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## Building on success

If you were one of the 128 Club members and supporters who attended the Awards evening in January then you won't need us to tell you how well it went. The format, food, drink etc all worked well and the fabulous Gatsby Band ensured a packed dance floor for much of the evening. Whilst the purpose of the event is for us to let our collective hair down during the off season and to congratulate the championship winners, it's also an opportunity for the Club to bring in some extra income. This is mainly through the raffle/auction which this year brought in more than £2000. Many thanks to everyone who donated prizes and also to everyone who bought tickets on the night.

At the time of writing this – early March – we have 37 competitors registered for the SRCC's 2023

Championships. This compares very favourably to previous years and we are aware of some regular competitors who are still to enter – hint hint!

Most of you will know that this year we are building on the successful "Pinto only races" initiative of last year with four events – all double headers – having separate Pinto and Duratec grids. This proved popular in 2022 with both competitors and MSV Racing who were keen to include us on as many of their meetings as we wanted to take. Recognising the tightened wallets of many, we decided that this might not be the year to expand our calendar so we have limited ourselves to six SRCC events plus the overseas trip to Dijon.

Incidentally if you haven't been to Dijon before, or even been part

of one of our previous European events then you're in for a treat on both counts. Simply ask any of us for more details but be prepared for a very enthusiastic response as these are great events. We will be sharing the grid with the Sports Prototype section of the YTCC Club. They are great competitors on track and completely crackers off it; there will be paddock parties every night!

Elsewhere in this Newsletter there is an update on the tyre choice for 2024 and you'll see that it is far from certain that we will be continuing with Yokohama. We will communicate the final decision on this as soon as we've been able to test alternative brands/compounds and satisfy ourselves over the supply position. Nonetheless 2023 is the 25th anniversary of Yokohama becoming the tyre supplier to the

SRCC. We believe this association – and the sponsorship support this has brought – is unique in UK motorsport and we are planning to celebrate it over the course of the season. We'll communicate more on this as the season unfolds.

Finally, we were delighted to be featured recently in Autosport in recognition of Sports 2000 seeing the biggest growth in grid numbers out of all the series

running with MSVR in 2022. This was in contrast to more than half of all national series who saw a reduction in numbers, with several sadly reaching the point of non-viability. So please spread the word about our success. There are some cars still available for sale on our website and just about enough time for any newcomers to get ready to join us for what promises to be another excellent season's racing.

Regards all,

*Roger, Colin,  
Mike and Nick*

Club Directors

**Roger Donnan, Colin Feyerabend,  
Mike Turner, Nick Bates**

## 2023 calendar

<b>15-16 April</b>	<b>SILVERSTONE NATIONAL</b>	Double Header	Separate Pinto/Duratec grids
<b>13-14 May</b>	<b>BRANDS HATCH GP</b>	Double Header	Combined grid
<b>10-11 June</b>	<b>CASTLE COMBE</b>	Double Header	Separate Pinto/Duratec grids
<b>15-16 July</b>	<b>DONINGTON PARK NATIONAL</b>	Double Header	Separate Pinto/Duratec grids
<b>19 August</b>	<b>OULTON PARK INTERNATIONAL</b>	Enduro	Combined grid
<b>16-17 September</b>	<b>DONINGTON PARK GP</b>	Double Header	Separate Pinto/Duratec grids
<b>6/7/8 Oct</b>	<b>DIJON-PRENOIS</b>	Triple Header	Mixed grid



## Annual General Meeting

This was held on 22nd January with 20 members present. The meeting provided an opportunity for the Directors to report on the past year's activities and to present a satisfactory balance sheet.

Minutes of the meeting have now been circulated to all 2022 registered members.

## Sponsorship matters

As announced at the AGM, we are pleased to confirm that thanks to Ross Hyett, **Apsley House Capital** will be sponsoring the Historic Championship.

We can also announce that thanks to David Gorst, **BS Burner Services** will be sponsoring the Duratec Championship.

We still have a couple of other irons in the fire but these have not yet been confirmed.





## Tyres 1

For those who weren't present at the AGM for the update on tyres, here is a summary of what was discussed.

Yokohama have confirmed they will supply the SRCC again in 2023. However front tyres will be roughly double in price with rears also more expensive. This year's supply will be available from George Polley Motorsport around late March/early April.

