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# SS2000 Club Newsletter



## 2 Litre Sports Saloon Racing at its Best!!

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## Third Championship for Goldsmith!

Whilst he did not have it all his own way and had to defend hard all season, Tony Goldsmith scored his third Motul sponsored SS2000 series championship for the 2007-08 season. He also won the 2litre class for the fourth consecutive year in his Honda S2000 powered Datsun HP510. His championship win was done in style too, with a last handicap race victory, having started pretty much at the back of the grid.

It has not been a smooth ride for Goldsmith and right from Round 1, he suffered an electrical problem which saw him have his first DNF in 44 races. Then in Rounds 2, 3 & 5 he uncharacteristically had off track excursions, which has seen "Pit-guy Andy" busier



than usual. At the pre-ultimate round in Taupo, Goldsmith's season was again tarnished with a Race 1 DNF when he clashed with Hyde's BMW. Add to this the handicap races, of which there are 2 at each round and the huge field numbers at the early rounds of the season, it certainly made it much harder for Goldsmith to get through the traffic to even gain a top 10 placing.



Despite all these odds, Goldsmith kept his head down and accumulated enough points when it counted. After the last race victory though, he later admitted that he will have to be right on his game if he is to defend his title again next season, as there are now quite a few drivers that were starting to catch him.

Congratulations Tony and yes you get to wear the No 1 again for yet another season.

## Well "Dunn" Martin!!

*In his first full season of SS2000 racing, Martin Dunn has had a rather successful season. Certainly he has showed that with a somewhat modest Integra Type R race car and consistent performances at nearly every round, he has bagged some very creditable results.*

*Provisionally after all 7 rounds, Dunn has placed 7<sup>th</sup> overall and 2<sup>nd</sup> in the 2litre class for the Motul SS2000 series championship. To add to this he has also taken out*



*both the Honda Challenge title and the 2litre class win in this series within a series.*

*The other thing that is quite remarkable is that his Integra has barely a mark on it, with*

*Dunn managing to avoid any major mishaps during practice, qualifying and all 21 races. The only blot to his copybook was a single DNF during Round 5 at Pukekohe but he more than made up for this when he scored his first series race win at the same meeting.*

*Congratulations and well "done" Martin on what has to be a very modest yet successful season and you had better make some room on that mantle piece.*

## President's Prattle



Manfield was a few weeks back now and I don't believe there were any major incidents or surprises. A couple of classes went right down to the wire and were decided in the last race. In fact the Honda challenge outright was decided between the last corner and the start finish line of the last race (your shout Martin).

Looking back on the season, whilst it was by no means perfect, it was still very good and probably the best season I can remember since I've been involved with SS2000. Numbers were great, with only round 5 seeing the smallest field of 20 starters but we averaged 27.1 starters over the whole season. A vast improvement when compared to a season or two ago. Excellent effort and well done to all.

Initially questions were being asked whether 2 handicap races were going to be a good thing for the register and it is fair to say that there was some carnage caused by the field concertining up, coupled with the sheer numbers we had. Taking all this into account I believe in the main, they are a success! However, there is always a little room for improvement. It's been

some time since one of the smallest cars in the field has led the championship and finished up second. This is a direct result of the handicap races in my book.

Another example of our success is that we are now in negotiations with MNZ, with regards to being at some of their Tier 2 meetings in the North Island. This does have its pros and cons and will mean some negotiating, massaging and additional work for the incoming executive committee but it will be worth it in the long run in my view. I hope to have a proposed calendar at the AGM or a least a list of meetings we could be at.

I hope you all have your thinking caps on and are bashing about idea's for remits. Whilst there is a little time yet, the deadline can sneak up on you

so I suggest you get them in sooner rather than later. This will also assist us in getting them back to you for your appraisal.

I'm a firm believer in the saying "you get as much out of it as what you put in", so if you have had your fair share out of SS2000, you may want to consider putting a little back in and become part of the committee or even more. If you are approached for a position please give it some serious consideration, after all it isn't that hard.

Anyway that's probably enough rabbiting on from me. Hope to see you all in Taupo at the AGM/ Prize giving.

**Cheers ..... Brent**

## "Rocky" series path for Fiske!



You could excuse yourself for saying that sometimes motor racing is a fickle sport. Certainly Rocky Fiske has had just one of those seasons and has seen a very "rocky" path for the Motul SS2000 series.

At Round 2 - Manfeild, Fiske experienced a mysterious electrical problem with the Integra after qualifying and retired from the weekend rather than risk any possible damage to his engine. After missing Round 3, Taupo - Round 4 was next on the list where he qualified 3<sup>rd</sup>, completed Race 1 and 2 but in

Race 3 he got squeezed off the track. This coincidentally left the Integra with gear selection problems and a DNF.

