

SPORTS SEDAN NEWS

Newsletter No. 201107



Chris Jackson 2010 NSW SPORTS SEDAN STATE CHAMPION



Simon Copping 2010 ASSA NSW CLUB CHAMPION

In This Newsletter

• Your Committee	Page 2
• ASSA Calendar of Events for 2011	Page 3
• Race Report Round 5 Wakefield Park	Page 4
• 2011 Point Scores	Page 20
• Sports Sedans at the Muscle Car Masters	Page 24
• Sports Sedans at Bathurst 2012	Page 24
• Extra Race at Round 6 Eastern Creek	Page 24
• Series Sponsor and Windscreen Banners	Page 25
• 2011 Presentation Night Invitation	Page 26
• Classes/Divisions for 2011	Page 27
• Point Scores Explained	Page 28
• ASSA Membership	Page 28
• 2011 Best Presented Award	Page 29
• Round Sponsorship	Page 30
• Classifieds	Page 31
• ASSA NSW Club Merchandise	Page 34

Your Committee

The 2011 ASSA NSW committee continues to work on increasing grid numbers and overall member participation in 2011. Further avenues are still being explored to make Sports Sedans in NSW more competitive, more rewarding and more accessible.

The ASSA NSW committee for 2011 is:

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Committee	Erik Gattermeier	0408 296 501	info@bavariacars.com.au
Committee	Geoff Whittaker	0424 532 735	redsracing@bigpond.com

Club Meetings are held at:

O'Donoghue's Irish Pub (Upstairs function room)
99 Great Western Highway,
Emu Plains, NSW, 2750

ASSA (NSW) CALENDAR OF EVENTS 2011

- ~~Tuesday 4th January – Committee Meeting~~
- ~~Sunday 16th January CAMS Motor Sport Come & Try Day, Eastern Creek (ASSA Static Display)~~
- ~~Tuesday 1st February – Committee Meeting~~
- ~~Tuesday 1st March – Committee Meeting, General Meeting~~
- ~~19th/20th March NSW Round 1 Eastern Creek~~
- ~~Tuesday 5th April – Committee Meeting~~
- ~~16th/17th April NSW Round 2 Wakefield Park~~
- ~~Tuesday 3rd May – Committee Meeting, General Meeting~~
- ~~12th/13th May **Nationals Round 1** Mallala~~
- ~~Tuesday 7th June – Committee Meeting~~
- ~~18th/19th June NSW Round 3 Eastern Creek~~
- ~~24th – 26th June **Nationals Round 2** Winton~~
- ~~Tuesday 5th July – Committee Meeting~~
- ~~16th/17th July NSW Round 4 and **Nationals Round 3** Eastern Creek – Joint State/National Round~~
- ~~Tuesday 2nd August – Committee Meeting, General Meeting~~
- ~~12th – 14th August **Nationals Round 4** Morgan Park~~
- ~~20th/21st August NSW Round 5 and **2 Litre Sports Sedans Round 4** Wakefield Park~~
- 3rd/4th September **MUSCLE CAR MASTERS** Eastern Creek
- Tuesday 6th September – Committee Meeting
- Tuesday 4th October – Committee Meeting
- 22nd/23rd October NSW Round 6 Eastern Creek
- Tuesday 1st November – Committee Meeting
- 4th – 6th November **Nationals Round 5** Phillip Island
- Friday 18th November - Presentation Night
- Tuesday 6th December – Committee Meeting, Annual General Meeting

Race Report, Round 5 Wakefield Park

AIR TECHNOLOGY AUSTRALIA



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Round 5 was sponsored by:



And:



Wakefield Park played host to another fantastic weekend of thrilling Sports Sedan racing for Round 5, with the weather playing a major role in the results. In typical Goulburn fashion the field of 21 cars did battle in sunshine, biting wind, lots of rain (at times sideways rain...) and icy temperatures.

We saw a couple of new cars and faces for this round and once again hosted some Victorian U2L Sports Sedans. Welcome to Hans Riehs in the BMW Mini, Martin Higgins in his awesome looking BMW M3Rt and John Henderson in the Toyota Soarer.



Round 5 also saw the return of a couple of "old" cars. Welcome back Scott Clune in his Escort and Trevor Symonds in the Torana.



Friday Practice

About half the entries turned up for Friday practice in conditions best described as wet, wet, wet. Still, at least the drivers were able to get used to the weather and track conditions that were to stay for most of the weekend.

Apart from the occasional spins and off-track excursions as drivers tested the limits of grip (or lack of it) on the track, no major incidents were reported.

Saturday Qualifying, 15 Minutes

As would be repeated throughout the weekend, rain played a major role for the qualifying session early on Saturday morning. 20 cars headed out onto the track in treacherous conditions, with Steve Shields opting to stay out of it as he had no wet tyres and wasn't about to risk going out on slicks. That didn't stop a few other drivers however, with about 5 doing the session on slick tyres and spending their time on track wrestling with the cars to keep them on the black stuff.

There were quite a few offs, spins and slides but everyone got through the session relatively unscathed. The photos are some testament to how much water was around though...



