



GUNN TS-6

TECH SPEC

Engine: Ford Duratec
Power: 200bhp
Weight: 515kg (15kg of ballast)
Tyres: Yokohama slicks
 6" front, 8" rear

The Gunn TS-6 thrusts us forward into Sports 2000's brave new Duratec era, and the regeneration of the category throughout the past decade.

Feyerabend introduced the Duratec engine in 2002 to encourage the building of new cars and secure the category's long-term future.

Manufacturers Carbir, Gunn and Van Diemen got in on the act early and the Duratec's success has encouraged newer car builders, such as MCR and Juno, into the category. Meanwhile, the likes of Lola, and more recently March (courtesy of March Racing Academy's Alan Hudd), have come back in from the cold with new models.

Just as Doctor Who burst back onto our screens in 2005 with a young cast and slicker production values, so the

Gunn TS-6 and its rivals represent a more modern face of Sports 2000 – bigger machines, better technology and more power.

This TS-6 is one of the earlier Duratec designs and should really have been left behind by the championship's newer cars. But reigning Sports 2000 Duratec champion Mike Jenvey has heavily developed it over the past two-and-a-half seasons, culminating in last year's title glory.

Jenvey is known for his engineering nous, but nothing could ready me for the sheer brilliance of this car. It is stiff enough to withstand high cornering loads, but also supple enough to ride the roughest kerbs. It produces enough downforce to stick like glue in the fast corners, but is agile and nimble enough

TRACK TEST SPORTS 2000

Simple cockpit layout
masks awesome potential



to dart quickly through the slow stuff. The engine is strong, the car possesses excellent traction, and is efficient, light and powerful enough to be rapid in a straight line. It is almost a perfect contradiction in terms.

Jenvey's TS-6 is a labour of love and the results are truly stunning – this is easily the best handling car I have driven to date, from any category. It does absolutely anything asked of it with zero fuss; I expect it would probably stretch to a perfect triple summersault if I asked nicely enough.

In just 12 laps, without pushing particularly hard, my pace is good enough to put me fourth on last summer's Snetterton Duratec grid. A one-armed monkey could drive this car quickly. It is simply incredible.

