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Series Sponsors:



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SS2000 Club Contacts:

President:

Brent Thompson
029-2013851

Secretary:

Mike Crawford
021-898005

Treasurer:

Shane Morgan
027-4899115 or 09-5339220

PR & Sponsorship:

Glen Archer
021-859358

Series Co-ordinator:

Terry O'Brien
027-2428153

Scrutineer:

Brian Hamilton
027-4393284

Committee:

Kevin Hyde 027-4726155
Glen Archer 021-859358
Geoff Page 021-2237127
Bryan Bate 027-4423598
Terry O'Brien 027-2428153

Newsletter Editor:

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

Website:

www.ss2000.co.nz

SS2000 CLUB NEWSLETTER



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Puke Track record for Oliver

At the start of the weekend the weather did not seem to lend itself to any records being broken. However on the second day of racing under fine mild conditions, Tony Oliver in his Nissan turbo 200SX, managed to post a new lap record for our class of 1:03.469. The previous record was held by Gavin Dawson in his RX7 batmobile when he raced in our series about 4 seasons ago.

Oliver completed his new record on lap 4 of the first handicap race and had an average speed of 136.529 kph. After having to replace a



diff following qualifying, Oliver also won the first race and was easily inside the top 10 of both the handicap races, despite having to start from pit lane a lap down. It would ap-

pear that the extra track time in the NZ GT class is paying off.

So finally it was a very rewarding weekend for Oliver and his Nissan.

Spoiler spoils Geraghty's run(??)

It has been suggested that since David Geraghty fitted his new spoiler on the boot of his Lancer, his on track fortunes have taken a turn somewhat. Certainly luck has not run all his way since this. At the latest round 5 at Puke, he had an off track excursion in the wet qualifying, damaging the right rear. In race 2 he ran over a dropped exhaust from another competitor, which in turn caused a problem with his driveshaft mounting and then in the final race, he had another off track excursion.

Back in Round 4, also held at Puke, Geraghty had another eventful weekend. In race 1, he went off at Castrol bend

plus had injector problems and then in race 2 the Lancer's fuel pump played up. In race 3 the Lancer stopped suddenly when exiting the hairpin, leaving the car stranded on the track.

Whilst this may all be coincidental, it is certainly placing a huge dent in Geraghty's run for the championship, especially since he was an early series leader. Despite all this though, somehow Geraghty has managed to get the Lancer back onto the grid for every race irrespective if he fin-

ishes them or not. So is it his "spoiler" spoiling his run or is it just the Pukekohe grem-lins??



President's Prattle

Hello all,

Well not a great deal to report this time due to the closeness of the last 2 rounds. Round 5 has been and gone and results are up on the website. I am sure there is a full report elsewhere in this newsletter.

The end is near and the last 2 rounds are only 2 weeks apart, the first of them being less than 2 weeks away. The overall championship is still wide open along with the bulk of the classes so we are

definitely heading into the climax of the season. Looking through the results, only one class has been decided, the rest could be won (mathematically) by one of four or five competitors.

Manfeild - Round 6 is just around the corner and when you read this, initial entries would have closed. Late entries will still be available if you still want to go, so get in quick but late fees will apply.

As agreed during the meeting at round 5, our final round - round 7 is now on Easter weekend at Taupo. Entry forms are again available via our website and close on the 1st April (ie: April Fools day). Be sure you check that closing date aye!!

So far as rule changes and modifications, the time and place for these is at the Club's AGM. The AGM is also just around the corner and good ideas on making your club better are more than welcome. Of course a number of positions will be up for grabs, so please consider these also as they can be very rewarding, to say the least.

