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SS2000 CLUB NEWSLETTER



Crawford + Horsepower = Comeback

Pre-season favourite Mike Crawford, showed he was back in contention for the championship title when he threw down the gauntlet to everyone by taking two wins and a second in round 4. Qualifying only 7th at 1.11.160 laptime, in changeable showery conditions, his victory initially did not come easy in race 1. There were some fast cars ahead of him including polesetter Tony Oliver's SX200, Matt McBride's RX7, Brent Lander's EVO3 and Kevin Hyde's BMW.

For this round he had reinstalled his new 400 odd horsepower motor that had been used early in the season before gremlins struck. By lap 3 Race 1, he was running in second place, assuming the lead on the very next lap. With the first victory out of



the way, his focus turned on the two handicap races. Starting both from pitlane in second to last place, it took all of the 7 laps to get into second place before challenging for the lead. In race 3 he only just missed out on a hat-trick of wins by a mere 1.556 seconds and his fastest laptime for the weekend was a

1:04.928, achieved in race 2. With this sudden bagful of points, Crawford is now well in contention for the overall championship, which he now leads. This might also be his last season in our series with the EVO as the need for speed beacons and we may see him competing in the GT/GT1 class next season on slicks!!

'Lil Black Starlet back on Track!!

After that unfortunate accident at Taupo Round 3, which virtually destroyed the rear end on his black Starlet, Derin Greenslade returned to Round 4 with the car as good as new. A new rear end was grafted onto the car and everything was put back in place as though nothing had happened. When looking at the damage it looked to be a relatively daunting task with only 2 weeks or so to rebuild this wonderful past 1600cc class winning car.

The car completed qualifying tentatively and all 3 races at

the 1-day meeting without any obvious major issues finishing 20th in race 1, 5th in race 2 and 15th in race 3, a credit to Derin and all those that helped.

Great stuff Derin and what a mammoth effort to get the Starlet back on the track!!



President's Prattle

Hello all,

Presidents prattle version 2!
Version 2 because I had just finished typing version 1, hit close and "NO" to save Yes your president does make silly mistakes.

Great to see!! Let's put on a good, clean, safe show for all whom are there.

Round 6 at Manfeild - status quo for this meeting, so look for regs in the not too distant future.

have one during the one day meeting Round 4, we will now have a "double up" draw this meeting (thanks to Tim & Kay from Motul and Mike from Point 2 Point).

AGM and annual prize giving is the next major event after round 7 so put your thinking caps on and if you think of any good ideas, please pass them on. Yes it will be in Taupo again (as it is central for most), late May or early June.

That's about all I have to report for now as it has only been a couple of weeks since my last report.

See you all this weekend,

**Cheers,
Brent**



Round 4 wasn't as action packed as the previous round but still had its fair share of excitement, including a safety car! My condolences to those who suffered panel damage through no fault of their own, merely by just being in the wrong place at the wrong time. To those who had big moments and got away with it scot-free, "You jammy buggers". Hope to see you all back out there soon.

Round 5 is on this weekend and another good turn out of cars with numbers in the mid 30's.

Round 7 is still in the air and we (the committee) have had a development here but we need guidance from the members as a group. A show of hands is needed after we explain the details. We plan to do this at our usual BBQ & marble draw on Saturday afternoon at Puke, so please make a special effort to be there (Note: those who are absent will be informed of outcome irrespectively).

Whilst thinking about the BBQ & marble draw, as we did not

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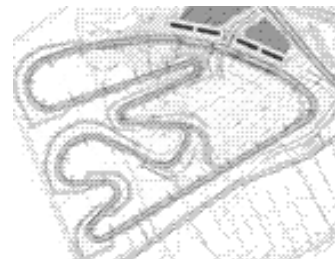
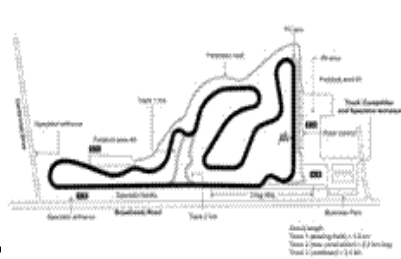
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Ensure you identify yourself as an SS2000 Club member



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 1st Pukekohe
- **Round 5 February 14th/15th Pukekohe**
- **Round 6 March 28th/ 29th Manfeild**
- **Round 7 TBA TBA**



Crawford back in Championship Contention!!

The 1-day Round 4 at Pukekohe started with drizzly conditions but the weather improved as the day wore on. 32 cars entered and the round was to favour the high horse-powered cars, especially Mike Crawford's Lancer. Whilst there were several cars from South of the Bom-bays missing this was still a good sized field. Brent Lander in his EVO3 was making his return to our series after an absence of 2 years, as was Craig Lambourne in his Bluebird, having returned from his OE. Anton Tallot was making his series debut in yet another Integra Type R.

