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SS2000 CLUB NEWSLETTER



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McBride Clinches Double Victories!!

Matthew McBride had hardly shed the dust off his RX7 from last season when he rejoined our series to score two wins out of the 3 races in Round 3.

Whilst he qualified 5th in difficult conditions for everyone, he did manage to score a win in Race 1, after some of the front runners got into trouble. His winning margin was a healthy 6.271 seconds from Mike Crawford's EVO.

Race 2 was a bit more difficult where the interruption of a 3-car accident in the closing laps and the large field of cars, saw McBride finishing only 18th.

In Race 3, McBride starting from the rear of the grid, managed to negotiate his way



methodically through the remaining 36 car field to gain his second victory of the weekend. It was a great driving effort and showed that the handicap system can sometimes work for the fastest competitor as well.

In addition to his 2 wins, he also managed to post the fastest lap in both Races 2 & 3

with a best weekend lap of 1:39.326, fractionally faster than Tony Oliver's Nissan Sylvia.

The 2 wins also prompts fresh discussion that once again a rotary powered car can still win races despite their lesser numbers in our class.

Good work Matt.

Dunn Not Done Yet.

With 3 rounds of our series now run, last season's Honda Challenge Champion Martin Dunn, leads the overall series with 191 points in his Honda Integra Type R.

In just his second full season of SS2000 racing, Dunn is modestly intent on continuing his consistency of results which also sees him leading the 2000cc class.

Coming from a motorcycling background in the UK, Dunn has had plenty to learn in the way of adapting to circuit racing. Firstly by way of Targa rallies before a full transition to our series on the

three circuits in the North Island.

This season, Dunn's Integra sports an example of British patriotism by way of some Union Jack graphics, the concept derived from the BMWs

racing in the World Touring Cars in Europe.

Its seems as though Dunn is very much at home in our series but all is not "done" yet as there is still 4 more rounds to go..



President's Prattle

Howdy all,

With three rounds down and four to go, the championship is still on!!!!!!! Nobody has really broken away as such.



Round three definitely had it's fair share of excitement. I don't think a whole class has ever been pulled up to get a "talking too" before but from what I saw and heard, it was justified. The only reason some competitors were not written up (on the penalty sheets) was because people were already too busy with other stuff.

Despite the carnage, the good news is that everyone will be back in the not too distant future.

The new round 4 is just around

the corner and another good field of 32 plus cars at the last count. It's a shame we couldn't make it more attractive for some of the bottom half of the Island members, but I hope you all understand we did the best we could, given the circumstances.

Round 5 (previously round 4) nothing to report other than entries are still open but are flooding in fast.

Round 6 (Manfield) will no longer be run by The Motorsport Company, with Motorsport Manawatu having taken it back, so look for further communication from them.

Round 7 is the only one left in the air. We have not had the

official word yet but believe it is going to be the 2nd weekend (9th/10th) of May and at Taupo. As soon as it is formalised a bulletin will be issued.

Mike Crawford & Rick Bone recently attended the "4s & Rotary Nats" with reasonable success and interest. I understand things for us will be bigger & better next year. Hopefully there will be an article in this or the next issue.

Chow for now,
Cheers BT

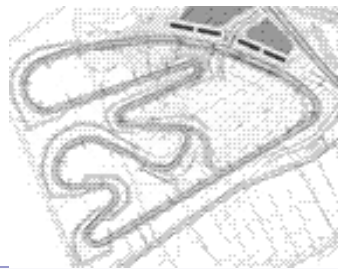
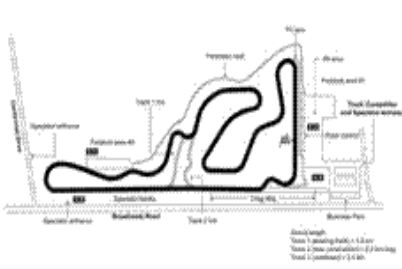
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2008-09 SS2000 Race Calendar

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



Record Field at Taupo but some Carnage

The third round of the Motul Oils/ Point-2-Point SS2000 series got underway for the New Year at Taupo and an overwhelming full grid of 42 cars lined up. According to Taupo Motorsport Park, it was the first time any class had fronted with a full grid. To top this off there was also a short wait list of competitors as well.

