

Season: 2008-09

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Cooley takes cool Approach

Going into round 6, Brock Cooley led the Motul Oils/Point-2-Point SS2000 series by just 8 points from Mike Crawford. He has achieved this through a number of top 10 placings plus a couple of wins from the handicap races from all of the preceding rounds so far. It has culminated in a somewhat consistent performance and at the recent round 7 at Manfeild, Cooley continued this form to remain in touch with the new series leader Crawford. The deficit is now only 2 points between himself and Crawford with the final to be held over Easter weekend.

Driving yet another Mitsubishi EVO, Cooley also stands to be

the top rookie for this season. The car is very much a "wolf in sheep's clothing" as there is no fancy graphics package or hoards of sponsor's logos

adorning the stark white body shell. Instead Cooley has simply made sure that the car is there at the end where the results have counted.



Championship Title See-Saws

The race for the Motul Oils/Point-2-Point SS2000 series championship title is see-sawing a bit between Mike Crawford and Brock Cooley, both driving Mitsubishi EVOs. Crawford held the championship lead after round 4, with Cooley taking the lead after round 5 both of which were held at Pukekohe. Going into Round 6, Crawford was 8 points behind Cooley but by the time the weekend had finished, Crawford had gained a mere 2 point lead to be ahead of Cooley again.

Crawford's two wins at Manfeild had helped him on his way to leading the championship again but with only the final round to go, a single

mistake or bad run by either competitor, could decide who would be the champion for this season.

There is no doubt that the last 3 races of round 7 will provide some anxious moments for Crawford and Cooley as they will have to be right on their game throughout the whole round. If for some reason both have a bad run, then there is a chance that Rick Bone could come along and snatch the title away from both of them. How-



ever, latest reports suggest Bone may end up missing the final round due to the damage sustained in round 6. Whichever way it goes, it should be a nail-biting finish to the season!!

President's Prattle

Hello all,

Just a quick note ...



With 6 rounds done and the 7th just around the corner, this season is drawing to a close. One class has been decided and a couple of others are all but done. The out right championship is basically a 2 horse race and this goes for the open class as well. I sense this will come right down to the wire.

Looking back at the season to date, I think we have had a pretty darn good one. I don't think that any one thing or any one person can take the credit as it is a collective effort of everyone. This includes but is not limited to the competitors,

the supporters, the committee, the spectators and the round organisers, so collectively I think we all deserve a huge pat on the back.

Just a reminder that the AGM and prize giving is just around the corner so put your thinking caps on for the Sportsman of the year, Best presented Honda along with any rule changes (if any) you'd like to see. As always, we will be setting the date for the AGM, opening remit submissions shortly and nominations for club positions open then too.

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

**Cheers,
Brent**

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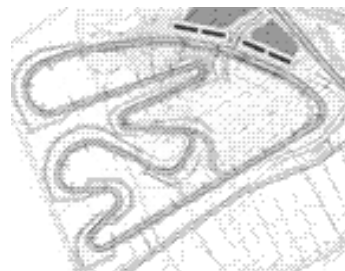
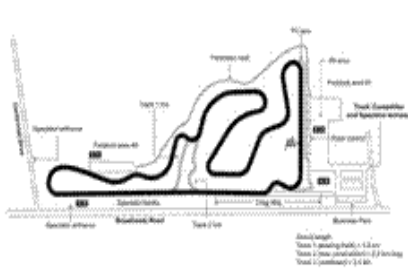
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Ensure you identify yourself as an SS2000 Club member



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**



Crawford back in Front after 2 Wins

The pre-ultimate round of the Motul Oils/ Point-2-Point SS2000 series ventured to Manfeild with a field of 28 competitors. It would be important for those that were in the championship hunt, to have a good round to consolidate their positions and better still it was going to be a typically fine autumn weekend. Those competitors re-joining in our series included Trevor Strong (Civic 2ltr), Chris Turnbull (Honda S2000), Malcolm Glenn (Anglia 2ltr), Matthew Foster (Telstar), Murray Henwood (BMW turbo), Ben Wilson (Datsun Coupe), Matt Dovey (Civic) and Noel Anderson (Civic).

Qualifying:

Tony Oliver (Nissan 200SX) topped the timesheets again in qualifying by taking yet another pole position with a 1:13.697. Matthew McBride (RX7) was his closest rival, a further 1.788 seconds back. Mike Crawford (EVO) was 3rd and Michael Bate (Civic 2ltr) in the first naturally aspirated car, came in at 4th fastest. Rick Bone (Datsun Coupe), another title contender, rounded out the top 5 but not before he damaged his flywheel in the process, necessitating some overnight repairs. Todd Taylor (Altezza turbo) was finally getting the results from his car placing 6th, Geoff Page (Corolla) 7th, Trevor Strong (Civic) 8th, Brock Cooley (EVO) 9th and Chris Turnbull (S2000) was 10th.