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

**Cheers,
Brent**



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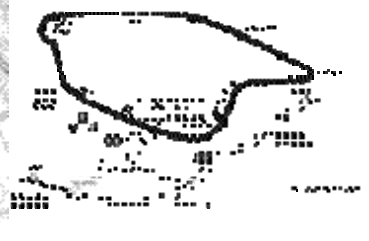
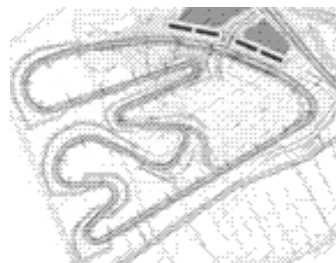
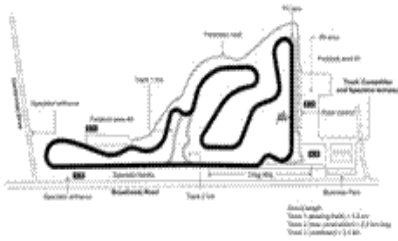
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Ensure you identify yourself as an SS2000 Club member



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 April 11th/ 12th Taupo**



Mixed Weather and Fortunes at Puke!!

For the second time in two consecutive rounds, the heavens opened up at Pukekohe and wet conditions prevailed for the first day's racing. Despite being only two weeks since round 4 and that this was more a "club-style" event, a turnout of 34 cars continued our strong showing of numbers. New comers included Glen Gordon in a nice little red Datsun Coupe, Rik Wakelin in yet another Civic apparently powered by Phil Noblett's old engine, Bernard Verryt in a Escort MkII and the return of Kane Walmsley in that rapid Blue Datsun SR510 that we saw at Taupo earlier in the season. Two early withdrawals shortly after testing on Friday were Ben van der Werff's WRX who had yet another gearbox failure and Todd Taylor's Altezza which had some unusual noises coming from its bottom end.

Qualifying:

A rain sodden track greeted competitors and this was to provide tricky conditions for some. David Geraghty was the first to spin his Lancer exiting Ford Mountain, damaging the rear of his car and failing to post a qualifying time. This brought out the safety car whilst he was towed off the track. No sooner had the safety car left the circuit when newcomer Rik Wakelin slid into the pit entry wall leaving his Civic stranded with severe frontal damage. The session was then red flagged as they not only cleared Wakelin's car but realigned the pit wall entry. Qualifying was to resume after an early lunch break but most competitors elected to call it quits due to the



deteriorating conditions. However, when qualifying did restart, Eric Budd (Levin) became another casualty with bent suspension when he hit the bank, again exiting the notorious Ford Mountain. Out of all this Brock Cooley (EVO) emerged on pole from Matt McBride (RX7) 2nd, Tony Oliver (Nissan 200SX) 3rd, Rick Bone (Datsun Coupe) 4th, Phil Brown (Corolla) 5th, Brent Lander (EVO 3) 6th, Glenn Gordon (Datsun Coupe) 7th, Phil Noblett (Civic) 8th, Grant Te Rito (Corolla) 9th and Derin Greenslade (Starlet) rounding out the top 10.

With no wet tyres Kane Walmsley didn't participate in qualifying so would start at the back of the grid. Martin Dunn was also caught out with the disrupted qualifying session and he too would be starting from a lower position than expected. Again not a lot could be read into qualifying times especially if the weather was to clear up for racing

Race 1:

On a drying track and Tony Oliver took an emphatic victory passing a number of tail-enders on the way, this despite having replaced a diff after qualifying. Brent Lander (EVO 3) from a starting position of 6th, was next ahead of pole-setter Cooley in 3rd. Lander was an early leader for a couple of laps having disposed of Cooley after the first lap, until Oliver eventually broke through to the front. Rick Bone & Glenn Gordon brought their Datsun Coupes home next in 4th & 5th respectively, these nimble cars handling the conditions exceptionally well when compared to some of their more powerful counterparts. Bone also had an awesome start wheeling his way through to as high as 2nd but the might of the turbo EVOs was too overpowering on the straights as

you would expect on a track like Puke. McBride couldn't capitalize on his 2nd qualifying spot when the RX7 suffered from choke setting problems, dropping him back from the leaders and he ended up in 6th place. Crawford feeling a bit more comfortable with the drying conditions was next at 7th, Bate (Civic) 8th, Geraghty 9th and Noblett (Civic) was 10th. Non finishers included Craig Lambourn's Bluebird which had an oil hose come loose, Shayne Morgan had a delaminating tyre on his Sentra and Glen Martyn (Sentra) became yet another Ford Mountain victim when he slid into a tyre barrier causing minor damage. Phil Brown (Corolla), Tim Pollard (Integra) & Anton Tallot (Integra) elected not to run due to the lateness of the race, whilst Kayne Walmsley (Datsun SR510) didn't start due to a lack of suitable tyres. Michael Bate ended up with a gearbox issue and whilst not wanting to cause any further damage, joined the list of withdrawals.