Qualifying Result

1	Chris Jackson	Holden Calibra	1:13.0291
2	Grant Doulman	Commodore Holden	1:15.2977
3	Stuart Inwood	Ford AU	1:15.3560
4	Simon Copping	Commodore Holden	1:17.5522
5	Dameon Jameson	XKR 2000	1:18.9913
6	Hans Riehs	Bmw Mini	1:19.0211
7	Steve Coulter	Oztruck Chev	1:20.4291
8	Scott Reed	Ford Ute	1:22.9646
9	Anthony Koch	Nissan 510	1:23.8563
10	Barry Megaw	Datsun 1600	1:23.9857
11	Trevor Symonds	Torana 1972	1:24.8078
12	Michael Coulter	Oztruck Chev	1:25.0864
13	Jeff Brown	Falcon	1:25.2852
14	Jake Williams	Holden VZ Commodore	1:25.5554
15	David Runkel	Satria Gti	1:27.0432
16	Geoffory Whittaker	Holden Commodore	1:27.5643
17	John Henderson	Soarer Toyota	1:28.0618
18	Steve Howard	Corolla	1:29.2380
19	Scott Clune	Ford Escort	1:31.1885
20	Martin Higgins	BMW M3Rt	1:33.4833

Race 1 – 18 Laps

The weather and track had not improved on Saturday afternoon, with drivers again facing very wet and slippery conditions. 18 cars lined up on the grid, with a couple more drivers opting out due to not having wet tyres and John Henderson attempting to sort out some problems with the front end on the Soarer.

Chris Jackson in the ***Fuel 2 Race/CSJ Engineering*** Holden Calibra had pole position, with the ***Sinoco LED Lighting*** Commodore of Grant Doulman alongside him. When the lights went out Jackson got a good start, but Doulman bogged down a little, allowing the Ford AU of Stuart Inwood up into 2nd position through the kink. That glory was short lived, with Inwood sliding off the track at turn 2 and losing a few positions before he could shuffle back into the running order.



Jackson's Calibra was looking very fast in the wet conditions and he had built a fair lead over Doulman already when they completed the first lap. Jackson then had a spin coming out of turn 2 and was down to 5th position by the time he regained the track.



Grant Doulman inherited the lead and Dameon Jameson in his **Campbelltown Frames & Trusses** Jaguar XKR passed the **Industrie Clothing** Commodore of Simon Copping to take up 2nd position. With those two drivers separated by only 1 championship point coming into this round, every position gained by either throughout the weekend would affect both their attempts to become NSW State Champion for the first time.

Meanwhile the reigning State Champion's run of bad luck seemed to continue, with the Calibra sliding off at turn 10 and getting buried in the gravel trap. A safety car was called while they pulled Jackson's car out, with the resulting front end damage enough to put him out for the race. While under safety car conditions Jeff Brown decided to opt out of the rest of the race with his vision badly impaired by fogged up windows. An unfortunate incident in the paddock area after he exited the track saw the **Wildridge Fabrications** Falcon damaged and unable to take part in the rest of the weekend's racing.

Once the safety car period was over Michael Coulter was struggling with his **Coulter Excavations Pirtek** Oztruck Chev, coming off at the turn 8 fishhook on two consecutive laps and later coming off at turn 5, then again at turn 8. He was out of the race after 11 laps. Trevor Symonds was another to succumb, the Torana having a spin between turns 2 & 3 and eventually recording a DNF on lap 10.



The other **Coulter Excavations Pirtek** Oztruck of Steve Coulter slid off at turn 10, with Simon Copping in the Commodore following him. Both cars were unscathed and got back onto the track after dropping a couple of places. Meanwhile Grant Doulman ran wide and slid off the outside at turn 2, getting back on behind the Falcon AU of Stuart Inwood who was now up to 2nd position with the Jaguar of Dameon Jameson taking over the race lead.

Championship contender Geoff Whittaker had an off-track excursion outside turn 8, an area he was to become familiar with as the weekend progressed. He was able to get back on the black stuff and continue, eventually finishing 7th but still struggling for grip on the well-used wet tyres in the **Red's Racing/OSG** Commodore.

Jake Williams in his **Holton Spares** Commodore enjoyed a fantastic battle with Victorian Anthony Koch in the **A & K Equipment** Nissan 510, the two drivers dicing lap after lap with Williams eventually taking 8th place and Koch 9th, less than 1 second behind.



Meanwhile Stuart Inwood was having a good run, passing the Jaguar of Jameson into turn 10 to take the race lead, while the blue Commodore of Doulman was rapidly catching the pair of them. The next lap however, Inwood ran off the track at the same corner, relinquishing the lead and regaining the track in 4th position. Doulman was then right up behind Jameson's Jaguar and applying pressure, with the two closely followed by Hans Riehs in the **Hansinsure/Synchron** BMW Mini. Riehs then spun the Mini at turn 9, getting it back together in 4th position.



Steve Coulter's race didn't improve, with the Oztruck sliding off track at turn 2, just as the leaders were approaching to lap him. He dropped to 11th position, where he would finish a lap down. Meanwhile the battle between Jameson and Doulman continued, with the latter applying maximum pressure to the back of the blue Jaguar. It was Doulman who flinched first however, locking a brake into turn 2, tapping the back of Jameson's car and then running wide off the outside of the corner. He regained the track in 3rd position. Stuart Inwood would shortly after have his own slide in the still wet conditions, dropping back to finish in 6th position.



On the Victorian front Barry Megaw had a good race and despite a little damage on the rear of the Datsun finished in 5th place. David Runkel kept the **Tracomp Steel Fabricators** Satria GTi out of trouble and took tenth place. Having enjoyed a battle with Runkel over several laps, Steve Howard didn't have as good a finish in the **Lightning Locksmiths** Corolla, coming off at turn 2 on the last lap and then again at turn 6, the latter spin leaving him with a DNF.



The Mini of Hans Riehs was proving very fast on the wet and low-grip track, having set the fastest lap of the race on lap 12. He continued to chase down Doulman's Commodore but would finish the race in 3rd place. Doulman in turn was working on catching back up to Dameon Jameson, but didn't have enough laps to do the job and finished in 2nd place, with Jameson taking an excellent race win.



