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SS2000 Club Contacts:

President:

Brent Thompson
021-02393181 or 09-6388415

Secretary:

Tony Goldsmith
021-866946 or 09-2988767

Treasurer:

Shane Morgan
027-4899115 or 09-5339220

Series Co-ordinator:

Rob Mitchell
027-4729432 or 06-8706043

Technical Officer:

Chris McDell
021-440871

Committee:

Mike Crawford 021-898005
Glen Archer 021-989620
Geoff Page 021-2237127
Nicky Wyatt 021-530076
Terry O'Brien 027-2428153

Newsletter Editor:

Bob Louie
027-4504888 or 04-2971693
Bob.louie@xtra.co.nz

Website:

www.ss2000.co.nz

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SS2000 Club Newsletter



www.ss2000.co.nz

Motul—new Series Sponsor

The good news is that SS2000 has secured Motul Oil NZ as the sponsor for this season.

Motul will have full naming rights of our series with the right of renewal for subsequent years.

Makay Imports is the company behind Motul Oils and Tim and Kay are the people who run the company. Both are really looking forward to our forthcoming partnership as our series ventures around the tracks of the North Island.

Motul have a range of oils & lubricants to suit motorbikes, cars & even karts.



Their product line up also includes specific oils & lubricants for gearboxes, transmissions, differentials, braking systems and even silicon and fuel system cleaners.

A list of stockists of Motul oils, lubricants & products will be available shortly, but in the meantime, "look for the sign" as they say.

Welcome aboard Motu!!!

Damage hits SS Cars

Its not something that we like to hear about but according to reports, both Brent Ingram's turbo Starlet and Phil Noblett's Civic have suffered damage at separate off season events.

Apparently Ingram's Starlet was a virtual write-off (please feel free to correct

me if I am wrong), and Noblett's Civic whilst salvageable, is badly damaged and could take a while before it is seen back on the track.

Sorry to hear of both your misfortunes but we hope you are both back on the track soon.



The Hunt for the "Lil Dato"

"... Beautifully engineered car."

Remember the story in the last issue regarding a certain little ex SS2000 Datsun 1200 coupe that was seen for sale in Japan, well the story continues.

After the article appeared, through club members Chris Turnbull & Greg Ward, Rex actually contacted me and expressed a keen desire to buy the car back. Apparently the car brings back some very fond memories of his racing exploits before both family and personal commitments saw him sell the car.

Brent Thompson also remembers arranging the shipping of this car overseas.

Rex tells me that he built & engineered the car to be a front runner against some of the other superior budget racers of the same, hence his sentimental attachment to the car.

In my search on the internet, I actually found a photo of the engine with the caption: "Immaculate engine bay of Rex Pike's Coupe. Car is now in Japan. Beautifully engineered car" (sorry for the photo quality).

If anyone can help Rex locate this car to buy it back, please contact him on 027-4481099.



Speedshow Review

With the Speedshow done and dusted, how did it all go? Brent Thompson explains:

"Essentially it was just like a "Big Boys Toys" only focused purely on speed and things to make you go faster.



Saturday saw a steady flow of people. These appeared to mainly show bargain hunters and once they realized that there was nothing on special or free, they moved on. There was the odd interested party though. It was also a very long day of around 11 hours plus on your feet, it was slow going and didn't feel very successful but nevertheless important for brand awareness.

Sunday saw a different crowd with several browsers amongst them. A much more attractive audience from a membership drive point of view, so it was a little more full on. At one stage there were

people lining up to talk to me. It felt very productive and I am confident that we will see a few new members from this. A few past members have also expressed that they will be returning as well. It's very hard to gauge though but overall it was successful."

Thanks to Grant Ryan at Speed Supplies Motorsport for coaxing us into the show & to Tony Goldsmith & Steven Price for putting their cars on display.

Footnote: *Steve's Civic made it into the Truth with a couple of promo girls adorning the bonnet of his car and he is undecided if he will wash his bonnet ever again!*

'07-'08 Club Fees Due

Just a reminder that your Club Membership fees are now due. If you haven't received a membership form electronically from our Club Treasurer, then visit our website, www.ss2000.co.nz and download one from "Documentation".

Membership fees for this year are as follows:

- Full Membership (includes series entry fee) \$150.00
- Club Member (non racing) \$ 50.00
- Associate Member \$ 10.00
- Honda Challenge (part of Full Membership Fee) Free



Send all membership fees to our SS2000 Club Secretary, Tony Goldsmith, 24 Donzella Place, Conifer Grove, Takanini, Auckland. If paying electronically be sure to include your name in the payer reference field.

SS2000 Club Register account number: 12-3040-0555020-000.

President's Prattle

Well its been sometime since you've heard from me and I'm guessing Bob will deliver a lot of these by hand at the first round, so welcome to the new season!

This coming season is showing signs of being better than last year. Registrations are already well ahead when compared to the same time last season and have in fact all but matched the total registrations for the whole of last season. The word is obviously getting out there. Past competitors are returning and we are attracting new blood too.

