

# HRC NEWS

EVENTS

**EG** EXTREME GLOBAL

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RACE PACE FREI



April 2016

It is all go at HRC with two events being held over the first weekend of April. HRC ran an event at the Bruce McLaren Motorsport Park in Taupo and one at Hampton Downs International Motorsport Park with a total of 396 entries over both meetings. Motorsport is alive and well in New Zealand!

This weekend HRC is running the final of the Premier Series at Pukekohe. The big attractions will be a field of Super Trucks! They certainly attracted a good crowd last year and looking at our presales this year we should have a great crowd. Last year the TLX and TL and Supertourers ran together for the first time, this year we are running the Open BMW's with the NZ Touring Cars which is sure to be a great spectacle!! We could have a field of up to 28 cars for the NZ Touring Cars class which is the largest field we've seen for top tin top cars in a long time. It is interesting that all round the world saloon classes are moving to a mixture of different cars in the same championship. HRC sees the addition of the BMW's as a positive step forward for the NZ championship It certainly has presented a better field this weekend.

The Ssangyong Actyon Utes have a full field of 30 Utes which provide some great bumper to bumper racing and the GT1, GT2, GT3, GT4 classes also have full fields, the best field this year of NZ V8's!! Add in the Pirelli Porsche drivers, Pre 65 and a very much improved grid of Formula Fords and you have a fantastic meeting. Lunch time drifting, a large display of exotic cars from the Giltrap Group, children's colouring competition and other attractions will make for an interesting day out. You can still enter on line at [www.motorsportentry.com](http://www.motorsportentry.com). Racing starts 1.30pm Saturday and 9.30am Sunday.

The second weekend of May, Saturday 7 and Sunday 8, HRC has the Season Finale at Hampton Downs International Motorsport Park, with a huge range of classes including GT1-GT4, 2K Cup, Pre 65, Super Karts, Honda Cup, Sports Cars and Formula Libre, Rotary Enthusiast's, BMW Open and Enduro, Super Lap, and Mini Racing Drivers. Entry is by [www.motorsportentry.com](http://www.motorsportentry.com). This meeting certainly has a great range of classes and will make for some awesome racing!

These events will be followed the Winter Endurance Meetings. The very popular North Island series dates are Taupo on Saturday 4 June, Hampton Downs

International Motorsport Park on Saturday 25 June and the North Island final at Manfeild on Saturday 23 July. Entries should be up by next Monday on [www.motorsportentry.com](http://www.motorsportentry.com). Make sure you get your entry in early because last year we had capacity fields for most of the rounds. Another upcoming Endurance Race is the Dunlop 800 Relay race for 2K Cup cars and the date for that meeting is 9<sup>th</sup> July. Entry will soon be up on [www.motorsoprtentry.com](http://www.motorsoprtentry.com) It is interesting to note that since 2008, 214 events have been on Motorsport Entry and while not all the events have been HRC events the majority of them are and have been genuinely successful and enjoyed by competitors and spectators alike! HRC have organised for 27 events this year alone!

Below are two new initiatives from the two single seater classes, Formula First will have a go day and Formula Ford having an opportunity to win a trip to race in the USA for the winner of the championship. It is great to see classes taking active steps to increase their numbers.

### **Barry Raymond ALGIE**

Unfortunately this week we have tragically lost one of our own. Barry Algie passed away suddenly on Tuesday 5 April in an accident at his home. He was an enthusiastic motor racing driver and had a love for building cars.

A service for Barry will be held on Saturday 16 April at the All Saints Chapel, Purewa Crematorium, 100 St Johns Road, Meadowbank at 12pm.

Regards

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## Details for day

- Meet and Greet 10.00am
- Promo video showing lines etc of track
- Suit up in race gear
- Approx 10 minutes in car on track 2 @ Bruce McLaren Motorsport Park (Taupo Race Track)
- Light lunch served

All in all a fabulous day which will be very exciting for all involved

Ian Foster

Formula First President

0274 771 092



Michael Scott Leads Aaron Mair

**NZFF title and US opportunity on the line for Scott and Marr this weekend**

On the line at Pukekohe Raceway this weekend is the New Zealand Formula Ford title and an opportunity to attend an international 'shoot-out' in the USA, to determine who wins a \$US200K fully supported drive in the Cooper Tires USF2000 Championship Powered by Mazda in 2017.

The sixth and final round of the 2015/16 New Zealand Formula Ford Championship (NZFF) will see a title show-down between Te Puke's Michael Scott and Whanganui's Aaron Marr for the overall title. Scott has a 44-point

lead and with a maximum of 225 points on offer it would seem that Scott has one hand on the title but any slip up will allow Marr to take the spoils of victory.