Race 1 Result

1	Dameon Jameson	Jaguar XKR
2	Grant Doulman	Commodore Holden
3	Hans Riehs	BMW Mini
4	Simon Copping	Commodore Holden
5	Barry Megaw	Datsun 1600
6	Stuart Inwood	Ford AU
7	Geoffory Whittaker	Holden Commodore
8	Jake Williams	Holden VZ Commodore
9	Anthony Koch	Nissan 510
10	David Runkel	Satria GTi
11	Steve Coulter	Oztruck Chev
12	Scott Reed	Ford Ute
13	Scott Clune	Ford Escort
DNF	Steve Howard	Corolla
DNF	Michael Coulter	Oztruck Chev
DNF	Trevor Symonds	Torana
DNF	Jeff Brown	Falcon
DNF	Chris Jackson	Holden Calibra

U2L – Division 3 Race – 6 Laps

Only 5 cars took part in the extra Saturday afternoon race for U2L and Division 3 cars, which took place in similar conditions to the earlier Race 1, with the added fun of darkness setting in. Hans Riehs in the Mini was the only NSW representative and he started from pole position, with the ***Lightening Locksmiths*** Corolla of Steve Howard next to him. The Datsun and Nissan of Barry Megaw and Anthony Koch made up the second row, followed by David Runkel in the ***Tracomp Steel Fabricators*** Satria GTi.

When the race started Riehs was slower off the line, allowing Howard to get ahead and Megaw to get past before he got moving and he was in 3rd position as they headed into turn 2. Megaw's good start paid off, with the yellow and red Datsun also getting past Howard's Corolla to take the race lead. As they headed up the hill towards turn 3 the ***Haninsure/Synchron*** Mini of Riehs got past Howard to take up 2nd position.

Megaw's Datsun then ran wide at turn 8 and Riehs was quick to get through and take the race lead. Once again the Mini proved quick in the wet conditions with Riehs setting the fastest lap and building a good lead. Even running off at turn 5 didn't slow the Mini much and Riehs regained the track still in the lead and went on to take the race win by more than 40 seconds.

Meanwhile the Nissan 510 of Anthony Koch was going well, battling with Howard and then Megaw before Koch had a big slide out of turn 3 and was at the back of the field by the time he regained the track. The white and red *A & K Equipment* car would get back past Runkel at turn 10 and finish in 4th place.

Barry Megaw maintained 2nd position until he had a spin into turn 2 (which turned out to be a practice run for his next off at the same corner the following day). He got back onto the track and finished in 3rd place, some 7 seconds behind the Corolla of Steve Howard.

U2L-Division 3 Race Result

1	Hans Riehs	BMW Mini
2	Steve Howard	Corolla
3	Barry Megaw	Datsun 1600
4	Anthony Koch	Nissan 510
5	David Runkel	Satria Gti 2000



Race 2 – 14 Laps

Early Sunday morning started off reasonably dry, but a shower of rain dumped water all over the circuit about half an hour before the Sports Sedans were due on track and so Race 2 would kick off with the same slippery conditions as the previous day.

The **Campbelltown Frames & Trusses** Jaguar XKR of Dameon Jameson and Grant Doulman's **Sinoco LED Lighting** Commodore made up the front row, with Hans Riehs in the Mini and the Commodore of Simon Copping on the grid behind them.

Everyone started the race cleanly, with Jameson into turn 2 in front, followed by Doulman and then the **Industrie Clothing** car of Copping up into 3rd position. Doulman was keen to continue the pressure he had placed on Jameson in Race 1 and was all over the back of the Jaguar looking for an opportunity to get past. He had a dive on the inside as they entered turn 8, but it didn't pay off and he had to back out and try again. He didn't have to wait long as Jameson's Jaguar spun out of turn 9 and Doulman took the lead, with Copping's Commodore up into 2nd position.



Shortly after the **Red's Racing/OSG** Commodore of Geoff Whittaker passed the Mini of Riehs on the main straight and Whittaker was into 3rd position. The Toyota Soarer of John Henderson had missed Race 1 and started from rear of grid for this race. Henderson passed several cars in the opening couple of laps, including screaming past the Calibra of Chris Jackson as they headed up the hill towards turn 3. Jameson had regained the track and was also picking his way through the field to try and get back up to the front of the pack.



The Commodore of Whittaker ran off at turn 8, folding the front spoiler under the car. He regained the track in 5th position but after a couple of laps dragging the front spoiler around the track he had no choice but to pit and have it removed. He would eventually finish the race in 14th place, making his run for the State Championship a bit more of a challenge.



Meanwhile the Jaguar of Jameson also came off at turn 8 and parked on the infield for a lap before getting running again but heading straight into the pits. The **Coulter Excavations Pirtek** Oztruck Chev of Steve Coulter then went flying off at turn 2 and ended up buried deep in the gravel trap, with a safety car period being the result.

While the safety car was on track Jameson exited the pits, only to pit again on the next lap. He was out of the pits again just prior to the race start, but was now 2 laps down. The cause of his dramas turned out to be a wayward Dzus fastener that had lodged itself under the ECU module and was shorting out on the power cable, causing sparks to fly out of the ECU. From the driver's seat all Jameson could see was the sparks, so he pitted to get the crew to check it out. He had no more dramas but would finish the race down in 15th place.

The positions so far were Grant Doulman in 1st, followed by Simon Copping and then Hans Riehs. The Datsun 1600 of Barry Megaw was in 4th position, with Geoff Whittaker and John Henderson making up the top 6.



Once the green flags waved for the restart the field was bunched up again. Henderson's Soarer passed the Commodore of Whittaker and then tapped the back of the Datsun of Barry Megaw as they went into turn 2, but both stayed on line. Henderson stayed right up behind Megaw until turn 8, when he dived to the inside in a move that didn't pay off as he ran wide and off the track. He rejoined right up the back of the field.

