

SPORTS SEDAN NEWS

Members Newsletter No. 20108



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 ASSA NSW committee for 2010 is:

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President's Report

In yet another great display of racing, Round 4 is now over and done with. A couple of late drop-outs saw the Sports Sedans kick off the Wakefield Park weekend with 20 starters. I could say I'm a little disappointed with that turn out, given the effort put into trying to get cars there, but I'm not disappointed at all. If you turn the dial back 12 months, the equivalent round in Goulburn had only 6 runners, which was pretty ordinary.

The fact that we had more than triple the amount of cars on the grid this time around is, in my opinion, clear evidence that Sports Sedans in NSW are back on track (pardon the pun), and far from disappointing. The inclusion of the U2L cars from Victoria, the social event on Saturday night (which was attended by about 60 people) and the excellent contests throughout the field across all four races over the weekend, all point to a successful return to Sports Sedan racing in 2010.

That doesn't mean it's a time for rest yet, however. With one more round to run, a more formalised presentation night in the planning and another static display of Sports Sedans in the pipeline, there's still a bit of work to do. For those that haven't heard, there's also a move to return Sports Sedans to Bathurst as a support category for the 12-hour race there – possibly as soon as 2011, though more probably in 2012. Do you need any more reason to get off your butt and get your car ready to race?

And of course I've already got a few ideas for improvement as we look towards the 2011 season. The point score formula seems to have worked well this year, so there won't be any change to that. But there's a couple of other areas we can look at to make things even more tempting for people to pull their cars out and put them on the track. As it is I'm aware of at least 5 new cars that will be online next year, so the numbers are already increasing. It can only get better.

We've also been getting some positive feedback from competitors, other categories and the Motor Racing Advisory Panel about what a professional show we're putting on this year, and what a success story it has been to go from so few cars on the grid, to so many. So people are noticing Sports Sedans again – and that's a good thing.

Cheers,

Andrew McKellar
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
- Tuesday 2nd November – Committee Meeting
- Friday 19th November - Presentation Night
- Tuesday 7th December – Committee Meeting, Annual General Meeting

Race Report, Round 4 Wakefield Park

Round 4 at Wakefield Park proved to be another weekend of fantastic Sports Sedan racing, with 20 cars entered for the event. With a relatively low ratio of on track incidents (until the last race that is) the true entertainment came from the number of battles going on throughout the field – right down to cars fighting it out for last place honours.

The welcome inclusion of the U2L cars and (of all things) a Holden ute into the mix added to the spectacle, with the extra race on Saturday's program for a Floorpan/U2L Challenge also providing another realm of colour, noise and excitement that had the fans on the hill cheering and applauding with enthusiasm.

Round 4 was sponsored by:

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Friday Practice

A little over half the entered cars took part in the Friday practice sessions, with the morning session in wet and windy conditions and another session later in the day that was dry. There had been a fair amount of rain throughout the week and the grassed areas around the track were well soaked with large amounts of water pooling in various areas – so off track excursions were the last thing anyone wanted this weekend.

The first session took place with no reported incidents, with drivers only reporting the odd spin in the wet and slippery track conditions.

The later session was mostly incident free, with the exception of a bit of drama with Dameon Jameson's **Campbelltown Frames & Trusses** Jaguar XKR. The car suffered a large spike in oil pressure, which was enough to blow the oil filter apart just as Dameon was heading into the turn 1 kink. The resulting oil that was dumped along the racing line in that area of the track proved too slippery for Fred Axisa in the **Austrack Motorsport** Commodore, who arrived at the corner at full speed and then spun off into the distance. Dameon shut the engine off in the Jaguar almost immediately, hoping that no internal damage had occurred and the session was red flagged so the oil could be cleaned up.

Saturday Qualifying – 20 Minutes

The weather on the Saturday was cold and windy, but fortunately conditions remained dry throughout the day. 17 Sports Sedans formed up on the dummy grid for the qualifying session, and although a couple of cars were missing the sight of that many cars on the dummy grid at Wakefield Park was great to see.



Alex Del Solar in the blue Nissan Stanza didn't make qualifying after he broke a gearbox on the Friday. His replacement gearbox proved to be damaged as well, and his team spent the morning pulling both boxes apart and building one good box out of the parts from both. They completed the task before Race 1, which he started on rear of grid for.



Luke King in Holden Ute was having real problems with the clutch, an issue that would see him over the course of the weekend replace the clutch plates, the master cylinder (after searching far and wide for a new one), the slave cylinder and the spigot bearing at the rear of the engine. The ute would not join the field until late on the Sunday as his team worked frantically to repair the car.

When the session commenced Chris Jackson was out first in the ***Fuel 2 Race/Steve's Toyshop*** Holden Calibra and straight into it, putting down some hard and fast laps early, before traffic became too much of an issue.