Again electing to miss yet another round, Taupo - Round 6 was perhaps Fiske's most successful round. Not only did he take his first pole in qualifying, but he also won his first race of the season after an incident packed Race 1. It was just reward for Fiske, who was elated to have achieved both feats and it appeared as though those gremlins had

disappeared.

However, in the final round at Manfeild after qualifying 8<sup>th</sup>, the gearbox failed and he again retired the Integra for the weekend. It's a bitter pill to swallow especially when 2 seasons ago, his Integra, then powered by a Honda B18c engine, had held a very good reliability record. It is thought that perhaps the move up to the more powerful 2 litre engine has not quite had the drivetrain to match, but we will leave that for the experts to decide.

## AGM – Prize giving 2008

**Date:** Saturday 7<sup>th</sup> June, 2008

**Venue:** Corner Tuwharetoa & Ruapehu Streets, Taupo (above First National Real Estate)

**Format:**

11.00am sharp –AGM starts

1.00pm—Lunch break (light lunch supplied by SS2000)

1.45pm AGM resumes



Once AGM has finished, bar will be open for 30-45mins. Prize Giving will commence after this.

Upon completion of Prize Giving, bar will re-open & a limited bar tab will operate compliments of Motul & SS2000.

Informal dinner & get together for those staying overnight will follow. Details to be finalized on the day.

Visit our website for Remit and Club Nomination forms. Remits & Nominations should be sent to Brent or Tony before 11am Saturday 17th May, 2008.

## Round 7—Manfeild—Apr 12-13

As the last round headed for Manfeild, the weather was magnificent for an autumn day and you could arguably say it was still summer and daylight saving hadn't yet finished. There was little sign of that cool wind that sometimes prevails in the Manawatu district too.

A good field of 25 cars presented themselves and there was an air of expectancy for some as they contested this final round. Some were hoping to climb up the points table whilst others were just wanting to consolidate their position standings. In addition to the usual suspects, John Christian was making another appearance in his Type R Integra as was Colin Parkin in his "high powered" Subaru Legacy. Engineer, fabricator and race car builder Alistair McClenan entered his 2litre Corolla and an ex SS2000 racer of many seasons ago, Bruce Dove had brought his ultra-lightweight Trueno 1600 along for a play.

**Qualifying-** An incident free qualifying session saw Mike Crawford come out on the top spot in his Lancer with a 1:16.430 and he was just ahead of Terry O'Brien's Lancer EVO. Crawford's gaining of pole was his first and followed up his last race victory success in Round 6 at Taupo. Perhaps he was the one to watch this weekend.

It seemed that both the track and conditions suited the turbos with Colin Parkin (Legacy turbo) and Kevin Hyde (BMW turbo) filling the next 2 grid positions. Defending champion Tony Goldsmith looked to be taking a conservative approach to the weekend by qualifying 5<sup>th</sup>, stating that his tyres were perhaps past their best. Trevor Strong showed he was getting more and more used to the ex Turnbull Civic 2Ltr qualified at 6<sup>th</sup>, with Michael Bate in yet another turbo (Civic) taking 7<sup>th</sup>. Rounding out the top 10 were Rocky Fiske (Integra),

championship contender Rick Bone and David Geraghty (Lancer) in the last of the turbo cars.

After qualifying though, Parkin's Legacy and Fiske's Integra withdrew with gearbox issues. However, Parkin and his crew underwent a gearbox change that afternoon but Fiske, facing yet another disappointment, would retire for the rest of the weekend. Geoff Page was the only other driver to suffer a minor problem when his alternator on the Corolla failed to charge.

**Race—** From the start, Crawford was out of the blocks really quickly and gained an immediate advantage from O'Brien. Bone had an even more dynamic start, climbing from his 9<sup>th</sup> grid starting position to lie 3<sup>rd</sup> momentarily. Goldsmith sat at 4<sup>th</sup> but he inevitably took over 3<sup>rd</sup> spot when he just out dragged Bone on the straights. Just as the first lap was being completed, O'Brien ran high at the Dunlop sweeper and sped the Lancer in a dust throwing excursion off the edge of the track, thus losing a couple of positions.

So with Crawford still out in front, there was a great all race battle behind him between Hyde, Goldsmith, Bate and O'Brien. These four drivers chopped and changed positions quite a bit during the race and it was good close, clean racing. Eventually O'Brien resumed second place and looked set to chase down Crawford. Bone hung a little further back from this group and at times managed to creep up on them through the tighter sections of the track. Soon though, Strong displaced Bone for 5<sup>th</sup> place and he was soon to join in, tailing the battling group in front of him.

