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JUNE 2018 Issue



Round two of the North Island Endurance Series is at Pukekohe on Saturday 16th June. This series is certainly attracting some of the most exotic fields of cars seen in New Zealand. Cars include Ferrari's , Porsche, Mercedes. Audi, BMW, McLaren, Camaro GT3, Mazda, Commodore, Hyundai, Seat, Honda. Walking down pit lane a number of very professional teams can be operating. This is the cream of NZ Motorsport.

The racing is exciting with the lead changing constantly, especially at round one Hampton Downs where we had showers coming through constantly changing the track surface. In fact the result of Round one is yet to be finalised, the Evans team are provisional winners but Simon Gilbertson /Johnny McIntyre have protested the result and the final result will not be declared until the Pukekohe round.

Entries are also up for the Manfeild round on 21st July. Entry is on www.motorsportentry.com and discounted spectator tickets on www.hrcevents.co.nz. Don't miss this exciting series.



ENEOS North Island Endurance Series 2018

Round 2 – PUKEKOHE

Thursday 14th JUNE 2018

Pack in available STRICTLY between 2pm and 4.30pm. Overnight garages free to use but NO SECURITY.

Friday 15th JUNE 2018

Cost for testing: \$175.00 if booked online (\$150 for Power Lap Members)

<https://www.pukekoherpark.co.nz/book/0NPa8Le8Pu7w97Eob8LPddffWV>

\$35.00 per additional Driver

ALL Drivers must hold a Pukekohe Park Raceway Pit Lane Exit Pass

New Layout Circuit (With kink on back straight) Format for the day as follows:

Registration from 8.30am. Drivers briefing at 9.45am. Track live from 10am – 4pm in 50 minute sessions. Track Crossing open every hour on the hour for 5 minutes. No lunch break. 4.00pm – 4.30pm Meeting Rides (Hot Laps).

12 noon to 4.00pm - Scrutineering and Documentation available at the circuit

5.00pm: Social evening and NIERDC drivers briefing – Location TBA

SATURDAY 16th JUNE 2018

Race Day Programme

- 7.30am Documentation and Scrutineering resumes
- 8.30am - 8.45am: ROC Drivers briefing
- 9.00am: Circuit Clearance
- Qualifying – ALL Drivers must qualify:
 - 9.15 – 9.35am: Qualifying Session 1 for 3 Hour Race
 - 9.40 – 10.10am: Qualifying for 1 Hour Race
 - 10.15 – 10.35am: Qualifying Session 2 for 3 Hour Race
- 11.00am: One Hour Race Starts
- 12.00pm: One Hour Race Finishes
- 12.01pm - Park Ferme in pit lane for 15 minutes, Grid up 3 wide in pit lane, 1 hour trophies will be handed out to class winners
- 12.15pm: Lunch Break Starts
- 12.45pm: Lunch break ends
- 12.45pm: Pit Exit Opens
- 12.55pm: Pit Exit Closes
- 1.00pm: 3 Hour Race Starts
- 4.00pm: 3 Hour Race Finishes
- 4.01 pm: Park Ferme in pit lane for 15 minutes, Grid up 3 wide in pit lane, 3 hour trophies will be handed out to class winners



theFASTfiles.com will again be streaming the racing live so if you can't make for the live action - tune in and watch this exciting racing on the net. Streaming on the internet is now attracting audiences similar to free to air TV channels.

A quality entry but still room for more entries www.motorsportentry.com. Spectator tickets available . Not too late to enter, HRC will accept entries up Thursday night 14th June.

Entries for the Final at Manfeild round are already up on www.motorsportentry.com

50th Anniversary Meeting

Planning is underway for the Motorcup Meeting on January 25th - 27th 2019. The Motorcup is the oldest Motor Racing Trophy in New Zealand and goes back to the beach races at Muriwai from 1921. Many famous names are on this Cup Moss, McLaren, Brabham, Hill, Surtees, Amon and Smith.