Bill Martin struck trouble in his opening lap, with smoke emanating from under his ***Goulburn Workers Club*** Mazda RX7. Bill was straight back into the pits and wasn't seen for the rest of the qualifying session. The reason turned out to be a broken panhard rod bracket, which was repaired and would see Bill starting Race 1 from the rear of the grid.

The dark blue Toyota Corolla of Steve Howard had a spin out of turn 1, but Steve managed to keep the car from leaving the track at turn 2. Chris Jackson was slightly baulked as he arrived on the scene, but was past and onto another good lap quickly.



Anthony Koch in the *A & K Equipment* Datsun 1600 was testing the limits of his car and the track, running out of brakes and room at turn 2, where the lack of grip towards the outside of the track saw him out into the run-off area. He too recovered quickly to rejoin the track and get on with it. Anthony would prove to be the quickest of the U2L cars, qualifying in 11th position with a time of 1:07.7722.



The return of Steve Shiels in his brand new *Blatch Quality Smash Repairs* Chevrolet Camaro was welcome, with Steve attempting to get the car quickly up to pace. He eventually qualified 7th, a position on which he would improve over the weekend.



Blair Strik in the **Allied First Aid Supplies** Subaru WRX had a good session in his first ever race meeting, running out of track outside turn 2 at one stage, but recovering to post a time of 1:09.5712 to place him 13th on the grid. Blair was running on treaded radial tyres for the weekend, having ruined his only set of slicks during Friday practice when a big brake lock-up saw him flat spot all four tyres.



It wasn't too long before both Chris Jackson and Anthony Macready were amongst the other cars, with both drivers opting to ease off the pace and create a bit of room before putting in some more quick laps. Both cars pitted but returned to the track a few minutes later.

David Filipetto in the blue Fiat 124 had a spin at the turn 8 fish hook as he came up behind Kerry Millar in the **Decoglaze** Falcon, running off the outside of the track. He re-gathered and was back into it quickly.



Robin O'Hare in his beautifully presented Holden LX Torana spent the session trying to stay out of trouble while coming to terms with the car's lack of rear grip. Robin had half a lose through turn 1 just as Chris Jackson and Anthony Macready caught him, baulking both drivers momentarily before all three continued to get on with it.



A little while later Anthony Macready was on a quick lap that ended abruptly with a spin off into the distance at turn 4. He regained the track and continued, but had already set his best time of 1:00.1589 to place him on the front row of the grid in 2nd position.



Graham Smith and Jeff Brown paced each other for a couple of laps, before Graham slowed the **Rockley Contracting** Calibra on the main straight and then parked the car just after pit exit, where he sat out the rest of the session. The cause of Graham's shut down was oil pressure issues, with the decision made to not continue with the rest of the weekend and risk destroying another engine. A shame really, as Graham's time of 1:00.5795 had placed him 3rd on the grid for Race 1.



Jeff Brown used the later part of the session to put down some good, quick laps while there were hardly any cars left out there, his time of 1:01.8769 coming on his 16th lap and placing him 4th on the grid. Simon Copping used the same strategy, taking 8th position on the grid with a time of 1:03.8974 that came on his 14th lap.



Dameon Jameson completed only 2 laps of qualifying before pulling into the pits, his issue with the oil surge and resulting engine damage from the Friday practice resurfacing and putting him out for the rest of the weekend.



It was Chris Jackson who came out on top for qualifying though, his time of 0:59.8872 placing him in pole position and securing two championship points.



Result - Qualifying

1	Chris Jackson	Holden Calibra	0:59.8872
2	Anthony Macready	Nissan	1:00.1589
3	Graham Smith	Calibra	1:00.5795
4	Jeff Brown	Ford Falcon	1:01.8769
5	Fred Axisa	Holden Commodore	1:02.3898
6	Nick Smith	Fiat	1:02.5961
7	Steven Shields	Chevrolet Camaro Z28	1:03.2340
8	Simon Copping	Holden Commodore	1:03.8974
9	Glenn Pro	Ford Escort RS2000	1:06.3435
10	Dameon Jameson	Jaguar XKR	1:07.3062
11	Anthony Koch	Nissan 510	1:07.7722
12	David Filippetto	Fiat	1:09.0138
13	Blair Strik	Subaru WRX	1:09.5712
14	Kerry Millar	Ford Falcon	1:09.7884
15	Steve Howard	Toyota Corolla	1:10.4478
16	Robin O'Hare	Holden LX	1:11.2499



Race 1 – 14 Laps

The weather was clear and cool as 16 cars grided up for Race 1 on a clean and dry track. Graham Smith's Calibra and Luke King's *Trackside Restaurant* Holden Ute would not make the start, with Luke's crew still working on the clutch issues. Dameon Jameson was another non-starter, having packed up the *Campbelltown Frames & Trusses* Jaguar XKR after qualifying.