Yokohama are undergoing a major reorganisation and cannot commit to any contracts for 2024, consequently the Club is reviewing options for a change in our mandated tyres.

Multiple brands, sizes and compounds have been considered but the majority have failed to satisfy the Club's key criteria:

- Radial construction
- Slicks and wets (not an all weather treaded tyre)
- Rim sizes to remain 6 and 8 inch
- A single tyre for both Duratecs and Pintos
- Ideally a paddock fitting service

Two brands so far look promising: Hoosier and Hankook. Positive talks have been held with the relevant UK suppliers and both have promised tyres for testing by the Club this Spring. We hope to make a decision by early summer and competitors will be kept informed as the position moves to a conclusion.

Without being too self-congratulatory though we now find ourselves in a better position than most national series. We know of several who have been let down by long-standing suppliers for 2023 and panic steps are currently being made in attempt to ensure they can race this year. By taking soundings from drivers before the end of last season and then approaching suppliers we have

been able to both secure a supply for 2023 and move to a shortlist for the following year.

## Tyres 2

At the AGM – and especially in view of the Yokohama price rises - there was an impromptu discussion about how the Club might try to limit the amount members had to spend on tyres. The suggestion that gained near unanimous support was to limit competitors to one set of new tyres per event ie. per weekend. The Committee has subsequently discussed this in detail and information as to the mechanism for this will be sent out with the 2023 Competitors briefing.



## 2023 Championship decals

Ahead of the first race meeting, an advisory note about sponsor decals and their preferred positioning on cars will be sent out with the 2023 Competitors briefing. (For those already finalising their liveries, this will be broadly in the same locations as for 2022). The decals will be available at Silverstone from Friday 14th April.

In addition, all competitors in the Historic Pinto Championship will be provided with Apsley House Capital helmet visor stickers.



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## Performance monitoring

At the AGM John Iley gave a presentation on how the Club has adopted VBox data monitoring to help ensure that engine performance is not being tweaked outside of the limited permissible modifications. Duratec driver John has overseen the initiative together with Pinto driver Paul Streat and reported as follows:

“During 2022 the club purchased six VBox Sport data loggers to randomly audit car performance in both the Duratec and Historic Pinto classes. The objective being to initially measure and monitor performance for analysis, and in future ensure car parity and correct observation particularly of the engine regulations.

First used at Snetterton over eighteen Pinto cars, Thruxton for six Duratecs and four Pintos, then at Brands Hatch over five Duratecs and five Pintos. On each occasion the data was anonymised by the club secretary and analysed by two S2000 competitors each with a strong background in car performance analysis.

Despite diversity in car make, body shape, weight, driving style, tyre life etc by predominately focusing on acceleration out of slow corners and longitudinal G-force over a number of laps per car the results have been very encouraging. There was less than fifteen percent of variance in each class and no real correlation between fastest lap times and largest longitudinal acceleration.

Top speeds were also studied with only a maximum of 2mph variance measured, with again the lowest top speed unexpectedly being paired with the fastest lap at a quick track like Thruxton.

The plan is to continue and refine this process in 2023, improve the methodology with a view to maintain the fairness of the SRCC championships. If an outlier was found, the competitor would be notified, the engine sealed and the VBox unit carried at a further event. If the difference continued the club reserves the right to request a rolling road session and if indicated an investigative engine strip-down.



## 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.



## Race with Respect

All members who have already received their 2023 licences and all those who follow developments from Motorsport UK will be aware of our governing body's Race with Respect initiative. This is in step with many other sports and allied organisations and seeks to encourage a positive environment, on and off the track, for everyone involved.

The national governing body's respect code champions a high standard of behaviour from everyone within the motorsport community underpinned by a commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The respect code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and if it is embraced by all participants. By participating in a Motorsport UK

event, in any capacity, individuals are agreeing to follow the values of the governing body's respect code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

As a club fully affiliated with Motorsport UK, the SRCC therefore ask all members to pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic

background, language, religious or other beliefs, disability, sexual identity or other status

- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the above obligations may result in disciplinary action. This is all in line with the SRCC Driving Standards policy and fully accords with the ethos of our Club.



## Parish news

We would like to welcome new SRCC members for the 2023 season.

Mark Hobbs  
William Schryver  
Paul and Neal Stevenson (Pair)  
Bryn Tootell / Alistair Bell (Pair)