Qualifying:

The large numbers required the entire field to be split into two separate qualifying sessions. Both sessions could only be described as wet and many a driver would find turn 7 especially challenging. As drivers did their best to cope with the conditions the entire field would uncharacteristically be mixed up as a result of this. Ben Van der Werff topped the time sheets with a 1:57.067 placing his WRX on pole, the four-wheel drive perhaps coming into its own. Not far behind though was Al Stewart's "GearX" sponsored Integra on 1:57.138 and he was followed by Trevor Strong in his Civic 2Ltr on 1:57.420. Tony Oliver (Nissan S15) was 4th, Matthew McBride (RX7) 5th, Anthony Te Rito (CRX 2Ltr) 6th, David Geraghty (Lancer) 7th, Martin Dunn (Integra) 8th, John De Veth (Integra) 9th and Grant Te Rito (Corolla) rounded out 10th place. Notably some of the usual front runners outside of the top 10 were Mike Crawford (Mitsi EVO) at 11th, Laine Terry (Nissan Sylvia) 16th, Michael Bate (Civic 2Ltr) 18th, Rick Bone (Datsun Coupe) 22nd and Kevin Hyde (BMW) 30th.

Race 1:

Fine weather was the order for race day, so essentially qualifying the day before would count for very little. Van der Werff led the field away initially but with some of the faster cars further down behind him, his lead would be short-lived. Oliver was the first to have a spin exiting turn 1 on lap 1, caus-

ing him to lose touch with the leading pack. Further back, it appeared that Donna Breach's Lancer nudged Grant Te Rito's Corolla causing the Corolla to spin and stall in the middle of the track. With more than half the field still to follow through, it caused absolute mayhem as cars went left and right to avoid the stranded Te Rito. Luckily everyone got through and eventually Te Rito got going again to resume at the tail of the field. Still on the first lap, Van der Werff was already being challenged for the lead and by turn 9, Matthew McBride was through into the lead with the rest following. At turn 11, the sweeper onto the back straight, Van der Werff and Strong clashed sending Strong's Civic into a spin. Close behind Laine Terrey with nowhere to go, hit the Civic sending the Sylvia off onto the grass and into the concrete barrier, forcing his retirement with frontal damage and bent suspension arms. Van der Werff pitted the WRX to tape up loose body work and Strong continued on, sporting some panel damage as well. Adrian O'Donnell retired his Corolla Levin also after lap 1 with a broken diff. By mid-race McBride opened up a reasonable gap from Stewart in second place, whom had benefited from the accident at the sweeper. However the Integra suddenly had Crawford tailing him and eventually the EVO assumed second spot and was looking to close the gap to leader McBride. After his lowly qualifying spot of 22nd, Bone was making good progress and found his way into the top 10. Newcomer Ben Richardson's Mirage was sounding a bit secondhand as he continued to circulate and Todd Taylor managed to have a spin between turns 2 and 3. Throughout the whole field there were several groups battling. Upfront Crawford and Stewart now had Bate (Civic 2Ltr) join them, with Geraghty (Lancer) and Anthony Te Rito (CRX) in close pursuit. A little further back, Dunn (Integra) was fighting off, Brock Cooley (EVO), Geoff Page (Corolla), Kevin Hyde (BMW), Phil Brown (Corolla) and a recovering

Oliver, whom was continuing to forge his way towards the front runners. Even further back Murray Henwood (BMW) was struggling and went wide at turn 5 letting Noel Anderson (Civic), Gary Maddock (Civic) and Ian Martin (RX7) through for some of the more minor positions.

In the end, McBride was victorious by a healthy 6.2 second margin from Crawford, Stewart was 3rd, Bate 4th, Bone 5th, Anthony Te Rito 6th, Geraghty 7th, De Veth 8th, Oliver 9th and Hyde 10th. Other casualties included Derin Greenslade with a suspected crack in the Starlet's block and Trevor Strong retired before completing the last lap.

Race 2—Handicap:

Glen Martyn (Nissan Sentra) was getting used to starting first in the handicap races and he was followed by Ben Richardson (Mirage), Shayne Morgan (Sentra), Murray Henwood (BMW) Mike Connolly (Escort) and Steven Price (Civic). At turn 1 Henwood went off which quickly put him out of touch with the others. Later he got nudged at the same corner by Eric Budd's Levin, spinning the BMW. Martyn continued to lead for another lap from Richardson, but Price's Civic moved through to the lead by lap 3. The faster group of Crawford, Stewart, Strong, Bates, Maitland and Oliver were again embroiled in their own battle until Oliver spun exiting turn 1 for the second time in two races. Not long after Stewart pitted with suspected gearbox issues but re-joined shortly after. However he was to pit yet again on lap 5 to serve a drive through penalty for an alleged pit exit speed-