Stuart Inwood made a move on Megaw's Datsun on the main straight and he was up into 4th position, while Chris Jackson had made his way up to 6th. Megaw had a bad run from there, running off and eventually finishing in 13th position.

Henderson was again trying to make his way back through the field, but the Soarer was still suffering from front end handling issues and he ended up tapping the back of Jake Williams' **Holton Spares** Commodore and turning him around at turn 8. The Soarer also spun and slid through the world's biggest puddle, sending a wave of water across the track. From there the car was stuck, straddling the edge of the track and with no grip on the rear tyres no matter what Henderson did it would only wheelspin. He remained there until after

the race finished and he could be towed out. Williams got going fairly quickly and finished the race in 11th position.



Chris Jackson had struggled with grip on the mostly wet track, having gone out on slicks; but he managed to keep it together, with the **Fuel 2 Race/CSJ Engineering** Holden Calibra finishing in 5th place. Stuart Inwood also finished solidly in 4th place.

Hans Riehs in the Mini finished the race in 3rd place again, the car still quick in the slippery conditions. Simon Copping had a consistent run and finished in 2nd place, bagging valuable championship points. But Race 2 belonged to Grant Doulman, who set the fastest lap and took out his first Sports Sedan race win. With the way he drives, I suspect it won't be his last race win either.



Race 2 Result

1	Grant Doulman	Commodore Holden
2	Simon Copping	Commodore Holden
3	Hans Riehs	BMW Mini
4	Stuart Inwood	Ford AU
5	Chris Jackson	Holden Calibra
6	Scott Reed	Ford Ute
7	Michael Coulter	Oztruck Chev
8	Anthony Koch	Nissan 510
9	David Runkel	Satria GTi
10	Steve Howard	Corolla
11	Jake Williams	Holden VZ Commodore
12	Martin Higgins	BMW M3Rt
13	Barry Megaw	Datsun 1600
14	Geoffory Whittaker	Holden Commodore
15	Dameon Jameson	Jaguar XKR
DNF	John Henderson	Soarer Toyota
DNF	Steve Coulter	Oztruck Chev

Some Shots from Race 2



Race 3, Trophy Race – 16 Laps

Sunday afternoon finally saw some clearer weather and a dry track – in most parts. While the circuit was mostly dry and everyone could run on slicks, off line was still damp and due to the amount of rain over the whole weekend the areas off the track were sodden with water. Jeff Brown was a non-starter and Steve Shiels made the decision not to run, preferring to keep the Camaro safe for the upcoming Muscle Car Masters event. Therefore 18 cars would face the starter for the last race of the weekend.

Geoff Whittaker's woes continued on the warm-up lap when he had a spin coming out of turn 2. Not the biggest problem in the world, but because the Commodore ended up on the wet infield, with slick tyres bolted on, Whittaker was unable to get the car up the rise and back onto the track. While the rest of the field formed up on the grid a tow vehicle went out to recover the car and he would start the race from the rear of the grid, after the whole field went for a second warm-up lap.



When they got underway Grant Doulman and Simon Copping got away cleanly from the front row and the BMW Mini of Hans Riehs was swamped by Stuart Inwood's Falcon AU, the Calibra of Jackson and the Ford Oztruck of Scott Reed. The dry conditions meant Riehs no longer had the advantage and after a couple of laps was amongst a battle with the Victorian U2L cars and the Escort of Scott Clune.

As the field got into turn 2 for the first time the Jaguar of Dameon Jameson got into the back of Barry Megaw's Datsun, with Megaw trying to avoid the back of the Satria GTi of David Runkel. As a result Jameson's run through the corner was slowed, allowing the Toyota Soarer of John Henderson around the outside to take both of them.



As the field headed up to turn 3 Jackson got past Inwood to take up 3rd position and Jameson got out from behind Megaw to give chase to Henderson's Soarer. He was followed closely by Martin Higgins in the ***Higgins Trading Racing*** BMW MR3Rt, who would now enjoy a better run on his slicks on the dry track. Geoff Whittaker was also trying to work his way back through the field, picking off one car at a time in the opening laps.

Both Simon Copping and Chris Jackson went past Grant Doulman's Commodore on the main straight, with Jackson locking a brake through turn 1 and up to turn 2.



On the next lap Jackson was past Copping on the main straight to take the race lead. Meanwhile Jameson's Jaguar was now advancing through the field, with Dameon making some good clean overtaking moves at various places around the circuit.

The Higgins BMW and Henderson's Soarer were engaged in a battle that went for several laps, before Higgins was able to clear out. He went on to finish the race in 6th place, while Henderson's race ended after 9 laps with rear suspension dramas making his car virtually undrivable.

The order now was Jackson in the lead, followed by Copping, Doulman, Inwood and then Jameson. The Jaguar driver was on a mission, getting past Inwood to take 4th position and then passing the Commodore of Doulman up the hill and into turn 3 for 3rd position. Half a lap later Jameson was behind Copping and applying pressure as the front runners started to mix it up with lapped traffic. Copping made an excellent move dodging between two slower cars up the hill, but couldn't quite carry it off as he spun into turn 3 and Jameson was now up to 2nd position. By this time Jackson had a decent lead, but Jameson seemed determined to catch the Calibra as well, setting the fastest lap of the race (and was the only car to break the 1-minute time) in the process.

Copping had regained the track in 5th position and with Championship points on the line he too was determined to finish as far up the order as possible. He managed to get past the Falcon AU of Inwood and claim 4th position, and then would ultimately finish the race in 3rd place and in the lead of the State Championship point score.

