

SPORTS 2000 RACING CAR CLUB

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NEWSLETTER 84

www.sports2000-srcc.com

May 22nd 2009

ROUND 1 SILVERSTONE INTERNATIONAL

What a great shame the weather was so abysmal at Silverstone International. The first time on this configuration for the SRCC and must say I was not overly impressed but my judgement may have been clouded by technical problems and those 2 hairpins in the wet left me struggling!!

It would be nice to go back in the dry though!

Normal play resumed in the Duratec race although Mike Jenvey this time had the measure of Rik and was set to win when an overtaking manoeuvre by Rik on the last lap ended in tears as both ended up in the kitty litter. This was a great shame as without doubt it was the best dice seen on the track that day. This left Harry Chapman to take the flag followed by Robert Oldershaw in the Juno and Chris Yarwood in the ever-improving MCR.

The Pinto race was dominated by the 2 new Historic Tiga's of Oli Stirling and Jim McDougall, fantastic drives in very tricky conditions netted them top spots followed by David Houghton who came in a fine 3rd.

How did the SRCC fair at our first race? Well I'm very pleased (and relieved!!) to say pretty good all things considered. With Pinto's getting close to 30 we had an impressive looking grid and we managed to keep the bailiffs at bay to boot.

For the start of this season I expected there to be a minimum of 20 Duratec's on the grid and approaching 30 by the end of the season so we were pretty much on schedule.

ROUND 2 BRANDS HATCH GP A1GP

Our next race was at the Brands Hatch A1 GP meeting where we welcomed Bert Smeets in his 2009 Juno but unfortunately he had several problems which put the car well down the grid. Not surprising when it turned a wheel for the first time in qualifying!! We also had the unveiling of the brand new RAY albeit in static form but a welcome sight indeed to have a new manufacturer on board. I'm looking forward to seeing it on the track soon.

We had fabulous awards for our Duratec winners thanks to our new Duratec sponsor "The MARCH Racing Academy" not only will they be producing their own Duratec Sports 2000 car, but their academy will help novice and new drivers into Sports 2000 which can only do wonders for our formula.

What a fabulous meeting on the GP circuit, the paddock had more space, the weather was perfect and the track was awesome. Only problem for me was my back went filling up a watering can!!

On the track it was business as usual with Mike and Rick giving it all only this time Mike came out on top taking the checkered flag first. Mike Turner took a fine 3rd overall, 1st in the Derek Bell Class and also won the tyres which rounded off a fantastic weekend for our much loved senior citizen!!

Robert Oldershaw was 4th and new boy Miles Griffiths 5th.

On the Pinto front first across the line was Jim McDougall followed by Jonathan Loader and our latest recruit Martin Walford.



S2 on TV

As you know the A1GP race will be screened on Motors TV and I hope to be able to put these program on our season video. I have received the raw footage from all the TV cameras and I hope to be able to have this available on DVD for those who want it. I have to say even without any commentary it is fantastic viewing, awesome footage in places with aerial shots, zoom footage and action replays.

DONINGTON PARK

It's great news that Donington is on, like Brands GP its another fabulous circuit and one that should not be missed as who knows what we will be allowed to race on once all the building work has finished. With the addition of 2 extra configurations you can bet the only one available to club racing will be a short boring version of the once great track. So make the most of it while you can!!!

Donington will see the first round of our Historic Championship and I cannot overstate the importance that we have a good turnout. The value of the historic Sports 2000 cars is high thanks to the existence of the Historic Championship. If you want to maintain that value we must keep the championship going and we can only do that if we get a good turnout. Otherwise the MSA will remove our championship status and financially we would not be able to run them on a stand-alone basis. See below!!

As you know Duratec's are racing on Saturday so for the first time we will not expect a Duratec winner of the tyres to be present on Sunday for the draw! We have the garages but initially it might be a bit tight as some will need to go into the garages occupied by the Duratec cars so if you are leaving on the Saturday please be don't dally in the garage. Pack up as soon as possible as there is likely to be Pintos waiting to come in.

SILVERSTONE 1-HOUR RACE

The entry forms for this race are with this newsletter, as always we are financially committed to support these as they have been so well supported and enjoyed by all.

These 1-hour races are a great way to gain more time in the seat, share your car or have a 2-car team. Three classes for Duratec and Pinto and the top 3 in each class will receive an award so it ensures everyone has something to aim for.

We need you out there to support these races. They do represent great value. They appear to generate great camaraderie and to increase the fun even more, we will of course have our BBQ Saturday evening at the circuit.

Remember a full entry fee for the hour race also counts towards the Macau GP trip so come and have some fun at the same time! The race and qualifying will be on the Sunday and we have the garages to ensure we have an enjoyable day!!

