ocon. „For George it would be the perfect team to learn without pressure. Esteban can only lose. It is better to keep him in reserve for 2020.“

Lawrence Stroll wanted to transfer his son already in Monza to Force India, but that deal seems to be more and more difficult. As long as Ocon finds no other seat for the rest of the year, the drivers swap cannot happen. Ocon cannot take Stroll's place at Williams, because Kubica has in his contract a guarantee, that he drives, if one of the current drivers is out. Theoretically he could turn it down, which would be probably a sensible thing. Nobody can shine in that Williams right now. In Singapore it was 1.4 seconds slower than the next worst car.

Alonso had his IndyCar test at Barber but refused to comment too much. He spoke of an interesting experience. Internally he was not very impressed with the test. He told friends, that these IndyCars are very slow on road circuits, heavy, lazy, too little power and difficult to steer without power steering. On top of it Andretti finds it difficult to line up a separate team for Alonso. So it is very likely that Alonso drives only the Indy 500 and WEC next year. Maybe even the odd Formula E race, as Agag sees the potential of big media interest, should Alonso drive there. Well, he will realise then how slow these cars are compared to an IndyCar. According to McLaren Alonso will stay a test driver to the team. That means: He can come back any time he likes.

Another unsolved question: Who drivers for ToroRosso next year? One seat will be taken by Daniil Kvyat. For the other a big queue lines up. Daniel Ticktim is only an option if he wins the F3 Championship and qualifies with it for a super licence. Otherwise he will drive the Japanese Super Formula. Hartley has a chance to stay, but only if he delivers. There are not much chances left. Marko spoke in Singapore with Sirotkin's management. There are rumours that Williams looks at Markelov, who

could bring even more money to the team. Ocon has no chance. „He first would have to get out of the Mercedes driver’s programme, of Toto Wolff’s management group and of the Genii system, he is still in“, Marko says. „Not in a million years“, Wolff replied. Wehrlein has not renewed his Mercedes contract hoping, that his chances at Toro Rosso increase by that. Vandoorne seems not good enough for Marko: „He has a great vita, but in F1 he failed. You cannot lose consistently half a second on Alonso.“ Sebastien Buemi will remain simulator driver for Red Bull, but sees little chance to get a race seat. „In WEC I am a Toyota driver, in Formula E I drive for Nissan, and in F1 I would be a Honda man. That would be a bit too much to coordinate“, the Swiss said.

By Dieter Rencken
RaceFans.net, Oct. 17, 2018

Last week in Japan, Formula 1’s 10 team bosses held an impromptu meeting, saliently without inviting Formula One Management or FIA representatives.

It is, of course, their right to meet wherever or whenever they choose. But, tellingly, the meeting marked their first since Liberty Media acquired FOM two years ago and, by many accounts, it was the first such meeting since the Formula One Teams Association disbanded back in 2014.

The convener, believed to be Mercedes (various sources told RaceFans that Mercedes Motorsport CEO Toto Wolff called it) attempted to keep the meeting secret, going as far as requesting that attendees enter via the ‘tradesmen’s entrance’ at the rear of the team’s hospitality unit. One team boss refused to comment on the basis that “I gave my word in the meeting not to talk to the media”.

According to one source willing to discuss the meeting, the subject was ‘How to improve (spice up) the show,’ while another said that the recent drop in income (derived from a combination of TV revenues/race hosting fees and ‘others’ – predominantly hospitality sales and ‘bridge and board’ advertising) and dwindling eyeballs had been a “wake-up call for us all”.

Indeed, despite (or because of) massively ramped-up marketing spend, a new logo, a snazzy app (which infuriated die-hard fans) and an internet streaming service claimed by Liberty to be the most sophisticated in world sport, the team are due to share around 4% less for the third quarter of 2018 – a continuing trend.

TV ratings are down too. Not only that, but the total hours of F1 broadcast has fallen by around a quarter year-on-year over the first 10 rounds, from 23,000 to 18,500, due to the losses of Sky Germany/Austria and F1 Latin America.

A worrying (but as yet unconfirmed) year-on-year comparison for the Russian Grand Prix indicates a TV ratings slump of over 20 per cent versus last year. Liberty is said to put this down to a later slot in the year, yet going into Sochi the championship fight between Lewis Hamilton and Sebastian Vettel was much closer than now, so that does not stack up.