This meeting will feature classes that are celebrating their 50th Anniversaries. The classes are Formula First, Formula Ford and F5000 though F5000 are yet to confirm. The International TRS class will be an invited class (thanks to Speedworks) and the meeting will be an HRC promotion. We have a number of classes that want to be part of the exciting event and there are already two containers of Formula Fords coming from Europe and the UK We will also be inviting as many of the older retired single seater drivers to be part of this celebration event

2K Cup News - Motorsport Park Taupo



The Dunlop 800 is an 800km endurance race being held on 9th June at [Bruce McLaren Motorsport Park](#) in Taupo. It is open to any 2KCUP car and is also open to the BMW E30 series as well as many [24 Hours of Lemons NZ](#) cars also being eligible.

We have updated the website to have all the key details http://2kcup.com/?page_id=1375

Key steps:

1. Entry forms and general information can be found at <http://2kcup.com/?p=1279>
2. Please contact 800@2kcup.com for anything 800 related.
3. Fill out the following form once you have a team together so we can piece together the entry forms with ease - <https://goo.gl/forms/yFR8ffhBLR5COZXq1>

Entries are coming through for the 800 with 15 teams received already and more in the works, if you are on the fence then now is the time to talk to us and let the convincing begin.

**Scrutineering will be available Thursday 7th June.
Venue Auckland Car Club 44 Stoddard Rd
12noon to 7pm - If coming after 5.30pm bring torch**

Introduction To Motorsport Day

To be held at **HAMPTON DOWNS** Club Circuit on **SUNDAY 17th June 2018**.

ONLY \$195



John McIntyre Learn from the best

The session is being run by HRCEvents – an experienced organiser of race meetings and track days, providing you with a safe and controlled environment to drive your cars. There will be medical and recovery facilities in place and the event promises to be a fun filled day where you can experience the thrills of driving on a racetrack

The event will be open to saloon cars, sports cars, GT cars (no single seaters) and will be the same format that HRCEvents have successfully run in the past with groups of similar ability on track at the same time. (Women / Novices / Experienced).

Requirements are:

- Cars must be of WOF standard or have a MSNZ Logbook
- Helmets and overalls to be worn (Single layer 100% cotton overalls OK)
- Fire extinguisher recommended
- Passengers permitted at the organisers' discretion. Please refer to MSNZ Manual 35, Appendix Five, Part One, Schedule C, Article 6 (If in doubt, please ASK)

<http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%205.01%20Sch%20C%200.pdf>

One on One Coaching:

There will be 15 minute 1 on 1 driver coaching sessions available with guest drivers. These will be allocated on a first come first served basis via your entry for an extra \$50.

Format:

The session will start with Sign on and an introduction to the team. There will be a brief safety talk followed by a convoy run around the track to show you the best way to negotiate the corners etc. Pit lane will open from 10am and depending on the mix of entrants, we may run as open session or either by ability / road car / racecar. Either way, you will get plenty of track time.

Timetable

08:00	Registration and Documentation Opens <ul style="list-style-type: none">• Check entry forms• Verify Driving Licence• Sign Indemnity Form• Helmet and Overalls Check / Issue
09:00	Drivers Briefing and introductions
09:30	Track Walk
10:00	Track Open
12:00	Lunch
12:30	Q&A Session
13:00	Track Open
15:00	Track closes – debrief session

ENTRY CLOSING DATES & ENTRY FEES

The entry will be limited to 35 vehicles and the cost is \$195. We will run a reserve list.

Buy your entry voucher at <http://www.hrcevents.co.nz/shop.php>

If you need to cancel your entry for any reason, please advise HRC in writing (via email to tim@hrcevents.co.nz is OK) before 4pm on Tuesday 12th June for a full refund. This gives us time to contact those on the reserve list.