HISTORIC CHAMPIONSHIP

By any stretch of imagination the Historic championship has a great calendar, starting at Donington Park, Oulton Park International, Snetterton, Silverstone GP and Brands Hatch.. If we can continue to grow the championship then next year I hope to be able to run the odd round with the high profile HSCC meetings. We have a fantastic sponsor in Xennia, 25 min races and plenty of cars.....

Now we need to ensure that they come out to play so we can continue with a stand alone Historic championship for these fantastic cars. I must say the value of the pre 83 cars has virtually doubled since the championship started but at least now cars are coming back into the country and those wrecks in garages are now being rebuild.

Fantastic news really as a few years ago any old car was snapped up by the Europeans if it came on the market. As a result we had very few examples of early Sports 2000's Now in the Historic grid you will find superb examples from Lola, March, Robinson, Royale, Tiga, Chevron and Crossle. We now have 10 T492's and 80% of March 81S's



MACAU GP

As this is such an amazing prize to win, we will be running on our web site a list of names with the number of races entered and once this number has reached 8 your name will go into the free draw. This draw takes place at our last race at the Formula Ford Festival. Don't forget only races at full entry fee count towards the draw.

Just to reiterate as if you needed any reminders! What you get for 2 is

Free return flight to Macau

Free hotel accommodation in the main hotel the teams use.

Free full hospitality in the official Yokohama Hospitality Suite

Free Grandstand seating

Free time to visit China and Hong Kong

Opportunity to meet all the teams and drivers in the pits

One definite trip of a lifetime and this draw will have the best odds of winning you have ever had or will ever have in the future. So don't let this opportunity slip away.....

CLUB 28 We are

getting everything sorted, thanks to David Houghton we have the web home page and sticker all sorted, the delay has been the web site but this should be finalised very soon.

The stickers will be given out at Donington which is the 2009 version given to all those who have financially supported the club in 2009. These will have a year and colour change each year and again given to all those who have supported the club in that year.

The web home page has embedded in the page all of the original 28 people who pledged £500 at our D&D which kicked started Club 28 as an on-going scheme to help the club. From this home page you enter the site where all those firms that have donated have links. These businesses have either donated money or will donate money to the club from any new business gained through Club 28.

All this can work very well but it does require everybody to use where possible the companies listed in the Club 28 pages. Alternatively are there any companies that want to award Club 28 members for their generosity to the SRCC by offering them a special discount for their services? Equally if you see anybody displaying a Club 28 sticker then you know that they are one of the good guys!! Somebody you would like your daughter to marry!!

DURATEC CHAMPIONSHIP

I'm pleased to say the Duratec championship is set for great things as the amount of interest seems to be increasing all the time. Behind the scenes there are so many waiting for the manufacturers to produce cars that with the right peddler can be on the pace. Which means with MCR improving at each race, Motus, Carbir and Ray ready to show their form and March due later this year we are in for an expanding grid and on track to have over 25 by the end of the season and a minimum of 30 at the start of the 2010 season with 9 different chassis.

PINTO CHAMPIONSHIP

If we can keep the Pinto cars coming out this season then I can guarantee a great season of racing and tracks for 2010. So far in 2009 the support from the Pinto's has been very good although it grieves me to hear the news that our staunch supporter Mike Fry has, due to brake failure at Oulton Park severely damaged his Royale RP42. Any help with parts I know would be very welcome otherwise this Club 28 member will not be out again in 2009 and he had only just rebuilt the car after the damage it received while it was stationary in the kitty litter at Brands in 2008.

The rest of you please keep supporting your formula so we can maintain the high level of services and top rate tracks that you as a Pinto driver can enjoy.

Roll on Donington Park, enjoy it while you can!!

PS Did you notice the non-appearance of our club magazine? Guess what could that mean you didn't send me anything to put in it?????????

Below a shot from the Historic round at Snetterton 2008
Clayton in the Robinson followed by Alan Hudd in the March





1 HOUR ENDURANCE RACE

Silverstone 28th June 2009

Eligible class entries are:-

1 car with 1 driver

1 car with 2 drivers

2 car teams

(For both Duratec and Pinto classes.)

For this year only we will be having a 4 min pit stop to allow for refuelling in the pit garage

Please note it is the responsibility of the teams to time their own pit stop. MST will be timing all pit stops and after the race any car/team having a pit stop less than 4 min will be penalised.

Grid made up from quickest in each team – But any team member can take the start

Teams can stay out for any length of time except all members must do at least 1 complete lap before the chequered flag.

If any car breaks down on circuit - and is unable to return to pits – as soon as the team is notified then the 2nd car can go out .

No driver changes or pit stops are allowed while safety car is out other than for emergency work only.

No refuelling in pit lane. If you refuel in the garage YOU MUST GET OUT OF THE CAR AND THE PERSON REFUELLING MUST BE IN FIRE PROOF OVERALLS. Failure to do this will result in a stop go penalty.