

Season: 2008-09

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SS2000 CLUB NEWSLETTER



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Crawford New Champion!

Going by his last season's form, Mike Crawford came into this year's Motul Oils/ Point-2-Point SS2000 series as favoured to win the championship title. His season got off to a slow start when gear selection problems plagued the EVO in round 1. Then in some of the following rounds, Matthew McBride and Tony Oliver took the challenge to Crawford by taking some of the wins away from him. In the meantime Brock Cooley was also steadily accumulating points to eventually be Crawford's closest rival for the title. Some of the handicap races did not favour him either, with lower finishing spots than would be normal, perhaps due also to the very large fields that we have experienced.

However, Crawford's fortunes turned at Pukekohe – Round 4 though, where he so nearly scored a hat trick of wins but



it was enough to see him lead the championship at the half-way point. Wet weather and a one dollar coin became another minor setback at the second Pukekohe round but he was able to bounce back with another two victories at Manfeild in Round 6.

In the final round, 2 points separated Crawford and Cooley, so a faultless performance was needed to secure the title. So in the last round not only did Crawford take pole but he

also won the first race, placed 2nd and 7th in the two handicap races. With this came the championship honours along with the Open class title. When asked after each race "if he was happy", Crawford was not ready to acknowledge that he had the title in the bag until after the very last race. Congratulations Mike, but the question is does this mean that your plans will change to now defend the title next season??

Bone's Dato Top NA!

With Open class turbo cars taking up the top two places in our Championship, Rick Bone restored the faith of the naturally aspirated cars by taking 3rd place in his Datsun Coupe. Certainly this was some achievement particularly since his car is in the 1600cc class, thus beating all of the 2 litre cars on the way.



It all very nearly fell apart though after round 6 when Bone's Datsun suffered some

reasonable frontal damage and at one stage he looked unlikely to make the final round. Even some mechanical woes along the way didn't stop him and some of this

must be attributed to Bone having been a mechanic by trade. In the true spirit of SS2000 racing, when something does go wrong both he and his crew set about getting the Dato back on the track as quickly as possible with a "never say die" attitude. It is truly a credit to Bone and his crew that the Dato has managed a top three placing overall, capturing the 1600cc class and of course taking the top naturally aspirated honours.

President's Prattle

Hello all,

AGM here we come someone pre-warn Taupo!!

There has been some very valuable comments (and some not so valuable) on the website site forum. Its great to sit back and watch it all unfold over a coffee and sandwich at work. It is also

rather heartening to realise that a lot of you are passionate enough about making this class better, that you voice your opinions through ideas and generally thrash out all the objections. I believe this a very constructive way of progressing towards a good (hopefully short)

AGM. All going well, come the AGM, we will have some very well thought-out (or thrashed out) remits that are only really at the AGM for the formality of being voted upon. Then we can get on with the serious business of celebrating our season.

My congratulations must go to all the prize winners. I won't name

them as I am sure they will be elsewhere in this newsletter. I know a lot of you thought that the two handicap race formats were there to hinder you, but as always the cream will eventually rise to the surface and it makes the win so much more sweeter. My condolences to those whose season did not go quite as planned.

Thanks to Terry: You have had an extremely tough job during the season, getting (and taking) it from all directions, often at the same time. The scary thing was that you always seemed to have a smile on your face and appeared to be enjoying it (Enjoy telling people where to go do we?).

To Brian: Thanks for helping out in the scrutineering role when you could manage the time. I know you would have much rather been on the circuit though, maybe this coming season eh?

To Bob: Yet another great season of newsletters and articles for NZ Racer magazine has come from you. We are

very spoilt with the way you tirelessly get out there, eyes (and camera lenses) going in all directions trying to capture all the action, casually interviewing people and making notes. Then there's the hours spent behind a key board collating it all into a very enjoyable read. For this we are deeply indebted (PS: Special thanks for making my articles legible as we all know my "England isn't the bestest").

To the committee: It has been a pleasure working with you all during the season and I would be honoured to work with you all again.

Lastly to the sponsors: Tim & Kay at Motul Oils and Mike at Point-2-Point Cabling Infrastructure Solutions, without your generous support across this season none of our season's success would have been possible—a huge thankyou!!

Just to recap on the forthcoming AGM , remits need to be in soon, so start putting pen to paper.

Ciao for now Brent



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Dunn has Done it again!!

'07-'08 Sportsperson of the Year, Martin Dunn has had another successful season. Firstly he managed to defend his Honda Challenge title and with this he also retained the Honda Challenge 2000cc Class title. Both were not secured though until after the first of the handicap races was run in the last round.