The latest Nielsen Sports broadcast report, shared with RaceFans by vice-president for global motorsport Nigel Geach, shows a one per cent cumulative year-on-year decline in TV audiences over the first 10 rounds, despite audiences being up (on 2014) for events that clashed with the FIFA World Cup. True, one per cent is no great shakes – but Liberty is a media company first and foremost, and as such on a mission to grow the sport.

The faltering launch of F1 TV Pro remains a cause for concern as well. Speaking at a recent Vanity Fair summit, F1 CEO Chase Carey admitted that F1's much-vaunted OTT streaming service had "more glitches than we hoped for," adding, "For us, it's early days..."

All this is cause for concern. Hence that meeting. Not to be outdone, Liberty called a follow-up on Sunday where the same topics were (allegedly) discussed.

But talk of the upcoming Brazilian Grand Prix brought more bad news: the teams will not be paid (albeit indirectly, given F1's income is distributed from a "pot" after deductions made for Liberty's expenses) for this year's Brazilian Grand Prix.

Or next year's round.

Or the 2020 race.

Apparently the race agreement consisted of two parts: a hosting contract with the promoter, known to be a long-standing associate of ex-F1 tsar Bernie Ecclestone, whose wife was once marketing director for the company; and a separate financial underwriting agreement with Sao Paulo city/state. Thus public coffers paid the hosting fee, with the gate covering promoter costs (and profits).

It seems that during Bernie's last days in office he extended the promoter agreement, but failed (conveniently forgot?) to obtain the necessary fiscal agreement. The promoter maintains he has a valid deal and, if F1 failed to sort the funding, that's not his problem, so the teams (and FOM) are travelling all the way to Brazil and staging the show for three straight years without earning a (coffee) bean for their efforts.

Asked to comment, an insider said, "That's the short version, but you're not far off the truth," adding, "We were all surprised when we saw the contract, but Mr E was the boss at the time..." Somehow one can't imagine Ecclestone taking his show 6000 miles across the Pacific Ocean without payment, yet Liberty seems willing to do so.

Against this background, is it any wonder that the teams are getting increasingly jittery about F1 under Liberty? Already the word is that the likes of Wolff, Renault's Cyril Abiteboul and Christian Horner (Red Bull) are pushing for fewer races – or increased revenues and less stringent budget caps for more than 20 races – all of which puts Liberty under even greater pressure to grow F1.

Is it within Liberty's power to achieve its stated objective or are outside influences conspiring against its ambitions? Expressed differently, has interest in global motorsport peaked: have we seen 'Peak F1'?

Formula 1 is not alone in experiencing downturns in interest: NASCAR and IndyCar – both home grown in the Land of the Automobile, remember – face dwindling attendances and TV ratings, with first-named suffering drops of between 20 and 30 per cent for some races, with FOX Sports' viewership being 29 per cent down on 2016.

Worse, the average age of viewers has shot up nine years to 58 in just 12 years – the third-oldest bracket behind golf and tennis – indicating that the series is failing to attract young blood. Millennials are not acquiring their parents' taste for motorsport. Sitting on bleacher stands at an oval is as uncool as drinking alcohol.

The same goes for watching TV, where Netflix also trumps NASCAR and the like. Thus sponsors are walking and, where replacements are found, their funding levels are well down. When sponsors such as supermarket group Target walk away from Chip Ganassi's IndyCar team after 27 years or DIY chain Lowes exits Hendrick Motorsport and its seven-time champion after 17 seasons, something is surely worryingly amiss.

Just as folk talk about Peak Car – particularly in cities serviced by the likes of Uber – so talk is now of Peak Licence. US statistics indicate just how Future Kid is shying away from motor cars and, by extension, motorsport: In 1983, 46 per cent of American 16-year-olds held drivers licenses; thirty years on that figure had halved, and continues to fall. So does the average annual distance travelled.

True, not all license holders are petrol-heads, nor vice-versa, but as a benchmark it is telling, for it points to falling interest in matters motoring, and, therefore, motorsport. Equally, if there is no correlation, then motorsport is being hit by a set of unhappy but proportionate coincidences...

