

# TORQUE REACTION

## What's on this month?

Blue circles are non competitive events, and red circles are competitive events.

OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
	Committee Meeting. NOTE: 1st Wednesday.			1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	TENG TOOLS Tarmac Series Hillclimb.		21	22	23	24
25	26	27	28	29	TENG TOOLS Tarmac Series Prize giving. TBC	

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
	Committee Meeting					
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	Club Run.	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

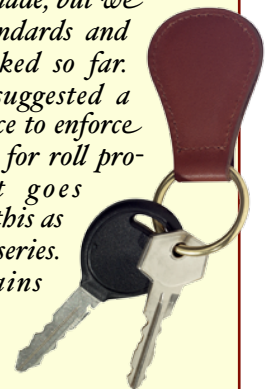
DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
	Committee Meeting					
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	Christmas Motorkhana and barbecue		23	24	25	26
27	28	29	30	31	CHRISTMAS DAY	

## President's Bit

So where has the winter gone? Four rounds of the TENG TOOLS Tarmac Series gone, 1 to go and then a prizegiving night. Spring has definitely sprung in the Waikato with calves everywhere and some warmth getting into the day.

Since last month the Committee has discussed the issues raised by the accidents at Hwvi Road, and despite the big crashes there appears a willingness in the competitor base to keep the event in the series. We have to seriously consider whether we change the format at all, we already know that big accidents can be had running in the opposite direction after a Corolla was destroyed in our trial of running there and back. There have been a variety of suggestions made, including slowing competitors at the top of the hill to make the approach to the crest slower. When we first considered this venue we were considering chicaning the down hill straight to make sure the corner where the Porsche went off was approached slower. In the end we decided that people playing in cars are big "boys" (and that includes the girls who grace our series) and must make their own decisions on how fast they are going to go. That will inevitably lead to some wrong decisions being made, but we have safety standards and they have worked so far. The feedback suggested a general reluctance to enforce the requirement for roll protection as it goes against keeping this as an entry level series. The case remains open.

- Campbell



# TENG TOOLS Tarmac Series Dual Sprint.

**I** finally got to run at Taupo, all day, spending time with the family during the day. It was great thanks, I enjoyed the experience, even if Tod did beat me. It takes little to update the will! In particular, thanks to Rick Liefting for taking on the timing after his accident at Hiwi Road made the car unusable.

Taupo has presented us with plenty of challenges in the past, in particular last year gave us sufficient grief to refund 25% of everyone's Entry Fee. So the Committee was determined to improve things. We started by adding an extra hour at the start of the day, but that appeared to be lost on many and we had many arriving after 8:00am to document and be scrutineered. The team battled on and Ian briefed almost on time.

I picked up quite a few comments about only running 6 cars in the practice, this was done to allow Rick and Shona and team to get into the swing of things. It also gave the management team a good feel for how long each heat would take, hence the 8 cars with 4 laps. Currently we can't time more than 8 cars, but that is being looked at as well. However with everyone's cooperation the day went famously!

The competition was great from what I could see, 60 competitors keen to play and enjoy themselves. The wet practice was just to keep us on our toes, and once timed runs started a dry line soon appeared and by the end of the day the rain was forgotten.

There were certainly some interesting duels in the Dual Car Sprints. MX5s were paired

regularly and played nicely with each other, Integras proved that they are naturally fast, and Fiat competitions that have developed during the series were continued.

What was great was the number of Juniors running, a total of 6. We had Hannah Lowther in a red MX5, Jack Batchelor in the 127 you see here, Leigh Mitchell in the orange Starlet, Mark Warren in the red Laser, Bradly Martin in the purple Starlet and David Middlemiss in the Peugeot 106.

- Class winners on the day were;
- Junior David Middlemiss
  - Ladies Julie Mitchell
  - Class A Russell Jenkins
  - Class B Steve Wilcock
  - Class C Brett Perry
  - Class D Phil Grey
  - Overall Phil Grey
- See you all at Sainsbury Rd.  
- *Campbell*

DATE	EVENT	DATE	EVENT	DATE	EVENT
Wednesday October 7	Committee Mtg.	Sunday Nov 8	Fun Run	Tuesday Jan 12 2010	Committee Mtg.
Sunday October 11	Tarmac Hillclimb Sainsbury Rd.	Tuesday Dec 1	Committee Mtg.	Sunday Jan 24 2010	Driver Training and Dual Sprints
Tuesday Nov 3	Committee Mtg.	Sunday Dec 6	Christmas Motorkhana	Thursday Feb 11 2010	AGM

## WHAT'S ON IN THE FUTURE?

Above is a table of proposed events for 2009, and early 2010. If anything takes your fancy call one of the Club Officials.

### FIATS THAT YOU MIGHT NOT KNOW.



**1952 Fiat 8V (Otto Vu).** Fiat is best known for its affordable mass produced cars and not many people associate this manufacturer with exotic sports cars. But connoisseurs know of this small series of exiting thoroughbred competition sports cars which left huge Fiat factory during 1952-1954.

Only 114 8V models were produced and these cars were not a commercial success, but in sports car races they were highly competitive and credited with many victories. This, and the fact that the cars were fitted with some of the best and most beautiful bodywork designs from that era, ensured that the 8V became an instant classic, cherished by its owners. And so, remarkably, almost all produced 8V models are still in existence. Most of these cars have a well documented history and fetch exorbitant prices at classic car auctions.

## TENG TOOLS TARMAC SERIES 2009



### WHAT EVENTS ARE INVOLVED, AND WHAT DO YOU NEED.

The TENG TOOLS Tarmac series consists of 5 events of increasing complexity as the series moves on. It is designed to encourage newcomers while providing

viding

some-where for ordinary Club members to test their skill. There is a comprehensive portfolio which provides us with a method to ensure safe and fair competition while being able to sort out some winners. There are 4 capacity classes, a Junior competition and a competition for females. Almost any car is eligible, and it is designed for any competitor to use the same car in the same configuration throughout the series. To score points you must compete in and record a result in at least 4 of the 5 events, with the best 4 scores counting. This means that every series competitor must take part in either the motorkhana or autocross. Everyone is encouraged to get a MotorSport NZ Logbook for their car, we will issue Fiat Club Waikato logbooks to help speed up the scrutineering audit process at events. As the complexity increases, so do the safety requirements on both car and competitor, but none of the requirements are particularly onerous.

MOTORKHANA: A test of skill around road cones. Each competitor has 2 attempts at 4

courses.

AUTO-

CROSS: Simi-

lar to the above

except it is only one

longer course at which each

competitors get 3 attempts.

BENT SPRINT: A single car sprint

run on a closed road. This event

requires Club Membership

for all competitors,

some safety equip-

ment in the

car and on

tor. Also re-

competition

cence.

DUAL CAR

SPRINT: Run on a track, groups of cars

are set off 2 at a time, fastest pair

first, for a set number of laps.

Practice and 3 competition runs at this one.

**HILLCLIMB: Essentially a bent sprint up**

**a hill. In our case near Pirongia on a venue**

**we have used for many years. Challenging**

**to get really right, with a nasty bump into**

**the last corner to catch the unwary.**

So that's the events, let me know if you want to

play this year, email to [robbos@ihug.co.nz](mailto:robbos@ihug.co.nz)

See you all soon.