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Series Sponsors:



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# SS2000 CLUB NEWSLETTER



[www.ss2000.co.nz](http://www.ss2000.co.nz)

## Killip handed Race Win!

Having had a taste of SS2000 racing last season, where he only competed in the opening round before a diff problem put paid to his efforts, Brett Killip was back with some unfinished business in his RX7.

In qualifying he got pipped for pole by just 0.165 secs, the position being claimed by pre-season favourite, Mike Crawford in his EVO.

However as race 1 unfolded and Crawford struck gear selection problems, Killip was never far behind and was more or less handed the victory on the very last lap of the very first race of the season. Naturally he was elated.



As we all know though, motor racing can deal a cruel blow and in the remaining two handicap races, the "infectious" gearbox issues began to plague the RX7 and Killip failed to post any further results.

There is no doubt that the car

has the goods to be at the front and that Killip is indeed more than capable of keeping the RX7 at the pointy end of the field. So here's hoping that both continue to make their presence felt in the remaining rounds this season.

## No Doom & Gloom for SS2000

With the current economic doom & gloom, there is no doubt that all this is having some effect on motor racing by way of class numbers. Evidence of this has been more prominent in some of the Tier 1 classes whereby both the Mini Challenge and Toyota single seaters series are struggling to get into double figures for their fields.

Not so for our first round of the Motul Oils/ Point-2-Point SS2000 series, whereby a healthy 34 competitors fronted at Taupo. Just on half of these were newcomers and they brought to the class an array of Hondas, Toyotas and Nissans/ Datsuns.

It is hard to know exactly what has been the reason for our good numbers, but we must be doing something right, although Round 1 at Taupo has traditionally attracted a healthy number of entries.

Rumours also suggests that Round 2 at Manfeld, in late November, may be over sub-

scribed with entries.

However, it is early days and it would be great to think that we can sustain our numbers in these difficult times. This in turn may hold us in good stead with Motorsport NZ next season, especially when it comes to choosing our racing calendar.

So lets keep it up!!



## President's Prattle



Howdy all.

Personally Round 1 wasn't that great for me but from the club's point of view, it was an excellent start to the new season. Again we saw numbers in the mid thirties which is a huge feat in its own right. Many other classes are pleading poverty and are struggling get enough numbers to start at each round. So a big thank you for all the extra effort that people went to, to make it such a good start. The racing was excellent and the majority had a good weekend. A couple didn't fare so well but the pleasing thing is that it sounds like everyone will be back in some shape or form.

Manfeild (Round 2) is looking good too. Entries hadn't closed when writing this but if the feedback that I have had is anything to go by, we will see similar (if not more) numbers - some new cars and some not so new.

Behind the scenes there is a fair bit happening as well. Basically Taupo Round 5 has fallen over due to lack of our support from classes (not ours though). So the committee is now tasked with finding a replacement. To add to this, Hampton Downs (Round 7) is looking shakey. Things aren't progressing as well as hoped as weather has held up progress on the track and more importantly, councils have put

in some "speed humps", slowing things down considerably. A replacement venue is being finalised for Hampton Downs and once this is known, we will finalise a replacement venue for Round 5. If Hampton Downs is replaced by Taupo, we will seek a Pukekohe date for Round 5, or visa versa, which ever the case may be.

The website is in the process of being updated. For various reasons this is not happening as quickly as I would like but we'll get there soon.

That's it from me for now, see you all at Manfeild

**Cheers ..... BT**

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**Ensure you identify yourself as an SS2000 Club member**

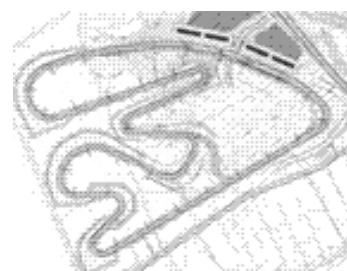
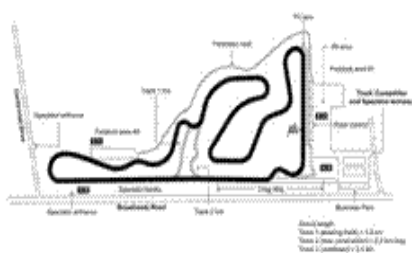


## 2008-09 SS2000 Race Calendar

- Round 1 October 25th/ 26th Taupo
- Round 2 November 22nd/ 23rd Manfeild
- Round 3 January 3rd/ 4th Taupo
- Round 4 February 14th/ 15th Pukekohe
- **Round 5 TBA TBA**
- Round 6 March 28th/ 29th Manfeild
- **Round 7 TBA TBA**



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# Top Runners Falter in Round 1!!

An impressive field of 34 cars fronted for the first round of the Motul Oils/ Point-2-Point sponsored SS2000 series held at Taupo Motorsport Park over Labour weekend. Around half the field was made up of newcomers and notably absent was defending champion Tony Goldsmith.

**Based on his** last season's good form, Mike Crawford (Lancer EVO), didn't disappoint and captured pole in qualifying with a 1:41.541. Brett Killip (RX7) was next on 1:41.706 from Kevin Hyde's immaculate BMW M3 powered by a Nissan SR20 turbo, on 1:42.879. First 2 litre car was Alan Stewart's Integra, followed by newcomer Kane Wamsley (Datsun SR510) at 5<sup>th</sup>, Michael Bate (Civic 2ltr) 6<sup>th</sup>, Trevor Strong (Civic 2ltr) 7<sup>th</sup>, Geoff Page (Corolla) was 8<sup>th</sup> and top 1600cc car, Eric Budd (Levin turbo) 9<sup>th</sup> and Anthony Te Rito (CRX 2ltr) rounded out the top 10.

Qualifying mishaps saw Jordan Burley spin twice at the "corkscrew", with Brent Thompson & Trevor Strong also having off track moments there. Ben Vanderwerff's WRX and Phil Brown's Corolla both suffered gearbox failures. Vanderwerff withdrew from the round but Brown managed to initiate repairs in readiness for racing the next day.

**In race 1**, Crawford took the early lead but Killip hung on to challenge him, leading Crawford momentarily before the legs of the EVO took command again. Crawford then managed to open up a slight gap and looked set to take the win when a last lap gear selection problem saw Killip steal the victory from the EVO. Hyde's BMW held down 3<sup>rd</sup> place for the whole race and even though Wamsley's Datsun was being driven hard, it didn't really make too much ground and settled for 4<sup>th</sup> place. Bate and Strong in two very similar 2

litre Civics, had a race long battle but Strong eventually got ahead and came home in 5<sup>th</sup>. Rick Bone's Datsun Coupe, despite qualifying a lowly 20<sup>th</sup>, got through the traffic very quickly in the early laps and headed home in 6<sup>th</sup> place ahead of Bates, the Datsun Coupe splitting the two Civics. Page's Corolla was next at 8<sup>th</sup> and Stewart placed 9<sup>th</sup>. Stewart had a slow start and an early spin on cold tyres at turn 4, saw him drop down to mid-field in the early stages of the race. "Rallyman" David Geraghty rounded out 10<sup>th</sup> place.

As with any large field, there were some really great battles between some of the newcomers. Richard Gee (Civic) and Adrian Rivers (Sprinter) had a race long dice and the group of Gary Maddock (Civic), Matt Dovey (Civic), Jordan Burley (Corolla), Adrian O'Donnell (Corolla) and Mike Donnolly (Escort MkII), were all fighting for position.

Mishaps in race 1 included a lap 3 clash at turn 4 between Brent Thompson's Civic and Brock Cooley's EVO V. Thompson spun, ended up stranded momentarily across the track and with a damaged left front guard rubbing on his tyre, he retired. Brown's Corolla woes continued when a broken gear stick forced his retirement. Nathan Strachan's race ended on the very last lap when his Civic 1800 motor blew a conrod through the block, terminating his weekend's racing.



**First timer**, Glen Martyn (Sentra) led the field away in the handicap race 2. Burley, O'Donnell, Maddock and Dovey followed. Mike Connolly's Escort struggled to get away and retired with a suspected broken axle. Of the two faster guys starting last, Killip was the first to strike trouble with yet another ailing gearbox. Shortly after though, Crawford came into the pits, rejoined a lap down but eventually retired with the gear selection issues of race 1 reoccurring.

