

# SPORTS 2000 RACING CAR CLUB

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NEWSLETTER 81

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October 25th 2008

## THE CLOSING MOMENTS!

*It looks as if most of the classes are still to be decided at the final round although the Duratec winner was determined at the Formula Ford Festival . Rick Johnson scored his 3rd championship crown after another fine win at Brands. Also at a sunny Brands we crowned our 2008 Historic Champion. Oli Stirling clinched the title after another dominating drive. I'm hoping that the rumours are correct that Oli could be challenging Rick and Mike in Duratec next year!!!*



*As it was all season Rick Johnson and Mike Jenvey, on the limit, in control and always together.....  
WHO WILL WIN AT DONINGTON?.....*

## RECESSION AND S2 RACING

*Having now officially entered into a recession how has this affected our racing schedule??*

*Looking at the Duratec Championship I can say it has had no affect at all and in fact numbers are increasing all the time. The Pinto championship has not faired so well and numbers are down, as a result I have enclosed a questionnaire with this newsletter and one of the questions addresses this point. Do we go for 6 rounds for the Pinto championship?? The Duratec championship next year will have significantly more cars on the grid than the Pinto races. Next year I hope to get some cracking tracks but we cannot afford to run just 20 Pinto cars at circuits such as Silverstone GP. Only 20% of available Pinto cars are coming out to play and this needs to change or we will have to run 6 rounds or find a sponsor to cover the deficit.*

*The Historic championship is a strange one! The benefits derived from the formation of this championship have been dramatic. Prior to the announcement of the Historic championship in the UK historic cars were only worth around £12,000 and virtually all cars that came up for sale went to Europe and numbers in the UK dwindled. Since the formation of the Championship prices have risen to around £20,000 plus and cars are now coming into the UK from Europe and numbers have grown dramatically.*

*Having said that it looks as if this Championship has also been hit by the recession as the numbers on the grid this season is not a reflection of the level of interest or the numbers of cars that are now available. I think it is fantastic that some of the original S2 racers from the 80's are now in the process of buying the Historic cars to come back to play. I have no doubt that this Championship is going to go from strength to strength especially as the FIA has now recognised the Historic S2 with its own class.*

*It is just such a shame that the grid numbers this season have not matched the interest.*

*Hopefully 2009 will be better so that I can keep this Championship going? The number of people looking for cars to come and play in 2009 would indicate we should have no problem in gaining the grid numbers to maintain the Historic Championship status.*

## PINTO CHAMPIONSHIP

*The Pinto car has always been the main stay of S2 but this year numbers have been down due to the recession. Despite this the 2008 season has been hotly fought between Paul Streat, Paul Tickner and Andy Mathew. Who will triumph to become our 2008 Pinto Championship winner will be decided at Donington and it should be a fantastic race. It was great to see another Pinto car join us for the first time at our Silverstone GP meeting, the Rotor. Graham Millar from Scotland also joined us at Brands with his Rotor but had drive train problems that curtailed his experience of enjoying the Kent track.*

*After several years of restoration our Elden guru, Trevor Farrington will be joining us for the first time at Donington in his Elden historic S2. Trevor hopes to have a second car as an arrive and drive car for the Historic and Pinto championships for 2009.*



*Paul Streat leading the race at Snetterton with Andy Mathew re defining the boundries of the track!*

## SPONSORSHIP

*I have certain standards that I will not compromise on. These are value for money and decent tracks to race on. However the problem I have is that the good tracks cost more.*

*With a title sponsor we could realise our full potential and continue to grow to become THE Sports Racing formula for Club racers. The SRCC will be able to offer something for everyone, the Duratec championship leading to VdeV, GT etc while our Pinto championship is ideal for novice drivers to learn the art of racing. Our Historic championship ensure we cover all aspects of motor racing.*

*What would it cost? Well to become a championship title sponsor the amount we are looking for is £10,000.*

*We have been very fortunate this year that Steve Head from Conseil International has sponsored the Class A Duratec trophies, Martin Ellis from Medicomgroup for the Derek Bell Cup again in Duratec and Alan Hudd from Xennia for the Historic trophies. It all helps to keep us afloat so trophies, hospitality etc are all things that need sponsors for in 2009.*

## D & D

*November 29th is the date you need to get firmly fixed in your diary. The hotel room discount expires on the 29th October so book before that date. Also you DO NOT need to pay any hotel parking charges if they try it on refuse as function guests do not pay the charge. I know it's not much but it's just the principle!!*

