



At the time of writing this – early March – we have 50 competitors registered for the SRCC's 2022 Championships. We reckon this is a greater number than for more than ten years and is something we are absolutely delighted to report. At a time when some long-standing series are struggling badly to stay afloat, or have disappeared altogether, this represents a resounding vote of confidence in sports racing and makes us very hopeful for an epic year for the Club. The prospect of 50 Sports 2000's in the paddock within the foreseeable future is now a real, and exciting, prospect!

A significant part of this success is down to the efforts of a small group of Pinto drivers – led by Clive Steeper and with the generous backing of Ross Hyett – who have been very active over the off-season, especially in promoting our four race Pinto series. This has proved highly appealing to a number of new members together with a few who

have been on sabbatical over recent years! We welcome them all and look forward to seeing them at our first events in April at Donington Park and Silverstone.

The Sunday race day of the Silverstone event will also host a reunion of former Sports 2000 racers – some from the original semi-pro series of the 70's and 80's. We are expecting racing luminaries including John Pancho Webb, John Brindley, Sean Walker and Ian Flux to name just four of the expected attendees. Team Law have again generously agreed to allow their giant awning to be used as hospitality area for what we hope will be a special day for the Club.

We'd like to welcome new registered competitors Josh Needham, Steve Ough (Duratec), Charlie Hyett, Tim Jacobsen, David Muse, and the Jon Harmer / Marc Noaro pairing (Pintos), plus welcome returnees John Deane-Bowers, Agi Eugenio and Paul Tickner. Various cars have changed

hands over the winter and Clive Hayes has been busier than ever building two new MCR cars – both which are expected at Donington. In addition, we understand that long hours have been worked at Loaded Gunn on their front-running cars who are naturally keen to retain the Duratec crown.

Finally, we were delighted with our new look Awards Evening which took place in January. The venue, hospitality and live music all received rave reviews to such an extent that we have provisionally booked the Radisson Blu for the 2022 season awards on 21st January 2023. We are also hoping to book the fabulous Gatsby Band. Watch this space...

Here's to a great season of Sports 2000 racing.

*Roger, Mike,
Nick and Colin*

Club Directors

Calendar 2022



April 2-3	Donington Park National	Double header	Separate Pinto/Duratec grids
April 23-24	Silverstone National	Double header	Separate Pinto/Duratec grids
May 21-22	Brands Hatch GP	Double header	Mixed grid
June 18-19	Snetterton 300	Triple header	Mixed grid
July 9-10	Thruxton	Double header	Mixed grid
August 13	Oulton Park International	50 minute Enduro race	Mixed grid
Sept 17-18	Brands Hatch Indy	Double header	Mixed grid

Annual General Meeting

This was held on 22nd January with 13 members present. The meeting provided an opportunity for the Directors to report on the past year's activities and to present a very healthy balance sheet.

Nick Bates, Club Chairman, was appointed as a new Director of the company.

Two resolutions were passed:

1. A revised scoring system that where rounds will be scored as follows:

1st place	15 pts
2nd place	12 pts
3rd place	10 pts
4th place	9 pts
5th place	8 pts
6th place	7 pts
7th place	6 pts
8th place	5 pts
9th place	4 pts
10th place	3 pts
11th place	2 pts

Each additional finisher: 1 pt.
Fastest lap: 1 pt.

2. A reduced minimum weight limit of 530 kg for all Duratec cars.

Full details of the changes can be found in the Sporting and Technical Regulations on the Club website.

Pinto competitors

Pinto drivers who may not have raced for a while or are new to the SRCC are encouraged to carefully read our regulations before the season starts. (Available on the Club website under "Championships"). Paul Streat and Chris Snowdon will be happy to field any unresolved queries.

Sponsorship matters

A briefing document about our 2022 sponsors and partners is being prepared and will be issued shortly to registered drivers and guests.

2022 Championship decals

Ahead of the first race meeting, Roger will send out an advisory note about sponsor decals and their preferred positioning on cars. The decals will be issued at Donington.

MSVR launch day

We had four cars attend the MSVR launch day at Snetterton on 4/3/22. The two Duratecs belonging to Mike Turner and Andrew butler. The two Pintos belonging to Richard Cooke and the Besley brothers Charlie and Hugo.

In addition to making the cars available for the promotional photo shoots the drivers made good use of the track time to get some laps under their belts.



Our new Championship Eligibility Scrutineer – Matt Godber

Following MSVR's recent announcement that the SRCC's Championship Scrutineer will be Matt Godber, we thought it would be interesting to meet him before the season gets under way.