The gap on the grid left by the missing Graham Smith car provided a clear launch area for Fred Axisa, something Jeff Brown was aware of prior to the race, with Jeff hoping he could get the jump on Fred off the start and maintain his position ahead of the *Austrack Motorsport* Commodore. When the lights went out Fred got the cleaner start and the two were next to each other through the kink and into turn 2, right on the heels of Anthony Macready, who was outdone off the start line by another excellent launch by Chris Jackson. Fred got the better line for turn 2 from Jeff, getting past the blue *Wildridge Fabrications* Falcon as they headed towards turn 3.



Steve Shiels in his Camaro and Nick Smith in the *Dance Expression* Fiat 131 were side-by-side up the hill, with Nick getting the advantage and getting in front through turns 4 and 5. Steve Howard didn't make it that far though, with the new tail shaft in his Corolla bowing and then snapping, causing damage to his diff and bashing up the floor of the car before ejecting out onto the middle of the track on the approach to turn 3. A few of the cars behind Steve narrowly missed the vagrant tail shaft, and it lay on the track for a couple of laps before Fred Axisa entered the corner unsighted behind Anthony Macready and ran over it, causing a massive bang under his car and leaving Fred wondering what had just broken in the Commodore. As a result the tail shaft was launched into the infield, where it remained not too distant from the forlorn Corolla that had parted with it in the first place.

David Filippetto in the Fiat had a spin at the fish hook, but regained the track quickly to get on with it. Robin O'Hare was having handling issues most of the weekend with his beautifully prepared Torana, evidenced by his having a spin through turn 3 and off the track. The move would almost have gone unnoticed, had Robin not redefined the term "burn up on re-entry" by lighting up the rears and popping a donut to continue on his way.

It should also be noted here that Robin was borrowing the Dorian timer of el-Présidenté as he was unable to purchase one before the event. It was in between Qualifying and Race 1 that Robin reported to the timer's owner, "I owe you a new one", explaining that the transponder had been ejected from the car during Qualifying, and that it was out there, somewhere. Robin reported the matter to officials after the session, but it was unable to be located by track marshals. Because he was able to show some of his timed laps had been achieved using the Dorian, it was agreed that Robin could continue the day's races and they would manually time him.

In what must have been the ultimate irony, at the end of the day's sessions Robin was offered a ride in none other than the Safety Car, which proceeded to zig-zag across and around the circuit with searchers hanging out of the windows looking for the timer. They found 3 screw drivers, a torque wrench, 2 shifting spanners

and the source of Jeff Brown's Falcon vibration. I may have made some of that up. But eventually (all the way round at turn 10), they found the misplaced transponder, a little scratched but otherwise unharmed. For the next day Robin had it secured to the Torana with copious amounts of 100-mile-an-hour tape, cable ties, construction adhesive and a pair of nana's pantyhose. I may have made some of that up. But I digress...

Up the front Chris Jackson and Anthony Macready battled it out, with a short gap back to Fred Axisa and then Jeff Brown's Falcon. Steve Shiels got past Nick Smith to take up 5th position, only to pull off the circuit a short time later and DNF after two laps.

Kerry Millar in the *Decoglaze* Falcon was enjoying the better handling of his car following numerous improvements and the extra people to race against, getting into the thick of it with Blair Strik in the green Subaru. Indeed there was evidence of close racing battles throughout the field, which was fantastic to see.

The ever-present and fast Simon Copping in the blue *RMCP* Commodore got past Nick Smith to take up 5th position, while Anthony Koch in the Nissan and Glenn Pro in the gold Escort were having a great dice. Fred Axisa had a spin out of turn 5 that saw him off onto the infield with damage that saw him sit out the rest of the race. Meanwhile Bill Martin in his *Goulburn Workers Club* RX7 had a big lose off the inside of the turn 1 kink that saw him sliding almost to re-join the track sideways at the apex of turn 2. Bill restarted the stalled engine and went on his way, causing onlookers to hold their breath for a moment as he entered the track in the middle of the battle still going between Jackson and Macready.



Nick Smith worked his way back past Copping, the Fiat having more speed down the straight, and both drivers were making ground on the Falcon of Jeff Brown ahead of them. Robin O'Hare was still having handling issues with the Torana, experiencing several loose moments throughout the race. Chris Jackson

and Anthony Macready were still evenly matched and battling as they threaded their way around lapped cars, a situation both drivers later reported was challenging and enjoyable.

Nick Smith caught up to Jeff Brown and was all over the back of the Falcon, trying any way he could to get past him until he ran wide out of the fish hook and gave Jeff a reprieve. Nick worked his way back onto the rear of the Falcon again, only to have a lose out of the fish hook and into turn 9 that saw him have an off track excursion long enough to allow Simon Copping past him. Simon kept that placing, finishing the race in 4th position.

Anthony Macready had the **Bohler Uddeholm Australia** 300ZX right up to Chris Jackson's Calibra in the last lap, absolutely pushing Jackson and making him work for his position in front. In what looked like a desperate lunge under brakes down the outside at turn 10 (which certainly excited the track announcer but was later played down by Anthony), the Nissan got up next to the Calibra before losing grip on the outside of the turn and running wide as they entered the straight. Anthony regained the track quickly but it was all over, with Chris taking the chequered flag 5 seconds in front.



Race 1 Result

1	Chris Jackson	Holden Calibra
2	Anthony Macready	Nissan 300ZX
3	Jeff Brown	Ford Falcon
4	Simon Copping	Holden Commodore
5	Nick Smith	Fiat 131
6	Glenn Pro	Ford Escort
7	Anthony Koch	Nissan 510
8	Kerry Millar	Ford Falcon
9	Bill Martin	Mazda RX7
10	Blair Strik	Subaru WRX
11	David Filipetto	Fiat
12	Alex Del Solar	Nissan
13	Robin O'Hare	Holden LX Torana
DNF	Fred Axisa	Holden Commodore
DNF	Steven Shiels	Chevrolet Camaro
DNF	Steve Howard	Toyota Corolla

Race 1.5 – U2L/Floorpan Challenge – 8 Laps

Late on the Saturday afternoon an additional race was held, with the space frame cars being left in the pits to allow the U2L and floorpan cars their own chance on the track. The extra session was due to the usual format of the U2L championship being qualifying and 4 races, and Wakefield Park kindly obliged by putting the extra 8-lap race into the program. It was also an opportunity for the space frame drivers to kick back and watch other Sports Sedans racing, with those that did later reporting that they wished they had the chance more often as they were thoroughly entertained.

The weather was still clear but starting to cool at the end of the day, with 8 cars taking to the track just before sunset for what proved to be a fascinating race to watch. Simon Copping and Glenn Pro shared the front row, with Koch and Filipetto lined up behind them.

The Commodore of Copping got a clean start, with Pro's Escort challenging him through the kink and into turn 2. Alex Del Solar in his **Melbourne East Autosmart** Nissan got past the 308 Torana of O'Hare, the first move in a game between the two drivers that saw them battle with each other throughout the entire race. This battle alone was worth the price of admission, as each driver challenged, passed and then came under attack from the other at almost every turn. In the end the two crossed the line in 7th and 8th places, with Del Solar just staying in front of the Torana as they cross the line only 0.2 seconds apart.



And it wasn't the only race within the race. Once the momentum was up Simon Copping got ahead of the pack and maintained a good lead clear of the battling pack behind him. Anthony Koch was driving the Nissan excellently, pressuring Glenn Pro relentlessly. Strik in his Subaru was hounded by Filipetto in the Fiat and Millar in the Falcon. It was on for young and old, all over the place!





Millar dived under the Fiat into turn 10, and then applied pressure to Strik. Meanwhile Alex Del Solar's Nissan had a spin in the fish hook, right in front of O'Hare's still bad handling Torana. The two managed to miss each other, with Alex no doubt requiring a change of underwear. He got back on track and then set off after the Torana again.



Koch got underneath Pro's Escort in turn 2 to take up 2nd position, with Pro's car slowing enough on the run up to turn 3 to also allow the hard-charging Subaru of Strik past. Whatever was wrong with Glenn's car was short-lived, as he was quickly back on it and on the tail of Strik as they headed into the fish hook. He tried for a move on the Subaru, but ran wide onto the dirt, which allowed both Millar and Filipetto past before he regained the track at turn 9.

Copping remained out in front, keeping it all clean. Pro found his feet again, quickly getting back past Filipetto, Strik and Millar – the latter having gotten past the green Subaru – and commenced giving chase to Koch. The Nissan maintained 2nd position for a couple of laps, but Pro was charging hard and making up ground quickly.

Del Solar's Nissan caught back up to the O'Hare Torana, and then proceeded to apply pressure to the bigger car. At the same time Glenn Pro charged past the Nissan of Koch on the main straight to take 2nd position, where he would remain for the rest of the race, finishing just 2 seconds ahead as the two battled it out for the last 2 laps.

Del Solar got up next to O'Hare out of turn 9 and past him in turn 10, but didn't have the legs to stay in front of him down the straight as they set out on their last lap. The two continued neck-and-neck for the entire lap, with Del Solar taking the Torana around the outside through the fish hook and then having to drag race the bigger car along the back straight towards turn 10. The Nissan took the last corner a little more cleanly, but the grunt of the bigger car saw O'Hare only just miss out on getting past on the straight before they crossed the line.

U2L/Floorpan Challenge Result

- | | | |
|----|-----------------|------------------|
| 1. | Simon Copping | Holden Commodore |
| 2. | Glenn Pro | Escort |
| 3. | Anthony Koch | Nissan 510 |
| 4. | Kerry Millar | Ford Falcon |
| 5. | David Filipetto | Fiat |
| 6. | Blair Strik | Subaru WRX |
| 7. | Alex Del Solar | Nissan |
| 8. | Robin O'Hare | Holden LX |

Social Event, Saturday Night

In a gathering of over 60 people, Sports Sedan drivers, crew and families got together at the Goulburn Workers Club for a meal, a couple of drinks and a good chat. Trophy presentations for the U2L/Floorpan Challenge also took place, with the trophies presented by Rod McKellar of round sponsor ***Air Technology Australia***. The event was a great success, with the chance to socialise, interact with the interstate guys and generally talk bullshit something that was welcomed by all.

Expect a similar social event for both the Wakefield Park rounds next year.



Race 2 – 10 Laps

In a fine display of Goulburn weather on Sunday morning, 15 cars set out on the warm-up lap with very cool conditions and half the track blanketed in fog. Standing on the hill at turn 1 it was almost a case of not being able to see the cars as they went across the top end of the circuit.

Both Fred Axisa in the ***Austrack Motorsport*** Commodore and Steve Shiels in the ***Blatch Quality Smash Repairs*** Camaro were starting this race from the back of the grid, having DNF'd in Race 1. Their drive through the field off the start would be interesting to watch, surely?

The cars took quite a long time to form up on the grid, and it seemed as if the front-runners were sitting there for minutes waiting for the rest of the field to get into position. When the lights did go out Chris Jackson's ***CSJ Engineering/Fuel 2 Race*** Calibra got an excellent start, but Anthony Macready in his

Bohler Uddeholm Australia 300ZX stayed with him, the two engaged in a great drag race all the way to turn 2 where Anthony had to finally relent due to the better line that Chris had for the corner.

Fred Axisa also got a great start as well, getting past seven cars before turn 2 and following Anthony Koch in his **A & K Equipment** Nissan 510 up the hill towards turn 3, who was in turn just behind Kerry Millar's Falcon.

Anthony Macready continued where he left off from Race 1, pushing Chris Jackson hard from the start and making him earn every corner. They left a gap back to Jeff Brown's **Wildridge Fabrications** Falcon, which was being haunted by Simon Copping in the **RMCP** Commodore and Glenn Pro in his Escort. Fred Axisa got past Anthony Koch out of turn 9 and screamed past Kerry Millar's **Decoglaze** Falcon as they approached turn 10. Blair Strik also got the jump on Anthony Koch out of turn 9, getting past him on the back straight.



Jeff Brown found his rhythm and started to build a gap on Copping's Commodore, while Fred Axisa was up behind Glenn Pro as they completed the lap. Steve Shiels had also made his way up the order and was up behind Blair Strik as they headed into the turn 1 kink, closely followed by Bill Martin in his yellow **Goulburn Workers Club** RX7. The blue Camaro of Shiels got past Strik's Subaru in turn 5, and was past Kerry Millar at the fish hook. Glenn Pro was able to hold out the Commodore of Fred Axisa, but only until they launched out of turn 9, from where Fred's powerful machine passed the Escort with relative ease as they headed along the back straight and into turn 10.



The next car for Fred to pick off was Simon Copping's Commodore, but it was no easy manoeuvre for Fred. Simon's car was quick and he wasn't going to give up 4th position readily. The two Commodores dived for several corners, before the quicker space frame car went past Copping around the outside of turn 9 and then powered ahead for the run to turn 10.

Nick Smith in the **Dance Expression** Fiat 131 was quiet early, but was now starting to quicken as he passed the Nissan of Anthony Koch and set about heading for the pointy end of the field. He was still experiencing handling problems with the car, and Nick would finish the race in 7th place, the last of the unlapped cars.

In almost synchronised moves Steve Shiels powered the Camaro past Glenn Pro's Escort on the main straight, as Bill Martin disposed of Kerry Millar in the same fashion. Bill's RX7 ran a little wide out of turn 2, but he was able to stay in front of Kerry's Falcon that was now being swamped by the Fiat of Nick Smith.

Fred Axisa was pushing hard to catch up to Jeff Brown, while Steve Shiels had caught up to Simon Copping and was looking for a way around him. Fred's Commodore had a spin off the track at turn 7, allowing Copping, Shiels, Pro and Nick Smith to get past him before he regained the asphalt.



