



Rave Reviews for Sports 2000

When we last wrote this column, just before the start of the season, we were cautiously optimistic about grid numbers. We didn't want to get carried away as we've collectively been around motorsport for a long time and know that pre-season entry promises don't always materialise into cars on the grid. However, this year we were far too pessimistic!

Not only did almost all registered competitors turn out but we have also had numerous "guest drivers" entering our first three meetings at Donington, Silverstone and Brands Hatch. This has resulted in one of the best starts the SRCC has ever seen and has generated rave reviews from all of the circuits we have visited.

It's worth saying also that the quality of the racing has been exceptional too (excepting the safety car in race 1 at Brands) with wheel to wheel battles taking place across the grids. The Pinto

lap record at Donington was broken and both the Pinto and Duratec lap records at Silverstone National.

The grids have certainly vindicated the decision to trial separate Pinto and Duratec races. As you will read later in this Newsletter, we intend to further develop this approach next season with separate grids for 8 races over 4 meetings. This being possible partly due to the Club's better financial position but also through the invaluable, continuing support of Apsley House Capital – very many thanks to Ross Hyett.

Whilst on the subject of commercial backing to the Club, we must also say a sincere thank you to our series title sponsor – Locks4Vans. From the outset of our relationship the company has been an enthusiastic and generous partner and we hope that the tie-up will pay dividends as Locks4Vans develop further their vehicle security products.

Finally, we wanted to mention the overseas drivers who have travelled to race with us so far in 2022. Peter Brouwer from The Netherlands, Andreas Floth from Austria, Martin Horter from Germany and Olivier Kirten from Belgium.

And, perhaps to stretch the nationality point a bit too far, we also wanted to welcome our first Scottish driver for several seasons – Tim Jacobsen. Tim is based in Glasgow but Dad, Laurence and the Shrike travel from Oban on the north west coast of Scotland, a mere 9+ hour drive each way to Brands Hatch. At last a rival for most-travelled-team-bragging-rights for the MCR crew!

We are delighted you've chosen to race with the SRCC and welcome you to the paddock.

*Roger, Mike,
Nick and Colin*

Club Directors

Championship positions after Round 6



Duratec Overall

| Position | Points total | Points - 2 | Driver | Car | Class |
|----------|--------------|------------|--------------------|------------------|-------|
| 1 | 76 | 63 | Joshua LAW | MCR S2n | A |
| 2 | 67 | 49 | Richard JOHNSON | MCR S2 | A |
| 3 | 63 | 53 | Michael GIBBINS | MCR S2 | A |
| 4 | 55 | 40 | Tom STOTEN | Gunn TS11 | A |
| 5 | 44 | 36 | BARWELL/BARWELL | MCR S2 | A |
| 6 | 40 | 34 | Timothy TUDOR | MCR S2n | A |
| 7 | 29 | 24 | Peter BROUWER | Lola Fox 88/90 | B |
| 8 | 23 | 19 | Nick BATES | MCR S2 | A |
| 9 | 19 | 17 | Dominic LESNIEWSKI | MCR S2n | A |
| 10 | 18 | 18 | Paul TRAYHURN | Gunn TS11 | DB |
| 11= | 16 | 14 | David HOUGHTON | MCR S2n | A |
| 11= | 16 | 14 | Grant GIBSON | Van Diemen RF94 | B |
| 13 | 15 | 15 | Andy CHITTENDEN | MCR S2 | A |
| 14= | 12 | 10 | John OWEN | MCR S2 | B |
| 14= | 12 | 10 | Colin PEACH | Van Diemen RFS02 | B |



Pinto Overall

| Position | Points total | Points - 2 | Driver | Car | Class |
|----------|--------------|------------|------------------|------------------|-------|
| 1 | 63 | 58 | HARMER/NOARO | Tiga SC80 | C |
| 2 | 59 | 57 | Paul STREAT | Lola T87/90 | A |
| 3 | 53 | 37 | Trevor WELSH | Lola T492 | C |
| 4 | 50 | 38 | Tim JACOBSEN | Shrike P16 | A |
| 5 | 43 | 34 | Chris SNOWDON | Tiga SC81 | C |
| 6= | 41 | 36 | Peter NEEDHAM | Van Diemen RFSCO | A |
| 6= | 41 | 36 | Nick HYETT | Lola T91 | A |
| 8 | 28 | 28 | Ross HYETT | Lola T87/90 | A |
| 9 | 26 | 23 | Charlie HYETT | Tiga SC83 | C |
| 10 | 23 | 23 | Rob HALL | Shrike P15 | B |
| 11 | 20 | 16 | Mike FRY | Tiga SC79 | C |
| 12 | 13 | 13 | Richard COOKE | Lola T87/90 | A |
| 13 | 13 | 12 | Nick BAILEY | Royale S2000M | C |
| 14 | 11 | 11 | Nicholas JOHNSON | Lola 592S | C |
| 15 | 10 | 10 | David MUSE | Shrike P15 | B |

To see all of the Championship tables see: - <https://sports2000.co.uk/events/2021-event-results/>

Driver of the Day awards

| | |
|------------------------|-----------------|
| Donington Park Duratec | Richard JOHNSON |
| Donington Park Pinto | Tim JACOBSEN |
| Silverstone Duratec | Joshua LAW |
| Silverstone Pinto | Charlie HYETT |
| Brands Hatch GP | Peter BROUWER |



More separate grids for 2023

Following the success of the Donington Park and Silverstone National meetings the Club is pleased to announce that 8 of its championship races next season will involve separate grids for Pintos and Duratecs. The venues and dates will not be finalised before the end of the year but it is likely that the four circuits will include Donington Park, Silverstone and Castle Combe.