Shane Morgan's Sentra pitted early as well, to supposedly serve a drive through penalty for a jump start. However, it was Wamsley's Datsun that had committed this offence and would incur a 10 second penalty.

Mid race and Martyn still led but Burley eventually hunted him down, maintained a healthy lead to take the victory. Brock Cooley took out 2nd from Brown's Corolla, both of them having much less eventful races than the first. Derin Greenslade (Starlet), Phil Noblett (Civic) and Bone placed 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> respectively. On his way to 7<sup>th</sup>, David Geraghty put his rallying skills to use when he ran wide exiting turn 1, throwing up a rooster tail of dirt



on his way back to the track. He had another excursion shortly after but nowhere near as spectacular. Martin Dunn (Integra), Stewart and Wamsley made up the top 10.

Towards the end of the race, a minor miss slowed the progress of the Bate's Civic, whilst Kevin Hyde had a high speed spin heading past the old clubhouse, when trying to avoid another Civic allegedly changing its line.

**Not wanting to** cause any further damage due to his MR2's leaking gearbox, Garnett Henderson was another non starter for the final race. So once again Martyn lead race 3, another handicap and this time he was more determined to keep the foot down. O'Donnell, Maddock, Dovey, Burley. Morgan and Scott Smith (Civic) trailed him. Gee went off at turn 2 but rejoined to have a lonely race at the tail of the field.

As the field started to compress, Martyn was still leading, but

O'Donnell overtook to lead for a short time before he came under siege by Burley, Morgan, Geraghty and Brown. Page was getting hassled by Bates and Bone, who was on another mission to the front, squeezed through on Stewart. Stewart then got embroiled in a battle with Hyde and Strong. Killip, who had started last, tailed this group ready to pounce but unfortunately his pursuit ended on lap 5 and he retired with gearbox issues again. Stewart was another to retire when he too was unable to select any gears.

Eventually it was Geraghty who managed to keep the Lancer on the black stuff, that took the victory from Brown. Morgan drove the wheels off his Sentra in order to pass his team mate Martyn to place 3<sup>rd</sup> and 4<sup>th</sup> respectively. Bone was 5<sup>th</sup>, Burley 6<sup>th</sup>, Smith 7<sup>th</sup>, Kiley Jury (Mirage) 8<sup>th</sup>, Noel Anderson (Civic 1800) 9<sup>th</sup> and Thompson 10<sup>th</sup>.

**Round 2 takes place at Manfeild on November 22<sup>nd</sup> / 23<sup>rd</sup>.**



# SS Racers—Car 22

**Driver:** Phil Noblett

**Occupation:** Sales Manager

**Location:** Rotorua

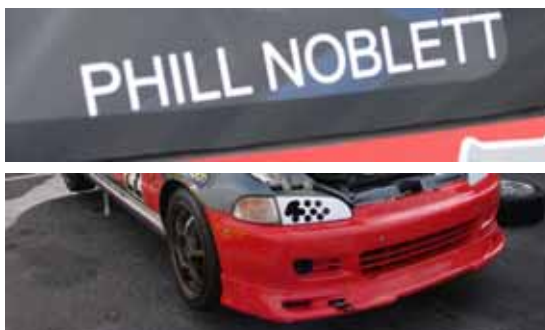
**Sponsors:** Surtees Trailers/ Suzuki Marine

**Car:** Honda EG Civic

**Class:** 1600cc

**Facts:**

- Built in 1999 by Mike Eady for the NZ 2 litre Touring Car series
- Weight 1000 kg with driver
- Engine: 1600cc B16B transplant/ Crane cams/ adjustable cam gears/ Hi-Tech extractors
- ECU: Hondata S300
- Type R gearbox/ hubs/ Gear-X close ration box/ Carbonetic diff
- 17" lightweight Forge wheels/ Dunlop slicks
- Bilstein shorten, custom valve shocks/ Tein springs
- Lexan windows/
- Lighten body