Race 2—Handicap:

On day 2 and the weather was a complete contrast to day 1. Starting in the first group of cars, Bernard Verryt's Escort took an early lead, a lead he maintained all the way to the chequered flag. McBride having made some overnight adjustments in the RX7, stormed through the field crossing the line in 2nd. It was a fine drive by McBride and it made up for his disappointment of race 1. Cooley was next in 3rd and he was steadily accumulating more points which would see him eventually lead the championship after this round. After missing race 1 due to a lack of tyres, Kane Warmlesley starting from the rear of the grid, placed a creditable 4th in his very rapid Datsun SR510 from Bone at 5th. Crawford was 6th and Mike Connolly upheld the Ford camp yet again by bringing home his Escort in 7th. Oliver was 8th and in his race towards the front, broke the class lap record with a fine 1:03.469. The previous lap record was held by Gavin Dawson in his RX7 Batmobile dating back

about 2-3 seasons ago. Geraghty and Dunn made up the top 10 finishers. Retirements included Gordon's Datsun which lost it's exhaust on the back straight. The abandoned exhaust from Gordon's car also caused some grief for Geraghty (Lancer) and Mike Crawford (EVO) when both ran over it. Geraghty damaged a driveshaft whereas Crawford destroyed his front splitter. However Team Green managed to repair the splitter quicker than you could say "Point-2-Point". Scott Smith (Civic) had "dizzy" problems, Anthony Te Rito (CRX) experienced speed limiter issues and Kevin Hyde was far from impressed when the BMW broke an axle.

Race 3—Handicap:

Scott Smith (Civic) started well ahead of the field. Not sure whether the handicapper got it quite right but with such a commanding start, he scored his first ever win having led the whole race. Take nothing away from his drive though as it is often harder to stay out front especially when you have a number of much faster cars chasing you down on every lap. Of the faster cars Brent Lander (EVO 3) got through the traffic better than the others and took 2nd place on the very last lap from series sponsor, Tim Pollard's Integra. Pollard scored his best result to

date, considering he is in his first season of racing and he only just surrendered 2nd spot only metres from the finish line. Once again Cooley produced another good result in 4th, McBride took up 5th spot and Bone came home 6th, topping off a rather successful outing having already captured two 5th placings so far. Warmesley, Grant Te Rito (Corolla), Ian Martin (RX7) and Brown made up the top 10. After dominating the last Pukekohe round, Crawford couldn't repeat his form, with both wet weather and a jamming throttle putting paid to his efforts. Geraghty also had a nightmare of a round and topped it off with a spin and eventual retirement in this race. Richard Gee was the only other retirement in his Civic and Anton Tallot did not start this race due to poor handling of his Integra, something he is hoping to sort out for future races.

With two rounds to go, the EVOs of Cooley and Crawford sit in 1st & 2nd in the overall championship. Bone lies in 3rd and is also the top naturally aspirated engined car and top 1600.

Round 6 takes place at Manfeild on the 28th/29th March 2009.



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SS Racers at a glance—Car # 30

Driver: Phil Brown

Occupation: Transport Manager

Location: Tuapaki—Auckland

Sponsors: AC Diggers & Drainage Flow

Car: Toyota Corolla

Class: 1600cc

Fact File:

- 4AGE 1600 engine/ Dry sump/ Forged pistons/ Steel crank
- Quaife 6 speed sequential gearbox
- Data logger dash/ Racepro seat
- Koni front double adjustable shocks/ Triple adjustable rear shocks/ King springs
- Wilwood 4-pot calipers/ 10.5" front rotors/ 2-pot calipers rear
- Custom-made flares/ Arrow 13"x10" wheels/ Dunlop slicks/ Fuel cell
- Weighs 810 kgs with driver



SS Racers at a glance—Car # 48

Driver: Grant Te Rito

Occupation: Builder

Location: Auckland

Sponsors: GTR Builders

Car: Toyota Corolla FXGT

Class: 1600cc

Fact File:

- 4AGE 1600 black top engine/ cams/ Link engine management
- Standard gearbox/ TRD diff
- 15: wheels/ Kumho slicks
- Bilstein shocks/ Eibach springs
- Wilwood 4-pot front calipers/ 270mm front rotors/ Standard rear brakes
- Fuel cell
- Lighten body/ factory standard glass windows
- In-car camera



"I'd pay a Dollar for a Dry Run ... or Not!!" by Mike Crawford.