“Sadly we may be a bit far behind,” commented Marr. “We are still in the hunt but it is going to be hard. We will need some luck and things to go our way. We just need to give it our best as anything could happen.”

Scott maintained his lead over Aaron Marr after a controversial penultimate round at the NZ Grand Prix meeting at Manfeild Park in Feilding. Both Scott and Marr were disqualified from the second of three races after both drove beyond the track limits ignoring flags. This handed the win to rookie Jordan Michels from Southland, his first championship win moving him into third place in the championship, 70 points behind Marr.

Also on the podium at Manfeild was Christchurch’s Anna Collins who finished third in race two and has already wrapped up the Class Two title. She is just 24 points behind Michels for third overall. In Class Three, Roger McKenzie has a 169 lead over Blair Brownlee.

A golden opportunity to emulate current Verizon IndyCar Series champion and fellow Kiwi Scott Dixon awaits the next young NZFFC title holder. Available is the opportunity to win a \$US200K fully supported drive in the Cooper Tires USF2000 Championship Powered by Mazda in 2017. Now in its sixth year, the Mazda Road to Indy offers three key steps for drivers. Drivers begin the Mazda Road to Indy in the Cooper Tires USF2000 Championship Powered by Mazda. This entry-level single seater series is comparable to New Zealand’s Formula Ford car but with a more powerful 2.0 litre engine and front and rear wing.

Already former NZ Formula Ford champion James Munro is competing in the 2016 USF2000 series. Munro won the NZFF title in the 2012/13 season and is the first Kiwi to compete in the series.

From there, drivers move on to the Pro Mazda Championship Presented by Cooper Tires, formerly known as the Star Mazda Championship. The third step is the Indy Lights Presented by Cooper Tires. Indy Lights is regarded as a step below the Verizon IndyCar Series.

### **Formula One the inside story**

The same story again as in Melbourne. We had a great race with 52 pitstops, 14 different strategies and 84 overtaking manoeuvres, but everybody talked about qualifying. Which was over on race day anyway. Bernie's plan to mix up the grid is not necessary, as long we have manual starts where drivers can screw up, three different tyres as an option and the partial radio ban.

Qualifying stayed as it was in Melbourne for a second attempt. "I think, we should give it a second chance, before we change anything", Jean Todt said. The real reason behind was a different one. Bernie and Todt did not want to lose face by admitting that the new format does not work - and they did not want to give the impression that it were the teams that decided to go back to the 2015 system. It was somewhat stupid from the teams to say in Melbourne, that they unanimously agreed to bring the qualifying format back to 2015. After that statement Bernie and Jean wanted to show them that they still have the power in their hands. So they offered as an alternative to the current system not the 2015 version, but a modified 2016 format. With 8 minutes to start in Q1 and Q2 and Q3 as it was in the past. It was turned down by Red Bull, McLaren, Williams and ToroRosso. They said: "We voted on something different in Melbourne."

Also the second attempt did not work out. Qualifying produced the expected grid with two Mercedes in front of two Ferrari and one Red Bull. Q1 and Q2 were too confusing, especially as the teams start to understand the system. Grosjean did not go out in Q2 to defend his 8th place. He was praying that

somebody else goes faster. Which Hülkenberg did. P9 is with the current format almost as good as pole position. You are the first one to have free tyre choice. HaasF1 turned it again into points. With a supersoft-supersoft-supersoft-soft strategy. The car is nice to its tyres. They can afford to go the risky way. But also for Hülkenberg it made sense. He improved from P12 to P8. Yes, he had a strategic disadvantage, but you can't argue over track position, and he gained 4 places. But how to explain that all to the spectators? Therefore Bernie, Todt and the teams met again on Sunday in Bahrain. To decide to decide nothing and vote till Thursday on another alternative system, just not the one the teams wish. The choice is now: Leave it as it is or go back to 2015, but with aggregate times. Now the two best laps shall count for the grid positions. Which is even more confusing. And does not change anything. Still two Mercedes would have been in front of two Ferrari. The only difference: Rosberg would have started from pole, not Hamilton. The bad thing about it: An outstanding lap like Hamiltons pole run, would not stand out any more if you start adding lap times.

Rosberg had an easy win. Vettel was out with an engine failure in the formation lap. Hamilton with a damaged car after the first corner. Bottas crashed into the Mercedes and cut off the right frontwing endplate, the sidepod wing and the edge of the floor under the cooling ducts. That cost massively downforce in the rear and increased the tyre wear and degradation. Räikkönen was 5th after a bad start. He slipped with his fingers from the clutch lever. Once Kimi had moved into 2nd place, he was already 11.8 seconds behind Rosberg. Mercedes switched from the fastest strategy (supersoft-soft-medium) to the safest (Supersoft-soft-supersoft-soft). Which was exactly the same what Räikkönen did. Without the risk of an undercut they just waited for Ferraris actions and copied them.

