

# SPORTS 2000 RACING CAR CLUB

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NEWSLETTER 82

www.sports2000-srcc.com

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## 2009 - WHAT'S NEW!

**First of all** we have the very very best circuits to race on. To be able to race on circuits like Silverstone International and Silverstone GP, Donington Park, Oulton Park International, Thruxton and Brands Hatch GP all in one season has not been rivalled by any other formula in the UK. Even at the highest level.

**Secondly** we are offering a trip of a lifetime that any of our competitors who compete in any 8 races can win.

Highlighting the Macau GP trip as a trip of a lifetime is no exaggeration. Besides having a couple of days to visit China and Hong Kong you will be staying at the 5 star hotel with many of the teams and drivers. Grandstand seats for all days and thanks to Yokohama you will be able to meet any of the drivers and teams you wish.

Macau GP is one of the classic events that every motorsport enthusiast longs to visit.

**Thirdly** we have now finalised the Mike Bohling Award and we hope to be able to continue this on an on going basis.

The essence of the award is to be able to help the winner of the Duratec championship achieve their goals. In exceptional circumstances a non championship winner could also win this much coveted award. You can only win once.

The winners so far, 2007 goes to Tom Mills who will be receiving a works drive in VdeV (now called Speed). 2008 goes to Rick Johnson and the award will be helping Rick to have a race in the USA in the Sports 2000 festival at Mid Ohio.

I am now working on something for the Pinto championship winner.

**Who will be the 2009 winner????**

I am very pleased to announce that Malcome Saunders from MSAR will be supporting 3 awards with safety products from the MSAR range. Visit [www.msar-safety.com](http://www.msar-safety.com)

**1: Most improved driver. Prize is any harness from the Schroth range.**

**2: Most helpful SRCC driver. Prize is any harness from the Schroth range**

**3: Spirit of the SRCC award. Prize is a Hans Device 20 or 30 pro-Carbon (the best one).**

### SPORTS 2000 DURATEC

April 11th	Silverstone International
May 1/2nd	Brands Hatch GP (A1 GP)
June 6/7th	Donington Park
July 11th	Oulton Park International
August 15/16th	Thruxton
August 29/30th	Snetterton
October 2/3rd	Silverstone GP
October 17/18th	Brands Hatch (Formula Ford Festival)

### SPORTS 2000 PINTO

April 11th	Silverstone International
May 1/2nd	Brands Hatch GP (A1 GP) (Pinto Invitation)
June 6/7th	Donington Park
July 11th	Oulton Park International
August 15/16th	Thruxton
August 29/30th	Snetterton
September 13th	Mallory Park
October 2/3rd	Silverstone GP
October 17/18th	Brands Hatch (FF Festival)

### SPORTS 2000 HISTORIC (Pre 83)

June 6/7th	Donington Park
July 11th	Oulton Park International
August 29/30th	Snetterton
October 2/3rd	Silverstone GP
October 17/18th	Brands Hatch (FF Festival)

### SPORTS 2000 ENDURANCE 1 hr/ Relay

June 27/28th	Silverstone
August 29/30th	Snetterton

### EUROPEAN RACE

TBA Spa

## 2009 SRCC Sports 2000 Calendar

## ENDURANCE RACES

These have always been great fun and a golden opportunity to share a car. As normal we will have a 4 min pit stop to allow refuelling in the garage. Refuelling is such a no no these days with the cursed Health & Safety Regs unless you have hugely expensive refuelling rigs and expensive fittings etc etc. Certainly all new cars should be able to run for a minimum of 1 hour, although if you can't run an hour and didn't want to update your tank, you could always run in a 2 car team.

To get the Endurance races off to a good start we will give a £100 discount on the Snetterton Endurance race if you have also entered the Championship race. So get your entries in now to take advantage of some cheap track time. Endurance races are a great way to try those tweaks that you never seem to manage in a Championship race. Do remember though if you refuel you MUST get out of the car first and the refueller MUST be in a fire proof race gear otherwise you will have a stop go penalty when you get back on the track.



Left to right  
 Kevin Cooke's Lola T492, Mark  
 Richardson March 84S, Steve Head  
 Gunn TS9, Dud Moseley Motus Mk 14,  
 from the Lola factory their track car and  
 the prototype Sports 2000 Duratec.  
 Photo by Lee Cooke.