After this he then focused his attention on the Motul Oils/ Point-2-Point SS2000 series, whereby the 2000cc class title was at stake. His biggest rival was Anthony Te Rito, whom had continued to perform well and after the first two races of the last round, Te Rito had eaten into the slim points buffer that Dunn had had. In the very last race, fortune shone on Dunn when both Shane Morgan and Michael Bate, also both in the 2 litre class, finished ahead of Te Rito's CRX, thereby minimizing Dunn's points loss.

So Dunn added the SS2000 series 2 litre class title to his season's achievements, finishing the season 5th overall in the championship, two places better than last season. This is Dunn's last run in the Integra DC2, which is now up for sale, as it has already been replaced with the later model DC5 Integra.

Well done Martin on yet another successful season.



'09 Championship Title to Crawford

The last round of the Motul Oils/ Point-2-Point SS2000 series was run over Easter weekend at Taupo. 25 cars fronted, a little lower than all previous rounds and what we have been accustomed to. The autumn weather was cool but fine, but there was an air of anticipation as those that were in line for championship or class honours, still had their work cut out.

Qualifying:

Mike Crawford (EVO) aiming for his first championship title, set the pace by taking pole with a 1:40.862. Derin Greenslade, whom had recently purchased the ex Tony Goldsmith championship winning Datsun HP510, separated Crawford from his nearest title challenger, Brock Cooley also in an EVO. Michael Bate (Civic 2ltr) and Rick Bone (Datsun Coupe) were not far behind either at 4th & 5th to make for a close encounter at the front of the field. Anthony Te Rito (CRX) was 6th and then a straggle of 1600s including Brent Thompson (Civic), Phil Brown (Corolla), Geoff Page (Corolla) and Grant Te Rito (Corolla), filling the rest of the top 10 spots.

Interestingly, eight of the top ten were naturally aspirated cars. Eric Budd (Levin turbo) was the first casualty of the weekend when his engine cried enough, whilst Mike Connolly (Escort) broke a gear stick.

Race 1:

Crawford did not get the expected start that he was wanting, falling back to 2nd as Cooley took an early lead from the green EVO. Greenslade, Bone & Bate were in the mix too but by the time the leaders were heading up the back straight, Crawford was back in command at the front of the field. Cooley then had to contend with Greenslade, Bate, Bone & Anthony Te Rito (CRX) all of whom would eventually pass him by

lap 2.

Ben Wilson then retired his Datsun Coupe on this lap with a broken gearbox and a lap later the Altezza turbo of Todd Taylor got black flagged with suspected fuel leakage. There was a great battle between the two 1600cc cars of Brent Thompson (Civic) and Phil Brown (Corolla), with Brown eventually getting ahead of the Civic. Behind them there were a further three 1600 cars of Grant Te Rito (Corolla), Geoff Page (Corolla) and Phil Noblett (Civic), all ready to pick up the fight should Brown & Thompson falter. 2 litre class leader, Martin Dunn, was languishing just outside the top 10 and was having to fend off Richard Gee's Civic for most of the closing laps, Gee probably having his best run to date.

Back up front, with Crawford still leading, the real battle was between Greenslade and Bate, until Bate eventually dropped off the Datsun's tail. Greenslade then went on to pursue Crawford but time ran out and Crawford took his first victory of the weekend. Greenslade was 2nd, Bate 3rd, Bone 4th and Anthony Te Rito 5th. Cooley eventually placed 6th, so had some work to do in the remaining two races to keep his title hopes live. Brown was 7th, Thompson 8th, Grant Te Rito 9th and Page 10th.

Race 2—Handicap:

Glen Martyn (Sentra) led fellow team mate Shayne Morgan (Sentra), Ben Wilson (Datsun Coupe) and Mike Connolly (Escort) away for the first of the handicap races. Greenslade, Bate and Crawford were the last cars to start and with 8 laps, there was plenty of time to allow them to get close to the front. Unfortunately Morgan's progress was temporarily hampered when he left the track on turn 4, although he rejoined without losing a place and then went on to displace Martyn to lead for laps 4 & 5.

In his pursuit to consolidate his narrow points lead in the 2 litre class, Dunn had a minor clash with Jason Martin's RX7 entering turn 2 whilst further back Scotty Smith and Gary Maddock were combating each other for dominance of who had the fastest "black Civic".

Greenslade and Bate continued from their race one battle only this time it was Bate that was in front. David Geraghty's Lancer was making the most of the extra laps and had moved rapidly through the traffic to eventually take over the lead with 2 laps to go. Bone also made up a huge amount of ground and sat temporarily in 2nd place. Simultaneously, Crawford was now sitting inside the top 10 and had Cooley right behind him. So Geraghty maintained the lead to take the win and Crawford made it all the way to 2nd. Bone was 3rd, G Te Rito 4th, Cooley managed 5th. A Te Rito 6th, Taylor 7th, Page 8th, Greenslade 9th & Brown 10th.