Refunds will not be paid for late cancellations and No Shows. Cancellations can be transferred to our next session as they are valid for 12 months. NO Shows do not get refunded.

For further details Email to tim@hrcevents.co.nz or phone 021 614600



Like us on face book to get the up to the minute news

Advertising Opportunities

HRC will be looking to live streaming a number of our upcoming events next season and there is the opportunity to purchase a limited number of advertising slots for a very reasonable price. In live streaming the endurance races we have had audiences of 15,000 to 25,000 viewers. Another advantage of advertising on this medium that the video remains on the net and can be viewed on a future occasion giving further value for your advertising dollar. The price is very much less than you would pay for TV advertising. For further details contact Chris Watson on 0274827542 chris@hrcevents.co.nz

The HRC Team

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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

Holidays

Even the hard working HRC team need holidays Chris will be away 20/6/18 to 14/7/18 and Tim 3/7/18 to 3/9/18. Chris will be available on email though 12 hours behind. Tim will actually be working some of time as he has the tough job of taking the Motorsport Club volunteer of the year to Goodwood and the Le Mans Historic Meeting. (Tim gets all the tough jobs).

Next Season Events

Meeting Name	Venue	Date	Date
Waikato Challenge	Hampton Downs	8-Sep-18	9-Sep-18
Icebreaker	Hampton Downs	22-Sep-18	23-Sep-18
2K Cup Challenge	Hampton Downs	24-Nov-18	25-Nov-18
Tasman Revival	BMMP Taupo	5-Jan-19	6-Jan-19
Motor Cup Meeting	Hampton Downs	26-Jan-19	27-Jan-19
TBA - Auckland Anniversary Monday	Pukekohe	28-Jan-19	
Tasman Revival	Pukekohe	23-Feb-19	24-Feb-19
Legends of Speed	Hampton Downs	23-Mar-19	24-Mar-19
Great Lake Meeting	BMMP Taupo	6-Apr-19	7-Apr-19
Season Finale	Hampton Downs	4-May-19	5-May-19

MSNZ Conference – the view from Chris’ Soapbox

I always attend thinking that Motor racing will be discussed and I always come away disappointed when racing is not the main topic. In fact it was inferred that promoters should sort out the problems. I have to remember that MSNZ is made up of member clubs and very few run race meetings so perhaps a change of attitude by the HRC delegate is required...

On a positive note, the new board structure is starting to show some promise with Scott O’Donnell and Norman Oakley joining the board made up of Wayne Christie, Debbie Day and two independent professional directors Nick Hamlin and David Taylor. Gordon Legge has moved to Race Commission.

The main discussion topic was volunteers and training. Steve Collier and Carl Fenn gave excellent presentations on the way forward. NZIGP and HRC are very fortunate to have these two gentlemen working for The Motorsport Club in Auckland.

MSNZ is now in a strong financial position with a surplus last year of \$351,000 and a budgeted surplus of \$290,000 this year. Therefore there should be some funds available for volunteers and training. I have in the past suggested a reduction in fees/levies but this gets a very cool (negative) reaction from the management of MSNZ.

Surplus funds could also be directed into promoting Motor Sport as a Sport, for example grants to Clubs like HRC which runs Introduction to Motorsport days.

The main impediment to the sport expanding is the reluctance of MSNZ to accept change. Perhaps we need a New Ideas commission.

WANTED

Final Call.....

Have you or one of your mates got an Escort sitting in the garage that would like to come out to play with its brothers and sisters?



The iconic Ford Escort hits 50 this year and we at HRC want to celebrate this milestone with an ESCORT only race at our ICEBREAKER meeting on 22/23rd September at Hampton Downs. The races will be for any car as long as it's an Escort.

Since last month's announcement of this race, we have received over 80 expressions of interest. If you are interested in taking part in this race, please email Tim at the office tim@hrcevents.co.nz and join the party !