With just two laps to go Jameson's exciting run came unstuck in fairly spectacular fashion. As the Jaguar came through the turn 1 kink it stepped out and turned right, onto the wet grass infield on the inside of turn 2. The car travelled sideways at tremendous speed (his telemetry later showed it at just over 200kmh), with the rear left wheel clipping the ripple strip on the inside of turn 2 and breaking the suspension arm. The car continued sideways across the track and after skidding across the water-soaked grass got caught up in the gravel trap. Jameson grabbed a gear and tried to drive out of the gravel, which served to dig the car deeper in. He then selected reverse and amazingly the Jaguar started to move. Encouraged by this Jameson again selected 1st gear and was able to drive the car out of the hole and rejoin the circuit, having lost only a few places.





While this was going on and not to be outdone by the show put on by Jameson, Victorian Barry Megaw also left the track at turn 2, also sideways and at a great rate of knots. The Datsun took off across the gravel trap still sideways (with the car pointing to the outfield) and skimmed across the surface like a stone on a lake, looking at any moment like it was going to dig in and tip over. After three or four bounces (and fair dinkum, there were gaps in the skid marks across the gravel indicating where the car was airborne as it scooted along) and just when this author thought it safe to breathe again as the car didn't roll over, the Datsun cleared the gravel trap, not having washed off a lot of speed, and then continued across the grass border and into the tyre wall, still travelling sideways. Fortunately Barry escaped from the car uninjured, but there was a bit of side impact damage to the Datsun that will require more than a buff out I suspect.

A special mention here to Steve Koen, our resident photographer and (though Koen Photo) who happened to be one of the Round Sponsors for this weekend. Steve was standing on the outside of turn 2 taking photos of Dameon Jameson's demise (the excellent photos depicted above) when the Megaw Datsun flew in and hit the wall right at his feet. Steve's reaction was instantly of concern for the driver and he discarded the camera and went to check on Barry's welfare, not picking up the Nikon again until Barry was out of the car and out of danger. Thanks Steve, we enjoy having mates like you!



Doesn't that sign just say it all?



With all that happening, it was almost unnoticed that Grant Doulman had moved up to 2nd place, with Copping now into 3rd and Chris Jackson's drive out in front was excellent, with the Calibra crossing the line in 1st place.



Jameson's run went from bad to worse, with the broken rear suspension on the Jaguar making the car almost impossible to drive. The fact that he spun off the circuit several times and was lapped twice is testament to that. But the fact that he stuck with it and got the Jaguar across the finish line (and then spun off onto the grass on the outside of the track near the pit exit) proved to be a smart move, limiting the damage that might otherwise have been done to his State Championship hopes.



Check the point scores elsewhere in this newsletter, but leading into the last round at Eastern Creek we have three drivers with a chance at taking out the State Championship. It is going to be oh-so-close. So who won't want to be at Eastern Creek in October to witness that one?

Congratulations also to U2L runners Steve Howard, Anthony Koch and David Runkel who picked up cheques for \$250, \$150 and \$100 respectively for finishing 1st, 2nd & 3rd in their class. All three drivers would like to thank **Air Technology Australia** and the **ASSA NSW Round Sponsors** for putting up the prize money. A rumour was also circulating in the paddock area that all three drivers will donate their money to Barry Megaw so that he can repair the Datsun and get it on track to wipe the floor with the three of them again. It could be just a rumour...

Race 3 Result

1	Chris Jackson	Holden Calibra
2	Grant Doultman	Commodore Holden
3	Simon Copping	Commodore Holden
4	Stuart Inwood	Ford AU
5	Scott Reed	Ford Ute
6	Martin Higgins	BMW M3Rt
7	Michael Coulter	Oztruck Chev
8	Jake Williams	Holden VZ Commodore
9	Steve Coulter	Oztruck Chev
10	Geoffory Whittaker	Holden Commodore
11	Steve Howard	Corolla
12	Hans Riehs	BMW Mini
13	Anthony Koch	Nissan 510
14	Dameon Jameson	Jaguar XKR
15	David Runkel	Satria GTi
DNF	John Henderson	Soarer Toyota
DNF	Barry Megaw	Datsun 1600
DNF	Scott Clune	Ford Escort

Point Scores

The NSW State Championship point score after Round 5:

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
Simon Copping	54	48	28	44	50		224
Dameon Jameson	52	38	32	53	39		214
Geoffrey Whittaker	30	41	36	56	35		198
Chris Jackson	32	40	38	20	37		167
Grant Doulman	0	18	23	38	56		135
Steve Coulter	48	35	17	0	23		123
Michael Coulter	48	30	17	0	26		121
Jake Williams	0	26	11	32	37		106
Fred Axisa	0	44	31	30	0		105
Scott Reed	22	22	14	0	39		97
Stuart Inwood	0	0	28	0	46		74
Glenn Pro	30	21	8	9	0		68
Darren Steeden	23	43	0	0	0		66
Anthony Macready	28	15	0	13	0		56
Jeff Brown	0	0	13	24	0		37
Mick Johnson	32	0	5	0	0		37
David McGinniss	0	0	0	31	0		31
Michael Auld	9	21	0	0	0		30
Garry Stevens	0	25	0	0	0		25
Steven Shiels	0	0	24	0	0		24
Adam Lloyd	0	16	0	0	0		16
Graham Smith	0	0	0	16	0		16
Joseph Said	0	0	15	0	0		15
Nick Smith	0	0	0	11	0		11
Scott Clune	0	0	0	0	10		10
Derek Cowan	5	0	3	0	0		8
Mark Smith	7	0	0	0	0		7
Kieren Pilkington	0	6	0	0	0		6
Andrew Leithhead	0	0	6	0	0		6
Robin O'Hare	0	0	0	0	0		0

The ASSA NSW Club Championship point score:

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
Dameon Jameson	72	56	50	68	63		327
Simon Copping	71	63	41	56	72		303
Geoffrey Whittaker	54	57	51	72	58		292
Grant Doullman	0	52	60	73	80		265
Chris Jackson	52	58	56	38	56		260
Steve Coulter	76	74	45	0	48		243
Michael Coulter	74	60	47	0	47		228
Jake Williams	0	59	36	58	62		215
Scott Reed	46	56	41	0	67		210
Glenn Pro	59	53	32	20	0		164
Fred Axisa	0	59	45	48	0		152
Mick Johnson	80	0	60	0	0		140
Stuart Inwood	0	0	40	7	68		115
Darren Steeden	43	55	10	0	0		108
Anthony Macready	49	31	0	27	0		107
Michael Auld	34	54	18	0	0		106
Jeff Brown	13	0	31	35	14		93
Derek Cowan	36	0	54	0	0		90
Adam Lloyd	0	80	0	0	0		80
Kieren Pilkington	0	54	0	0	0		54
Joseph Said	0	0	47	0	0		47
Mark Smith	28	0	15	0	0		43
Graham Smith	0	0	16	26	0		42
David McGinniss	0	0	0	42	0		42
Scott Clune	0	0	0	0	40		40
Steven Shiels	0	0	36	0	0		36
Garry Stevens	0	36	0	0	0		36
Andrew Leithhead	0	11	24	0	0		35
Nick Smith	0	0	0	26	0		26
Robin O'Hare	0	16	0	0	0		16

The Oztruck point score:

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
Steve Coulter	76	80	56	56		268
Michael Coulter	74	70	58	52		254
Scott Reed	46	66	48	78		238

Division 1 Point Score

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
Dameon Jameson	72	56	50	68	63		309
Simon Copping	71	63	41	56	72		303
Geoff Whittaker	54	57	51	72	58		292
Chris Jackson	52	58	56	38	56		260
Fred Axisa	0	59	45	48	0		152
Stuart Inwood	0	0	40	7	68		115
Darren Steeden	43	55	10	0	0		108
Anthony Macready	49	31	0	27	0		107
Jeff Brown	13	0	31	35	14		93
Graham Smith	0	0	16	26	0		42
David McGinniss	0	0	0	42	0		42
Garry Stevens	0	36	0	0	0		36
Steven Shiels	0	0	36	0	0		36
Nick Smith	0	0	0	26	0		26

Division 2 Point Score

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
Grant Doulman	0	52	60	73	80		265
Steve Coulter	76	74	45	0	48		243
Michael Coulter	74	60	47	0	47		228
Jake Williams	0	59	36	58	62		215
Scott Reed	46	56	41	0	67		210
Glenn Pro	59	53	32	20	0		164
Michael Auld	34	54	18	0	0		106
Joseph Said	0	0	47	0	0		47
Mark Smith	28	0	15	0	0		43
Andrew Leithhead	0	11	24	0	0		35

Division 3 Point Score

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
Mike Johnson	80	0	60	0	0		140
Derek Cowan	36	0	54	0	0		90
Adam Lloyd	0	80	0	0	0		80
Kieren Pilkington	0	54	0	0	0		54
Scott Clune	0	0	0	0	40		40
Robin O'Hare	0	16	0	0	0		16



Sports Sedans at the Australian Muscle Car Masters

The Muscle Car Masters is less than 2 weeks away! After receiving an overwhelming number of expressions of interest for the MCM event, the actual entries were a little slow to come in at first. After a couple of reminders were circulated we got a few more responses, with the current entry list sitting on almost 30 cars. If you still intend on entering your Sports Sedan for the event, please get your entry forms in as soon as possible – you better be quick!

For those that have already entered, Eastern Creek will be sending out more details, passes, etc. soon. I have checked and we will have access to the circuit from 3pm to 7pm on the Thursday to allow for parking up of cars and transporters. Gates will also be open from 6am on the Friday.

The call for anyone with either historic or iconic Sports Sedans to come along with their cars for a static display had a very poor response, with not a single expression of interest in that area. A couple of current cars were offered up; however the organisers want the static display to consist of past cars only. At this point it looks like there won't be a static display of Sports Sedans this time around, other than all the current cars entered for the racing.

Something else that didn't get a big response was the organising of a social event. A couple of people have indicated they would like to do something, so we'll still proceed with organising some kind of social thing on the Friday night, albeit a little more low-key than first envisaged.

More information will be sent out as it becomes available. In the mean time if you have any enquiries please contact Chris Jackson, Erik Gattermeier or Andrew McKellar.

Sports Sedans at Bathurst

Sports Sedans are also racing as a support category for the 12-Hour event February 2012.

Expressions of Interest are now closed. Thank you to all those competitors who paid the entry fee - allowing this event to proceed. The ASSA NSW Web Site contains information regarding this event. Stay tuned for more information over the coming months.

Do you know somebody who wants to get really close to the action during the 12-Hour event?

WE NEED FLAG MARSHALS. Part of the deal for the Sports Sedans to run at Bathurst is that we have to supply a few volunteer flag marshals for the 12 hour race on the Sunday. Please don't leave it to members of the committee to do everything yet again – volunteer to assist, help out your club and have the advantage of watching the race from one of the best seats in the house! No qualifications are necessary. Training will be provided at the event.

Express your interest in being a flag marshal or competing with the Sports Sedans by clicking on the Bathurst link on the website here: www.sportsedan.com.au

Extra Race at Round 6 Eastern Creek

Due to Race 3 from Round 3 in June being cancelled, an extra race will be on the program for Round 6 at Eastern Creek. All those drivers who were entered for Round 3 (and only those drivers) are automatically entered in the extra race, which will be held on the Saturday afternoon of the Eastern Creek weekend in October.