*I hope you can all make our annual bash and support those that have supported the club and excelled in our races. I think all our top 5 winners deserve their awards as our survival depends on wholehearted support to our races by all our competitors.*

*With no major sponsor we need your help to make our auction successful to ensure we end the year without a loss. So please if you can come up with anything that we can auction that would be fantastic. Anything like a trip in the space shuttle or F16 fighter jet, failing that then anything would be fantastic!!*

*Our AGM is also at the hotel in the afternoon.*

# SPORTS 2000 HISTORIC

*Our first Historic championship winner, Oli Stirling, breezed to victory in his Tiga SC80 as Nik Johnson's Lola T592 suffered from mechanical problems.*

*I am working on getting at least one round with the HSCC. Possibly at the Silverstone International meeting they organise.*

*Interest is still growing with competitors from the 80's in the process of buying cars so they can come and play again after a 20-year lay off!!*

*Below:- Our top 3 at the Snetterton Historic race, left Jim McDougall (2nd), centre Oli Stirling (winner) and Mark Richardson 3rd.*

*Far below:- David Whitham, winner of the Derek Bell Trophy (I wonder why?)*



*David Whitham going for the short cut, bollards! no problem for this fine driver!!!*

**SCRUTINEERING** Mick Mobbeley has been busy keeping tabs on us all, gone are the days of us all queuing to be weighed after every race. Instead Mick has been watching and listening and any car that he feels needs to be checked is, along with one or two other random selections. Checks have included carb, cams, flywheel, head volume, fuel etc. If you have any queries on eligibility, speak to Mick, as it is far better to clarify any areas of doubt than to be caught out at a spot check.

*There have been several issues that have been dealt with behind the scenes to ensure we all have an even playing field.*

## DURATEC CHAMPIONSHIP

*This year Rick Johnson has definitely not had it all his own way. He has constantly been kept honest by Mike Jenvey, at Brands the lead changed several times!!*

*Next year I have a feeling it's going to be even tougher at the front! At Brands last week only 3 seconds separated the fastest and slowest car while 7 cars were only separated by 0.4 seconds.*

*Without doubt Rick and Mike have raised the bar to the point where S2 is now virtually on par with VdeV and of course the Duratec costs a fraction of the price to run compared to the VdeV cars. Even on the power circuits such as Spa, Glenn Dudley in his converted Lola was running 5th overall. As a result we are now attracting a lot of interest from competitors in other formula as they realise they are spending 10 times more to run their car to go slower than a hot shod S2!!*

*Duratec S2 is now gaining momentum at an amazing rate and next year 30 plus cars on the grid will be the norm.*

*Ray cars have announced their Sports 2000 car and will have their first one on show at Autosport International in January having already sold 2 before its even been built!! Carbir, the US manufacturer is already working on their new rebodied Duratec car and again 2 cars have already been sold.*

*The first Duratec Motus WILL be at Donington next week and will be on display at our D&D. The Reynard Duratec car also makes its first appearance at Donington. Lola have also built 3 more cars with Jonus taking delivery of the first one before the start of the 2009 season.*

*What will be fantastic is to get back to the good old days when the manufacturers continually brought out new models, new shapes and new designs.*

*With the US getting ever closer to welcoming the new Duratec cars then we will be even closer to getting other manufacturers such Ligier and Norma making cars to take advantage of the vast American market.*

*Then you have the US manufactures coming on board with their own creations. We all know how competitive they are, Carbir and Swift have repeatedly demonstrated that!!*

*So the future looks bright for Duratec S2.*



*Above:- Chris Yarwood in the MCR at the A1 GP for the start of his Duratec development program. Chris had some highs and lows at the Snetterton Endurance race leading overall only to retire when a wheel came loose. Next page:- Top 3 runners L to R, Mike Jenvey (Gunn TS6), Rick Johnson (Van Diemen) and Robert Oldershaw (Juno).*



## THE MIKE BOHLING AWARD

*As you know we have been trying to organise a test drive in the Barwell Aston GT car for the Duratec championship winner.*

*Barwell then left for the ALMS series in the US! Doh!!*

*So its now back to the drawing board. We now have to come up with something that I think will be an amazing experience for the winner plus tremendous PR for the club as that is what Mike Bohling wanted before he sadly passed away.*

*We plan to organise a race for the winner with all expenses paid but not any race in Europe but a race at one of the best circuits in the US in their own car. Now that is one experience you will not forget in a hurry!!*

*We are also looking at organising a drive in a VdeV car.*

*I will keep you posted on the developments and remember you can only win the award once.*