By lap 4, the turbo cars of O'Brien and Bate had broken away leaving Hyde, Goldsmith and now Strong to continue

battling, with Bone still semi in-touch. In the process O'Brien also recorded the fastest lap of the race showing that he meant business in his pursuit of Crawford, but the laps were running out.

At the finish, Crawford backed up his pole position, gaining his second win of the series and the smile on his face said it all. O'Brien came home 2<sup>nd</sup>, Bate 3<sup>rd</sup>, Hyde 4<sup>th</sup>, Goldsmith 5<sup>th</sup>, Strong 6<sup>th</sup>, Bone 7<sup>th</sup>, Geraghty 8<sup>th</sup>, Thompson 9<sup>th</sup> and Page 10<sup>th</sup>. The only other minor mishap was on the very last lap, when Shayne Morgan left the track exiting the Dunlop sweeper and snaked his way to the finish line.

**Race 2 (handicap)—** Brian Hamilton got away from pole in his Capri and established a good lead for 2 laps. Behind him Shayne Morgan (Sentra) and Bruce Dove (Trueno) were challenging each other for second spot. Not far behind these two were Phil Noblett (Civic), Alistair McClenan (Corolla) and John Christian (Integra Type R), also having a great battle amongst themselves.

On Lap 3, Michael Bate got it all wrong entering the esses and put the turbo Civic off into the sand trap. Whilst the car was stuck it did not pose a danger and only yellow flags were shown in this sector. Meanwhile further back in the field, Crawford was tailing Goldsmith and eventually got past to continue his pursuit towards the front. By this time, Noblett, Scott Smith (Civic) and Morgan were closing in on Hamilton with Noblett proving he had more pace than the other two as he took over second place.

Mid-race and it was not going to be easy for Noblett when McClenan, Christian and Archer decided they wanted a slice of the action, as they too descended on Smith and Morgan. Back at the Coke sweeper though, Cameron



## Round 7—Manfeild ... cont'd

Orr (Civic) made a wee mistake going high and off the track, but he managed to regain control of his car to continue on.

With 1 lap to go, Noblett hit the front to lead McClenan. Then there was a string of three Integras of Archer, Dunn and Christian. By now Crawford was the first of the turbo cars that was fast closing in on the leaders and he was being pursued by the other open class turbos of Hyde, O'Brien, Parkin and Geraghty. Bone was trying to maximize his points tally and made a passing manoeuvre stick on Goldsmith through the esses but as they both exited the hairpin, the might of Goldsmith's Datsun pulled away to again leave Bone behind him.

At the chequered flag, Noblett just managed to maintain his lead to take his first race victory of the series and became yet another first time winner. It was a pleasing result and finally he too had something to smile about, considering his frustrating previous two rounds, where he was plagued by some niggle problems with the Civic. Crawford (Lancer) had another tremendous run through the field to place 2<sup>nd</sup> ahead of fellow Open class competitor Hyde's BMW. Archer was next at 4<sup>th</sup>, showing a much improved performance in his Integra. At 5<sup>th</sup> was McClenan's 2ltr Corolla and as the weekend wore on, his performance was steadily improving. Parkin was 6<sup>th</sup>, Dunn 7<sup>th</sup>, Geraghty 8<sup>th</sup>, Phil Brown (Corolla) 9<sup>th</sup> and Goldsmith eventually placed 10<sup>th</sup>. The last lap also saw a minor mishap when Thompson accidentally late braked into the back of Parkin's Subaru and then had a last turn swipe with Bone as the Datsun passed him on the way to the finish line.

**Race 3 (Handicap) -** For the last race of the season, the handicap starting order was pretty much the same as Race 2 but amazingly, the field positions during this race were quite different to the previous handicap race. Hamilton again headed off from pole with Morgan, Dove, Smith and Funnell

(Celica) following. McClenan had both Christian and Smith tailing him in readiness for a good tussle. Further back there was a "Honda" battle going on between Noel Anderson (Civic), Dunn, Orr and Noblett.

On lap 2, Geraghty who was having a great run, tapped Archer's Integra and then put his rally driving skills to work as he had a really big wild ride off the track at the Dunlop sweeper. Luckily the huge plume of dust he created got carried away from the track and he continued on after losing a number of positions. Further back the two title contenders Goldsmith and Bone closed in on Page, with Goldsmith ending up tapping Page in the rear and in turn he got a wee tap from Bone, in a minor chain reaction incident.