ing infringement. On lap 4 all hell broke loose as the field started to compress. As a large group of cars headed to turn 9, Gary Maddock (Civic) took evasive action to avoid the spinning Escort of Mike Connolly on the right side of the track. Just behind this, Derin Greenslade (Starlet) braked to avoid collecting another competitor on the left side of the track. The Starlet spun around and then headed back across the track whereby the driver's side was T-boned by Phil Brown's Corolla who had no where to go. The Starlet then took a second hit in the rear end by Geraghty's Lancer, which all but demolished the boot. This left a number of cars stranded and the safety car intervened. Once the carnage was cleared and the safety car had exited, Price sprinted to the finish to take the victory from Kiley Jury (Mirage) 2nd, Eric Budd (Levin) 3rd, Dunn (Integra) 4th, Breach 5th (Lancer) Richardson 6th (Mirage), Ian Martin (RX7) 7th, Jason Martin (RX7) 8th, Noel Anderson (Civic) 9th and Grant TeRito 10th. Other than Greenslade, Brown & Geraghty who all suffered extensive damage in the accident, Connolly and Cooley were the other retirements. Richard Gee (Civic), Ken Fountain (Integra) and Cooley were all penalized by 10 seconds

for making jump starts.

Race 3—Handicap:

This race was to prove a tamer affair and once again Martyn lead the field away. Team mate Morgan followed, with Connolly, Richardson, Ian Martin (RX7), Todd Taylor (Altezza) and Maddock in close company. Having completed repairs due to the last race accident, Geraghty was slow away and whilst he continued to circulate, the Lancer cried enough and he retired on lap 3. The faster guys were holding a repeat performance only this time Stewart was out of the picture and retired early on lap 2. McBride was really in his stride, making excellent progress through the field whilst Oliver was about to make amends for his slightly poor race 2 result. Out front Morgan was driving the pants off his Sentra leading the race from Martyn. Taylor's Altezza finally looked threatening and with two laps to go, he shot past Morgan to take over the lead. At this stage Bone was also on a charge making up good ground but with only 2 laps to go he suddenly slowed and slipped back down the field again. McBride had made his way up to 3rd and before long he was in a position to challenge for the lead. In the last 3 corners he made his move and slipped around Taylor's Al-

tezza to win his second race of the weekend. Taylor was 2nd, Jury 3rd, Breach 4th, Anderson 5th, Dunn 6th, Crawford 7th, Morgan 8th, Ian Martin 9th and Richard Gee (Civic) 10th. Other non-finishers included Connolly again, Ben Richardson (Mirage) and Anthony Te Rito (CRX).

Round 4 takes place at Pukekohe on the 1st February 2009.



(Thanks again to Carl Donaldson for his contribution of photos)

Interested in a Honda Winter Series??

- All Hondas currently running in the Honda Challenge are eligible.
- Rounds are likely to be at Manfeild, Taupo & Pukekohe circuits.
- Run in conjunction with existing Clubman's Winter series.
- Keep your skills honed in the off season or use it as development time on your Honda.

Contact:

Alan Stewart—Ph: 021- 714714

to register your interest.

Note: series will not run if numbers are insufficient.



SS Racers at a glance—Car 2

Driver: Rick Bone

Occupation: Automotive Sales/ Mechanic

Location: Auckland

Sponsors: Auckland Engineering Supplies/ Makita/ Teng Tools/ Aweigh Racing Developments/ Fast Cars/ Lord of the Dings Panelbeaters

Car: 1972 Datsun 1200 Coupe

Class: 1600cc

Facts:

- Built in 1991/ ex Charles & Ben Cox SS2000 car
- 1500cc non crossflow pushrod Marsh built engine/ 198hp/ Titanium vales/ JE pistons/ Cosworth crank/ Dry sump/ Tilton twin plate alloy flywheel
- Close ratio straight cut gears/ Nismo LSD
- Bilstein front shocks/ Spax rear shocks/ 4-link rear/ Custom springs
- 13"x9.5" mags (front)/ Formula Libre wheels (rear)
- BMW rotors/ Wilwood 4 pot fronts/ 2 pot rears
- Lexan windows



SS Racers at a glance—Car 25

Driver: Michael Bate

Occupation: Car Dealer

Location: Palmerston North

Sponsors: Van Direct/ The Shoe Butler

Car: Honda Civic Type R

Class: 2000cc

Facts:

- Ex Neville Stowell Civic Type R/ originally with turbo Honda motor fitted.
- KE20 2Ltr motor transplanted this season/ Hondata K PRO ECU/ Hasport engine mounts
- 16" light weight wheels with Dunlop slicks
- 285mm rotors, AP 4-pot calipers
- Tein custom shocks/ custom made springs
- Lighten body/ body kit fitted
- Lexan windows
- 6-speed gearbox



Know Your NZM Manual & Driver conduct

(Disclaimer: The following comments are based on observation/ feedback and are not necessarily the views of any specific member of SS2000, the Club nor its Club Executives).