A paper published by phys.org in January found worrying similarities in the United Kingdom: Drivers' licenses amongst 17-20-year-olds peaked at 48 per cent in 1992/4 and 75 per cent for 21-29-year-olds, dropping to 29 per cent and 63 per cent respectively two decades later. In 2010-14, only 37 per cent of 17-29-year-olds reported driving a car during a typical week, whilst the equivalent figure was 46 per cent in 1995-99.

Now consider how all this relates to F1. While the slide in TV ratings over the past six or so years can be (partly) explained by F1's switch to pay-TV, the fact that folk refuse to pay for F1 broadcasts is a worrying trend. This points to convenience customers rather than die-hard fans of the type Liberty professes to target; equally, there is a correlation between the rise in pay-TV and drop-off in sponsor interest.

Internet shopping, budget airlines, virtual socialising, taxi apps and other connected activities all mean that the car is no longer the necessity it once was, and, as interest in the car wanes, so F1 gets affected. Add in that Millennials are more likely to think

“electric green” than V8 or even hybrid, is it any wonder that motor manufacturers are flocking towards Formula E?

Where in the mid-noughties F1 boasted seven motor manufacturers each spending hundreds of millions (dollars) per annum, today the sport has but three-and-half (Honda being an engine supplier only), while Formula E has eight spending around a tenth that. Note the shift?

Motor manufacturers have traditionally funded motorsport activities via a combination of R&D spend and marketing budget – with the mix varying from company to company. That being so, on the sporting front they now face two diametrically opposite choices: fossil fuel and electric. It stands to reason that budgets of participating brands are split, reducing the amount available for F1 spend, or even blocking an F1 entry.

With car companies devoting increasing time and effort to autonomous car development, so both budget centres will come under renewed pressures through being required to contribute, further decreasing the amount available for motorsport of whatever persuasion. Spot the spiral?

Where once F1’s calling cards bore the messages ‘Win on Sunday, sell on Monday’ and ‘Racing improves the breed’, so far removed are F1 cars – and the racing – from the real world that such slogans no longer ring true. If anything, Formula E’s technology, including treaded tyres and energy storage, holds greater road relevance than anything F1 currently offers – at a tenth of the price.

Consider that the Renault-Nissan-Mitsubishi alliance recently overtook VW Group for the number one motor manufacturer spot despite having only recently re-entered F1 (without much current success, it must be added), while Nissan faces its maiden FE season. Consider, then, that both are market leaders in their electric car segments, whilst Mitsubishi is a plug-in hybrid leader.

Apart from newly-resurrected Alpine they don’t have a true performance brand between them, with sub-brands such as Dacia, Lada and Datsun, with zero motorsport pretensions, providing volume. Yet, performance brands such as Audi, Porsche and BMW steer clear of F1 – but have signed up to FE...

Here’s another pointer: For the past three years F1’s pre-season testing in Barcelona has clashed with Mobile World Congress, held in the city’s Fira halls. Over eight days of testing the circuit considers itself fortunate if total attendance hits ten thousand – despite free entry to anyone holding a race weekend pass. Yet the simultaneous MWC regularly draws 100,000 geeks: guess where the future buying power lies?

Ditto the Consumer Electronics Show in Las Vegas, which annually attracts as many visitors as does the Indianapolis 500, which brands itself as the world’s largest single-day sporting event. Tellingly, brands such as VW and Renault now spend more on their CES exhibits than they do at mainstream motor shows, which have gradually lost their lustre. Indeed, VW, Ferrari and Fiat etc., shunned the Paris Motor Show earlier this month.

All this points to rapidly shifting landscapes for motoring and motorsport in general, and F1 in particular. The pressures F1 faces are fundamentally external and not of its own making, yet they are very real pressures and the challenge is for the sport (and Liberty) to adapt faster than the landscape shifts. As always in F1, if you're not moving on fast forward, you're going backwards.

If F1 (and the likes of NASCAR and IndyCar) fails to adapt it will fade into irrelevance before dying a slow death. Liberty and the teams need to do more than simply "spice the show" – they need to reinvent the sport totally, from format through technology and governance to fan experience and broadcasting. All that takes massive commitment; above all, it requires not impromptu gatherings, but enormous will from all concerned.

The dinosaur lacked that crucial characteristic...