Race leader Hamilton got displaced by Morgan on lap 3 whilst McClenan was making good ground on these two and eventually he took over the lead on lap 4. Crawford had made his way through to mid-field whilst up ahead Goldsmith, perhaps saving his best until last, sat at 7<sup>th</sup> but was fast catching the leaders. Archer slowed and dropped back through the field, perhaps a continuation of his disappointing run so far this season.

Lap 5 and Goldsmith had assumed the lead, a lead that he would take to the finish line, scoring a final victory to finish off his season. However, there was some confusion for Goldsmith when the flag bearer forgot to show him the chequered flag on the final lap. Like a true racer Goldsmith kept going, unaware that the race had already ended and he eventually completed another lap, until he saw the flag finally being waved at him. Understandably he was not penalized for this as the confusion was attributed to a transponder problem. McClenan put on yet another great performance for the weekend and maintained 2<sup>nd</sup> place. Brown placed 3<sup>rd</sup> ahead of Bone at 4<sup>th</sup>, Crawford 5<sup>th</sup>, Parkin 6<sup>th</sup>, Dunn 7<sup>th</sup>, Orr 8<sup>th</sup>, Hyde 9<sup>th</sup> and Bate 10<sup>th</sup>.

So ended the 2007-08 season and it was a relatively relaxed clean round to end it on, with no major mishaps.

Now it's onto the AGM and prize giving to officially wrap up the season's end.



## Manfeild Motel—all go!

Recently it was announced that a \$3 million motel complex will be built at Manfeild Park as a part of its on-going development. Initially there will be up to 25 units of 4 star quality accommodation and it will be situated on Manfeild's South Street west boundary.

There is little doubt that the complex will be heavily utilized due to its close proximity to the track and seemingly 25 units will barely be enough. Whilst the motel has yet to adopt a name, construction is due to begin soon. It is scheduled to be open in early 2009 in readi-

ness to cater for the NZ Grand Prix meeting. It's good to see yet another of our tracks beefing up its facilities yet again.



## Pit Exit—Editorial

Like about 160,000 others or should that be 159,999, I recently attended the Hamilton 400 street race for the Aussie V8s, plus conveniently I also had my monthly head office meeting in Hamilton the following Monday. There was a bit of an "unknown quantity" of what to expect so far as viewing spots on a new circuit were concerned. Street races never seem to offer great vantage points at ground level and those places that do, are quickly snapped up. Reports have said that some spectators in the main stands could only see a "roof top view" of the cars as they sped pass and they spent up to four times more than what I paid for my ticket. In fact I actually spent most of my time in front

of the big screen in the food area, which I might add is where a lot of other people were as well. Having attended most of the Wellington Street races in the past, the atmosphere was no different, exciting, vibrant and noisy! Sometimes just being there is enough. Hamilton did a great job first up and I look forward to next year's event.

Our season has seen its final round run and it has not been without its share of minor incidents. Overall though we have seen some great racing, big fields and a championship that did not go unchallenged. There have been a number of regular competitors that have shown greater car speed this season and that in itself has enabled

them to take the challenge to our defending champion. From the handicap races, have surfaced a number of new winners too, most of whom may not have had the chance to be race winners if it had not been for the handicap format. We have also seen an influx of new drivers to join our series and there is no doubt that this has added both growth and success to our class this season. Congratulations to all the prospective trophy and award winners who will all receive their accolades at the prize giving. A big thank you must go to all our sponsors (particularly Motul) and a huge thank you to all the helpers (namely Rob M) that have worked hard, to make this season run smoothly.

**See ya all at the AGM ... Bob**



## Editor's Choice Awards—2007-08

**Note:** Just for some fun, these are purely my picks for the season and have no significance for the prize giving:

**Best Car Graphics**—Alan Stewart/ Mike Crawford

**"Rise from the Ashes" Award**—Mike Crawford

**Most Modest Driver**—Martin Dunn

**"Gravel Rash" Award** —Laine Terrey/ David Geraghty

**"Wrong way up" Award**—Kevin Hyde

**Most Improved Car speed**—Alan Stewart/ Rick Bone

**Most "Worked-on" Car**—Terry O'Brien/ Kevin Hyde

**Most Under Rated Car/ Driver combo** —Cameron Orr

**"An Oldie but a Goodie" Award**—Gavin Higgins/ Brian Hamilton

**Last Lap Mishap Award**—Shayne Morgan

**Loudest Race Car Award**—Rocky Fiske

**Job Well Done Award**—Rob Mitchell

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