After Race 2 at Taupo and in particular the extremely large number of competitors that competed, it was obvious some drivers had not studied their Motorsport Manuals adequately.

With the large fields that we have experienced so far at all 3 rounds, has come a wide and varied level of driver ability. This alone has to be taken into account when making an on track decision.

The speed difference between the fastest and slowest cars is also a factor to consider when it comes to that crucial move. Do I overtake now or should I just wait a bit?? A faster car will always inevitably get around a slower car but the onus is on the passing car to conduct that move safely.

When cornering you are allowed to change your line only once. Entering a corner side by side, you should be able to exit that same corner still side by side if both parties are at similar speeds. Give each other racing room.

Mirrors are there for a reason, so make use of them. It pays to ensure you are aware of those around you. Extremely good peripheral vision is required. Check out the You Tube in car footage that Grant Te Rito has posted (see link on our website forum) and you will notice that once Grant has passed someone, he checks out where they are once he has completed his manoeuvre. He is also constantly looking in his mirrors as he negotiates his own race and when a faster car descends upon him he keeps his line but continues to race. (Excellent footage Grant!!)

It is always hard to tell a driver not to push the envelope too far but it is probably better to drive with your "head rather than your foot". Backing out of

50/50 move may see you complete a weekends racing intact, instead of on the trailer early. If its not your car that is damaged it maybe some other innocent party around you that has suffered. Carnage is not good for the class.

Get to know your flags and also the flag marshalling points (NZM Manual Book 2, Rule 11—page 15 and page 20). Biggest criticism at Taupo from officials were the number of competitors passing under yellow. You will pay the penalty if you don't pay attention to flags.

Knowledge of restart procedures under Safety Car, need to be addressed. Refer NZM Manual Book 2, Rule 14—page 17. Staying too far behind the car in front & you will loose touch with what's happening up front. Single file and no overtaking until you have passed the "Control (start/ finish) line" is required.

In our handicap races a few competitors undertook jump starts. Whilst they were penalized, competitors need to ac-

quaint themselves with starting procedures (refer NZM Manual Book 2, Rule 8.4—page 11. A grid marshal lifting a red flag in front of group of cars does not constitute the signal for that group to start. You must still watch for the flag drop at the start/ finish line. Also when our Series Co-ordinator goes around prior to each handicap race to advise you of your grid spot, please note the car in front of you and those beside you so that you line up in the correct spot.

So get hold of your NZ Motorsport Manual, Book 2 and ensure you refresh yourself with the contents that are relevant to our racing series.

Make the most of both your track time and budget by up-skilling your knowledge & understanding of both the rules and procedures. You'll be a lot better for it.

Pit Exit—Editorial

Well here we are heading to the halfway point of our season and it seems there is no let up in our numbers. My initial thoughts were that the 1-day meeting - Round 4 at Puke, would see a smaller attendance. However there are still 30 entrants which is fantastic for Puke.

The carnage at Round 3—Taupo, was unfortunate. It is always heart breaking to see some of our very well prepared cars suffer the damage that they did, notably Phil Brown's Corolla and of course Derin Greenslade's Starlet. I

know you all put a lot of effort into maintaining your cars and hopefully the re-build will not be too demoralizing.

Over the holiday break, the closest I got to any motor racing apart from Round 3, was through some book reading. Firstly I read "The World According to Jeremy Clarkson". Very entertaining but very "British" orientated, as Jeremy tells it like it is and believes the world in full of idiots. Looking forward to attending the Top Gear show mid February though. Then it was onto "The Rat—The Paul Radisich Story". A great insight into his life as a racing driver, re-

flecting the highs & lows and all the other dramas. If you are looking for an answer as to why he resigned from Team Kiwi, then you will be slightly disappointed as it doesn't exploit this quite deep enough. Finally it was "Peter Brock—The Real Story". What a fantastic portrayal of one of Australia's iconic heroes of motorsport. He was dedicated & passionate about the sport even right to the very last day, but at times was not very tolerant of the bullshit that he had to contend with. All great reads if you get the chance.

See ya all at Puke...Bob



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SS2000 Round 4
Date: 1st February , 2009
Pukekohe