As they headed into the fish hook Kerry Millar was having a good go at Bill Martin, but was forced wide by the RX7's better line for the corner. Kerry kept the Falcon on track, but only just and then found himself running 3-wide through turn 9 with Nathan Gotch, who was driving the **David Filippetto Consulting Services** Fiat, and Anthony Koch's Nissan 510. Nobody banged wheels or nudged a panel, in what was a spectacle to watch. Nathan had the initial advantage as they headed along the back straight, but Kerry was able to steer the bigger car underneath him as they entered turn 10.

The three cars would continue to battle it out for the rest of the race, matching lap times and finishing in the order of Millar, Gotch and Koch – only 1.5 seconds separating all three cars when they cross the finishing line. The group even maintained their battle and their composure as they were lapped by the quicker cars of Chris Jackson and Anthony Macready, themselves involved in a fight to the finish.



Meanwhile, Steve Shiels finally passed Simon Copping on the main straight and Fred Axisa regained his momentum to pass Bill Martin on the straight and set off after Nick Smith as they went back up the hill. A lap later Fred was past the Fiat through turns 4 & 5, and Shiels was closing on Jeff Brown's Falcon. He was unable to do so by race end however, the Camaro finishing 10 seconds behind the Falcon in 4th position.

But once again it was the **CSJ Engineering/Fuel 2 Race** Calibra of Chris Jackson that took the race win, 3 seconds ahead of Macready's Nissan 300ZX.

Race 2 Result

1	Chris Jackson	Holden Calibra
2	Anthony Macready	Nissan 300ZX
3	Jeff Brown	Ford Falcon
4	Steven Shiels	Chevrolet Camaro
5	Simon Copping	Holden Commodore
6	Fred Axisa	Holden Commodore
7	Nick Smith	Fiat 131
8	Glenn Pro	Ford Escort
9	Bill Martin	Mazda RX7
10	Kerry Millar	Ford Falcon
11	Nathan Gotch	Fiat
12	Anthony Koch	Nissan 510
13	Blair Strik	Subaru WRX
14	Robin O'Hare	Holden LX Torana
15	Alex Del Solar	Nissan

Race 3 – 12 Laps Trophy Race

In what proved to be a monumental effort, the crew of Luke King managed to get his ***Trackside Restaurant*** Holden Ute onto the grid for the final race, with Luke now on the mission of doing the full race and staying out of trouble. David Filippetto was now back behind the wheel of his Fiat, with Nathan Gotch taking up spectator duties for the afternoon. That meant 16 cars were now on the grid, in weather that was fine and dry.

When the race kicked off everyone got away to a clean start, with Chris Jackson leading in the Calibra. Fred Axisa got up on the outside of Anthony Macready out of turn 2, with the pair touching as Fred tried to hold track position and Anthony's 300ZX understeering on cold tyres. Both were able to continue, with the consequences of the touch not becoming apparent until several laps later. Jeff Brown dropped back in the order after being third on the grid, with all the work to do now to try and regain his position.



It was Fred to have the next big adventure, having a big spin off at the turn 8 fish hook and having to allow the entire field past before he got back onto the track. Anthony Macready ran wide at turn 10, but kept it all together to maintain second position, now with Steven Shiels and Jeff Brown right on his tail. Shortly after Fred Axisa had another spin, this time at turn 4.

Nick Smith in the Fiat got past Simon Copping's Commodore into turn 2, with Nick's speed and track position improving with each session over the weekend. Nick and Simon traded places a couple of times over the next few laps in a battle over which Nick would ultimately prevail. Bill Martin's **Goulburn Workers Club** RX7 was also running strong and moving up through the field. He made a beautiful dive past the Escort of Glenn Pro as they went through turn 2.



Anthony Koch, Kerry Millar and Blair Strik were all at it again this race, their excellent battle seeing them trade blows throughout with lap times and positions. Alex Del Solar's Nissan and the Holden Ute of Luke King were also neck and neck having their own great tussle every lap, while both drivers did an excellent job of allowing the front running cars plenty of room as they were lapped.



