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WELLINGTON TRIUMPH SPORTS CAR CLUB INC.

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Triumphs @ Taupo Saturday 09th April 2016

The annual Triumphs @ Taupo Meeting is on once again at the Bruce McLaren MotorSport Park (a.k.a. the Taupo race track) on Saturday 09th April 2016 run by our club (Wellington Triumph Sports Car Club). This year we are again running single and dual car sprints plus races on the 1.3km Track 3. For those who haven't read this far before, single car sprints involve individual cars completing three laps of the circuit, starting off with a 5 to 10 second gap between them and the next car. Dual car sprints are basically the same, except that instead of a single car starting off, pairs of cars are started off at 5 to 10 second intervals. Races are, well, exactly what you'd expect them to be (without the panel damage though). The event is run under MotorSport New Zealand regulations, but don't worry if you think you need a full roll cage and an 18 wheel transporter to compete. Just contact Alan or Eion (phone numbers at the bottom of this letter and club email at the top) for details. For those who prefer not to compete, you're welcome to come and watch (access to the spectator facilities is free) or lend a hand to staff the event!

As with previous years, we are maintaining a wide scope of acceptable vehicles and a tiered range of entry fees to encourage you to enter early. Therefore, the monetary side of things is as follows:

Entries and payment received by:	08 th April 2016	09 th April 2016
Sprints only	\$90.00	\$190.00
Sprints and Races	\$170.00	\$270.00

Remember, we're not running this event to make money (we expect to make a sizeable loss) so we'd like to have as little stress as possible – a good proportion of this is achieved by having everyone entered before the day. We would prefer if you enter well in advance and then advise us if you subsequently find you aren't able to compete (we are quite happy to provide refunds so long as you aren't using this for money laundering!).

We can accept payment by direct credit to our club bank account 02-0536-0052466-00 (but you have to include your name and the word "Taupo" in the payment so we can identify that you've paid).

For the sprints and races, as mentioned above, vehicle eligibility is fairly relaxed. Other than the obvious requirement of vehicles having to pass the Schedule A scrutineering audit, the only things we are excluding are open wheeled race cars (but if we get enough entries we will consider running a grid of them).

If you want an entry form and haven't already received one, you can contact Alan (details at the end of this letter), email the club at info@triumph.net.nz or download a copy off our website www.triumph.net.nz.

Requirements for Vehicles and Drivers Entering the Sprints and Races

The following is a *fairly* brief rundown of the requirements for entering the sprints and races. For those of us who've been doing this a while, it is all very easy to know what is acceptable and what isn't, but we are all too often thrown curve balls by people trying the weirdest stuff on or by thinking that because we haven't explicitly stated something then they can do something that is completely illegal! So apologies in advance for what may seem heavy going but remember, the MotorSport New Zealand MotorSport Manual is even heavier. If you are heavily modifying your car, including installing a non-original seat or even relocating the battery, there are rules that affect these things and if you don't know them you should get in touch with Alan or Eion sooner rather than later.

Overalls for Single Sprints, Dual Sprints and Races

All drivers have to wear one-piece overalls with no nylon content (so at the very least: 100% cotton overalls, WITH A LABEL THAT CONFIRMS THIS, SEWN ONTO THE OVERALLS!). For the single and dual sprints, these overalls can be single layer. For racing they have to be double layer - or can be single layer if the driver wears full length cotton/woolen underwear.

The overalls must also be clean, one-piece, with close-fitting front, cuffs and ankles. Note that no oil or stains are acceptable, nor are big rips allowed in the material. The close fitting cuffs and ankles can be achieved by using adhesive tape on the outside of the cuffs/ankles.

Footwear has to be suitable footwear that provides complete coverage of both feet. Not nylon running shoes!

Non-approved clothing: No apparel of flammable material (e.g., nylon or similar synthetics) may be worn. Two-piece overalls are not approved.

Crash Helmets for Single Sprints, Dual Sprints and Races

All drivers must wear crash helmets. Crash helmets that fit them (i.e. not too big or too small). At this point we'd just like to reiterate the other requirements in regard to helmets. Please check that the helmet you intend to use is in good condition (i.e. the exterior has no cracks, chips or impact damage and the straps are not frayed or damaged and have no stains (sweat or otherwise!)). Again, ensure also that the helmet fits you and complies with one of the following standards (this is straight out of the MotorSport Manual):

Australian Standard:	AS 1698	SFI Foundation Inc.	SFI Spec 31.1/2005 (or 31.1A)
Snell Foundation:	SA2005		SFI Spec 31.2A
	SA2000		SFI Spec 41.1/2005 (or 41.1A)
	M 2010		SFI Spec 41.2A
	M2000		
	M2005	European Standards (R22)	E 04 series
	K2005		E 05 series
	SA 2010		
SAH 2010	FIA	FIA 8860-2004	
CMR/CMS 2007		FIA 8860-2010	

Fire Extinguishers for Sprints and Races

For single or dual sprints and races, each competing car must have a fire extinguisher fitted to their car in a bracket with two quick release metal straps. Closely read the following!

