

SPORTS SEDAN NEWS

Members Newsletter No. 20106



Chris Jackson 2009 NSW SPORTS SEDAN STATE CHAMPION



Simon Copping 2009 ASSA NSW CLUB CHAMPION

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Your Committee

The ASSA NSW committee continues to work hard on increasing grid numbers and overall member participation for 2010. Further avenues are still being explored to make Sports Sedans in NSW more competitive, more rewarding and more accessible.

The committee has been individually contacting members and Sports Sedan owners, to ascertain who will be on track for 2010. The results have been good, with 17 starters at the opening round of the championship at Eastern Creek, 14 entries for Round 2 at Wakefield Park and 20 entries for Round 3 back at Eastern Creek.

The ASSA NSW committee for 2010 is:

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President's Report

Anyone who says there is no action in Sports Sedans and that they are not exciting, obviously hasn't watched them for a while. Anyone who says they won't come and race because they don't have anyone to race against in Sports Sedans is kidding themselves. Anyone who is of the opinion that Chris Jackson or Anthony Macready cannot be beaten is sadly mistaken. Anyone who thinks that Sports Sedans are not on the comeback in NSW needs to take a closer look.

Last week's Round 3 at Eastern Creek had it all. Good and bad. Look to the race report for the full story, but how's this grab you for an exciting weekend's racing:

- 20 Entries for the weekend, including some new cars and faces, at least one historic car, a couple of national level cars and the return of some previously damaged cars
- A heap of excellent, close racing throughout the field, in all the races
- On-track mayhem resulting in damaged vehicles, car fires, blown engines and lost chances
- 17 starters and only 9 finishers in the last race
- 3 "new" faces on the podium (although all 3 were "veterans", so to speak)
- A State Championship blown wide open, with no less than 5 drivers with a good chance at the title

So it makes you wonder: Why aren't we seeing even more cars on the grid? I know there are a few people out there with builds or rebuilds still underway (after all, I am one of them), but what of those who have cars sitting there, waiting to go? What is stopping you getting your car out of the shed and onto the race track? You're missing out on the best racing Sports Sedans have seen in years. Maybe its time to dust the old girl off, renew that CAMS licence and come out to play. You'll have the time of your life, I promise.

Despite losing a few cars at the Eastern Creek event, I'm confident we'll still have a good sized grid for Wakefield Park at the end of August. The long-awaited unveiling of Steve Shiels' new Commodore, the return of Glenn Pro in his quick Escort, the welcoming of former Victorian runner Robin O'Hare in his hard core A9X Torana and the inclusion of Bill Martin in his yellow RX7, together with a host of entries from the Victorian U2L Sports Sedans, our usual front-running pack and a couple of National Sports Sedans teams all point towards another excellent weekend's racing.

I like to set challenging goals for myself (why else would I undertake the build of the Soarer when I have not a modicum of knowledge or skill when it comes to car building). So the next challenging goal will be to see 30 cars on the grid at Wakefield Park. Think about that for a second. *30 cars on the grid at Wakefield Park.* It would be fantastic, would it not? Even more so if you were one of those drivers that get to take part. Go on now, you know you want to.

Cheers,

Andrew McKellar
President
ASSA NSW



Vice President's Report

For those of you dignified enough not to read about other people's misfortunes – please skip over this section. For the rest of you..... read on.

Eastern Creek lived up to its usual standards of thrill and thunder for Round 3 of the NSW State Championship. The whole weekend was full of action and drama. I thoroughly enjoyed all 3 races. It was a weekend to be remembered. What follows is my recollection of the trophy race....

For the record and despite what el Presidente may have you believe, there is no truth to the rumor that Bluey started on the grid at an angle. This is simply an optical illusion created by the obscure angle of photography and poor taste Photo-Shop editing. Having now set the record straight (pun intended) please allow me to fast forward to the tyre smoking launch from the start line.

And what an awesome start it was (for me anyway), a blistering launch which propelled me right into the thick of the action. Unfortunate contact at the front of the pack provided an opportunity for some of the mid-fielders to steal the lead. Bluey was running strong and around turn 3 there was a tight pack. I could hardly believe my luck when I realised I was running about 5th in the queue. Not sure if I was 5th – but it sure felt like it as I glimpsed only a few other cars in the pack. Trying to overcome my disbelief all I could hear was a little voice saying, "Go Hard". Of course, surrounded by superior horsepower, I had to give Bluey everything just to hold position. Remarkably I was able to do this for about 3 laps.

Much to my delight – after the race – several supporters made a point to mention the impressive run from Bluey.

However, pushing hard took its toll. Following a small hiccup and slight reduction of power, I realised I'd probably dropped a valve. Rounding the back of Corporate Hill (turn 6), my advanced engine management system alerted me to a catastrophic failure, which was represented as a warning light when the engine shut down.

After parking conveniently behind Nick Smith (who I believe suffered a fuel pressure drop) and making a casual exit for the hill, I recall it was the small nuclear mushroom cloud that raised the alarm and attracted the fire marshals and safety car yet again.

Fortunately there was no fire; the cloud was created by high pressure steam and oil gushing out of both stinking hot exhaust pipes. As the roaring smoke stacks began to subside (and Nick and I made small talk about the glorious weather), I speculated that I had dropped a valve and somehow cracked the water jacket (go figure).

Despite my misfortune, it was one of the most exciting races I had run.

And now I invite you to join me in prayer as we say farewell to Bluey's faithful heartbeat, and I send my surgical wish list off to Santa for a transplant.

And yes, I can now confirm the #7 intake valve parted ways with its tip, dropping into the cylinder. The blissfully unaware Piston then tried to make the intake port eat the valve head. It appears there was a disagreement between the two parts and the cylinder wall (which was an innocent bystander) was struck with an unexpected blow to its face which has scared it for life. This facial blow led to massive fluid hemorrhaging throughout the engine which exited via the exhausts. Like most school-yard scuffles there was a crowd of spectator cylinders, many of which were peppered with debris from the repeated & unnecessary beating.