HRC membership has continued to increase with membership doubling from March 2016 to March 2017. To join or renew membership just go to <http://www.hrcevents.co.nz/shop.php>

At the office here at 44 Stoddard Rd, we can do licence tests and authority cards Monday to Friday 10am to 7pm. Just email chris@hrcevents.co.nz with a time and date and he will confirm by email. My Laps transponders always available on www.hrcevents.co.nz and the courier is part of the price or they can be picked at the office.

HRC Membership Benefits

We have included the following benefits as part of your HRC Membership

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

NEXT Season

Plans for next season are well under way and most track bookings have been made. Still uncertain about January as the MSNZ Championship Calendar is still to be set. This year HRC will work towards making the classic meetings as close to Classic and Historic as possible.

<http://www.hrcevents.co.nz/pages.php?id=188>

The Draft Calendar link above has all meetings on it for the upper North Island. Please advise any errors and admissions so the document is accurate. The reason for having all the dates on one calendar is to avoid clashes as all the clubs and promoters use the same resource for officials and volunteers and it is extremely difficult for The Motorsport Club (officials and volunteers) to cover 2 events in the one weekend.

The Motorsport Club would also prefer to have a weekend off between events ! The Motorsport Club is administered by NZIGP and HRC

Thanks to all the drivers who have donated prizes to The Motorsport Club. This has been most appreciated by the members and for most meetings this year all the members have gone home with a prize

44 Stoddard Rd Mt Roskill (rear of building) 09 6294438.

PO Box 28 140, Remuera, Auckland, 1541

FOR SALE



Morgan Plus 8 - Full race build.

Engine - Rover V8: 5lt, 424HP @ rear wheels (dyno sheet available)

Stepped liner X bolt block

Dry sump, roller cam, roller rockers, forged pistons, steel rods, big valve race heads, quad Webers, 7
1/4 twin plate clutch, alloy low fit cross flow radiator with swirl tank.

Gearbox: Close ratio Getrag 5 speed

Diff: Cazz LSD. Ford 9 " axles

Body: Lightened and lowered. All original Morgan alloy panels. Full length under tray. Fully internal
space frame.

Brakes: AP/ Willwood, 4 piston callipers all round, vented discs. Lowered and modified suspension

Weight: 855kg

Fast, exciting and easy to handle

Contact Marie <marde@internet.co.nz>

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For Decals, hats, tickets, race numbers, transponders etc visit the HRC on line shop at
<http://www.hrcevents.co.nz/shop.php>



Report

Round One ENEOS Endurance Series – Hampton Downs

Last Saturday we had the first North Island qualifying round for the year at Hampton Downs. There are North Island and South Island qualifying rounds where 20 of the best North Island and South Island cars race together to determine the overall NZ Endurance Champions which this year is at the Highlands Track at Cromwell in November.

There were two qualifying sessions Saturday morning where new co-driver for this round Chris Hanley did that session in the wet. The 2nd qualifying session Simon did and that was dry. Simon put the car on pole position qualifying at an amazing 1:02.8 - the only car in the 1 minute 2's.

The race started at 1.00 pm. It rained just before the cars went out onto the grid so there were some cars on racing wets and some on slicks. The race started and the track dried out very quickly. Watching the rain radar we could see more rain coming.... Given we had started on wets it was just a case for Chris to do his best on the dry track until the rain came which it did.

Once the rain came Chris went into the lead and from there on we lead the race in both wet and dry conditions. Simon took over and had great pace to pull away from the field putting everyone except the Porsche either 1 or 2 laps down.

It rained very heavy with 10 minutes to go catching out a lot of competitors. The Porsche pitted the lap before us as Simon had already passed the pit entry when the heavy rain arrived. Straight after we pitted for wets Simon went back onto the track where the red flag came out and the race called. There was some confusion as to who was leading on the last full lap, we were awarded the win which was great. The Porsche Team have since protested the race official's decision so we will wait to find out if the result stands or not.

