

# SPORTS 2000 RACING CAR CLUB

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NEWSLETTER 80

www.sports2000-srcc.com

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## THE RECESSION BITES!

Nearly half way through the season and it seems the recession is beginning to hit our competitors, with numbers down across the board. This has a major impact on the club from a financial perspective, as we buy our track time. With no sponsor to underwrite our meetings there is going to be some hard decisions if we are to survive through the recession.

The first casualty will be our European round if we fail to increase numbers. As a stop gap we are looking at joining forces with another formula for our 2009 trip to the fabulous circuits in Europe. By 2010 we should be out of the recession and back on our own.

Again we can't afford to let our Pinto numbers fall too far, as you can imagine the best circuits command the highest prices. Brands Hatch GP in August and Silverstone GP in September needs full support from Pinto competitors. I would like both formula's to be able to race on these great racks next year rather than just the Duratec's

Similarly with our Mini Festival in August with the 1 hr race, these mini Endurance races are a great way to share a car or get more track time but again we need to support them to guarantee their place in our Sports 2000 calendar.

If we can beat the credit crunch and maintain high grid numbers this year then we will be in good stead to provide you with some great tracks for the 2009 season.

I guess it has hit us harder as the recession has come at the same time as we launched the Historic as a stand alone championship.

The good news is that we have even more cars coming into the formula next year, we have more competitors joining us from other championships and we have more novice drivers coming in later this year.



*Damn these old Tiga's are quick!! Patrick Sherrington leads the Pinto race in the 1980 Tiga to win at Cadwell.*

Photo by Mary Harvey

# SPORTS 2000 HISTORIC

As we all know this championship has given us some of the best racing ever seen in Sports 2000. However we must have an average of 18 cars if we are to continue to have championship status. This is a MSA requirement. Now I know we have people looking for cars, people restoring cars and people with cars that have not come out. BUT so far we have been just under the required number for the first 2 rounds. We have double that number waiting to come out but we do need more to play this year as it is your championship.

I want to have at least one round with the HSCC at one of their major meetings in 2009 so get your car out and make that happen.

The next Historic round is at our Mini Festival at Snetterton on August 24/25th. Make a weekend of it and get some serious track time to sort out all those niggling set up issues once and for all!!

Photo by Mary Harvey



"The Team"



Above:- What a Stirling drive from Oli at Cadwell Park in the Historic race.  
Left:- Oli dominated the race and clearly enjoyed the experience!!

## SPONSORSHIP

A major championship sponsor or small sponsors that could sponsor the hospitality, season video, trophies etc would help us enormously to maintain our level of service to you and survive without the need to have any cutbacks on services.

## DURATEC BUILD

Ilmor Engineering are well known in certain racing circles, as designers and manufacturers of the Indy IRL engines that power all the cars in the current series.

Their builders and dyno guys are simply the best. They have all the facilities an engine re-build can possibly need, and in addition we have a team of highly qualified and experienced engineers behind them setting the standards.

This high level team, is offering you the use of this hard won and normally unavailable resource to rebuild and dyno check your own Duratec engines in these facilities.

For more information on Ilmor visit [www.ilmor.co.uk](http://www.ilmor.co.uk) or contact Darren for specific information on their Duratec build service.

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## CAN YOU HELP

As we are a club we are only as good as our members and helpers.

We can only get better with help from our membership. This can take many forms such as gathering info for the magazine, organising the SRCC merchandising, writing race reports for the website, helping with the hospitality, taking control of the driver profile for the website, organising help packs for novice drivers etc. You may be able to come up with your own idea that can help the SRCC to grow and provide a better and more comprehensive service to its members. Please contact me if you can help.

## DURATEC INJECTORS

Thanks to Rupert Russell Ilmor now have in stock a batch of injectors used on the Duratec engine and priced at £60 plus VAT and shipping. The part number is BI 6934 and you will have to quote your SRCC membership number as they are ONLY available to club members.

## SRCC WEBSITE

Being ever hopeful of securing a title sponsor I have refrained from spending money updating our website as those costs would be born by the new sponsor as the website would be tailored around the sponsor. I can assure you though it is not forgotten and I have some great ideas that should appeal to all our members when we are in a position to update the site.

## SRCC CONTACT EMAIL

Please note that to contact me or the SRCC please use [SRCC@dial.pipex.com](mailto:SRCC@dial.pipex.com) any email beginning [info@](mailto:info@) will not reach me. Can you please check your details on the entry list and email me with any corrections so I can have an up to date list for promoters. Please note also that my daytime phone number has now changed to 01707 358668.

## WELCOME

It will be great to welcome Bruce Balchin to Snetterton in his Chevron B60A. Chevron is a marque that is not often seen in our Pinto grid and is a welcomed sight indeed.

Bruce is still trying to sort the handling out on his Chevron and being new to S2 would appreciate any advice and would welcome someone to share his car at the 1 hour race at Snetterton.

Welcome also to Micky Breen who will be having his first race with us at Snetterton in the Tiga SC84.

Also at Snetterton for the first time will be David Croft in the ex Mills Gunn TS9 Duratec car.

On the Duratec front our fingers are crossed to see if the Motus will make its maiden appearance at Snett!!

The multitude of manufacturers has always been a hallmark of Sports 2000 and we still have more coming in such as the Elden, Ginetta and the Harvey all scheduled to appear later this year.