The extra race still counts as part of the Sports Sedan Championship and the ASSA Club Championship and points will be allocated as usual (to make the point scoring a little easier points will be added into the Round 6 total).

Adding the extra race into the program was possible because there are less categories running at the event, meaning everyone still gets decent track time for the other races.

Series Sponsor and Windscreen Banners

Air Technology Australia is the sponsor of the 2011 NSW Sports Sedan State Championship.

As part of the 2011 Championship Regulations all cars competing for State Championship points must display a sponsor windscreen banner.

In addition a number of Round Sponsors are supporting Sports Sedans again this year. Stickers from each of the round sponsors should also be on display on every car. Stickers will be supplied to anyone who needs them.



AUSTRALIAN SPORTS SEDAN ASSOCIATION NSW PRESENTATION DINNER 2011

You are cordially invited to attend the Australian Sports Sedan Association NSW Presentation Night Dinner for 2011. Hosted in the Jamison private function room at Penrith Panthers Rugby League Club from 6:30pm Friday, 18th November 2011.

Please join us for a great social evening in recognition of our sporting achievements in 2011. Including: DJ, Buffet Dinner, Dancing (optional), Digital Memories & Formal Presentations.

The invitation is open to all teams, drivers, owners, sponsors, crew, family, supporters and interested parties. I'd encourage you to invite your family & crew for a spectacular show and enjoyable evening. Our specially appointed Master of Ceremonies will guide us through an entertaining evening starting with appetisers, dinner, music, picture show & presentations. Drinks can be purchased separately at the bar.



BUY YOUR TICKETS NOW!

Please RSVP by purchasing your tickets directly with ASSA.
We need to confirm the final number of guests by October 28th.

- Venue:** Penrith Panthers Rugby League Club.
Jamison Room.
Mulgoa Road, Penrith, NSW
- Date:** 18th November 2011
- Time:** 6:30pm > 11:30pm
- Dress:** Smart Casual / Evening
- Cost:** \$48.00 per Adult. \$15.00 per Child (under 12)
- RSVP by:** October 28th 2011
- RSVP to:** toymax@sportsedan.com.au
Please email your Name & Number of guests (including yourself)
- PAYMENT:** Cheque to Australian Sports Sedan Association NSW
or
EFT: ANZ Bank
Name: ASSA
BSB: 112 879
ACC: 154 324 753
Please put your Name & Number of Guests in the EFT Transfer comments.

Classes/Divisions for 2011

Just a reminder about the class points system for the 2011 *Club Championship*.

There are three divisions, based on lap times. Research conducted into results over the last couple of years has aided in determining the division times, which are based on Eastern Creek lap times due to that circuit being the venue for Round 1.

The divisions are:

Division 1: Under 1:39.00

Division 2: 1:39.00 to 1:47.00

Division 3: Over 1:47.00

Therefore it doesn't matter what type of car you are driving (i.e. Space Frame or Floor Pan), how fast you go determines what division you run in and you should (in theory) be on track racing amongst drivers who are competing for the same division.

Divisions have been allocated based on the qualifying session from Round 1. Of course, there have been some issues with cars or other factors that have provided an inaccurate gauge of some lap times. The committee has re-allocated some drivers into another division based on prior results and lap times in dry conditions.

Similarly, any driver who wishes to be placed in a higher division can request this through the committee – so if you know that Round 1 is not going to show the true potential of your car but that you will be improving throughout the season, you can opt to move up a division in advance.

Changes to divisions will only occur after Round 1 in exceptional circumstances, as the Division point scores will be affected if changes are made later in the season.

If you missed Round 1 the committee will allocate an appropriate division for later rounds based on historical performance and current, matching lap times from either circuit.

The following drivers have already been allocated divisions:

Division 1	Division 2	Division 3
Chris Jackson	Steve Coulter	Mike Johnson
Dameon Jameson	Michael Coulter	Derek Cowan
Anthony Macready	Mark Smith	Adam Lloyd
Simon Copping	Scott Reed	Kieren Pilkington
Darren Steeden	Glenn Pro	Robin O'Hare
Jeff Brown	Michael Auld	Scott Clune
Geoff Whittaker	Andrew Leithhead	
Fred Axisa	Grant Doulman	
Garry Stevens	Jake Williams	
Graham Smith	Joseph Said	
Stuart Inwood		
Steven Shiels		
David McGinniss		
Nick Smith		

The committee will also allocate further classes within the three divisions should there be enough competitors. For example if we get a few historic Sports Sedans, some ex-V8 Supercars, or a contingent of

utes or trucks running for the season then class points will be allocated and a class trophy awarded at the end of the season.

The **State Championship** will still be decided on outright points and in this regard remains unchanged.

Point Scores

The point scores for both the State Championship and the Club Championship will be calculated in the same way as last year – 20 points for 1st place, 18 points for 2nd place, 16 points for third place and then 15 points down to 1 point for the next 15 places.

For the **State Championship** points will be allocated on an outright basis for each of the three races at each round. The fastest qualifier at each round will also be allocated two (2) points.

For the **Club Championship** points will be allocated for each Division and will include qualifying and each of the three races at each round. Therefore if you happen to qualify well but the rest of your weekend goes awry, you still walk away with some points from the round. **Oztruck Class** points will also be allocated in this way.

ASSA Membership

The State Championship Regulations require that for championship points to be allocated at any time during the season, you must be a financial member of ASSA NSW prior to Round 1.

That means that if you are not competing at Round 1, but intend to compete from Round 2 onwards, you should get your ASSA membership sorted right now, prior to Round 1. You can remain a member of another club and enter state rounds based on that membership, but to score championship points you must be a member of ASSA NSW.



2011 Best Presented Award

Thanks to the generosity of our sponsors, 2011 will again 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.