I'm sure you get the picture – but for those of you who can't imagine it – I have attached a couple of images. And yes, they are Bowtie Iron Heads – and I loved them!

On another note: I have 4 x tyres for sale. 1 Race only. Make me an offer....

2 x Rear 325/700-16

2 x Front 290/625-16

Head & Valve(s)



Piston Top



Sean Sullivan
Vice President
ASSA NSW

ASSA (NSW) CALENDAR OF EVENTS 2010

- Tuesday 5th January – Committee Meeting
- Tuesday 2nd February – Committee Meeting
- Tuesday 2nd March – Committee Meeting, **General Meeting**
- 6th/7th March **Nationals Round 1** Wakefield Park
- 13th/14th March **NSW Round 1** Eastern Creek
- Tuesday 6th April – Committee Meeting
- 10th/11th April **NSW Round 2** Wakefield Park
- Tuesday 4th May – Committee Meeting, **General Meeting**
- 21st/22nd May Super Lap Event Eastern Creek (ASSA Static Display)
- 29th/30th May **Nationals Round 2** Mallala
- Tuesday 8th June – Committee Meeting
- 19th/20th June **NSW Round 3** Eastern Creek
- Tuesday 6th July – Committee Meeting
- Tuesday 3rd August – Committee Meeting, **General Meeting**
- 14th/15th August **Nationals Round 3** Morgan Park
- 28th/29th August **NSW Round 4** Wakefield Park
- Tuesday 7th September – Committee Meeting
- 11th/12th September **Nationals Round 4** Eastern Creek
- Tuesday 5th October – Committee Meeting
- 23rd/24th October **NSW Round 5** Eastern Creek
- 23rd/24th October **Nationals Round 5** Sandown
- TBA in November – Committee Meeting, **Presentation Night and Annual General Meeting**
- Tuesday 7th December – Committee Meeting

Race Report, Round 3 - Eastern Creek

In a good showing of numbers that made other categories look pretty ordinary, the Sports Sedans fielded 20 cars for Round 3 at Eastern Creek. The more Sports Sedans there are on the track, the more awesome they look, sound and feel. Congratulations to everyone who entered – you are helping to make Sports Sedans in NSW a spectacular show.

The reward for those who entered was a weekend of close, exciting racing that included just about every drama you could imagine. Dream on if you think Sports Sedans are not the most exhilarating and electrifying category out there.

Round 3 was sponsored by:



And:



Friday Practice

Fourteen cars took to the track for the Friday practice, with some out there and at it all day and others just out for a few shake down laps to test bits and pieces. After rain threatened the night before the weather proved to be excellent with sunshine, cool temperatures and a slight breeze.

There were no major problems or incidents; however Darren Steeden blew an oil seal in the dry sump pump that had him off the track for a few hours while dad George fabricated a solution to the problem, which stemmed from mounting the pulley wheel for the pump in a different position for the new engine. Darren's car was quick during practice, and would prove to be more so as the weekend progressed.

Garry Stevens had some issues with his *Stevens Security* RX7 badly understeering, making it necessary to pull the front suspension apart in an effort to fix it.

It was great to see Philip Masing out there in the Mitsubishi Starion – a historic Group A car. Philip and his father Ron chose to enter the Sports Sedans category as they were very limited in relation to what other events their car was eligible for, and there just aren't enough "historic" races being facilitated. Hopefully Philip's entry will encourage others in the historic fraternity to enter and race with the Sports Sedans in the future. I know of at least a few historic Sports Sedans out there, and all are most welcome to come along and get amongst the more modern cars on the track.



Saturday Qualifying – 20 Minutes

The weather on the Saturday was glorious again – sunshine and a gentle breeze in the morning, although the breeze got a bit stronger later in the day. 20 Sports Sedans formed up on the dummy grid was a sight to behold, and the mix of colours, vehicle types and engine sounds was fantastic.



Once the cars hit the track they were straight into it, with Chris Jackson, Graham Smith and Dameon Jameson three-wide out of Turn 1 and up to Turn 2 in the opening laps. Anthony Macready got out in front for some unrestricted fast laps early in the **Bohler Uddeholm Australia 300ZX**, turning in 7 laps in total with his fastest coming on lap 2. His time of 1:35.7603 placed him 3rd on the grid. Unfortunately Anthony would not take part in Race 1, after discovering fatigue cracks in one of his front disc rotor hats. He would have a replacement part installed on the car in time for Race 2 however.

Chris Jackson and Graham Smith left the dummy grid mid-pack, so took a couple of laps to clear traffic and put down good times. Graham went past Chris on the main straight, leaving little doubt as to how much power he can wind out of the turbo V6. Not that Jackson's **CSJ Engineering/Fuel 2 Race Calibra** is any slouch. His machine had enough power to squirm sideways with each gear change as he rocketed down the main straight.

Chris had a lunge back past Graham in turn 2, to come out in front again into turn 3 (fancy telling racing drivers that no racing is permitted during qualifying...). In the end Graham put down the fastest lap on the last of his only 4 timed laps, his time of 1:34.5715 securing pole position and 2 championship points. Chris stayed out for 11 laps in total, with his fastest time of 1:34.7162 also coming on his last lap.

Fred Axisa in the **Austrack Motorsport Commodore** and Berry Polovic in his yellow **Mazprep RX7** put down some slow opening laps, with both cars having gearbox issues. Berry stayed out to complete the minimum 3 timed laps, however Fred's car only lasted 2 laps meaning he started Race 1 from the rear of the grid. Berry fared little better, knocking the teeth off one of the gear ratios but able to repair the gearbox prior to Race 1. The disappointing qualifying session for Fred would belie the true speed of the car and driver, as would be demonstrated later in the weekend.

Birol Cetin was a welcome newcomer in his black **Billy's Motorsport Supra/Chev**. The car looked sensational; however Birol was struggling with understeer issues throughout the session.



Philip Masing put in some good, clean laps hoping to stay out of trouble. He did so; doing 7 laps in total and qualifying in 17th position with a time that would have seen him battling with Kerry Millar come race time. Unfortunately, however, he had major dramas with the engine and would be unable to take part for the rest of the weekend.

Speaking of Kerry Millar, as usual he was out there putting in solid laps, eventually placing 16th on the grid. On one occasion the track obviously wasn't wide enough for Kerry and his *Decoglaze* Falcon, with Kerry deciding the best line into turn 1 was from the extreme outside of the track, with two wheels on the grass. Kerry spent most of the session relearning the car, as it was a different thing to drive with a new differential in place. He also had an issue with a broken front damper, which caused a tyre to cut rubbing on the guard and may explain his unusual approach to turn 1.

Robert Coulthard was another welcome newcomer, driving his mate's orange Torana. Whilst not at front-running pace in the old girl due to a faulty plug lead, Robert was no slouch in the car later in the weekend and it will be good to see him back out with the Sports Sedans again in the future.



Sean Sullivan had tyre rubbing issues under brakes in some areas in the Bluebird. After the session he reported terrible handling and vibration issues with the car, which required a good deal of work to fix up prior to Race 1.

Michael Auld seemed more in tune with the new *Roladuct Racing* Commodore this time around, and qualified well in 7th position.

Jeff Brown had the *Wildridge Fabrications* Falcon wound up, and it seemed no worse off for the damage it had suffered a few weeks earlier. After the session, however, the car returned to the pits with some unusual damage, to say the least. Jeff hadn't hit anything, but his front rim split, no doubt as an after-effect of it being repaired after the last shunt the car had:



Darren Steeden chose the escape road out of turn 9 after his *Swimart Baulkham Hills* Escort wouldn't pull up. He later discovered a minor leakage of oil from under the rocker covers, which was easily sorted before the first race. None of that affected his excellent qualifying though, with his time of 1:39.3004 nailing 4th on the grid.

Nick Smith had a poor qualifying session, with a problem with the waste gate on his turbo not allowing him enough boost and denying him the usual pace of his *Dance Expression* Fiat 131. The problem would be fixed prior to Race 1, promising what would be a challenging run through the field from his starting place of 16th.

Mark Smith qualified very well in 5th position, but broke an accelerator cable and had to try and locate another one prior to Race 1.

Simon Copping put in some quick laps in his *RMCP* Commodore, not realising until the car was back in the pits that it came perilously close to disaster with the front tyres delaminating, allowing air to bubble between the layers of belt casing and rubber. Here's how it looked when taken off the car after the session:



But the Qualifying session belonged to Graham Smith and his *Rockley Contracting* Calibra.



Qualifying Times and Positions

1	Graham Smith	Opel Calibra	1:34.5715*
2	Chris Jackson	Holden Calibra	1:34.7162 0:00.1447
3	Anthony MacReady	Nissan 300ZX	1:35.7603 0:01.1888
4	Darren Steeden	Ford MK1 Escort	1:39.3004 0:04.7289
5	Mark Smith	Holden Gemini Coupe	1:39.9744 0:05.4029
6	Jeff Brown	Ford Falcon	1:40.0441 0:05.4726
7	Michael Auld	Holden VS Commodore	1:40.3821 0:05.8106
8	Simon Copping	Holden Commodore	1:40.5063 0:05.9348
9	Joseph Said	Fiat 124 Coupe	1:41.2838 0:06.7123
10	Dameon Jameson	Jaguar XKR	1:41.8766 0:07.3051
11	Berry Polovic	Mazda RX7	1:42.6124 0:08.0409
12	Garry Stevens	Mazda RX7	1:43.4570 0:08.8855
13	Sean Sullivan	Nissan Bluebird	1:46.7263 0:12.1548
14	Birol Cetin	Toyota Supra	1:47.4602 0:12.8887
15	Alfred Axisa	Holden Commodore	1:49.7762 0:15.2047
16	Kerry Millar	Ford Falcon	1:50.0014 0:15.4299
17	Philip Masing	Mitsubishi Starion	1:50.7584 0:16.1869
18	Derek Cowan	Mazda RX2	1:52.4978 0:17.9263
19	Nick Smith	Fiat 131	1:54.3054 0:19.7339
20	Robert Coulthard	Holden Torana	1:58.4991 0:23.9276

Race 1 – 6 Laps

With the Macready 300ZX and the Masing Starion out, 18 Sports Sedans formed up on the grid for Race 1. Almost as if he wanted to get another mention in every race report for the same thing, Sean Sullivan lined up at the back of the grid *at a 45° angle to everyone else*. At least he is consistent. One wonders how he ended up back there, considering he qualified in 13th position. Or one would wonder, if one hadn't heard what happened, straight from the horse's mouth. Seems Sean had a minor spin on the warm up lap, very narrowly missing out on a clout with the wall. Once he regathered his composure and headed for the grid, the marshal propped him right up the back, and told him to stay still despite the crude angle of attack. Really Sean, is that the best story you can come up with?



When the red lights went out Graham Smith got off the line cleanly and maintained his position in front of Chris Jackson. Mark Smith had a bad start, swamped by four or five cars off the line.

Following Jackson into turn 1 were Darren Steeden, Jeff Brown, Joe Said, Simon Copping and then Dameon Jameson in his *Campbelltown Frames & Trusses* Jaguar XKR.

Nick Smith got off to a slow start, but picked up speed quickly in an attempt to make his way through the field. Unfortunately that run through the field only lasted until turn 2, when Nick had a spin and came together with Derek Cowan. The collision damaged the front end of the *Western Imaging Racing* Mazda RX2, with Derek injuring his hand and remaining in his car by the side of the circuit until attended to by medical crews.



The impact between the two also proved disastrous for the *Dance Expression* Fiat 131, with the fuel surge tank splitting and pouring fuel over the hot exhaust system. Nick only made it as far as the back entrance to the pits before the car was engulfed in flames. Nick got out OK and flag marshals attempted to extinguish the fire, but not before a fair amount of damage was done to the car.



The Safety Car boards and yellow flags went out quickly, which only seemed to generate more chaos and carnage. A group of cars were battling hard just behind the leading pack, with the drivers concentrating so hard on each other that some missed the yellow flags. As they came out of turn 12 and onto the straight

most realised what was happening and eased off. Garry Stevens shot past a few cars before he too noticed the flags, and then slowed dramatically to redress his error.

The other cars around him all made attempts to slow, however a concertina effect of cars running into the back of each other occurred, with Berry Polovic clipping the back of Mark Smith's orange Gemini and spearing off the track, slamming into the concrete barrier not far from the pit entrance. The impact was severe, with Berry later reporting soreness and bruising on his body and substantial damage sustained to his *Mazprep* RX7.



Mark Smith in turn gave the back of Michael Auld's Commodore a hit, although the damage was not as severe. The net result of the whole affair was 2-minute penalties applied to Garry Stevens, Michael Auld and Mark Smith for overtaking under yellow flag conditions, and Berry's Mazda occasioning enough substantial damage to put it out for at least the rest of the year. The other cars came out a little better, although still damaged.



The race continued for a few laps behind the safety car, with the lights going out with 2 laps left to run. When the safety car exited the track Graham Smith continued out in front, using a slow pace to bunch the entire field up behind him. He planted his foot just before hitting the start line and it was on again for young and old. Mark Smith's Gemini didn't make it to the restart, with Mark opting for the pit lane after the car broke a gearbox.

Graham Smith and Chris Jackson resumed their battle out in front, followed by Darren Steeden, Jeff Brown, and Joe Said. Garry Stevens made a nice move up the inside of Simon Copping into turn 1, to put himself into 6th position. At the end of the same lap Fred Axisa in the *Austrack Motorsport* Commodore was right up behind Garry through turns 10, 11 and 12, and then went past him on the main straight.

At the same time Dameon Jameson pulled past Simon Copping on the straight, moving up to 7th position, while Birol Cetin and Kerry Millar battled further back in the field. Birol and Kerry would finish the race half a second apart in 10th and 11th positions.

From there the race was completed without further incident with Graham Smith taking the win by a close margin from Chris Jackson, and then a gap to Darren Steeden in the Escort, which saw him take his first top 3 race finish.



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Race 1 Result

1	Graham Smith	Opel Calibra
2	Chris Jackson	Holden Calibra
3	Darren Steeden	Ford MK1 Escort
4	Jeff Brown	Ford Falcon
5	Alfred Axisa	Holden Comodore
6	Joseph Said	Fiat 124 Coupe
7	Dameon Jameson	Jaguar XKR
8	Simon Copping	Holden Commodore
9	Sean Sullivan	Nissan Bluebird
10	Birol Cetin	Toyota Supra
11	Kerry Millar	Ford Falcon
12	Robert Coulthard	Holden Torana
13	Garry Stevens	Mazda RX7
14	Michael Auld	Holden VS Commodore
DNF	Mark Smith	Holden Gemini Coupe
DNF	Berry Polovic	Mazda RX7
DNF	Nick Smith	Fiat 131
DNF	Derek Cowan	Mazda RX2

Anyone who wants to see an extremely well thought out and constructed Sports Sedan should take a wander into Dameon Jameson's garage. The *Campbelltown Frames & Trusses* Jaguar XKR is an excellent example of a top quality, spaceframe car.



Not that our Sports Sedan field isn't graced with numerous good examples that look and perform fantastically well:



Race 2 – 5 Laps

In a return of Phoenix proportions Nick Smith and his team worked all night on the ***Dance Expression*** Fiat 131, getting it repaired in time for it to line up on the grid for Race 2 on Sunday morning. Congratulations to the guys for their efforts, which had them at it until 5am.

Anthony Macready was also back and ready to race, having ducked back to the workshop overnight and machined up a new rotor hat.

Derek Cowan was unable to repair the ***Western Imaging Racing*** Mazda RX2, so was not on the grid.

The other 17 cars that did line up for the 2nd race of the weekend did so in bright sunshine and a cool breeze, and all got off the line cleanly except for Jeff Brown in the blue ***Wildridge Fabrications*** Falcon, who was pinged for a jump start after his car nudged forward and then stopped prior to the lights going out. Better use that handbrake next time Jeff...

Garry Stevens started well and was up behind Jeff Brown as the field headed through turn 1, followed by Anthony Macready who had an excellent start in the 300ZX from the back of the grid. Anthony made a great move past Garry through turns 11 and 12, getting up beside and then past Joe Said on the main straight to take 5th position, then worked his way past Jeff Brown out of turn 3.



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Meanwhile Fred Axisa in that awesome Commodore was right up behind Darren Steeden's Escort, giving him a hard time. Fred got past Darren through turn 8 to take 3rd position. The Escort caught back up briefly into turn 9, but Fred maintained the position and then set out in earnest to catch the leading pair of Graham Smith and Chris Jackson.

Nick Smith was running at the back of the field, much slower than his usual pace due to the engine missing horribly. It was discovered after the race that the reason was water contained in the spark plug holes, an unfortunate leftover from the overnight rebuild that had concluded with giving the car a wash...

Anthony Macready caught and applied pressure to Darren Steeden, with the ***Swimart Baulkham Hills*** Escort getting sideways into turn 5. Chris Jackson got a good run through turn 12 and was past Graham Smith on the straight before they'd crossed the start line. Garry Stevens also passed Joe Said on the straight to take up 6th position after Joe missed a gear coming out of turn 12.

Jackson's ***CSJ Engineering/Fuel 2 Race*** Calibra once in front started to build a gap on Graham. Meanwhile Anthony Macready was pushing the ***Bohler Uddeholm Australia*** 300ZX hard to try and close up on Fred Axisa.

As the last lap board came out Chris Jackson had built a good lead, with Graham Smith's ***Rockley Contracting*** Calibra developing a misfire and slowing somewhat. For a while it looked as though both Fred Axisa and Anthony Macready would catch and pass Graham, but he managed to hold on and finish the race in 2nd position. Fred Axisa also kept Anthony Macready at bay and they finished 3rd and 4th positions respectively, despite Fred having damaged a selector fork during the race.

After serving his drive through penalty Jeff Brown finished a disappointing 14th position, although nearly made it 13th when he narrowly missed getting past the struggling Nick Smith as they crossed the finish line, the gap in the end being just 2/10^{ths} of a second Michael Auld in the ***Roladuct Racing*** Commodore got past a few cars during the race, finishing in 10th position after starting out in 14th.

Mark Smith's Gemini was the only retirement of the race, with Mark opting to put it into the pits after 2 laps after the car developed a vibration, which Mark suspected may be a broken 3rd gear.

Chris Jackson took his first (which would later prove to be his only) win for the weekend and would have pole position for the last race later in the day.

Race 2 Result

1	Chris Jackson	Holden Calibra
2	Graham Smith	Opel Calibra
3	Alfred Axisa	Holden Commodore
4	Anthony Macready	Nissan 300ZX
5	Darren Steeden	Ford MK1 Escort
6	Garry Stevens	Mazda RX7
7	Joseph Said	Fiat 124 Coupe
8	Dameon Jameson	Jaguar XKR
9	Simon Copping	Holden Commodore
10	Michael Auld	Holden VS Commodore
11	Sean Sullivan	Nissan Bluebird
12	Birol Cetin	Toyota Supra
13	Nick Smith	Fiat 131
14	Jeff Brown	Ford Falcon
15	Kerry Millar	Ford Falcon
16	Robert Coulthard	Holden Torana
DNF	Mark Smith Holden	Gemini Coupe

Race 3 – 8 Laps Trophy Race

In what would prove to be an exciting race that had just about everything, Race 3 topped off a fantastic weekend's racing for the Sports Sedans. Nick Smith had sorted the misfire out in his Fiat, and Graham Smith had also sorted his Calibra out between races, the latter's misfire having developed from an electrode breaking off a spark plug. Graham's concern was that the missing electrode had left via the exhaust and damaged the turbo fins on its way through.



When the cars took to the track for the warm up lap Mark Smith drove straight into the pits and would not start the race, the eventual cause being a broken 4th gear.

Once the rest of the field formed up and the lights went out it all began... Graham Smith got an excellent start off the front row, clearing past Chris Jackson's Calibra quickly. Chris was slow off the start and just as Anthony Macready was coming past him from the second row the Calibra snapped sideways and the two collided heavily wheel to wheel.



The damage sustained to both cars was enough to put them out of the race, but the drama continued for Jackson when he went through turn 1. With a broken steering rod and the bad start, the Calibra was running slower than the cars behind it and Chris opted for the safe route around turn 1, attempting to take the outside run to leave the racing line open for the quicker cars coming on him. Of the pack behind him most got through on the inside, however Garry Stevens went for the outside of Chris and the two made contact, with the door of the *Stevens Security* RX7 impacting the rear wheel of Jackson's car. Garry was able to continue the race, but the *CSJ Engineering/Fuel 2 Race* Calibra ended up parked near turn 2.

Anthony Macready's 300ZX was able to continue past the scene, but proved to be undrivable due to the damage it had sustained and pulled into the back of the pits. The woes continued for Nick Smith, with the car stopping behind Corporate Hill with a blocked fuel filter starving the engine of fuel.

Graham Smith was well out in front, and looked certain for a good race win and maximum championship points for the weekend. Fred Axisa in his *Austrack Motorsport* Commodore was up to 2nd position, with Garry Stevens holding down 3rd position temporarily until Darren Steeden made an excellent move on him out of turn 9 to take the position away from the RX7 when Garry locked a brake and ran wide.

Jeff Brown got past Joe Said's red Fiat on the straight in what looked like a great drag race out of turn 12. Dameon Jameson also got past Michael Auld as they too ran down the straight.

Well out in front Graham Smith's *Rockley Contracting* Calibra blew an engine in the run between turns 9 and 10 and the car speared off the track at turn 10 with Graham just managing to keep it from hitting anything substantial. The race leader was out on lap 2 with front end damage and a piece of the engine block sitting underneath his pedals.



Fred Axisa assumed the lead from that point, and was well out in front. He would not be challenged for the lead and ended up winning the race comfortably. The rest of the field had more to throw up though...

There was a gap from Fred back to Darren Steeden's Escort that was holding down 2nd position by a fair margin from Garry Stevens and Jeff Brown. Those two were engaged in what proved to be a race-long battle that was as entertaining to watch as it must have been enjoyable for the two drivers. It was fantastic racing from the two old blokes. No offence intended there gentlemen, it's just a simple fact that you are a lot older than the writer.

On lap 4 Sean Sullivan blew the engine of his Bluebird, joining Nick Smith by the side of the track behind Corporate Hill. For all the onlookers near the pits, the huge cloud of smoke that emanated from that area made us think that another car had caught fire, but fortunately that was not the case. While marshals dealt with it however, a safety car was called.

The safety car was only on track for 1 lap, releasing the field on lap 6. Darren Steeden had caught up to Fred Axisa, and when the green flags came out and the Commodore put the power down Steeden's Escort stayed with it, driving right under the rear bumper of Axisa's car into turn 1.

Garry Stevens and Jeff Brown continued their battle, but were some distance behind Steeden with Dameon Jameson's Jaguar close on their tails. By the end of the lap Fred Axisa had increased his lead again, and all was looking good for Steeden's first podium finish in Sports Sedans.

Robert Coulthard pulled the Torana into the pits one lap before the finish, and Dameon Jameson had trouble with the Jaguar that would see him drop from 4th position back to finish in 8th place.

Jeff Brown finally got past Garry Stevens through turns 2 and 3 to take 3rd position, but more was yet to come. Darren Steeden's Escort slowed after a rear tyre deflated and Brown and Stevens were quickly on top of him out of turn 9. Through turns 10 and 11 they were all over the Escort, and with Steeden running a little wide out of turn 11 the Falcon and RX7 pounced and launched out of turn 12 for a drag race to the finish line.

Jeff Brown finished 2nd, just half a second ahead of Garry Stevens. The unfortunate Steeden pitted, still not fully aware of what was wrong with the Escort and was classified DNF. The cause of the deflated tyre was found to be a couple of the bolts holding the wheel together had snapped off, with several others loosening and allowing the inner and outer rims to separate.

But the race was Fred Axisa's, and deservedly so. It was great to see another fast, front running car come out on top, and we're sure to see Fred back again.

Michael Auld finished in a satisfying 4th place in the **Roladuct Racing** Commodore, later commenting that it was the best weekend's racing he's had for years. That was a sentiment echoed by a lot of the drivers after the race, and for me clear evidence that Sports Sedans in NSW are heading in the right direction.

With 17 starters and only 9 finishers, Race 3 topped off a great racing event. Congratulations to all the drivers and thank you to all the crew members, teams and families for helping to put on such a spectacular show.

As the track commentators said on the day, Sports Sedans are just an exciting category. They are frightening to look at, frightening to race and frightening to listen to. Too true. Bring on Wakefield Park!

Race 3 Result

1	Alfred Axisa	Holden Commodore
2	Jeff Brown	Ford Falcon
3	Garry Stevens	Mazda RX7
4	Michael Auld	Holden VS Commodore
5	Joseph Said	Fiat 124 Coupe
6	Simon Copping	Holden Commodore
7	Birol Cetin	Toyota Supra
8	Dameon Jameson	Jaguar XKR
9	Kerry Milla	rFord Falcon
DNF	Darren Steeden	Ford MK1 Escort
DNF	Robert Coulthard	Holden Torana
DNF	Sean Sullivan	Nissan Bluebird
DNF	Graham Smith	Opel Calibra
DNF	Chris Jackson	Holden Calibra
DNF	Anthony Macready	Nissan 300ZX
DNF	Nick Smith	Fiat 131
DNF	Mark Smith	Holden Gemini Coupe

Point Scores

The NSW State Championship point score after Round 3:

2010 Sports Sedans NSW State Championship Point Score						
	Round 1	Round 2	Round 3	Round 4	Round 5	Total
Jackson, Chris	57	62	38	0	0	157
Smith, Graham	49	50	40	0	0	139
MacReady, Anthony	54	52	16	0	0	122
Brown, Jeff	42	30	44	0	0	116
Copping, Simon	37	38	39	0	0	114
Stevens, Garry	0	42	43	0	0	85
Millar, Kerry	18	30	30	0	0	78
Sullivan, Sean	20	35	22	0	0	77
Said, Joseph	25	0	44	0	0	69
Leithhead, Andrew	35	31	0	0	0	66
Auld, Michael	30	0	36	0	0	66
Polovic, Berry	49	0	0	0	0	49
Jameson, Dameon	0	0	40	0	0	40
Smith, Nick	0	28	9	0	0	37
Martin, Bill	0	9	0	0	0	9
Brandstater, Jeff	0	0	0	0	0	0
Butler, Scott	0	0	0	0	0	0
Denovan, Terry	0	0	0	0	0	0
Folioni, Carlo	0	0	0	0	0	0
Gattermeier, Erik	0	0	0	0	0	0
Gattermeier, Herbert	0	0	0	0	0	0
Hernando, Michael	0	0	0	0	0	0
Higgins, Rama	0	0	0	0	0	0
Ireland, Kevin	0	0	0	0	0	0
Loftus, David	0	0	0	0	0	0
Long, Mathew	0	0	0	0	0	0
Long, Tony	0	0	0	0	0	0
McKellar, Andrew	0	0	0	0	0	0
McLeod, Peter	0	0	0	0	0	0
Nolan, Denis	0	0	0	0	0	0
Shiels, Stephen	0	0	0	0	0	0
Whittaker, Geoffery	0	0	0	0	0	0
	0	0	0	0	0	0

And the ASSA NSW Club Championship point score:

2010 NSW ASSA Club Championship Point Score		
	Total	
Copping, Simon	178	
Jackson, Chris	153	
Smith, Graham	137	
Millar, Kerry	127	
MacReady, Anthony	122	
Sullivan, Sean	122	
Brown, Jeff	118	
Leithhead, Andrew	103	
Stevens, Garry	88	
Auld, Michael	77	
Said, Joseph	70	
Polovic, Berry	49	
Jameson, Dameon	41	
Smith, Nick	39	
Martin, Bill	13	
Denovan, Terry	0	
McKellar, Andrew	0	
Whittaker, Geoff	0	



Member's Article

Second place getter from Round 3 and ASSA committee member Jeff Brown has submitted the following article of interest, along the lines of the “we can rebuild him” theme:

How quickly can you rebuild a race car?

As some of you may have heard the falcon sustained damage at an ARDC supersprint in May; Anthony Macready was on hand that day to help me sort the car and was doing a few laps when he came to grief at turn 9. With the State round in June it left me with just 4 weeks to rebuild the front of the car. When I got the car home and unloaded, the obvious first job was to come up with a short list of what I could not repair and would need outside help with.



I have found out the hard way that some businesses I have taken parts to have no idea what the word “deadline” means (I sometimes feel like taking a dictionary along so I can give them the unbiased written words). If anything is going to stuff you up it will ALWAYS be the part that is out of your control.

Luckily most of the damage was panel work and bolt on parts, the main chassis was undamaged. As I am not the best under pressure (you seemed OK in Race 3 at the Creek Jeff! – Ed.), I tried to make sure I had everything covered EARLY in the rebuild process. Something that looks simple is usually the thing that will take you twice as long as you first anticipated. I made a conscious effort to try to bring the rebuild process up all together, not leaving parts until the last week when they were needed. Although I did not actually get a free day before the Friday practice of the State round I was fairly happy with the finished result.

I was most fortunate to have the help of Anthony Macready from AGM Engineering; at least Anthony understands what a deadline is!!! The weekend at Eastern Creek went well from a reliability point of view, the car went a little faster and finished Race 3 on the podium.

I am still scratching my head as to where I am going to find 4 seconds a lap at EC. It is pleasing that I have now developed enough skills to do most repair work myself, all I have to do now is work out how to get an extra 8 hours out of every day...



The Falcon ran so smoothly during Race 3 that Jeff inadvertently drove it home straight from the car park.

Entries for Round 4, Wakefield Park

Round 4 of the NSW Sports Sedan Championship is scheduled for 28th/29th August. The event is also Round 4 of the Victorian U2L Sports Sedan Championship, and Round 1 of the Club X Cup.

Entry forms have been emailed out and are also available on the Wakefield Park website. As mentioned in the President's Report we are looking to get 30 Sports Sedans on the grid for Round 4 so if you haven't sent your entry in yet, jump on now and get it sorted so you don't miss out on the fun.

Round 4 will be sponsored by:

AIR TECHNOLOGY AUSTRALIA



Your Air Movement Partner

E STORE

www.airtechnologyaustralia.com.au

And:



For the event we are playing host to the U2L Sports Sedans from Victoria. The weekend is a round of their championship, so there'll be about 10 U2L cars making the trip up to compete. As mentioned in the President's Report, all you people with U2L cars in NSW who have not wanted to hit the track because there wouldn't be anyone to race against, here's your chance. I expect we'll see a number of NSW people encouraged to enter for the round, which will mean the field will be loaded with the smaller cars, and that's a good thing.



As the usual format for the Victorian U2L championship rounds is to have one qualifying session and 4 races, Wakefield Park has agreed to stage an extra Sports Sedan race on the Saturday afternoon. The extra race will be for U2L and floorpan cars only, so the chance for some of the non-spaceframe cars in our category to have a go and to shine is better than ever before. It will also be a good chance for all you spaceframe pilots to have a good look at a Sports Sedan race as spectators – believe it or not you can see a lot more going on when you aren't in the middle of it!

The weekend is also the first of two rounds of the U2L Club X Cup, which the Victorian guys are happy to have NSW U2L cars competing for. Here's how the Club X Cup is awarded, according to the U2L website:

If it's on *your* mind, it's on *our* shelves.

Club X



The Club X Cup

Proudly supported by Club X and is a inter-championship cup thats held over 2 rounds of the championship, they will be Rds 4 and 5 of this years championship. The basic rules are as shown:

The best lap time set in qualifying will be recorded, and for each lap that you match your qualifying time you will be rewarded with 3 Club X Cup points for the Cup. This is for each race.

EG. At Calder if you qualify with say 1min 05.37 then every lap that you do for the weekend that is in the 1 min 05's you will get 3 points. Say you did 4 laps in the 1.05's then you would get 12 points regardless of your position for that race.

The Club X Cup prize also includes \$500 cash, so maybe it's time a few of our U2L cars in NSW got involved and got on track to have a go.

During the Wakefield Park weekend we will also be playing host to a State of Origin type challenge between NSW and Victoria, the rules and point scoring of which will be sent out in a later newsletter. There will be a perpetual shield awarded to the winning State, and individual trophies for the winning cars.

An organised social event for the Saturday evening is also being planned. The social event at the last Wakefield Park round proved a success, and the next one promises to be better. Due to the cold weather the social event will be held indoors, with the venue being the Goulburn Workers Club, where we have booked a function room. All Sports Sedan drivers, family and crews are invited to attend, so if you're going to Goulburn for the weekend, then please incorporate the Saturday evening into your schedule.

As mentioned in a previously circulated email, garages at Wakefield Park will be over subscribed. Get in early with your entry if you want a garage or carport for the weekend.

Likewise, accommodation in Goulburn that weekend is filling up fast (a couple of other categories are having big weekends too it seems), so book early.

Can I Help?

Do you know someone who owns a Sports Sedan?

Are they competing, or not?

If they aren't, do you know why?

Is there a Sports Sedan just sitting in someone's shed, begging to be raced?

The committee is working hard to entice more cars onto Sports Sedan grids this year, so if you know someone with a car in their shed, why not help the cause by trying to get them onto the track? Have a chat to them; see what you can do to assist!

And if you *are* that person, with a perfectly good Sports Sedan locked away, get it out of the garage, put it on the track and come racing. The more the merrier.



www.bavariacars.com.au

Sports Sedans DVDs For Sale

A bit of interest was generated at the static display at Eastern Creek in relation to the Sports Sedan music videos that were playing. If you would like to obtain copies of the clips they are available for sale on DVD. There are 7 clips in total on 2 DVDs, with 6 music videos and 1 unedited on-board camera video from Jeff Brown's Falcon at the final 2009 round at Oran Park.

The 2-DVD pack costs \$5 for members and \$10 for non-members, and can be ordered through Andrew McKellar.

Round Sponsorship

A number of businesses have lent financial support to the ASSA and the championship this year. Advertisements for our sponsors will appear throughout the newsletters and on our cars at each round of the championship. The committee would like to thank the following businesses:

- CSJ Engineering (Round 1 Sponsor)
- AGM Engineering (Round 1 Sponsor)
- Bavariacars (Round 2 Sponsor)
- Doulman Automotive (Round 2 Sponsor)
- Koen Photo (Round 3 Sponsor)
- Jim Aitken & Partners (Round 3 Sponsor)
- Air Technology Australia (Round 4 and Best Presented Award Sponsor)
- Aussie Auto Art (Round 4 Sponsor)
- Syd-Fab (Round 5 Sponsor)
- Specialised On Site Fibreglass (Round 5 Sponsor)

Club Meetings for 2010

An open invitation is extended to all ASSA members to attend committee meetings, which are held on the first Tuesday of each month, from 7pm.

In addition, all members are invited to attend general meetings to be held in March, May and August. These meetings will include guest speakers and lots of information for the benefit of all members.

The Presentation Night and Annual General Meeting are scheduled for November. A schedule of events with all meeting dates and State and National rounds is included with this newsletter.