"Well when the heavens opened up on Saturday, I held my head in my hands. Not having had any wet weather racing experience it was difficult to make setup decisions and come to grips with driving a 400+ car on ice. People make comment that a 4WD should clean up in the wet and this may be true for a standard horsepower car but when you have a little more oomph, the car tends to sledge into corners. You end up suffering from a lack of lateral grip and at one stage on the back straight at approx 180k's, all four wheels light up going round railway (Castrol bend). I don't have the knack of my fellow EVO driver David Geraghty, to hang the tail out every which way but straight, so I might need some winter season practice to get things sorted."

"Race 1 was well executed by all. Given the conditions which were nothing but grim, there was a dry line to be raced and I got down to business. It took a while for me to pluck enough courage to get off line to pass Terito and Noblett (lap 7) and from here it was just a case of holding on until I crossed the line."

"Sunday morning bought

smiles all round as the sun was shining and I could finally get down to some racing. Having to start from pit lane based on previous times was understandable and I knew it was achievable. Things got underway and I caught the field quickly. Coming onto the back straight I had a moment when a gap closed up suddenly and I went grass trekking. Thanks to all the guys around me who gave me room to get it back on line by backing off. Much appreciated. The following lap, while sitting on the tail of another, I pulled out of the draft only to run straight over Glen Gordon's entire exhaust system. This destroyed the front splitter, under tray, exhaust, sub frame and made a mess of the chassis rails. However, luckily no mechanical damage so I kept charging towards the front, happy to get home where I did considering this incident. Having Gary Capers workshop next to the track was a blessing and the boys raced off with the car to do repairs before the next race. A sheet of plywood, a real estate sign, some old rally car mudflap

material, two rolls of race tape and 2 cans of green spray paint later and we were back. Some didn't even notice the patch up job! Good work guys and a huge thanks to Neil, Derrick and to Gary for their efforts."



Race 3—
"On the formation lap exiting the hairpin, the car would wind up to 9000rpm, as if the throttle was stuck open. I

had to shut it down for fear of it exploding. The marshals pushed me to the side of the track and once the vehicle was stationary, it fired back into life as per the normal and away I went. The officials let me jump back into my place and out I went again for the warm up lap. Once again exiting the hairpin, it went straight to 9K, so this time I selected 3rd and crawled back to the pits. Gary checked under the bonnet and when we found that the TB was not going all the way home, he checked the pedal box.

A \$1 coin, ladies and gentle-

man, had fallen out of a wallet and was sliding around on the floor. Only when exiting the hairpin would it slide forward and jam under my throttle pedal (floor mounted pedal box).

So I raced off to the start line and this time the officials would not allow me to rejoin in my starting position but instead at the back of the field behind Mr Oliver. I can confirm that it is one hell of a wait for Mr Oliver until that flag drops. I drove the pants off it but still only managed to get home in 14th. What can one say as it was a "\$1 chance in a million" of that happening."

"Well done to Brook for a consistent effort throughout the weekend and this now sees him take the championship lead. Meanwhile we have a lot of work to do to repair the car and the engine now needs to be checked due to the 9K workout. Just goes to show you can have a cracking outing followed by one where you wonder why you even got out of bed. Thanks again to all those that helped out and I look forward to seeing you all at Manfeild."

..... MC

Honda Cup Winter Series update.

According to race director, Al Stewart, the Honda Cup Winter series is all set to run. **Motul Oils. Strong for Honda and Gear X USA** are all set to provide sponsorship assistance.