## HOSPITALITY

*Almost at the top of my SRCC "essentials" list is our hospitality. I know many of you take it for granted now but I have seen what it is like without any meeting place and believe me when I say the hospitality is paramount in keeping the camaraderie high, keeping your other halves happy etc etc. It really does contribute to the fun factor of Sports 2000 racing. It is therefore essential we find a sponsor to cover the hospitality costs and someone that can run it using our lorry and awning. The lorry can also carry a Sports 2000 car as well as the hospitality paraphernalia. All costs involved in providing food and drink, running the lorry, fuel costs etc. will be covered.*

*Can you help?*

*Mark Stewart Racing has helped us out for the last 2 years but are now not in a position to continue. I would like to thank Peter Richardson and his crew for their help with the awning. We are all indebted to you guys.*

*I'm afraid that this is going to be a sticking point with me and if I have to stop racing to do it myself then I will not be very happy! I will do it so PLEASE any ideas on how we can organise it for next year??*

## EUROPEAN RACES

*The cost of buying track time on some of the great European tracks is so high that you need 40 cars to break even. Until our numbers build up (currently we field 25 cars on our European forays we will team up with another club so we can race at Spa in 2009 and possibly Le Mans or Zolder.*

*I think everybody thoroughly enjoys our trips to Europe and last years outing to Dijon was no exception. We will always try to have at least one race on the continent in our calendar and I'm looking forward to the day Sports 2000 Duratec racing starts up in Europe as that will make a whole host of tracks available to us.*

## MAGAZINE

*It's that time of year again and as usual I have no content yet!! I will organise the feature article on the History of the March Sports 2000 but I need YOUR articles to enable me to fill the rest of the pages.*

*You have all read the back issues so you know what I need. Unfortunately I cannot perform miracles so I do need your input to fill the pages!!! PLEASE PLEASE HELP.*

## ENDURANCE RACES

The endurance races have been well received, well supported and thoroughly enjoyed by all that take part in them. I would like to run more of these but in view of the current economic situation we will keep it to 1 or 2 depending on your questionnaire responses. They are a great way to share a car or get more track time to improve your skills. Often the favourites don't win which is what happened at Silverstone with the Dudley/Gilbert pairing after they picked up a puncture. After the hour only 37 seconds separated the top 4 cars with the pairing of Martin Ellis and Chris Snowdon in Martin's Carbir crossing the line 12 seconds ahead of Mike Turners converted Lola T88/90 shared with Miles Griffiths. The first Pinto to cross the line was David Houghton in his Van Diemen a tremendous drive. The Snetterton hour race was equally exciting with Rick Johnson sharing the Van Diemen with dad Les. With the Van Diemen on pole Les started the race but was soon passed for the lead by Chris Yarwood in the MCR. Chris pulled away but had to retire with a loose wheel so we will never know if he had done enough to secure the win once Rick had swapped with Les. As it was the pair crossed the line first with Steve Head just 5 seconds behind and 3rd was the 2 car team of Martin Ellis (Carbir) and Nick Bates (Lola B07/90). First Pinto home was Jim McDougall in his Tiga SC79 another faultless drive by Jim.



*The start of the Snetterton Endurance race. Below Rick and Les enjoying the moment, second place man Steve Head crosses the line.*



## FINALLY

*I hope to finalise the provisional calendar for 2009 by the D&D but remember if a series like the Superbikes changes one of their dates then everything has to change and venues and dates have to change and that's when it all goes pear shaped!! It is so frustrating to spend so much time organising a well balanced calendar both on venues and timing only to find a motorbike or Touring car date has to change. The ripple effect destroys everything you have just organised and a fantastic calendar turns into a nightmare!!*

*There is no such problems in Europe, I can organise a meeting nearly 2 years in advance and you know it won't change. God knows why the UK circuits can't do the same.*

*A massive thank you to all those lovely ladies that have helped Mira with making the sandwiches for our hospitality, fantastic. It has saved valuable club funds in a financially challenging year.*

*Looking forward to seeing you all at Donington for our final round. Just to remind you this round was in the summer but thanks to the ripple effect ended up in November! Then a two day meeting ends up a one day!*

*Don't forget the D&D. It is compulsory so see you ALL there and anything for the auction will be gratefully received as it all helps to keep us afloat!!*

*Remember the SRCC has secured a 20% discount on all on-board camera packages from "Goldstar Onboard" and this discount expires at the end of this year.*

*Finally please take the time to fill in the questionnaire as your concerns and ideas do make a difference. We are a club. It's your club and your opinions matter.*