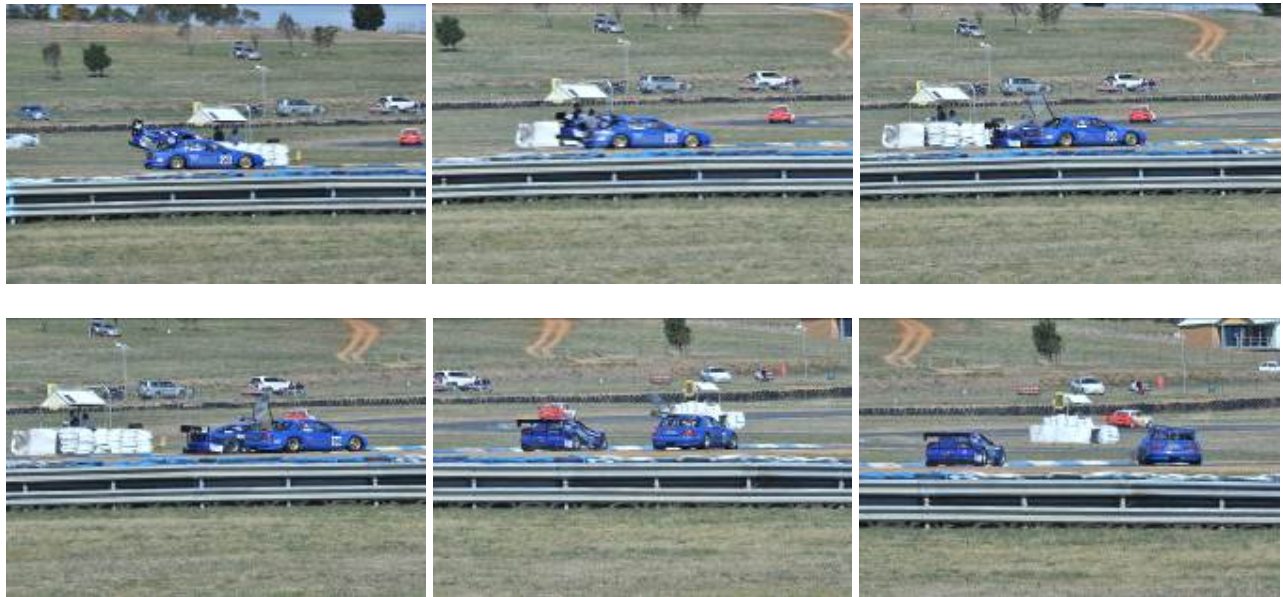
Fred Axisa's Commodore slowed for a couple of laps, allowing Chris Jackson to make up ground and then lap him. The Commodore then seemed to come back to life, with Fred sticking on the back of the Calibra and matching Jackson's lap times. For quite some time the order was Jackson, Axisa and Anthony Macready, with the middle car just as quick as the other two, but one lap down on them. Meanwhile Jeff Brown got past the Camaro of Steve Shiels to take up third position.



The **Austrack Motorsport** Commodore of Fred Axisa came off the track again at turn 4, this time permanently. The lap 1 touch with Anthony Macready had damaged some wheel studs, the end result being their failure and the loss of a wheel. Just 2 laps later Macready's Nissan 300ZX had the crank timing trigger wheel break, which in turn tore through some oil lines and saw the car's race end just out of turn 5.

That left the **CSJ Engineering/Fuel 2 Race** Calibra of Chris Jackson well out in front, with the Falcon of Jeff Brown up to second position and Steve Shiels' Camaro into third. Meanwhile Bill Martin got past Simon Copping's Commodore and Kerry Millar in the Falcon got past the **A & K Equipment** Nissan 510 of Anthony Koch on the main straight. Millar would ultimately win that ongoing battle, taking 5th place outright for the race.

Jeff Brown in his **Wildridge Fabrications** Falcon and Steve Shiels in his **Blatch Quality Smash Repairs** Camaro had a close battle for second place, but it ended in tears and disappointment just two laps from the end of the race when Steve got too close for comfort in the fish hook and ran into, or rather over the top of, Jeff's car. The damage was extensive to both cars, and put both of them out of the race.



All that happened well behind Chris Jackson, who made it a clean sweep for the weekend. Nick Smith took his **Dance Expression** Fiat 131 into a fantastic 2nd place, with Bill Martin in the RX7 logging up his first podium spot since the rebuild of the car. Simon Copping made it home in 4th place, with his points from the weekend enough to move him into 2nd place outright in the championship. A space frame car and a floorpan car holding out the top two spots in the State Championship – great stuff!



Race 3 Result

1	Chris Jackson	Holden Calibra
2	Nick Smith	Fiat 131
3	Bill Martin	Mazda RX7
4	Simon Copping	Holden Commodore
5	Kerry Millar	Ford Falcon
6	Anthony Koch	Nissan 510
7	Blair Strik	Subaru WRX
8	Robin O'Hare	Holden LX Torana
9	Luke King	Holden Ute
10	Alex Del Solar	Nissan
DNF	Jeff Brown	Ford Falcon
DNF	Steve Shiels	Chevrolet Camaro
DNF	Anthony Macready	Nissan 300ZX
DNF	Glenn Pro	Ford Escort
DNF	Fred Axisa	Holden Commodore
DNF	David Filippetto	Fiat





Victoria-NSW State of Origin Challenge

During Round 4 we also ran an interstate challenge between Victoria and NSW. All finishing competitors' average lap times from all four races were combined to come up with an overall average lap time for each state, with the perpetual State of Origin trophy going to the state with the quickest average lap time.

The winner of the State of Origin Challenge for 2010 is NSW, and the trophy will be presented at the Presentation Night in November. Congratulations to all the drivers involved, especially the guys from NSW whose lap times contributed to the win.

The average lap times were as follows:

Race 1:	NSW	1:00.4056	Vic.	1:08.9254
Race 1.5:	NSW	1:07.8079	Vic.	1:09.1557
Race 2:	NSW	1:04.6657	Vic.	1:10.2163
Race 3:	NSW	1:05.7149	Vic.	1:09.3140
Overall:	NSW	1:05.8985	Vic.	1:09.4029

Point Scores

The NSW State Championship point score after Round 4:

State Championship Point Score

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
Chris Jackson	57	62	38	62		219
Simon Copping	37	38	39	45		159
Anthony Macready	54	52	16	36		158
Jeff Brown	42	30	44	32		148
Graham Smith	49	50	40	0		139
Kerry Millar	18	30	30	38		116
Gary Stevens		42	43	0		85
Nick Smith		28	9	45		82
Sean Sullivan	20	35	22	0		77
Joseph Said	25		44	0		69
Andrew Leithhead	35	31				66
Michael Auld	30		36	0		66
Berry Polovic	49			0		49
Bill Martin				40		40
Damien Jameson			40	0		40
Fred Axisa				14		14

And the ASSA NSW Club Championship point score:

Club Championship Point Score

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
Simon Copping	58	60	60	60		238
Chris Jackson	55	60	38	60		213
Kerry Millar	31	46	50	54		181
Anthony Macready	54	52	16	36		158
Jeff Brown	42	30	46	32		150
Graham Smith	49	50	38	0		137
Sean Sullivan	32	54	36	0		122
Andrew Leithhead	56	47		0		103
Gary Stevens		42	46	0		88
Nick Smith		28	11	47		86
Michael Auld	37		40	0		77
Joseph Said	26		44	0		70
Bill Martin		13		43		56
Berry Polovic	49			0		49
Damien Jameson			41	0		41
Fred Axisa				15		15

Entries for Round 5, Eastern Creek

Round 5 of the NSW Sports Sedan Championship is scheduled for 23rd/24th October. Entry forms have been emailed out and are also attached to this newsletter.

Round 5 will be sponsored by:



And:

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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 Bill Martin, who will have his entry fees for Round 5 paid for.



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)

AGM Engineering Pty Ltd

CNC Engineering Services

9 Pullman Place, Emu Plains 2750
P: 02 4735 7214 F: 02 4735 7231
e: sales@agmengineering.com.au



CSJ ENGINEERING



Chris Jackson

Director

Ph 0409 209 480 Fax 02 46284676

Email: chris@chris-jackson.com



www.bavariacars.com.au

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 4:

Steve Shiels	Chevrolet Camaro	3 points
Anthony Macready	Nissan 300ZX	2 points
Fred Axisa	Commodore	1 point



The running tally after Round 4 is:

Bill Martin	Mazda RX7	3 points
Sean Sullivan	Nissan Bluebird	3 points
Berry Polovic	Mazda RX7	3 points
Anthony Macready	Nissan 300ZX	3 points
Steve Shiels	Chevrolet Camaro	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
Fred Axisa	Commodore	1 point

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 is scheduled for Friday 19th November at the Marconi Club, Bossley Park.

The Annual General Meeting is Tuesday 7th December.

A schedule of events with all meeting dates and State and National rounds is included in this newsletter.

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

O'Donoghue's Irish Pub
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.au

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.

Draft Round Dates for 2011

The draft round dates for 2011 have been released and are listed below. Please note that the dates mentioned are yet to be confirmed.

The results of a Sports Sedan competitor survey recently showed an overwhelming support for a 6-round championship, but ***not*** if it meant travelling to Wakefield Park 3 times next year. Therefore your committee has undertaken negotiations with the NASSA with the view of running a combined State/National round at Eastern Creek. At this stage it looks as though we'll be able to have that sixth round, whilst keeping the entry fees much lower than the usual National round fees. The committee will keep members up to date with information about the extra round in future newsletters.

ROUND	DATE	CIRCUIT
1	19 th /20 th March	Eastern Creek
2	16 th /17 th April	Wakefield Park
3	????? May	Eastern Creek (Proposed joint State/National round)
4	18 th /19 th June	Eastern Creek
5	20 th /21 st August	Wakefield Park
6	22 nd /23 rd October	Eastern Creek