The Best Presented recipients for Round 5 are:

Dameon Jameson	3 points
Stuart Inwood	2 points
Geoff Whittaker	1 point



Round Sponsorship

A number of businesses are again lending financial support to the ASSA and the championship this year as Round Sponsors. 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:

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



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- Web: www.drexler-motorsport.com.au



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Classifieds

For Sale

I have recently decided to sell my Mustang Sports Sedan.

The price varies with what you get but everything goes.

Thanks,
Kevin Clark
Phone: 02 4782 1145 bh

For Sale

Fiat 131 Sports Sedan. For details contact Nick Smith on 0404 824 704.



For Sale

- 4 x Dunlop Tyres - these tyres have done only 62 laps @ Wakefield Park, they are still in very good condition and would be good for 2 more meetings. I am going to 18" wheels and have no real use for these tyres.
- Must be sold as a set – will not separate.
- 2 x 2nd hand Dunlop Wets – 325/700 x 16
- Diff Assy
 - without centre – to take Ford 9"
 - Romac floating hubs – Ford stud pattern
 - can be modified to fit any sports sedan
- 2nd hand Dunlop Slicks – sizes as above
- 2 x Front Brake Disc – with hats – Ford stud pattern
- 2 x Brembo 4 Piston Callipers – must be sold as a set – will not separate
- 2 x Brembo 2 Piston Callipers – must be sold as a set – will not separate
- 4 x 12" x 16" wheels (3 piece) – must be sold as a set – i.e. 2 x front and 2 x rear
- 4 x 10" X 16" wheels (3 piece) – must be sold as a set – i.e. 2 x front and 2 x rear
- 2 x Aluminium Fuel Tanks – approx 22ltr each – sold as a pair
- Carbon Fibre/Aluminium Wing – only used 2 – 3 race meetings
- Body Panels – VL Commodore: 2 x RH Front Guards, 1 x LH Front Guard, 1 x Bonnet, 1 x Boot, 1 x LH Rear ¼ Panel, 1 x RH Rear ¼ panel, 2 x Front Spoiler - New & 2nd Hand
- Engine - disassembled
 - Chev approx 500hp
 - incomplete
- Engine - disassembled
 - Chev 640+hp – Dyno sheet avail
 - incomplete

Genuine enquiries only - pricing on application

Geoff Whittaker

0424 532 735

R32 Nissan For Sale

Ashley Beaton **02 66504200**

\$ 45,000



ASSA NSW CLUB MERCHANDISE

Australian Sports Sedan Association of NSW is pleased to announce a new range of Team Apparel and embroidery services for club members.

Attached is a sample of products & services available for your selection.
The existing range of ASSA Club apparel is still available (same as before) and
New High Quality Embroidery Services / Options are also available.

3 Options are available:

ASSA Club Merchandise:	Existing choice of apparel with ASSA NSW Logo
Team Apparel:	Shirts, Jackets, Caps in your choice of colours / designs
Team Embroidery:	Supply your own apparel or order new team apparel below. Supply your own design or we can design a Logo for you

ASSA Club Merchandise:	(see Price List)
Polo Shirt:	Standard Navy, with ASSA NSW Logo
Sloppy Joe	Standard Navy, with ASSA NSW Logo
Fleecy Jacket	Standard Navy, with ASSA NSW Logo
Winter Jacket	Standard Navy, with ASSA NSW Logo
Caps	Standard Navy, with ASSA NSW Logo
Optional Embroidery	Select S/M/L embroidery options (below) for your apparel.

Team Apparel:	(see Price List)
Polo Shirt	Colours available on request.
Sloppy Joe	Colours available on request.
Fleecy Jacket	Colours available on request.
Winter Jacket	Colours available on request.

Description of Embroidery Services: (see Sample Page)

Small	2" x 2"	Typical front of shirt Logo or Design. 3 colours.
Medium	4" x 4"	Front of shirt feature design. 5 colours.
Large	10" x 10"	Rear of Shirt/Jacket Logo or Design.

Custom Embroidery Design Services:

Basic Text / Lettering / Team Name, etc (any font): One Time Fee \$5.00

Logo / Pattern custom design: One Time Fee – from \$25.00

There is also a large range of existing Patterns & Logo's available for your selection.

Embroidery Services Price List: (per embroidery)

Small Design	\$7.50.
Medium Design	\$9.95
Large Design	\$15.95

Please complete the attached Order Form and send to sean@sullivanmotorsport.com.au

ASSA NSW CLUB MERCHANDISE

POLO SHIRT \$20.00



FLEASY ¼ Zip JACKET \$45.00



SLOPPY JOE \$25.00



LONG LINE WINTER JACKET \$70.00



SEW ON LOGOS \$7.50



CAPS \$10.00



Name: _____ **Address :** _____
Postcode : _____ **Telephone :** _____

To order, Email or Phone Sean Sullivan sean@sullivanmotorsport.com.au (Mob: 0419 851 085)
 Please make all cheques payable to ASSA NSW

Sizes Available in S,M,L XL,XXL

Description	Price	Quantity	Size	Total
Polo Shirt	\$20.00			
Cap	\$10.00			
Sloppy Joe	\$25.00			
Fleecy ¼ zip Jacket	\$45.00			
Long Winter Jacket	\$70.00			
Sew On Logo	\$7.50			
TOTAL				

EMBROIDERY SERVICES

EXAMPLE PAGE:

Supply your Own Design or Photo (JPG File) or select from a huge range of standard designs. Some examples are attached below.

Any image can be digitised & any design can be embroidered in any size, but just like a digital photo, the larger the embroidery size required - the better quality image (JPG) needs to be. If you have a small (low quality) image, this can be enhanced and re-digitised to suit your needs.

SAMPLES DESIGNS – Any Size you like:

