

» All the national & club race, rally and historic news. Plus full reports and results round-up



New squad to run Matt Bell in G50 Cup. p76

# Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Gunn, Van Diemen, Lola, Ray and more compete in Sports 2000

## AUTOSPORT SAYS...

**BEN ANDERSON**  
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



**SPORTS 2000** is one of club racing's great resurgent series.

The category enjoyed a sparkling early life during the late 1970s and early '80s before suffering a fall from grace that coincided with the decline of Formula Ford 2000 - to which its birth was related.

The booming popularity of Clubmans in the '90s hampered hopes of any real recovery, as grids continued to struggle and the category became a class within the 750 Motor Club. Then in 1998 Colin Feyerabend and his Sports 2000 Racing Car Club came to the rescue.

He revived the established Pinto class and ushered in a new Duratec era, which has modernised the formula and brought it back into line with current-day Formula Ford - although the single-seaters got there a fair few years later.

That move was designed to encourage the building of new cars, and so it has proved. The likes of Van Diemen, Gunn, Lola, Juno, MCR, Mallock and, more recently, Ray have all joined the party and helped create a flourishing series.

Having handled several examples, both Pinto and Duratec, for a forthcoming AUTOSPORT feature I can say with some confidence that they are great fun to drive.

News that the March name is set to (re)join the fold next season, alongside a new iteration of the champion Gunn, is welcome. Sports 2000 is one category that deserves its place in the sun.

### Extra contact details

**Kevin Turner**, national editor  
kevin.turner@haymarket.com

## New cars on the way for Sports 2000 Duratec

Return of iconic March name to be unveiled at AUTOSPORT International; champion marque Gunn reveals 2010 design; category looks set to thrive

» THE SPORTS 2000 Duratec machine that will bring the famous March name back to contemporary motorsport in 2010 will be launched at AUTOSPORT International in Birmingham next month.

The March 09R is the brainchild of Alan Hudd, whose collection of historic March sportscars is run under the March Racing Academy banner. His desire is to create a modern S2000-based sportscar that takes its styling from the historic March 75S Group 6 car he owns.

The inclusion of the March name will boost a growing list of active constructors in Sports 2000 Duratec, which includes Van Diemen, Lola, Juno, Mallock and Ray.

The March is being designed and built by the KW Motorsport engineering consultancy, which was responsible for the Creation CA07 and Nasamax DM139 prototypes that raced at the Le Mans 24

Hours. It has been tasked with creating "a modern sportscar with a historic look", according to KW boss Kieron Salter.

"The original brief was to remain as close as possible to the 75S," he said, "but after starting a CFD [computational fluid dynamics] programme, we realised we had the chance to make a proper racing car.

"Unlike most Duratec cars, the 09R will not be built around a honeycomb monocoque. We are building an aluminium fabricated tub to give the car a period feel."

The first March 09R is scheduled to test before the end of January. MRA expects to run a development car in the Duratec S2000 series in 2010.

Customer cars will be available for the coming season in Duratec and Pinto spec. A version conforming to VdeV endurance rules is also under consideration.

AUTOSPORT has also learned that reigning champion marque Gunn has

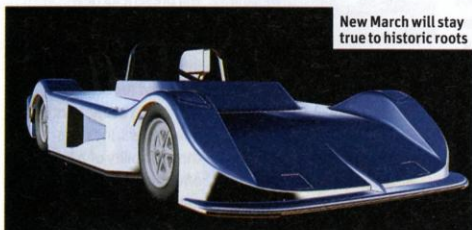
decided to introduce a new car, the TS-10, for next year. Mike Jenvey won six races and this year's Duratec title with an ex-Neil Burroughs/Anthony Wilds TS-6.

Jonathan Loader, who co-owns Loaded Gunn Racing with car designer Gary Gunn, said: "Now Gary has made it pretty, and contemporary looking, with Le Mans Series styling cues, reaction to the TS-10 has been overwhelmingly positive."

The prototype 2010 body, currently fitted to a TS-9 chassis, will be back-to-back tested against the previous version before it is finalised in February.

Meanwhile, two new chassis are being laid down for the start of the season. In a first for Gunn, the new car will be offered with Hewland's JFR gearbox.

The Duratec category will also receive a new driver next season when Sports 2000 Pinto regular Damian Griffin steps up with a Ray chassis. He will run as a semi-works driver in the original BR09SC.



New March will stay true to historic roots



Upgraded Gunn takes LMS styling cues

## CONTENTS

**p78** SEASON REVIEW BARC & SMRC

**p80** SEASON REVIEW CCRC & IRELAND

**p82** SEASON REVIEW MSVR & BRC