Brent Thompson (Civic) suffered a rare gearbox failure and through the kindness of Al Stewart & his Racing Works crew, the car was hurried back to Wanganui (or should that be Whanganui) to repair it in time for racing the next day. Not so fortunate though was Adrian O'Donnell's Corolla which had a piston hit a spark plug, proving a bit more terminal.

Race 1:

In the first race Crawford took the victory and in doing so, re-ignited his championship hopes. However, throughout the race he didn't have time to relax as McBride chased him down for the majority of the race to place 2nd but not before he had led for a short stint. Todd Taylor (Altezza turbo) having started 6th came through to 3rd, the Altezza finally starting to show some reliability and speed when compared to its previous outings. Championship leader Brock Cooley (EVO) finished 4th and his consistency was certainly not hurting his chances either. Bone's Datsun was next but despite the overnight repairs, he was to suffer sheared bolts around the same flywheel area. Polesetter Oliver had a slow start when his 200SX wheel spun off the line, causing him to drop back several places from the leaders early on. In his run to make up positions he then passed under yellow, served a drive through penalty, eventually finishing 6th.

During mid-race, Phil Noblett (Civic), Martin Dunn (Integra), David Geraghty (Lancer) and Grant Te Rito (Corolla) were having a great battle until Geraghty went off at Higgins but in his typical driving style, Geraghty always somehow manages to get back onto the track, be it a few places down the field. Scott Smith and Gary Maddock were also having a fairly even fight to see whose "black" Civic was the better one and further up the line, Geoff Page and Chris Turnbull were having a personal duel to see who was the faster of the two.

Those to strike trouble were Michael Bate (Civic 2ltr) when a fuel hose broke loose on the first lap, Trevor Strong also had a slow start when the Civic suddenly died pushing him to the back of the field, Ben Wilson's Datsun Coupe died mysteriously shortly after the start and Eric Budd



(Toyota Levin turbo) sounded a bit sick when his waste-gate came off. Both Murray Henwood (BMW turbo) and Adrian O'Donnell (Corolla) didn't start due to mechanical woes post qualifying.

Race 2—Handicap:

Noel Anderson (Civic) got the handicap race underway, with Ben Wilson (Datsun Coupe), Matt Dovey (Civic) and Scott Smith following and by the time Anderson started to enter the Dunlop sweeper, the last cars of Crawford, McBride and Oliver, were only just leaving the grid. Not quite what you would expect for a "handicap" race. Anderson continued to lead for 4 laps but shortly after got turned around at the Dunlop sweeper by Derin Greenslade's hard-charging Starlet. Greenslade then had a drive through penalty imposed on him for his misdemeanour.

Eric Budd (Levin turbo) became the benefactor out of all this, coming through the pack and maintaining enough of a gap to take his first victory. It was a nice reward for Budd considering all the effort he puts into his car. Malcolm Glenn (Anglia 2ltr) was pressing hard but just couldn't quite make up the deficit to Budd and placed 2nd. Grant Te Rito (Corolla) just managed to sneak past his brother Grant's CRX, to place 3rd & 4th respectively, with Cooley gaining another top placing of 5th. The top 10 finishers was completed with Turnbull at 6th, Foster 7th, Geraghty 8th, Thompson 9th and Smith at 10th.

Taylor's race 1 success in the Altezza was short lived when he lost 5th gear after the first lap of the handicap, whilst McBride was also having gearbox issues and both cars retired early in the race. Wilson's Datsun coupe was black flagged for what was thought to be excess leaking fuel and he did not rejoin the race. Phil Noblett (Civic) had a starter motor lead come loose, coming almost to an immediate



halt. Bone was following Noblett at the time and when the speed reduced dramatically on the Civic, Bone's Datsun had no where to go except straight into the back of Noblett. Bone continued on with a severely damaged front whereas Noblett retired altogether. Gee allegedly jump started and had a 10 second penalty added to his time. Perhaps this was a bit unjustified as it was thought that Gee had in fact left at the correct time and it was the other drivers in his group that had not. Unfortunately the situation was not re-addressed and the results and penalty stood.