Race 3—Handicap:

The last race of the season and there were to be some mechanical gremlins that would end the



season prematurely for some. Martyn started first again and led for 3 laps until team mate Morgan got past him. However, it all happened in the opening lap when Maddock stopped shortly after turn 5 and retired with suspected diff and gearbox problems. Then shortly after, Greenslade's newly acquired championship winning Datsun stopped on the back straight with a blown engine, a rarity as up to now this car had proven to be ultra reliable. Another 2 laps later and Thompson's Civic suddenly died coming out of the turn 11 sweeper. On Lap 4 Brown's Corolla pitted with what was to be a loose throttle cable and thought it better to retire.

Whilst Morgan held the lead all the way up to lap 6, he soon had Noblett's Civic closing in on him to eventually take over the lead. Geraghty was also looking to take a possible second victory until he went off at turn 5 and then had a slight bump into Cooley at turn 6. Bone, Bate and Crawford were all coming through the field strongly especially with the retirement of Greenslade but the laps had all but run out.

So victory for the last race of the season went to Noblett, Jason Martin was 2nd, Bone 3rd, Morgan 4th, Bate was 5th and Wilson was 6th. Crawford eventually finished 7th and with this sealed the 2008-2009 Motul Oils/ Point-2-Point SS2000 series overall championship and the Open Class title. A Te Rito came home 8th, Taylor 9th and Cooley ended up being the bridesmaid to the championship title at 10th.

Finally an elated Crawford was able to relax a little more, his season now complete. It was a good ending to what has been a relatively fruitful season for our class whereby our large fields have been the highlight in attracting the attention of many others.

Roll on next season!!

Next stop the AGM.



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SS Racers at a glance—Car # 38

Driver: Todd Taylor

Occupation: Tugboat Master

Location: Napier

Sponsors: Self & Vicky

Car: Toyota Altezza

Class: Open

Fact File:

- 2000cc 3SGE/ Garrett GT35R turbo/ Forged rods/ Stock cams/ Ported & polished
- Originally built ex Japan in normally aspirated spec
- Adjustable shocks/ race springs
- Light weight boot
- Link G4 ECU/ Tuned by Speedtech
- Wedsport 17" wheels/ Toyo 215 x 17 tyres
- Stock gearbox



2009 SS2000 AGM & Prizegiving

Date: June 13th 2009

Venue: Twin Peaks Lakeside Inn

76-80 Lake Terrace

Taupo

Time: 11.00am

Timeline:

- Remit & Club nomination forms available via our website, www.ss2000.co.nz, under Documentation.
- All remits close 11.00am May 23rd, 2009
- Remits published by 11.00am June 6th 2009

A good attendance is desired as this helps shape our Club to being something that we can all have a part in.

Recipients of Club awards, trophies etc are strongly encouraged to attend.

AGM is followed by prizegiving. Those staying overnight may like to get together for an informal dinner.



Motul Honda Cup Winter Series update.

By all accounts Round 1 at Puke went off very well with around 14 or so competitors. Whilst it was a little shy of the 20 grid number target, most have expressed that it was a most enjoyable event. The experienced drivers were the fastest as you would expect but it was the newbies that had the biggest grins on their faces.

Entries are now open for round 2 at Taupo and an increase in grid numbers is anticipated. So get your entries in early.

Speedsupplies Motorsport (suppliers of ERG gear) have joined in as a sponsor, providing product giveaways at each round.



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

Well what a season it has been and what an excellent outcome to our championship. Congrats Mike on gaining your first SS2000 Championship and commiserations to Brock who just came up shy of the title. It's probably quite befitting that one of our sponsors has won the title anyway & hopefully you decide to contest again next season Mike. Well done to all the top three class winners as well. There certainly were some nail biting moments in the closely con-

tested 2000cc class between Martin & Anthony, both in Hondas of course.

Whilst I don't have a crystal ball for next season, from what I understand the plans for our level of racing is seen in good light. There are some great plans afoot that will benefit us and so long as our "club formula" continues to produce fields of 20 plus, we will be seen as one of the strongest classes in NZ motorsport. Now wouldn't that be something great to be a part of as we

have struggled for so long to gain some sort of recognition in the past.

Lastly, I was fortunate enough to attend the Hamilton 400 again this year. This time I had grandstand seats which I only finalized through good old Trademe on the Thursday before. I won't tell you what I paid for them but they were too good to refuse. Good to see Kevin H, Michael B, Todd T & Dave G there as



well. Who cares if a Ford won ... not!!

See you all at Taupo at the AGM-prizegiving.

... Bob



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Next stop: SS2000 AGM & Prizegiving

Date: 13th June, 2009

Taupo