## SPORTS 2000 DURATEC

The continued growth of this Championship is clearly going to continue in 2009 if the level of interest shown at Autosport International is anything to go by. People are now realising the fact that Sports 2000 Duratec is without doubt the most cost effective sports racing formula in the UK. With lap times similar to those of the higher formula we are getting many downsizing to S2. Just as much fun but a fraction of the cost. It also means the average club racer can also experience the joys of S2 Duratec being so affordable and even cheaper to run than a Pinto car. But S2 is not just about cheap racing, the camaraderie and friendly but highly competitive environment all adds to the attraction. FUN is also most important as well as being affordable, (see Driving standards section).

A few of the key news items are bulleted below, and as you can see it has never been so buoyant pre season.

- We had the new Motus on our stand at Autosport International.
- The RAY Duratec S2 is scheduled to make its first appearance in March with 3 already sold.
- Chiron is now looking at developing a Sports 2000 car.
- VdeV in the UK has made a class for Duratec Sports 2000 cars.
- The new Duratec Carbir is to make its appearance this season, the first one being delivered to the new agent in the UK, Chris Snowdon.
- The MCR is now undergoing an intensive development program so expect to see them at the pointy end in 2009.
- Jonas Quanstrom is scheduled to receive his new Lola B09/90 for the start of the season.

## MACAU GP

This event has to be one of the greatest motor racing events in the calendar, yet is by far the most exclusive. Going to classic events like Le Mans is do-able and indeed I expect the majority of our competitors have been there and done that!!

BUT I bet you, not one of us has been to the other side of the globe to the Macau GP event.

WELL NOW YOU CAN!

All you have to do is enter 8 fully paid races, these can be Championship rounds or relay or European race or Invitation. All those that enter the 8 races go into a free draw to find the lucky winner. The best odds you will ever have in any competition!!

How it will work is that at the closing date for our last race at the Formula Ford Festival a list of competitors will be put on our web site that will be going into the hat for the free draw. This will give you time to check your name is there!!

At the Formula Ford Festival Matt James from Motorsport News will put these names in the hat under the gaze of any one who wants to watch and David Addison the Brands commentator will commentate as Matt pulls out the very very lucky winner who will then receive 2 tickets to fly out on Wednesday November 19th to experience the Macau GP.....Awesome!!

## SPORTS 2000 PINTO CHAMPIONSHIP

Ah the good old Pinto car, oversubscribed grids but where are they all now? The good news is that the cars are all still here. I think the reason why the Pinto grids have suffered in the recession is down to the fact that many of the Pinto owners have owned their cars for quite a few years and it is easy to leave it in the garage for a year or so to save money or time. In contrast the Duratec cars are newer and most owners having recently spent the money buying them, so are less likely to leave them in the garage.

This year we need to entice the Pinto owners out to ensure we have full grids at every race. With fantastic circuits and a chance to win the Macau GP trip you will never have a better reason to come out to play!!

It is important to support the Pinto Championship, as it is the only way that I can keep the best circuits on the Pinto calendar. The Duratec Championship, in its earlier days, was supported by the Pinto cars. Unfortunately it is impossible to do this in reverse. So we need your support in 2009 please.

*Lew, unless I am mistaken shouldn't you be the other side of the curbing?*



Photo by Mike Lambert

## DRIVING STANDARDS

Always controversial but essential if we are to keep the S2 racing environment both fun and affordable. Incidents cost money and grief, some are avoidable some aren't, our driving standards policy is to try and eradicate the avoidable incidents. New for this season is the introduction of a drive through penalty for perpetrators of avoidable contact during the race. This is on top of our card system that worked very well since its introduction.

Barry Ashman our Clerk of the Course has been very active on this front especially on first corner incidents. I can't remember the last time we had a red flag due to a start incident. Years ago I would be have been saying I can't remember the last time we completed the first lap without a red flag!!

Frequent body contact and damage is the quickest way to kill a club formula stone dead hence driving standards will remain our top concern.

## HOSPITALITY

Thanks to Sara (Steve Mole's better half) and her mum we have the catering sorted but we still need someone to sort the awning out. We will be selling our existing lorry and awning and buying something more manageable like a long wheelbase Sprinter van and lighter awning. We hope to receive some sponsorship to enable us to pay £200 per meeting to anyone that could look after that side of things. Hospitality is so important as it does become the focal point at meetings for our members and a major contributory factor to our high level of camaraderie experienced in the SRCC.

## SCRUTINEERING MATTERS

Mick Mobberley has been very active behind the scenes to ensure we have a level playing field. Several things were found and have now been rectified but this year I feel the whole process of regulation compliance must be more transparent and visible. There were several rumours going around that discrepancies were found but not acted on which is not true. We all need to know that we have a level playing field so expect to see more proactive scrutineering!!

Mick is very receptive to any information on cars that you feel have eligibility issues as the best form of policing is from within.

# SPORTS 2000 HISTORIC

Interest in the Historic scene is still growing and I hope this season this massive interest will be reflected on the grid. It looks as if we should see several competitors from the early 80's joining us for the start of the season. Fantastic and we have at long last one of the 3 Ginetta Sports 2000 making it onto the track for the start of the season. Roger Kurt should be having a shake down during March and we look forward to welcoming our new competitor at Silverstone. What amazes me is that there are still cars coming out the woodwork, cars that have been in storage for the last 20 years... Lets hope it continues!!

I do feel this is the greatest benefit of the Historic Championship, prior to its launch we had only about 6 to 10 cars competing in the Pinto Championship. What was becoming a VERY serious problem was that every Historic car that came up for sale always went into Europe as they paid good money for such cars and certainly more than we would pay, at least 50% to 100% more!!

Today thanks to the stand alone Championship, cars no longer leave the country and as the price of the Historic cars have risen by a minimum of 50% they are now coming back into the UK.

Today we have almost 50 Historic cars so in that sense it has been a total success story. We just need to get them out on the track!!

This year we have 5 rounds and the best 4 to count to the championship. The extra round is a race within a race! The Historic cars will run with the Pinto cars at the Silverstone GP race, as this will give sufficient numbers to keep this expensive circuit on the Pinto calendar. In addition, as last year there will be 2 classes. One class is the Derek Bell Cup for drivers over 50 and the other class for everyone else! Remember the championship positions are class invisible but I must say the Derek Bell Cup is as keenly fought as the overall Championship and I wonder who will be the first person to win both!!

*What rich diversity we have with Alan Hudd in the March 81S, Graham Harvey in a Royale S2000M, James Fox in a beautifully prepared Lola T492 and Clayton Sampson in the Robinson.*

*Photo by Mike Lambert*



**D&D 2008** Now I know I use awesome quite a lot during my ramblings on the Sports 2000 scene but how else could you describe the events that unfolded after our presentations at the D&D. After my plea that we needed to find a sponsor the ever so slightly inebriated Harry Chapman flung his hands aloft indicating we could solve the problem by doing this within and pledged £500 to the club. This generous act was promptly followed by 27 other people, and hence "Club 28" was born.

The auction raised over £5000 so all in all a truly awesome event and thanks to your unselfish actions we are in good shape to ride the recession.

## SRCC SPONSORSHIP 2009

We still need to find a sponsor or sponsors for our championships to enable us to do all the schemes that have been on hold and which will enable us to carry on progressing forward.

The money we raised at our D&D is a great safety net for the recession but having said that though, it wouldn't last long if we have a few meetings with poor attendance so we can't be complacent and expect other competitors to support the races.

With some circuit charges as high as £200 per minute, the sums only work with a minimum grid of 25 for all championships. So you can see its easy to lose £5,000 per meeting.

Sponsorship would help to bridge the gap while the Historic and Duratec Championships increase their numbers. Having said that, the Duratec numbers equalled the Pinto numbers by the end of last year.

If interest in the Duratec championship as demonstrated at this year's Autosport Show, is anything to go by, we should be approaching 30 cars by mid season. This year's emphasis must be to get more Pinto cars out and get the Historic cars out in numbers to fill the grid. We know we have the Historic cars around to easily fill the grid. We just need to get them on it!!

I am having a couple of meetings with potential sponsors so I will keep you posted with developments.

Without a major sponsor small sponsors become our lifeblood. Conceil and Medicom sponsored our Duratec trophies and action like this really made a difference to us and I guess my plea for 2009 is more of the same. Trophy sponsors, Hospitality sponsors etc. etc. We still need them desperately so we can maintain our high level of service to our members. I am looking forward to getting on board a principal sponsor so I can update our web site. We've lots of ideas on that front and all expensive so it is essential to tie it in with changes to accommodate our new sponsor!!

## NEW ENGINE BUILDER ON THE BLOCK

**Ilmor Engineering** is now building both Pinto and Duratec engines and are a welcome addition to S2 support services. Their level of expertise and knowledge are second to none and they also have a network of contacts that spreads throughout the world. They have dedicated one of their many dynos to S2 work and I must say I was very impressed after my recent visit, so much so I will be the first to use the Ilmor badged Pinto engine!!

If you need further information on their services contact:

Darren Sansum at Ilmor Engineering  
01604 799114

Email:- darren.sansum@ilmor.co.uk



## RACE REGISTRATION FORM

Please fill in this form to secure your race number. You will be given at least 10 days to return the form to keep your number for another season.

Obviously it only applies if you have enclosed the relevant fee and signed the reverse of the form!!

**We are in for a fantastic season, racing on fantastic tracks... ENJOY**

## SURVEY RESULTS - SURVEY RESULTS

Thanks to Paul Streat I can give you the results of the survey. If we take the circuits and apart from missing out Cadwell Park we are going to all of your top ten circuits. Next year I promise to do better and get the full set!! These results are I guess what you would expect. The only changes from the last survey we did is Silverstone GP has knocked off Brands GP from top spot and Cadwell has gone up while Thruxton surprisingly has gone down a touch.

Circuit	Average Score
Silverstone GP	9.5
Brands Hatch GP	9.4
Donington Park	9.4
Oulton Park International	8.7
Cadwell Park International	8.3
Thruxton	8.3
Silverstone International	8.0
Brands Hatch Indy	7.9
Snetterton	7.6
Silverstone National	6.4
Castle Combe	6.2
Pembrey	4.4
Mallory Park	4.4
Rockingham	4.1
Croft	3.8
Anglesey International	3.8

What's important to you as a competitor?	Factor	Importance
As you can see its the circuits visited that came out on top. Great news for the SRCC as we have virtually all your favorite circuits for you to race on. The results also vindicate our dogged determination to eradicate reckless driving and become more proactive in policing our regulations.	Circuits visited	9.0
	Driving standards	8.8
	Policing regulations	8.5
	Web site	8.1
	Magazine/Newsletter	8.0
	Race day presentation	7.8
	Hospitality	7.6
	D&D	7.3
	Tyre raffle	6.7
	Video	5.8

Perhaps the message that Sports 2000 is such great value is getting out there. The results from the question "What are your reasons for joining the club?" By far the most popular reason was the cost/value of S2 racing. This reason was followed by "the cars" and "The Club / Friendliness"

## MAGAZINE

Issue 10 is well behind schedule due to the total lack of articles from you. I need content and have to say its not looking good.

PLEASE help either by writing something yourself or do some investigative journalism to compile the history of some of the manufacturers or particular models etc etc etc

# THE 2009 SRCC D&D

Support the club and your fellow competitors  
The Hilton Hotel. Warwick (01926 499555) December 5th

It has become legendary in its own right, the SRCC D&D is one event that should not be missed at any cost.

Besides congratulating the winners and our entertaining auction the winner of the Macau GP trip I'm sure would love to buy everybody a drink!!

Put the date in your diary now as I will be working on a few surprises for our 2009 D&D bash!

## THE DEREK BELL TROPHY

*The Derek Bell Trophy in the Duratec Championship was sponsored by Medicom Group thanks to Martin Ellis and the 2008 winner was Steve Head.*

*Steve received a letter of congratulations from the great man himself definitely something to frame for the future. I hope that Derek will be able to present the award himself for this years champion if the dates allow. I will keep my fingers crossed as that would be something very special indeed.*

## CLUB 28

Club 28 could become a fantastic way to gain some sponsorship and many

other benefits for the SRCC and individual club members.

However to make this all work please support the businesses that will be appearing in Club 28.

Over the next couple of weeks there will be a link from our web site to Club 28. There you will find all the businesses that have and will be supporting the SRCC so PLEASE at least give them a chance to quote for any work that you need doing.

That way its a win win situation and we all benefit.

## ALL UP WEIGHT

As promised on our Forum I have included a voting form on this subject. As you know it is the club's policy to run a car minimum weight in keeping with Europe and Scandinavia.

Sports 2000 has been run like this since its conception back in 1977. It's easy to understand, simple to police and not a problem for people sharing a car or joining us from other countries. Furthermore some of our heaviest competitors have won races outright so what is really important is the driver's talent not their weight!!

If we have an all up weight (car plus driver) we would need to weigh everybody after qualifying and the race as well as making amateur club racers bolt on slabs of lead that have the potential to cause serious injury in an accident.

Now being a democratic club we will give everyone the opportunity to change the system. All you need to do is to send the form to Paul Streat. If we get a significant number voting for this change then the 2010 regulations will be changed accordingly.

If you would like to keep the existing system ie a minimum car weight, then do nothing.

If you would like to see the rule change to an all up weight (i.e. car plus driver) then sign the form below and send to:

Paul Streat  
8 Oak Lodge Drive,  
Salfords  
Surrey  
RH1 5EB

I vote for a change to the weight rule to be a combined weight of driver plus car

Name:-

Signature:-