Race 3—Handicap:

The second handicap race was to be 8 laps, 2 more laps than the last race. Once again Anderson (Civic), Dovey (Civic) and Wilson (Datsun) led the field away. It was going to be a few laps before the field would start to close up, so with half the race gone it was Geraghty's turn to lead with the Lancer, from the very striking Honda S2000 of Turnbull. Martin Dunn (Integra) held down 3rd, Gary Maddock (Civic) 4th and Crawford had made his way through to 5th.

Further back though, Bone clashed with Cooley going through the esses and he fought to control the little Datsun as it "tank slapped" its way through the esses

three to four times. Luckily everyone behind slowed right down, allowing enough space for Bone to regain control before pitting. However, Bone did manage to rejoin the race, be it in last place, whilst Cooley had some bodywork hanging off his EVO and was lucky not to have been black flagged.

With another 3-4 laps to go, there was definitely enough time for the fast boys to come through and Crawford (EVO) was indeed doing just that. Eventually he made it through to the front with 2 laps to spare and held off a late charging Oliver to win the race. The two wins for Crawford now sees him back at the front of the championship race, be it by a very narrow margin. Geraghty made his driving effort stick for 3rd, ahead of Turnbull at 4th, Anthony Te Rito (CRX) was 5th. Grant Te Rito (Corolla) 6th, Cooley 7th, Dunn 8th, Glenn 9th and Noblett 10th.

It was quickly down to earth for race 2 winner Budd, when his car cried enough and he retired along with Michael Bate's Civic, which suffered from clutch problems. Bone eventually finished at the tail of the field and now faces a huge task to repair his car before the next round in 2 weeks time.

Round 7 takes place at Taupo on the 11th/12th April 2009.



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SS Racers at a glance—Car # 91

Driver: Brent Lander

Occupation: Pharmacist

Location: New Plymouth

Sponsors: Unichem Lander & Black/ Simpson's Tyres/ Speedfactor

Car: Mitsi RS (EVOIII)

Class: Open

Fact File:

- 2000cc/ large Garrett turbo/ forged pistons
- Brembo 4-pot calipers/ 330mm front calipers/ standard front brakes onr ear
- Koni adjustable shocks/ Eibach springs
- Standard glass/ fiberglass bonnet & boot
- Link 3 ECU/ Tuned by Speedfactor
- King Sport 17"x8" wheels/ Dunlop 03G DOT tyres
- Autosport seat
- Running on Avgas



SS Racers at a glance—Car # 34

Driver: Richard Lee

Occupation: Press Officer (Rowing Team)

Location: Tauranga

Sponsors: Hondata/ Petrol Heads/ Wife

Car: Honda Civic Type R

Class: 1800cc

Fact File:

- 1800cc Type R/ 1600 with 1800 internals/ forged pistons/ oil cooler
- Buddy Club springs & shocks/ standard front rotors grooved/ standard rear brakes/ Hawk brake pads
- Hondata ECU
- Standard fuel tank
- 16" EVO wheels 5 stud/ Dunlop slicks
- Standard glass/ rear quarter lexan
- Standard panels/ plywood under tray splitter
- Weighs 1150kg with driver



Honda Cup Winter Series update.

With less than 30 days to go before Round 1 of the Honda Cup Winter series, registrations need to be completed now and sent through to the Series Secretary.

Entries for Pukekohe also need to be sent through as soon as you can to allow organizers to put things in place.

Series decals will be ready soon and will be available at Round 1 or can be couriered earlier if required.

A good showing of number is essential if this series is to get off the ground, so don't wait until the last minute.

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

Pit Exit—Editorial

As we enter the last round of our series, yet another season of racing is nearing its end and what an end it will be. Two points separate our two leaders, Mike Crawford and Brock Cooley. If either or both are unfortunate enough to have a bad round, then Rick Bone is ready to take up the challenge, should he even be able to make the round. However, it's not the first time that the championship has gone down to the very last race of the very last round.

One thing that is of concern though is how we can fine tune the first of the handicap races particularly at Manfeild. When the lead car was heading into the Dunlop sweeper, the last car was just leaving the grid. Surely there must be a safety issue at stake here. The other thing that seems obvious is why Manfeild officials insist on making com-



petitors start off the grid markings. This invariably further handicaps those at the back half of the field, especially if the race is only 6

laps. At worse, even a compromise would be great whereby we either close up the grid bumper to bumper or we roll up to the start. Unfortunately the first handicap race at Manfeild was far from the spectacle that it should have been.

Enough said as I will leave it for the AGM to iron out should the subject be tabled.

See you all at Taupo at Easter for the grand finale!!

... Bob



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SS2000 Round 7
Date: 11th/12th April, 2009
Taupo