Video coverage

Did you watch any of our Pinto & Duratec Only races in April? They were a fantastic advertisement for Sports 2000 racing with battles throughout the grid.

The races from Donington (02/03 April) can be viewed on our website &/or YouTube. For Silverstone we commissioned a special video produced by Digitex. This can be viewed on YouTube here: <https://www.youtube.com/watch?v=NtWsm7xO4ul>. The race was attended by a number of the original Sports 2000 drivers,

manufacturers and mechanics so when the video comes out you can look forward to interviews with the likes of Howden Ganley, John Webb, Dud Mosley & others.

Also don't forget to seek out some of the in-car footage on YouTube. These video clips really take you inside the car and demonstrate the talents of Sports 2000 drivers.

For example, from Chris Snowdon www.youtube.com/user/chriss323232

Performance monitoring

A major part of the success behind Sports 2000 is the stability of the technical regulations, notably the limited permissible engine modifications. This creates a level playing field meaning that it's car setup, preparation and driving ability that leads to on-track success. This compares very favourably with so many other series where a vital element is simply the size of the competitor's cheque book and the fragility of engines as the last ounce of power is wrung from them.

To ensure that this approach continues, the Club has been actively investigating ways to identify unlawful bending of the engine regulations Otherwise known as cheating.

After evaluating various options, the Club is now purchasing V-Box data loggers that we hope will be able to be introduced from the Snetterton meeting. All that will be required from selected competitors is for them to secure the small electronic units in the cockpit of their car, probably by Velcro or tie-wraps. The Unit will then be returned to a specified Club Committee member at the end of the meeting after which the performance parameters of the car will be analysed.

It is hoped to operate a total of 6 data logging units in each race for the rest of the season.



Duratec ECUs

There has been growing concern over the availability of Duratec engine ECUs from the Club's designated supplier, Omex Technology. The company underwent a management buyout earlier this year and deliveries are currently very slow. Whilst we could get another company to provide an ECU this would take time and would need some sort of interface to mate a different ECU to our current wiring harnesses.

Consequently, the Club is in the process of purchasing 5 ECUs that it will hold as a stock to help ensure no competitor cannot race due to the disrupted supply from Omex. These will be on a supply and replace basis, i.e. the club will provide a new ECU to a competitor that needs one at short notice. The competitor will then need to replace this with a new ECU from Omex at a later date.

Podcasts

The series of Sports 2000 podcasts continue to be highly popular and are now being downloaded in 25 countries. The most downloads award being currently held by the episode featuring our Clerk of the Course Terry Scannell.

The next episode covers the 24-hour race last year at Paul Ricard circuit involving Ross and Nick Hyett, Chris Snowdon and Mike Fry.

Incidentally followers of the Podcasts may be interested in the recently released memoir by producer Sue Stockdale – "Explore – a life of adventure" (available now on Amazon).

Have you subscribed?

As explained earlier in the year, the SRCC Newsletter is now only available in this electronic format. If you know of anyone who is missing the paper version landing on their doormat then please explain the internet to them and then get them to subscribe via the Club website – at no cost.

Conversely if anyone doesn't wish to continue receiving the Newsletter then please suggest they get their head examined, or alternatively, notify Roger who can delete them from the subscription list.

Hospitality

Passing mention has previously been made of the tremendous refreshments that are fast becoming a feature of the SRCC hospitality area. So please step forward for proper recognition

Rachel Donnan, Maureen Gibbins, Karen Owen and Margaret Williams – collectively known as The Pink Ladies.

The fare is very much appreciated and is a big part of the many very favourable comments about the SRCC paddock that the Club has received from various of our new members.

So, a sincere thank you to the magnificent Pink Ladies!

The rest of the season

It's hard to believe that our next round at Snetterton marks the halfway point of the season. Grids promise to remain healthy for the rest of the year so please enter early for the remaining races to avoid disappointment.

Photographs courtesy of Kevin Gibson at KJG Photography

Le Mans 2022

Ex Sports 2000 drivers Nick Tandy and David Pittard exhibited the highs and lows of endurance racing.

David Pittard in the Aston Martin VANTAGE AMR (#98 car) finished 3rd in the GTE AM class. For Nick Tandy in the #64 Corvette Racing Chevrolet Corvette C8.R (#64 car in LMGTE Pro class), his race was ended when his team mate Alexander Sims was side-swiped, and taken out of the race, on the Mulsanne Straight whilst leading the class.



Above right: Keith Mizen, one of our current Duratec racers and big Le Mans fan, wishing Nick Tandy "Good Luck" before the race.