Please note from 01 January 2013 the **NEW** requirement for **TWO** quick release metal straps on the fire extinguisher bracket. Briefly, the extinguisher must weigh at least 0.9kg (printed on the extinguisher), be in good condition, less than 5 years old (or retested in the last 5 years) and mounted in the car on a bracket with two quick release overcentre straps - which is bolted in place with **ISO 8.8 HIGH TENSILE** bolts of at least 6mm diameter, with **large** (i.e. at least 25mm in diameter) flat washers on the back! BCF extinguishers are, unfortunately, not acceptable. We found last year that Mitre 10 and Bunnings had 1.0kg dry powder extinguishers with the correct steel bracket and two straps for around \$35.00 and \$20.00 respectively. Either should be a perfectly acceptable extinguisher.

Seat Belts

If the car you bring to compete in has harness seat belts, be aware that belts with an "SFI" standard label are only usable for 2 years **from the date of manufacture**. Some other harness belts may no longer be acceptable for use. If you are unsure as to whether your belts are still acceptable, contact Alan or Eion (details still at the end of this letter). Standard lap and diagonal belts as found in road going cars are not affected by these rulings, odd though this may appear.

Roll Hoop / Roll Cage (a.k.a. "Roll Protection") Requirements for Single Sprints, Dual Sprints and Races

Roll protection is not officially required for convertible cars entering in the single sprints, but we still strongly recommend that convertible cars without MotorSport New Zealand homologated roll hoops or roll cages run with their factory supplied hard tops bolted on.

For the dual sprints and races, convertible cars must have MotorSport New Zealand homologated Roll Protection, but closed cars (TR7 FHC, Triumph 2000/2500, Dolomite, Toledo, Mayflower, Renown, Acclaim etc.) do not.

A ruling has also been made that Triumph Stags, Herald saloons and Vitesse saloons cannot run in the dual car sprints or races without MotorSport New Zealand homologated roll hoops/cages as:

- The Stag T-Bar is not deemed adequate roll over protection and,
- The fact that Herald/Vitesse saloon roofs can be unbolted means they are classified as convertible cars.
- As a point of interest, this will also apply to the Rover P6 and Citroen DS.

All those three models of Triumph can of course run in the single car sprints without roll hoops/bars.

Club Membership and Competition Licence Requirements

You need to be a member of a MotorSport New Zealand affiliated club. Yes, our club is affiliated. We can even do day membership if someone who is not a member can't afford our ridiculously cheap \$20 per year subscription.

For the single car sprints, no competition licence is required.

For the dual car sprints, competitors must have a minimum of an "M" Grade competition licence (these can be bought directly from MotorSport NZ for \$75.00 (allow 3 days for delivery) or \$101.25 on the day. Alternatively, the Temporary ClubSport Event licence (\$35.00) can be purchased on the day.

For races, you'll need a "C1" or "C2" Grade licence, which you have to pass an exam for and then costs \$185.00. You cannot get one of these on the day! Contact one of us below if you want to get your National Race Licence.

On The Day

For those people whose cars have not already been scrutineered, we would appreciate them making an effort to have their cars lined up for scrutineering well before 9.00am, to stop this part of the day holding up the sprints. Although scrutineering will be from 8.00am, the gates will be open from 7.45am if you need a head start. We will also have scrutineering available on the side of the roadside outside 110 Horomatangi Street, Taupo between 4.30pm and 6pm on Friday 08th April as well – in a further effort to speed things up on Saturday morning!

As usual, the gridding of cars for the single and dual sprints will be left mostly to the competitors. As usual we will have three lines of cars, one for single car sprints, the other two for all the dual car sprints. This will allow those competing in the dual car sprints to pair up well in advance of going out on the circuit. So long as your car doesn't need any work done on it, you can just keep joining the end of the appropriate line after your run is finished and do all your runs in quick succession. Plus, if other competitors don't line up, you can do even more runs. If your car needs work, instead of joining the queue it will simply be a matter of taking your car to your pit area and working on it there. When the work is completed, you can join the back of the queue again. Multiple driver cars create an additional challenge that they themselves will have to stay on top of and liaise with the grid marshal on. Try to ensure your car stays reliable during the day and there shouldn't be any problems! We will of course try to ensure that everyone gets at least their three official runs before the flag marshals collapse from exposure but the onus is on you, the driver, to ensure you are available on the dummy grid. Races will be gridded up separately and, depending on numbers, expect to run them hourly.

As ever, we need volunteers to help run the day. All necessary training will be provided and we will provide drinks, lunch and chocolate/sugar products to keep you going during the day. We need to man four marshalling posts through the day (specifically for the races – this is the main safety issue that'll affect the event) and preferably replace the marshals after the lunch break - plus time up to ten cars at once, have two people for gridding, a first aider, a chief timekeeper and start/finish flag holder. Volunteers for these positions will be welcomed so please contact us to advise your availability as soon as possible (i.e., do it now!). As an added incentive, we will let helpers drive their own cars for a few laps behind the safety car during the lunch break.

Access to the track for competitors is off Centennial Drive (close to the Broadlands Road T intersection) – for spectators it is off Broadlands Road (close to the Centennial Drive turn off!) – we're looking forward to seeing you all there.

Alan Hyndman
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