Qualifying:

Tony Oliver's Nissan 200SX took top honours with a 1.08:726 from Matt McBride's RX7. Being his home track, Rick Bone did a fantastic job in qualifying the Datsun Coupe 3rd ahead of Brent Lander's EVO3. Anthony Te Rito (CRX), Kevin Hyde (BMW M3) and Mike Crawford (Lancer), also all on their home track, filled the next 3 spots. David Geraghty (Lancer) was 8th, Brock Cooley 9th (EVO) and Steven Price rounded out the top 10 and was the fastest Civic. The drizzly conditions caught out both Mike Connolly (Escort) & Kiley Jury (Mirage) when both spun going through the esses.

Race 1:

Third qualifier Lander got the best start and roared off into the lead. Oliver followed with Bone pinching at his heels. By the time they got to Castrol bend, Bone had miraculously slipped through to 2nd. McBride had another one of those slow starts and dropped back to about 9th, the RX7 sounding a bit off song. Lambourne retired with the Bluebird running on 2 cylinders. Oliver then spun at the hairpin and dropped right to the back of the field. On lap 2, Jury slowed and retired with a suspected blown motor. Lander held onto the

lead for another 2 laps but by now Crawford had begun his assault on the leader holding down 2nd place with a recovering McBride a bit further back. Bone disappeared off the radar when his sump pump failed and forced his retirement. Meanwhile, Geraghty went off at Castrol bend and Martin Dunn also went off to avoid him. Outside of the leading three cars the next 10 places were being fought by two groups of cars. Anthony Te Rito (CRX), Kevin Hyde (BMW) and Ben Van der Werf (WRX) were scrapping for 4th to 6th places whereas Eric Budd (Levin), Brent Thompson (Civic), Steven Price (Civic), Dunn, Geraghty and Grant Te Rito (Corolla) were contesting 7th - 12th places. On lap 3 Mike Connolly had a moment coming over Ford Mountain and ended crashing into the wall causing reasonable damage to the front of the Escort. Mid-race and Crawford had gained the lead from Lander but Oliver was making good progress through the field. Hyde had to contend with an ever-persistent Te Rito, with the CRX trying to tackle the BMW around the outside of turn 1. Shayne Morgan (Sentra) and Richard Gee (Civic) duelled heading towards the hairpin, with Morgan locking it all up and sliding into the kitty litter. Todd Taylor (Altezza) was plagued with fluctuating boost and this eventually forced his retirement. So Crawford took the victory after Lander held the lead for half the race. Unfortunately for Lander he was adjudged to have jump started and was penalized 10 seconds despite eventually crossing the line second. After his bad start McBride's RX7 powered his way back to finish 3rd. Hyde placed 4th ahead of Oliver 5th, Anthony Te Rito 6th, Van der Werf (WRX) 7th, Brock Cooley (EVO) 8th, Dunn 9th

and Price (Civic) 10th.

Race 2—Handicap:

Gary Maddock (Civic), having his very first outing at Pukekohe track, headed away with William Yu, now driving an ex ATI built Civic. Scott Smith (Civic), Garnett Henderson (MR2), Ian Martin (RX7), Derin Greenslade (Starlet), Richard Gee (Civic) and Shayne Morgan (Sentra), all followed. Near the rear of the field, Hyde, Bone and Van der Werf were certainly making a contest of it when they fought through turn 1 three abreast. Hyde looked to miss a gear and dropped back slightly, the BMW blowing a bit of smoke. Unfortunately though it was a gearbox failure for Hyde and he retired after lap 1.

Crawford, Oliver and McBride all started from pit lane, with McBride starting last due to the RX7 experiencing some carburetor issues on the dummy grid. Yu went to the front and remained there for 4 laps ahead of Maddock, Henderson, Martin & Smith. On lap 2 though, Bone perhaps making up for his DNF in race 1, came through turn 1 sideways, tapped Tim Pollard spinning Pollard's Integra into the left in-field. Later Pollard also had a wheel rubbing exercise with Te Rito's CRX coming over Ford Mountain. Taylor was having a frustrating weekend's racing, still experiencing boost issues and pitted on laps 3 & 7. Anton Tallot's Integra was experiencing an engine "flat spot" and rather than risk any prospect of damage, decided to retire early. Dunn was another to have a moment cresting Ford Mountain when he inadvertently spun the Integra. Poor old Grant Te Rito was forced to avoid him and ended up crashing into the embankment damaging the front suspension of his Corolla. Van der Werf had an off track excursion in



his WRX and Geraghty slowed on the back straight, a faulty fuel pump was thought to be the problem. By lap 5 it was Henderson's turn to hit the front from Yu, Ian Martin and the black Starlet of Greenslade. Further back a great battle was also being staged between Dunn, Thompson, Noblett, Gee & Morgan. Meanwhile, Crawford was passing everything in his sights including Lander on Puke's long back straight and heading into the last part of the last lap, both had gone past Henderson. So Crawford took his second victory despite starting second to last from pitlane. Lander secured 2nd place and this time made it stick without any penalties. Henderson (MR2) ran a great race to cross the line in 3rd, ahead of Martin's RX7, Greenslade was 5th, Anthony Te Rito 6th, Bone 7th, Oliver 8th, Cooley 9th and Maddock's improving efforts netted him 10th place.