Each round will be a 1-day event and will include 10-15 minute qualifying session, grid race for race 1, reverse top 10 grid for race 2 and handicap for race 3 with the slowest car on pole. Each race will be a minimum of 6 laps.

All cars must meet MSNZ Schedule A, driver must be a financial member of a MANZ affiliated car club and a holder of a suitable race license.

Visit: www.hondacup.co.nz for technical regs, registration and entry forms.



Round Dates:

Round 1 May 3rd Pukekohe
Round 2 July 26th Taupo
Round 3 September 7th Manfeild

For further details contact:

Race Director: Al Stewart

Ph: 06-345356 (wk)

Or: 021-714714 (mob)

Email: 1kentroad@gmail.com



AGM—Prizegiving Matters

- By the time you would have read this, the pre-ultimate round of our series will be almost upon us. With the finale another fortnight after this, it's time to think about the AGM—Prizegiving. This will again be held in Taupo, with the date and venue yet to be finalized but generally it will follow the MNZ AGM which is being held on the 23rd May.
- This brings on the subject of remits whereby the changes you are all wanting are submitted, discussed and voted upon. When submitting your remits, make sure you read thoroughly the current rule that you are wanting to change and word your remit accordingly. Your remit should also have the club, the club's future and it's members/ competitors best interest at heart and not necessarily anyone's personal agenda.
- If you are submitting a remit, a good suggestion is tabling it with some of your fellow competitors or Club members and in this way the feedback you gain may allow you to either better construct your remit or reconsider whether the remit has enough substance to submit. Remits should preferably be submitted on the official remit form which will be made available soon.
- As the AGM also doubles as the end of the year prizegiving, those trophy holders from last season need to dust them off and return them to the Club President, the Secretary or any one of the committee members so as they can be readied for this season's recipients. Trophies need to be returned anytime between now and the last round.
- The AGM also provides a "general business" section which allows an opportunity to table some new ideas which can be tasked to the new committee to further investigate their viability. So don't be scared to contribute.
- Election of new Club executives, club committee etc is also on the agenda. As with every year there will be those whom are stepping aside to make way for others. Whether you are racing or not, don't be shy in putting your name forward for some of these positions and don't take it for granted that the same people will be undertaking these roles for another year.



Pit Exit—Editorial

We are now at the business end of the season and what a bumper season it has been. Our numbers have continued to impress, which would suggest to most that we indeed have managed to get something right with our series formula. Certainly this has raised a few eyebrows amongst some of the other classes as well, so lets hope the momentum continues.

The race for the championship is truly on with Brock Cooley currently heading that race from Mike Crawford, Crawford unfortunately unable to carry out his repeat performance of round 4. First naturally aspirated car at 3rd place, is Rick Bone's Dato, a really impressive result considering it is

only a 1600 and that it hasn't necessarily gone entirely smoothly for Rick either. With two rounds to go, the title is still wide open and I would like to think that once the pre-ultimate round has been and gone, that the title will still be up for grabs. It could see a number of drivers arming themselves with their calculators, even up to the very last race of the final round.

Well since my last editorial, I managed to squeeze in another round of co-driving duty at the Barton's Line gravel sprint, once again held in the Waira-



rapa. Whilst we were at least the fastest naturally aspirated 1600, we did have an almighty "off". The best way to describe it was that it was like riding a water slide, where we went side to side in a ditch well below road level, whilst skating across the top of a culvert and then popping back up on the road to continue. That episode cost us around 10 seconds but it was 10 seconds of a really thrilling ride to say the least!!

With our season nearing an end, you can be sure to be entertained with lots of mo-

torsport if you have Sky TV. However, TV3 is making a march for its share of Motorsport fans. In conjunction with Event 1, which promotes the NZV8 Utes series, TV3 will televise racing from July for classes like the V8 Utes, Porsche, Production Class, Muscle Cars, Pre 65 Saloons or whoever can meet the numbers and entertainment factors. There is no elite class and all classes will have equal billing and opportunities to put their class on the map, helping to promote motorsport across all mediums and audiences. Could this be also another opportunity for SS2000?? I'll leave it up to you to decide but it sounds exactly like what we've been doing all season!!