## ON BOARD CAMERA

Remember the SRCC's arrangement for a 20% discount on all camera systems from GOLDSTAR. This fantastic deal will only last until the end of the year so make the most of it and grab yourself a system so you can marvel at all your overtaking manoeuvres!!

For more details visit <http://www.qv500.com/onboard/kits.php> or contact John Dunham at:- Goldstar Racecam

1 Wither Rise, Oakley, Basingstoke, Hants RG23 7BP

Telephone 01256 783532

Mobile 07760 442607

Email [John@goldstar-racecam.com](mailto:John@goldstar-racecam.com)

## SCRUTINEERING

I'm sure you've heard through the grapevine Mick Mobberley our scrutineer has been busy on the technical front. He's been busy checking cams, ECUs, heads and timing to name but a few and it was clear these checks had not been done before!! I can assure you any anomalies are being dealt with. So now as far as competitors are concerned if they have raised the bar they have done so with car set up and talent. You can rest assured their cars are technically correct and have had a power test. Anyway if you have any technical concerns about your own car or any other car in the paddock please feel free to speak to Mick. He is very approachable.

## ENDURANCE RACE. SNETTERTON 24/25-08-08

The entry form for our final one hour endurance race is with this newsletter. Our Silverstone race was enjoyed by all and more often than not the favourites do not win as Mr Dudley can confirm!! We will be having a 4 minute pit stop so those that need to refuel can do so, although you MUST get out of the car while this is being done. A couple of drivers at Silverstone had a drive through penalty as a result of not doing this. You will also need racing overalls if you are involved with the refuelling.

Again we will have awards for each of the categories, these being 1 car 1 driver, 1 car 2 drivers and 2 car teams. These will be awarded to both Duratec and Pinto. Any sponsors for the trophies would be fantastic.

We will be having a BBQ Sunday evening at our hospitality so bring the necessary to join the party! This will include an orange launching competition thanks to our Swedish friends!! We will be having the Pinto and Duratec races on Saturday and the Historic race Sunday morning and the 1 hour race in the afternoon.

**THERE WILL BE A £100 DISCOUNT FOR DOING 2 RACES AND £150 DISCOUNT IF YOU DO 3 RACES**

### DRIVING STANDARDS

Another major change has been our new Clarke of the Course, Barry Ashman and the introduction of our card system for offenders. So far we have given out 3 warnings and 3 yellow cards, and love it or hate the clamp down on driving standards you have to agree it is proving effective. It was not that long ago when we could not get around the first bend without a race stopping incident. Today we are becoming a model of hard but fair racing, giving room when needed and being more aware of the proximity of cars around us.

Barry will ensure we keep our standards high by coming down heavily on any reckless driving and new for this year will be drive through penalties for competitors who are unable to drive side by side. The 2 areas that can be improved and I think cause 90% of all incidents are those that decide to overtake after the guy in front has turned in for the bend and those that turn in when a car is alongside. Both are guaranteed to cause contact.

I still believe that it's all about education, we have lots of inexperienced drivers and drivers with bad habits so it is important that any contact or dangerous manoeuvres you see need to be reported in the first instance to Roy Bates or Wil Arif. Obviously any serious contact should go to Barry as well. Unless these drivers know what they have done they can never learn and never improve.

I make no apologies for enforcing strict driving standards. We owe it to ourselves as we are all club racers who race on a shoestring even though some strings may be longer than others. Apart from that anyone who wants to further their racing career in a Sports Racing formula needs to be able to overtake cleanly without contact, it's all about finishing!!

### DURATEC CHAMPIONSHIP

The Duratec's seem to be weathering the recession very well indeed, in fact their numbers are on the up and with new cars coming out later this year we have no problem guaranteeing the best circuits for 2009 for the Duratec championship.

The Motus is almost ready. The new Carbir is under construction. The new Lola has made a huge step forward in the hands of Nick Bates as has the Juno with the Oldershaw's work over the Winter. Another major manufacturer is also planning to build a Sports 2000 in 2009 so the future is looking rosy on the Duratec front.

We just need to make sure we maintain our good grids during the credit crunch to secure the clubs future.

### MAGAZINE

No prizes for anyone guessing what I am about to say!! Now wouldn't it be great to get issue 10 out THIS year?

You can't tell me that you haven't replaced a part, restored a car, have some snippet of information, press cutting or other Sports 2000 related item?

I hope to compile the history of the March S2 for the next issue but could do with some support from others to help fill the rest of the magazine!!

If you have no information that you can send in then why not go out and research an article for the magazine??

**SEND SOMETHING  
NOW**

### THE SRCC 2008 D&D

This year's date is 29th November 2008 so make sure you have it highlighted in your diary. The venue, is the same, the Hilton Hotel at Warwick. The AGM will be in the afternoon and PLEASE PLEASE can you bring something expensive for the auction as I have a feeling we will need it!!

It will be a great ending to the season so let's get everyone there. Put it in your diary NOW.

### THE PINCH

Clearly our members being Club racers devoid of all sponsorship are feeling the pinch and are cutting back on their racing. I wonder therefore in the absence of any sponsors that we cut back on the number of rounds for the Pinto runners to help? Perhaps 6 rounds at the best circuits with one or 2 hour races and we hope a European race. I guess we will have a better idea later in the season but at the moment it looks as if we will soon have more Duratec's on the grid than Pinto's!!

Anyway, it's just an idea at the moment but let me know what your thoughts are for 2009.