# SS Racers—Car 6

**Driver:** Kevin Hyde

**Occupation:** Certified Pilot

**Location:** Auckland

**Sponsors:** STL Linehaul/ Herb Morgan Wheels/ Legend Graphics

**Car:** 1982 BMW E30

**Class:** Open

**Facts:**

- Fitted with M3 body kit/ E46 dash/ AU Falcon steering column
- Nissan SR20 motor/ huge Garrett turbo/ cams/ 3" exhaust
- Motec ECU
- Standard BMW LSD
- Wilwood 6 pot calipers front/ 4 pot calipers rear/ 320mm rotors
- Standard BMW struts/ Koni shocks/ King springs
- 17"x9" ROH wheels/ 245 Dunlop DOT tyres
- Lexan windows



# We're in NZ Racer (and on TV)!

This season we have upped the publicity stakes and with the support of Tim Pollard of Motul Oils, we have got ourselves a regular spot in NZ Racer magazine.

SS2000 will be featured with a "slightly condensed" race report of our first round at Taupo. We are one of the first classes to take up the new format of a dedicated page for our class. Editor/ publisher John Hawkins was most welcome of our contribution and at the same time our major

sponsors also benefit with some additional advertising.

Being a monthly publication, the latest issue should be available now from Repco outlets, Shell Service stations, Auto Parts stores and Wholesalers and some Car Franchises.

**... But wait there's more—** By now a lot of us will have already viewed our first round coverage on SkySport 2— Fujitsu Motor Sport NZ on Wednesday 12th November. If you want to see when we are next on visit

[www.motorsport.org.nz/race/tv/tv.htm](http://www.motorsport.org.nz/race/tv/tv.htm) and check the screening times & dates.

All this can only bode well for our class both now & in the future.



## Pit Exit—Editorial

Wow what a first round Taupo was with 34 cars, but luckily Taupo is one circuit where a large field doesn't seem such a bad thing. Great to see so many newcomers to our class as well, with a broad range of different cars being piloted. In general most of the newbies were well behaved and if you continue on competing in all the remaining rounds, there is no doubt you will learn a lot more race craft as the season progresses. So be patient.

Thanks to everyone for providing me with info for the proposed "driver profiles" that we will post on our website soon. It was also a good way to get around and meet all the newcomers to the class. Hopefully this will provide some free publicity for all competitors in our series plus help acknowledge those sponsors that help you in turn.

Looking at Round 2 at Manfeild, once again the entries are to say the least "very healthy", with almost 40 en-

tries at the time of writing this. This is by far a record number of entries for our class so far as I can remember. It's going to be busy so please use your common sense and your "mirrors". It would be nice to come away from the weekend with a minimal amount of incidents and it will also show Motor Sport NZ that we are very disciplined when it comes to driver behaviour too.

On a recent business trip up north, I was able to combine a bit of motor sport pleasure as well, by attending round 2 of the NZ V8 meeting at Pukekohe. Once again the Mini class suffered somewhat with only 10 cars competing. That's two rounds so far where numbers have been poor. It doesn't help when you see 4-5 Minis for sale on Trade Me either. One wonders how long Motor Sport NZ will support this class in it's Tier 1 rounds.

With our NZ motor sport circuit season just staring to windup, the world season has wound down. The last round of Formula One saw Lewis Hamilton crowned the new

champion but not before a last lap manoeuvre which saw him win by only 1 point.

On the WRC Rally stage, once again Sebastien Loeb has all but won yet another WRC championship title, making it 5 in total. Whilst he looked a little uncomfortable in the Rally of Japan, Loeb has established himself as one of the greats in world rallying and some of his competitors must be wondering what it is going to take to beat him.



Only 2 more rounds remain in the Aussie V8s and it looks as though Jamie Whincup and the Fords have a bit of an advantage. There are 4 Fords in the top 5 and only Garth Tander still has a glimpse of being able to fly the Holden flag. Whilst some of the racing can be a bit possessional, the V8s still command a large audience of fans. The only thing I am critical of though is those TV3 commentators!

**See ya all at Manfeild...Bob**



# SS2000 Round 2

## Date: 22nd/ 23rd November , 2008

### Manfeild