Regardless = we were rapt with our pace and given we had lead for 70% of the race is giving us confidence that the car upgrades we are doing are working well.

We would like to thank the Wet & Forget Team for the awesome pit stops and race strategy as usual. Autospeed for the fast reliable engine, great driving by Simon and Chris Hanley to consistently do fastest laps times in the wet and dry under trying conditions, also for Chris to keep the car on the track after he got a blow out at 280 KPH !!!!!!!!!!!!!!!

We would also like to thank the North Island Endurance series Team and Chris Watson for putting on such a fun event to be part off.

To our Sponsors; Wet & Forget; Schofields HSV; Valvoline; Placemakers; Smeg; Evans European Panel & Paint; Glasurit Paints; Chicane Race Clothing; AP Racing; Michelin tyres; Morgan Engineering.

Next round is at Pukekohe on Saturday the 16th of June.

Cheers Owen Evans

MY LAPS TRANSPONDERS



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

HRC has the new X2 transponders in stock

Advantages are they can be charged in 4 hours instead of 12 hours and they will be compatible with new in car displays available soon

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- X2 Rechargeable Transponder 2 Year \$295
- X2 Direct Wired Transponder 1 Year \$270
- X2 Direct Wired Transponder 2 Year \$335
- X2 Direct Wired Transponder 5 Year \$565
- Flexilease Rechargeable Transponder 5 year \$520 (only 1 in stock)

At the end of the license period to activate your transponder Price is AU\$100 for 1 year, 2 years AU\$181.50 and 5 years AU 368.50.

All My Laps Transponders are used at all New Zealand circuits.

MYLAPS provides personal transponders to fulfil the needs of organizations as well as the needs of participants. With the introduction of the Car/Bike X2 personal transponder, MYLAPS offers a low cost entry solution for racers.

From our F1 Correspondent Owen Evans

Mercedes was dominating the Spanish Grand Prix as if there never had been a crisis. Was that the true picture? Probably not. It rather was a reflection of that what we saw already during the winter tests. Barcelona is the perfect circuit for the Silver Arrows. The aerodynamic efficiency is perfect for a track layout like Barcelona. It will be the same at Silverstone and Suzuka again. Finding the right setup was no problem this time because the team had a lot of data from winter testing. Hamilton and Bottas for once were fast out of the box. And Pirelli's decision to reduce the thickness of the tread by 0.4 mm helped Mercedes. Less rubber, less risk of overheating and as a result a "harder" tyre, although the compounds stayed the same. This is good for a car that normally stresses its tyres. In qualifying Mercedes was the only team among the frontrunners, which made the supersoft compound working. For them it was 0.2 seconds faster than the soft compound. Ferrari and Red Bull went faster on the harder tyres. Ferrari and Red Bull were moaning that Pirelli helped Mercedes with that. According to them they never had asked to modify the tyres. Two days after the race, Vettel had to admit after 136 laps of testing both types of tyres, the thicker and the thinner ones: "Our problems would have been worse on the standard tyres. Pirelli did the right call. It is up to us to find an answer, why we did not perform as we should." Pirelli had reduced the tread because in winter testing many cars showed bad blistering after their longruns. "It was a safety measure, that helped everybody", Toto Wolff said.