Ferrari got excited, because Räikkönen did not lose any more time on Rosberg once he was on second place. But Rosberg admitted: „I did not have to go flat out for one lap.“ And Hamilton was almost as fast as Kimi in a heavily damaged car, which cost him between 0.8 and 1.5 seconds per lap. Mercedes tried the



impossible to bring Hamilton past Kimi, but failed. „We had to use a different strategy to Kimi to catch him“, James Vowley explained. That meant a medium tyre for the second stint. But Lewis got rid of it already after 15 laps. The degradation was almost as high as on the soft. And it was considerably slower.

In the attempt to catch Mercedes, Ferrari has gone with their engines to the limit. If everything works according to plan, they are very close to the Mercedes. But the price for the aggressive development is high. Kimi had a turbocharger failure in Melbourne, Vettel probably loses a complete power unit after an injector broke in his engine.

Ferrari told their customers Sauber and HaasF1, that the theoretical gain over last years engine is 0.8 seconds. But so far they see only 0.3 seconds. The problem for Ferrari is, that the engine is so much on the limit, that they only can use it during the qualifying laps in an aggressive mode. Normally they have to run it with a lot of de-rating. Which means, that they reduce the power of the ICE in the second half of the straights. You can see it from the top speeds. They are not improving on the second part of the straights any more. For lap time it does not mean much. There you invest your power better in the first part of the straight. According to GPS evaluation Ferrari drove the whole GP Australia weekend and the Friday of Bahrain with the de-rating modes. They tested then the full power mode in P3 for one run and in all qualifying sessions. It brought them 0.45 seconds in lap time. However, on race day they were back to the old engine modes again.

The background of the problem is, that the new engine can be operated with much more turbo boost than before. But then it is not much left to generate electricity via the MGU-H. It would be, but in this case they are forced to spin the turbine higher, which can result in failures. So Ferrari can chose: Either full engine power, but not enough electrical boost. Or they detune the engine power to harvest over the MGU-H in order to fill the battery or go directly into the MGU-K. That process is called de-rating. For single laps Ferrari sorted the

problem out with a new software. Therefore they installed in Bahrain in both cars new ECUs. But it is only a temporary solution. To sort it out they need new turbines. Which are actually under work, but have a long lead time. The optimists in the team believe, they could be ready by Spain. The more realistic people say not before Austria. By then the championship is gone.

Ferrari came with a little aero package to Bahrain. Modifications to the barge boards and the diffuser did not close the gap to Mercedes, which is still 0.5 seconds on one lap. Vettel insists, that the car is quick under all circumstances. But it is not yet enough. Will it ever be? Mercedes is bringing an upgrade to China. „Not much visible. More refinements than real new stuff“, Aldo Costa said.

Hamilton's pole position time of 1.29,493 minutes was the best lap ever in Bahrain. He beat the old record of Alonso from 2005 with 1.29,848 quite clearly. Also Vettel was setting with 1.30,012 minutes a new internal Ferrari record at Bahrain. The best so far was Michael Schumacher in 2004 with 1.30,139 minutes.

Red Bull confirmed with 4th place for Ricciardo and 7th place for Kvyat, that they are the third force behind Mercedes und Ferrari. Ricciardo drove without the right frontwing endplate, after he hit Bottas at the start. That cost 0.5 seconds per lap. Kvyat gained with an aggressive strategy (soft-soft-supersoft-supersoft) 8 positions from his 15th place on the grid. Red Bull believes, that the engine upgrade for Canada is worth 0,5 seconds and will close the gap to Ferrari. As it comes only in Montreal, Renault wants to survive the first 6 races with the current power units. That means roundabout 4200 kilometres. Quite ambitious after last years failures. But this year the Renault V6 is much more reliable than its predecessor. Red Bull had covered 3803 kilometres with one unit in winter testing.

The big surprise remains HaasF1. They will become now the model for any new

team trying to get into F1. HaasF1 has a decent car, easy to drive and set up, nice to its tyres and with Grosjean a driver, who can transform it into points. According to team principal Guenther Steiner 18 points in two races are a bit over-performing, but the speed of the car is where the grid positions in Bahrain were: P9 and P13. For the first time HaasF1 had to do pitstops in a race. They went pretty well for a newcomer: Twice 3.0 seconds, one with 5.2 seconds. In the last pitstop the mechanic on the left rear corner was not sure as it seemed to him, that the wheel nut was cross treaded. So he gave it a second go. „If not, we would have lost the wheel on track“, Steiner said. Team manager Dave O'Neill thinks that it will take until the summer break until all processes become routine. „We have a quite mixed up team of mechanics. In the moment they are at different speed in terms of the tire change. We first have to bring everybody on the same level.“ The real test comes now. In the development of the car HaasF1 stands on its own feet, as Ferrari has got sort out their own troubles. The new frontwing, which was supposed to arrive in Bahrain had been postponed to China. „It would have been a very late call and just for one car. We still find more lap time in understanding our current package. So we decided not to confuse ourselves with something new and better wait for the next race“, Steiner explains.

ToroRosso got this time beaten by HaasF1. The STR11 is a car for faster corners. And it is not as tyre saving than its competitor. Therefore ToroRosso went for a higher downforce setting, which cost a bit of topspeed. Unusually Red Bull was faster on the straights. The senior team ran minimum downforce level. Verstappen was lucky to survive the first corner without car damage. „I was in the sandwich of two other cars and was just looking for an empty space to go.“ Sainz was not the lucky. He got hit by Perez. That resulted in a puncture and a heavily damaged floor. After 29 laps Sainz gave up.

Force India was hoping for good points and got nothing. Both cars had to pit early with frontwing damage. Perez crashed into Sainz, Hülkenberg into Grosjean. For the first time the car ran with the blown front axle. A small step

forward, but enough to settle from HaasF1 or ToroRosso. Due to money problems Force India turns the engine modes down to the minimum in Friday practise sessions. That somehow compromises the longruns and the lessons out of it. Less power means less stress for the tyres. Force India and Williams want to get with just 4 engines through the 21 races. The 5th unit would cost them 1.5 million euros.

Williams finally showed the new short nose on the car. With 85 centimetres of length it is the minimum, the FIA rules require. It looks similar to the old one, but is less overlapping the central section of the frontwing. That is completely new with 8 elements on each side. The nose and the wing arrived only Friday night at the track. Therefore not much was to expect. „We brought it early in order to collect data“, Pat Symonds explained. In terms of speed it did not yield yet any more progress in lap time. The overall result with P8 and P9 was disappointing. Williams had chosen the wrong tyres for the race. The Medium tyre showed surprisingly almost the same degradation as the soft and was much slower. Both drivers ran a two stop-strategy. Massa went supersoft-medium-medium. Bottas switched for the last stint to soft. He had to catch up for a drive through penalty, which he got for the crash with Hamilton. Although Bottas was to blame for, Hamilton thought, that the punishment was too harsh: „Valtteri does not have to apologize. It was a normal race incident.“

Sauber is rumoured to be in severe money trouble again. For sure something is going home at the base, because Monisha Kaltenborn stayed at home. In March the team was already late with payments to their employees. Banco do Brasil is holding money back due to problems at home and due to concerns, how the team goes on. Only Ericsson sits in a complete new car. The C35 of Nasr is only 70 percent new. The suspensions, brakes and some other mechanical parts had been taken over from last years car. Money is lacking to build another new set for the Brazilian. That explains his problems under braking and turning into corner. „The car is unstable and unpredictable.“ During winter testing Nasr had driven chassis number 1, which is now dedicated to

Ericsson. „I felt this car much better. Most of the problems of last year had been sorted out. Therefore it was a bad surprise to me, once I switched in chassis number 2 in Melbourne.“

Some sources suggest, that Sauber would miss the next two races. Team manager Beat Zehnder doubts that. „That would infringe with our sponsor and driver contracts. Especially because China and Russia are important markets. If you ever miss a race for financial reasons, you better do it at the end of the season like Caterham or Marussia did in 2014.“ There are also rumors, that Alfa Romeo might take over Sauber. Marchionne wants to revive the name especially for the American market and looks for a global motorsport platform to push it. F1 is the most attractive. He tried to get hold of ToroRosso, but the offer was turned down. Now he is approaching Sauber to make an Alfa Romeo out of it.

Manor has closed the gap to the field on power circuits. Wehrlein qualified for P16 and finished in P13. For a few laps he was running even in the points. The big weakness of the car is traction and a high tyre wear. Strangely enough Williams has similar problems. And both share the same rear suspension.

McLaren-Honda showed a decent race on a track that should not suit them with 5 straights. Vandoorne scored a point in his debut. The good performance of the Belgian was probably the reason, why Alonso by all means wanted to convince the FIA doctors to let him race. They refused. The worry is, that his two cracked ribs on the left side could hurt the lung in the case of another accident. Alonso will be examined by the doctors in China again.

Despite all the troubles Formula One has to come up with understandable and efficient rules, it is still regarded as one of the best platforms to advertise. Bernie will present in Barcelona new global sponsor for his business. The Dutch brewery Heineken is about to sign a longterm contract with FOM.



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