Race 3—Handicap:

The second handicap saw Taylor off from pole with Maddock alongside him. Smith, Henderson, Martin, Greenslade, Morgan and Gee were to follow. Van der Werf was yet to master the entry to Castrol bend and had yet another off track excursion. Budd, Gee, Dunn, Geraghty and Noblett were all battling closely at this point. On lap

4, leader Taylor pitted with the same issues that he had been experiencing all weekend. Geraghty suddenly stopped on the exit of the hairpin with the Lancer refusing to go, leaving it stranded on the track. This brought out the safety car and in amongst all this Morgan emerged as the leader from Maddock, Henderson and Ian Martin. With the safety car gone racing resumed and Ian Martin spun his Rx7 at the esses. Bone was again on a catch-up mission and was weaving his way through traffic through turn 1. In the pre-ultimate lap, Morgan still led but Cooley was threatening and on the last lap Cooley went past to lead. By now though both Bone and Crawford were closing in on the leaders but in the end the victory went to Cooley's EVO. The intervention of the safety car saw the field compress and the handicap system counted for little. Hence it was only a small margin of 1.556 seconds to Crawford in 2nd place despite him being well outside the top 10 at the safety car stage of the race. Morgan's Sentra showed good speed in this race to capture 3rd with Bone more than alongside him at the finish line in 4th. Te Rito's CRX made it into the top 5 and topped off a successful outing for him having never been too far away from the leading pack throughout the whole day's racing. Lander ended up 6th, Budd 7th, Dunn 8th, Henderson 9th and Noblett 10th. The only other retirement was Tallott's Integra



with a similar problem to that of race 2.

So with two wins and a second placing in Round 4, Crawford now takes over the championship lead in the Motul Oils/ Point-2-Point SS2000 series but with 3 more rounds to go, the title is still wide open.

Round 5 takes place at Pukekohe on the 14th/15th February 2009.



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.



Bits from the Pits at Puke

Oliver Fastest

Tony Oliver in his Nissan 200SX was the fastest car around Puke with a lap time of 1:03.545 and an average speed of 136.041 kph. In speaking with Oliver at Puke, he admitted that all he needed to do now was to make sure that the driver was up to scratch & not make mistakes like spinning at the hairpin. Despite this Oliver is enjoying his outings in our series but did comment on the differential of speed between the fastest & slowest cars.



Slicks or DOTs for Morgan

When Shayne Morgan got trapped in the kitty litter at Puke, he flat spotted his two front slicks so bad that they felt like squares. At that stage his fastest time on slicks was a 1:10.814. Then it was bolt on the DOT tyres for race 2 and his time was predictably about a second slower. However in race 3, he posted a 1:10.391 his quickest for the day. Who says DOT tyres are slower!!



Maddock's First Time

Gary Maddock had never driven on Puke before now and with the cancellation of the Saturday test day, it made his task all that more daunting. He had to complete qualifying, which was held in tricky conditions, plus all 3 races all on the same day. Starting the day on 1.22:196 Maddock managed to shave 8 seconds off to end up lapping at a 1:14.800. Not a bad effort for a rookie.



Better hide from Hyde

Whilst Kevin Hyde's BMW M3 suffered a gearbox problem at Puke, it wasn't at all unexpected. After the Thunder in the Park meeting at Puke the gearbox was removed to be checked for a vibration. After his contracted gearbox experts pinned the vibration to another issue & that fault was rectified, the gearbox inspection was overlooked and it was returned back to him to refit. Then in race 1 it let go & Kevin was less than impressed. So "Mr Gearbox person", you had better hide as Kevin is coming for ya.



Pit Exit—Editorial

Several of those South of the Bomboys that grizzle because the trip to Puke is too far, should be disappointed that they didn't make the 1-day meeting—Round 4. Despite the meeting being little more than a "club" event, everything seem to go relatively smoothly. With qualifying and 3 races all on the same day you barely have a chance to regain your breathe before its back onto the track. This makes the day go very quickly and for this round all racing was completed by 3.30pm giving those that did travel up, an early start for home. For me I stayed on and enjoyed a

beer or two with some others, whilst the 1-hour endurance race was run to end the day. So don't mock these 1-day events as they can be really enjoyable and a hell of a lot less waiting around between races.

The international racing season has just started for another season and during the off season both Formula 1 & WRC Rally have dropped bomb shells. In F-1 Honda have withdrawn & are up for sale and in WRC both Subaru & Suzuki have withdrawn from competition, both as a result of the world economic downturn. Already Sebastian Loeb has continued where he left off, winning the Rally of Ireland. It seems he is unbeatable &

looks to be going for yet another successive WRC championship. At this stage Indy Cars still looks to be strong and once again our hopes are pinned on Scott Dixon. Will he be able to secure a third IRL Championship and can he win another Indianapolis 500??

Well we won't have too long to wait as this year is already going by quicker than ever.

See ya all at Puke again...Bob



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SS2000 Round 5

Date: 14th/15th February, 2009

Pukekohe