In qualifying Ferrari were still kind of close to Mercedes. Vettel lost only 0.132 seconds to Hamilton's pole position, which was the fastest ever lap on the Barcelona circuit with chicane. Three seconds faster than last year. In the race, the gap to Ferrari was even bigger. Hamilton gained 0.45 seconds per lap on Vettel and he could stay out 8 laps longer. "We did not have the speed, and our tyres did not last long enough", Vettel said after the race. For him a one-stop race was out of reach. Therefore the second pit stop in the VSC-period was not a strategic mistake. "I had to pit anyway a second time. No way that I could have done another 25 laps on the set." Ferrari tried to limit the damage by doing it under VSC. With that they lost only 10.5 instead of 20 seconds. The mistake however was done at the first pit stop. Ferrari was just lucky to get away with it. Again they called Vettel too early to the pits fearing an undercut of Bottas. But that was not possible anyway. Vettel had not yet cleared the window to Magnussen, so Bottas did not. And there was a strong suspicion that an overcut could be more powerful as the tyre warmup was poor due to the thinner gauge. Vettel dropped behind Magnussen, lost time, but still stayed ahead of Bottas who pitted two laps later. "We had a problem on the right rear which cost us crucial 1.2 seconds. Otherwise we would have come out ahead of Seb", James Vowles from Mercedes claimed.

The surprising thing was that Vettel's Ferrari was eating its tyres. Usually the Ferrari saves them better than the Mercedes. As Räikkönen was on his way to a one-stop strategy, it is clear that Vettel ran a different setup. He and his crew were so paranoid to experience the same problems as during winter testing - where they suffered from severe understeering and high front tyre wear, so they tried to protect the front tyres and paid for it with troubles at the rear. Whereas Vettel did only 25 laps on a set of mediums, Bottas ran 47 laps with them - but it was marginal. There was a lot of discussion on the pit wall to call Bottas in for safety reasons. Bottas had reported of increasing vibrations at the front. Finally they decided to let him out. It paid off the P2 and the first one-two win of the season.

Mercedes and Ferrari brought minor upgrades, but neutralized themselves. In both cases it was worth a tenth. "The difference between us was, that we handled the tyres better than them", the Mercedes engineers admitted. Red Bull brought a huge upgrade with a new cooling system and a better airflow through the side pods, new wings, floor and bargeboards. According to Christian Horner it cost over a million pounds to develop it. The data said it should bring half a second. On the track there was no difference. Again Red Bull qualified only for the third row. They had to wait until Räikkönen retired with engine troubles before they could show their true speed. Verstappen and Ricciardo were able to run 8 to 9 laps longer on the soft compound than Hamilton. In the final part of the race Ricciardo was 3 tenths faster than the Mercedes and 4 tenths better than the Ferrari. It did not pay off as he had lost 8 seconds with a spin in the VSC phase. Verstappen handicapped himself by crashing into Stroll, which cost him the left frontwing endplate. The car lost 15 points of downforce. For Verstappen still enough to follow Bottas and to keep Vettel behind. Again the race showed that Red Bull is losing out on Saturday. "We have to cure our qualifying weakness", Marko said. Mercedes thinks, that Red Bull is the clear favorite for Monte Carlo. "Verstappen had better traction than us despite tyres that were 20 laps older", Wolff said.

McLaren showed a B-version of its car as well. 40 percent of the parts were new. Alonso made it the first time into Q3, but was one second slower than Magnussen in the HaasF1. In the race he had no chance against the HaasF1 and the Renault. Both drivers praised the new car, but the results did not show any progress in the field. McLaren now admits that they still have to understand the new spec better. "With more upgrades to come the concept will show its qualities.", promises Eric Boullier.

Force India modified their car for the third time this year. This time in the areas of floor, suspension and barge boards. The new frontwing however came off the car again. Force India could not repeat its strong form Baku, but still argued that it was a step forward. "Our setup window has become bigger. The drivers are much more happy than they were during winter testing here", Andy Green said. Okay, Barcelona

is a different track, that does not suit the Force India as well as Baku, but the team expected more than just two points from Perez. At least the strategy was right. Like Vettel also Perez used the VSC to stop for fresh tyres. Opposite to Ferrari, Force India put soft tyres on the car. Ferrari had no new set of softs available any more. Perez lost two positions with the stop and gained afterwards three back. He overtook with the better tyres Ericsson, Stroll and Leclerc.

There were only 13 overtakes in the whole race despite the longest of all DRS zones with 950 meters. Not only was the aero to blame - the three compounds of Pirelli hardly showed any difference in lap time, which was also a result of reducing the tread.