The only down side to this, is that we run the risk of filling our fields and once you've done that, you've then got a

wait list scenario. From an organizers and series point of view, this is great but I would hate the idea of people missing out either. I guess we will cross that bridge if and when we get there.

The new season also brings a new series naming rights sponsor and as I'm sure most of you all know, Motul have come on board. Thanks for your commitment Tim and Kay, it's great to have you with us. At the time of writing this, I believe a large percentage of the associate sponsors have also reconfirmed, which is great news too.

The new look website has been up for a while now, so I

guess I can't call it new anymore, but please keep an eye on it. This is a valuable resource which we intend to keep as up to date and as accurate as possible. For those of you that are not technically savvy and haven't seen it, we have tried to keep it simple and easy to use. So go and have a look. Please feel free to contact me if you would like any help or guidance.

By the way, Round 2 (Manfeild) regulations and entry forms have been sent out. If you haven't seen them, you can get them from our website under documentation or contact a committee member and we will endeavor

our to get a copy to you.

I intend to do the Points again this season and will try to do them on a race by race basis at the track via my laptop. Hope to post them on the website within a day or two after each round. If you have any questions in this area, **don't** come and see me. Just kiddingtalk to me as I am happy to discuss whatever whenever.

Just a reminder to please support our sponsors when you can. Without them we wouldn't enjoy what we enjoy within SS2000.

That's enough from me for now, good luck for the season and I am looking forward to catching up over a beer at the first round in Taupo.

Regards, Brent.

The Word is

The word is ... that Chris Turnbull's K20 powered Civic has been sold and is in the hands of another SS2000 Club Member whom already competes in the 2 litre class. Chris will now concentrate on finishing his S2000 project, which is understood to make its debut sometime in the New Year. Whilst the new car can compete in SS2000

rounds, a simple engine change can also be done for endurance races as well.



The word is ... that the 2001 1600 Class championship winning Civic Type R, advertised in the last issue and owned by Glen August, has also been sold to yet another Wellingtonian. It is unclear as to what the new owners plans are at this stage but we will try and keep you informed.



Pit Exit—Editorial

Wow with less than 2 weeks before the first round it appears that things are hotting up for the season. Welcome also to our new series sponsor, Motul Oil NZ and I hope we get a really good turn out at Taupo.

It has also been quite frantic in the world of Motorsport as well. When the F-1 McLaren team got fined & excluded from the Manufacturers Championship, it added to the Hamilton-Alonso drivers championship rivalry and it now looks set to be decided at the very last round.

The recent Supercheap Bathurst 1000 was pretty ho-hum for around 90% of the race until it started to rain, which then set up a real nail biter of a finish and a Ford 1,2,3 result—the first for a long time. What happened Holden—4th only!! Good on ya Murph.

Couldn't believe Scott Dixon's Target Chip Ganassi Team got it all wrong and ran out of gas on the last lap of the last round of the Indy Car series. Dixon was clearly the fastest car/driver combo on the day but the title was not to be. How gutted would you be!!

On a sadder note, the Rally world lost Colin McRae, one of the most exciting Scottish drivers ever. When McRae was still driving a Ford Focus in the 2000 Rally of NZ, I was fortunate enough to witness his flamboyant style at close quarters when he nearly hit the post I was standing behind. I could have literally reached out and touched the bonnet of his car. Ahhh ...happy memories. RIP Colin.

See ya at Taupo Bob



Lander's Big Day out!



At a recent Taranaki Car Club day, held at Taupo Motorsport Park in mid September, Brent Lander had his EVO out again amongst his fellow club competitors.

Brent describes it as being a "great day" where the EVO cleared away from the rest of the field. Newest addition to the EVO has been a set of Wilwoods.

Through a "Tornado auction" in New Plymouth, where people were going mad to win a ride in the EVO, two lucky pundits got to experience the "BLANDER" in his racing office. Their grins say it all.

Manfeild Winter series finale

The last round of the Manfeild Winter Series was held on Sept 16th and was again well represented by SS2000 members south of the Bombays.

I was somewhat surprised at how big this meeting was and there was such a mixture of machinery including a very large field of Karts.

Chris Turnbull was having what was to be his last outing in his highly successful K20 powered Civic. His pit space was being shared with other SS racers, Geoff Page (Corolla), Craig Stuthridge (DC5 Integra) and Trevor Strong (Civic Type R 1800).

Initially Strong ran in the

Group 2 saloons and managed a very close second, but after this race he got bumped up into the Group 1 saloons as his times were deemed a bit too quick for Group 2.

John Christian was also a Group 2 saloon runner and acquitted himself well in the ex John Johnston DC2 Integra Type R. He was still getting used to the Integra having only run it in 2 other rounds of the series.

Others that were also competing were Daniel Gordon (Datsun 1200) and Anthony Roundtree (Civic 1600).

The Manfeild Winter series is a very well run event and helps keep your skills sharp. Try it!