Please note the meeting venue has changed for the rest of 2010. The new venue is:

O'Donoghue's Irish Pub (Upstairs Function Room)
99 Great Western Highway
Emu Plains

New Website

The new ASSA website has been uploaded to a new hosting site. The domain name has been re-registered, so the new website will have the following web address:

www.sportsedan.com.au

Our thanks go to Martin Koen who has spent a good deal of time designing the new website, and will continue to provide technical support and updates for the site in the future. The efforts of Terry Denovan who has been involved in the domain logistics, website updates and technical support are also very much appreciated.

The NSW Motor Race Advisory Panel (MRAP) now also has a website. The site includes information about the latest in NSW motor sports news, rule changes and advising, and news and results from the NSW championship categories, including Sports Sedans. You can find the website here:

www.nswracer.com

Newsletter Submissions

Was that one race just more spectacular for you? Did you get your best result ever? Did you go through three engines and a gearbox in one weekend? Why not tell everyone about it?

Member contributions for articles in the newsletter are most welcome. Our enormous editing staff (well, there's two of us) can help you out, so you'll always have an article that is in the newsletter format. Even bad spellers (like your esteemed President) can be made to look good here.

So why not have a go? Tell us your story – it worked for Jeff Brown this issue..

Have Your Event Entry Fees Paid For

All members who enter an event will automatically go into the draw for a 2010 “lottery”, with one member from each round having their entry fees for the next round paid for by the ASSA, thanks to the generosity of the businesses that have come on board this year as Round Sponsors.

Once you have been drawn out at one event, your name gets removed from future draws, so everyone who enters an event gets the chance to win. How easy is that?

Congratulations to Kerry Millar, who will have his entry fees for Round 4 paid for.



ASSA Membership for 2010

Membership fees for 2010 have been reduced significantly to \$70. New membership forms are available on the website or can be sent out on request. Membership fees can also be paid via direct deposit into the ASSA account. If you would like a new membership form to be sent to you please contact Chris Jackson.

CSJ ENGINEERING



Chris Jackson
Director

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2010 Best Presented Award

Thanks to the generosity of our sponsors, 2010 will see the awarding of a “Best Presented” prize. The award includes a perpetual trophy and an individual trophy each year. To be eligible all you have to do is turn up and race, having put a little pride and preparation into your beloved Sports Sedan. An independent judge representing one of our sponsors will allocate points at each round of the championship for the cars deemed to be best presented, with the winning car being that with the most accumulated points over the year.

Congratulations to the following drivers who competed at Round 3:

Berry Polovic	Mazda RX7	3 points (Sorry Berry, little consolation...)
Michael Auld	Commodore	2 points
Anthony Macready	Nissan 300ZX	1 point



The running tally after Round 3 is:

Bill Martin	Mazda RX7	3 points
Sean Sullivan	Nissan Bluebird	3 points
Berry Polovic	Mazda RX7	3 points
Simon Copping	Commodore	2 points
Jeff Brown	Ford Falcon	2 points
Michael Auld	Commodore	2 points
Andrew Leithhead	Alfa Romeo	1 point
Joe Said	Fiat 124	1 point
Anthony Macready	Nissan 300ZX	1 point

Used Tyre Register

Some of the front running drivers change tyres fairly frequently, and the tyres they are removing still have quite good, usable rubber for the rest of us to take advantage of by purchasing them used for a cheaper price than new tyres. If you have used tyres that you'd like to advertise in the register please send the details to Andrew McKellar, including tyre sizes, number of tyres and the price you want for them. Likewise if you are looking for tyres send the details of what size you are looking for and your request will be included in the register.

This should be a good way for all of us to save a bit of money, so take advantage of the offer when you can.

No Used Tyre Register entries for this newsletter.

Classifieds Section

If you have anything you want to buy, sell or trade send the details to Andrew McKellar for inclusion in the classifieds.

The Final Word

For each newsletter a member will be asked to contribute a short article, on a subject matter of their choice. The article will be published as the final word, to cap off each newsletter. For this month's submission we welcome:

Anthony Macready, ASSA Committee Member

Tyre Choices

Most recently at National Sports Sedan meetings, there has been a trend towards 18" wheels using predominantly Michelin tyres. Kerry Baily used them to great success at Wakefield Park at the start of this year, Darren Hossack was on these tyres to win at Mallala and Des Wall utilised these tyres throughout last year and the start of this year.



For some time, I have felt that the cost of tyres to remain competitive at State level is excessive.

As my lap times have continued to reduce, tyre life/sustained performance has decreased dramatically. This may be no surprise, but as an example at the most recent Eastern Creek round, Friday practice on old tyres (approx 3 meetings old), a best lap time of 1.43min is all that I could achieve (with no feelings of confidence in the car!).

Saturday morning qualifying with fresh rubber gave a 1.35min time and I felt that better times could have been achieved. The old tyres still had considerable tread depth but gave no grip or performance.

The tyre experts I speak with tell me that the Dunlops should produce a faster time, but the 18" Michelin/Avon/Yokohama, etc. would be more durable. It is the durable aspect we need.



Consider these performances below:

Wakefield Park	Kerry Baily	Michelin	58.2sec
	Darren Hossack	Dunlop	58.9sec
Mallala	2010 Darren Hossack Conditions – Fine/Cool	Michelin	1.06.4min
	2009 Darren Hossack Conditions – Fine/Cool	Dunlop	1.06.4min

I have not spoken to people running on Michelins, but these results suggest that the tyre may not be any slower (obviously with Sports Sedans' ongoing development, tyres are not the only thing giving variation in performance).

The plan at this stage is to watch the 18" tyres performance and life to assess whether this is a practical change to make.



Most three-piece wheels, whether using 15" or 16" centres, can be fitted with 18" rim sections, making changeover costs reasonable. Whilst initial purchase price for typical 18" tyres is much higher, if they could provide adequate performance for three meetings then it would be a considerable cost benefit to all competitors compared with existing tyres.

The 18" Michelins being used on Sports Sedans have been a progression from tyres run in the Australian GT Championship and currently used on Corvettes, Mosslers, Viper, Porches, etc.

I will keep you posted with my thoughts and investigations.

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