HaasF1, Toro Rosso and Sauber were the only teams that did not bring upgrades to Barcelona. They all performed better than expected. HaasF1 was clearly the fourth force in the field. Like in the winter. The engineers delayed their upgrade to Montreal, in order not to put it on in a hurry. In a first step, the team attached all barge boards and turning vanes better to the car. "In each of the first four races we had lost parts on our own. That always cost us 3 to 15 points of downforce. Barcelona was the first race where we had no such problems", Guenther Steiner revealed. Frédéric Vasseur from Sauber believes that their policy of no upgrades was in the end the match-winner in Barcelona. "We could focus on the modified tyres from Pirelli and that was a pretty difficult job. In the end perfect tyre management both in qualifying and the race secured us a point. It came completely as a surprise to us, because the car is still lacking downforce. Barcelona is one of the worst circuits for us." Charles Leclerc showed after Baku another strong race. Not only he knew the circuit. He also now starts to adapt better to Formula 1, which is not easy when you come from F2, where there is no fuel saving, no engine saving, no energy managing and much less tyre management than in F1.

Toro Rosso could have scored points with Gasly starting from P12. But the Frenchman was drawn into a crash which was caused by Grosjean. He spun on the dirty line, but instead of trying to move out of the way, he stayed on the throttle, kept the car in the middle of the road and produced so much smoke that the drivers behind could not see anything. The stewards gave him quite rightly a grid penalty of 3 positions. The more mistakes Grosjean makes, the more he is under pressure at HaasF1. The US team has an eye on Vandoorne - should the Belgian lose his cockpit at McLaren. There, they have to make a hard decision after the summer break: Lando Norris or Stoffel Vandoorne? Another driver who could be on his way out, is Brendon Hartley. Red Bull never showed big patience with their drivers. It could happen soon. Rumors say, that Pascal Wehrlein could replace him from the Canadian Grand Prix onwards. Hartley did not do anything good for himself by crashing the car in P3. He put the left front wheel on the grass turning in for turn 9.

The Toro Rosso hit the barrier backwards at 110 kph. The impact was with 25 g. The car afterwards a write-off. For the race, Hartley got his third engine, turbocharger, MGU-H and his second battery, MGU-K and ECU. Next time he is due for a grid penalty already.

The FIA pushed new aero regs for 2019 through at the very last minute. Ferrari, Mercedes, Force India, Sauber and Williams voted in favor. To the anger of Red Bull. "Mercedes is with their concept at the end. They only wanted to have a reset in order to damage us", Horner and Marko said. In fact, the big surprise was the approval of Ferrari. When Mattia Binotto then said in Barcelona that Ferrari would be also happy to remove the MGU-H for the 2021 engines, it sounded a bit suspicious to us. Why do Ferrari all of a sudden support two rules, which they would have refused a month ago? Some people suggested, that they try to be nice to the FIA in order not to be punished in an affair which is quite tricky and still ongoing. Besides all sorts of theories of oil burning there is a much more severe allegation, which would be no more a grey area if it is true. Mercedes has heard rumors that Ferrari sucks more than the allowed 4 mJoule per lap out of its battery. That results in having at limited times 20 hp more power on the electric side. According to the stories we hear in the paddock, it is done with clever software in a chip in one of the two outgoing cables of the energy store. This is supposed to alter the electric resistance to let more power through and to circumvent the FIA sensor. The FIA has already started an investigation in Baku and did so as well in Barcelona. The result of the report is still secret. Apparently it is such a complex matter that only a few people understand what really is happening. It is possible, but very difficult to prove, whether the suspicion has got any substance. Mercedes however wants to know from the FIA what their interpretation of the rules is. They ask for an answer before the Monaco Grand Prix. If nothing happens, it is possible that one of their customer teams will launch a protest in Monte Carlo.