SRCC Welcome to Sports 2000 and the SRCC.

Matt Godber Thank you. I've heard a lot about the Club, the competitiveness of the championships and the friendliness of the paddock. I'm looking forward to becoming involved.

SRCC Give us some background to yourself and your previous scrutineering experience.

MG I live in Derbyshire with my family and am a qualified electrical and mechanical engineer. For 23 years I worked for Toyota in the automotive sector and got to understand how system non-compliances can be excluded and how faults can never be allowed to lie unchallenged.

Originally my interest in motorsport was through COMP Safari off road racing but gradually I was drawn to circuit racing and specifically the technical side of the sport. I've been a scrutineer all over the UK and at many different categories including Formula 1 and Formula E. I have mainly been involved with MSVR and BARC race series.

SRCC What was the appeal of Sports 2000?

MG Most recently I was eligibility scrutineer for the Classic Touring Car Club and whilst it was interesting to get a chance to see under the bonnets of the wide range of vehicles competing – everything from Austin A40s to

V8 Mustangs – a less diverse grid of cars certainly appealed. Obviously, my prime responsibility is to help ensure the cars are safe and that they comply with the championship regulations, but I'm also interested to see how those regulations are interpreted and what makes for improved performance.

SRCC How would you describe your approach?

MG Fundamentally I want to help ensure a level playing field, which requires the rules to be applied and issues of eligibility tackled in the fairest possible way. However, I also want to enable everyone involved to enjoy their weekends of racing. Drivers pay a lot of money to race and I want to help them get the best possible value from their expenditure.

I'm not an authoritarian and I certainly don't see my role as trying to catch people out, but regulations need to be complied with and enforced where necessary. Otherwise, fair-minded racers will progressively become disillusioned and leave the sport.

I enjoy understanding chassis and handling but am especially interested in engines. I've already been familiarising myself with the Championship Regulations on the Pinto and Duratec engines and am keen to use the experience I have from other categories to ensure that no-one is gaining an unfair advantage by wrongly interpreting the regulations. Equally to see the legitimate approaches that



have been employed to extract maximum performance from, what are after all pretty standard, mass produced engines.

I will be keen to inspect cars after qualifying and racing in Parc Ferme. I know this can be frustrating for those just keen to get back to their pits but it is also the best place to check that any "exploring" of the eligibility criteria has remained with the regulations.

SRCC Give us an idea what to expect from you.

MG I consider myself friendly, fair and approachable. My style is not to beat-about-the-bush but to be up front with drivers and their teams.

If minor non-compliances are discovered that don't amount to cheating, then I prefer to have an informal chat with the driver before becoming formal. Wherever possible I prefer to point out the issue and – unless it's a safety matter or clearly performance enhancing – ask the competitor to get it sorted before the next event. I like to give competitors a chance to rectify issues. If, however, the car turns up to the next event and remains non-compliant then my approach has to be much more direct, and the previous "yellow card" is likely to become a "red card".

Naturally on outright cheating then I'll work with the Club and the Championship Coordinator as to how issues are most appropriately handled.

I should also add that I pride myself on communicating effectively with the event scrutineers. For example, if I am unable to attend any event then I will brief my event colleagues in advance to check for any recurring non-compliances and to follow up with any competitors who have

been previously advised about modifications to their car.

SRCC *Thanks for your time and for giving us an insight into what makes you tick, and what to expect from you as Championship Eligibility scrutineer.*

MG Thanks for giving me the opportunity and I look forward to meeting everyone involved in Sports 2000 at the Donington Park meeting.



Parish news

Congratulations to 2021 Duratec Champion Tom Stoten on his January marriage to Sarah. Also to joint Pinto Champion Nick Hyett who recently "tied the knot" with Anca. Wedding bells have also been sounding for CSR's Bryony Snowdon who married historic hot shoe and paddock regular Grant Williams. We offer our best wishes to all three couples.

Future Newsletters

After much agonising amongst the editorial team (!) we have concluded that this electronic internet thing might be here to stay after all. Accordingly, it has been decided that future SRCC Newsletters will be published in electronic form only.

There are a few folk who still receive printed Newsletters but don't have an e-mail address lodged with the club. Please advise Roger accordingly of an appropriate email address to ensure you continue to receive future editions.

If you've been paying the £20 non-race supplement to cover the cost of receiving the Newsletter then you are henceforth quids in as there's no need to pay in future.

Very many thanks to David Houghton at D2 Printing who has supported the Club for many years by producing the Newsletter at no cost, this has been very much appreciated.