

SPORTS SEDAN NEWS

Newsletter No. 201201



Dameon Jameson
2011 NSW SPORTS SEDAN STATE CHAMPION
and
2011 ASSA NSW CLUB CHAMPION

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Your Committee

The ASSA NSW committee for 2012 is:

President	Andrew McKellar	0430 717 622	toymax@sportsedan.com.au
	• Emails/Mailouts/Newsletter		
Vice President	Chris Jackson	0409 209 480	jacksonc@internode.on.net
	• MRAP Delegate		
Secretary	Mick Johnson	0433 155 188	mick@mickjohnson.com.au
Treasurer	Herbert Gattermeier	9879 7557	hergat@bigpond.com
Committee	Jeff Brown	0418 640 495	brownjt@tpg.com.au
	• Official Point Scorer		
Committee	Anthony Macready	0421 010 380	anthony@agmengineering.com.au
	• Publicity Officer		
	• National Series Liaison		
Committee	Erik Gattermeier	0408 296 501	info@bavariacars.com.au
	• Membership Officer		
Committee	Geoff Whittaker	0424 532 735	redsracing@bigpond.com
	• NSW State/Club Competitor Liaison		
Committee	Sean Sullivan	0419 851 085	sean@sullivanmotorsport.com.au
	• Website Design & Maintenance		
	• Club Apparel		
Committee	Nick Smith	0404 842 704	mr_boost_45psi@hotmail.com
	• Interstate Liaison		

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 2012

- ~~*** No Committee Meeting in January ***~~
- ~~Tuesday 7th February – Committee Meeting~~
- ~~23rd/24th/25th February~~ Support Category, 12-Hour Event, Bathurst
- ~~Tuesday 6th March – Committee Meeting,~~ General Meeting
- 31st March/1st April NSW Round 1 Eastern Creek
- Tuesday 3rd April – Committee Meeting
- 28th/29th April NSW Round 2 Wakefield Park
- Tuesday 1st May – Committee Meeting, General Meeting
- Tuesday 5th June – Committee Meeting
- 9th/10th June NSW Round 3 Eastern Creek
- Tuesday 3rd July – Committee Meeting
- 14th/15th July NSW Round 4 and **Nationals Round 3** Eastern Creek – Joint State/National Round
- Tuesday 7th August – Committee Meeting, General Meeting
- 11th/12th August NSW Round 5 and **2 Litre Sports Sedans Round 4** Wakefield Park
- Tuesday 4th September – Committee Meeting
- 22nd/23rd September NSW Round 6 Eastern Creek
- Tuesday 2nd October – Committee Meeting
- Tuesday 6th November – Committee Meeting
- Friday 9th November - Presentation Night
- Tuesday 4th December – Committee Meeting, Annual General Meeting

Race Report – Bathurst 2012

Well, the build up to it was frenetic, the lead-in organisation was intense and the promotion was hectic but for those who made the trek to the famous Mt. Panorama circuit for the return of the Sports Sedans to Bathurst it was all **very well worth it!** After a 20-year break it was just fantastic to see and hear the full spectacle of 34 Sports Sedans back on The Mountain. Every driver, every team member and every one of the support crew enjoyed the experience, and the fans and spectators loved every minute of the Sports Sedans being on track.



Congratulations to all the teams for their excellent vehicle preparation and presentation, and to all the drivers who made it a great event for everyone with outstanding driving, sportsmanship and camaraderie. With teams from NSW, Victoria, Queensland, Tasmania and even New Zealand all coming together for the Bathurst event, everyone took the opportunity to socialise, help each other out at the track, put on some fantastic racing and generally promote Sports Sedans as the incredible racing category that it is. A huge thank you to all the teams who allowed spectators in and around their cars for a look, who took the time to chat to interested people about our category and who dug in to lend a hand to fellow competitors on those few occasions when cars needed a fix – you are all excellent ambassadors for Sports Sedans and assisted in ensuring that the Sports Sedans will be invited back to Mt. Panorama again in the future.

The weather for the 3 days that we were at the circuit (including Thursday set up) was fantastic, although pretty hot. More than one spectator was wandering around suffering the effects of sunburn. For the drivers, the heat meant they came off the track exhausted, having spent an hour or so sitting in a virtual sauna, while wrestling it through so many corners that they lost count and concentrating so hard they could comprehend nothing else (*don't hit the wall; don't hit the wall; don't hit the wall*). But all that sunshine also served to add to the spectacle that was the Sports Sedans on track – and it was utterly awesome to see and hear.

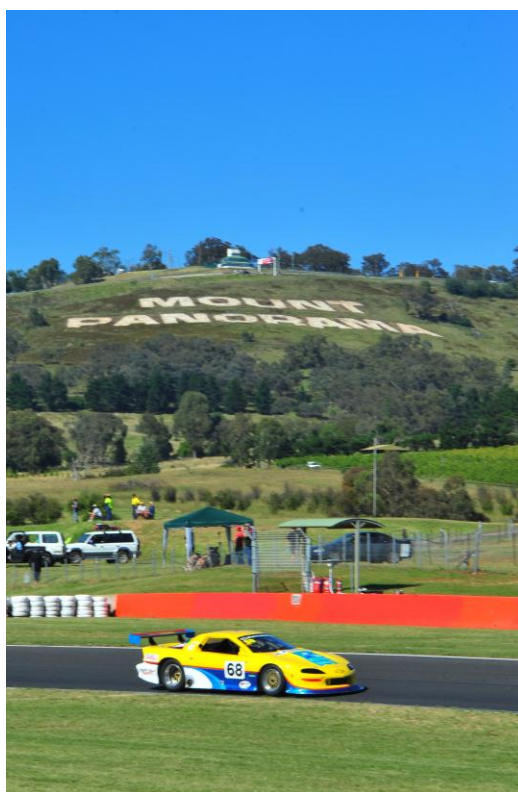
There was an incredible amount of work behind the scenes to make the whole Bathurst thing come to fruition, which needs a special mention here. When the NSW committee agreed that we would go ahead with the plan to run Sports Sedans at Bathurst, it was identified very early how much work would be involved and **Sullivan Motor Sport** was appointed to manage the event on the club's behalf. Helen and Sean Sullivan, with assistance from Susan and Thomas, organised everything to do with the event, from seeking expressions of interest to administering all the entries, from preparing Occupational Health and Safety plans to dealing with fuel suppliers, from obtaining and presenting mementos for the drivers to organising the marquees and paddock area; the Sullivans did it all. It was a mammoth effort that took up a lot of their own time, so for that we are truly grateful to the whole Sullivan family. A huge thank you to you all, for without your efforts, your hospitality and your forethought the event would not have been nearly as well organised or memorable for the fans, the teams and the drivers. Well done guys!

So onto the race report then. It must be said that Mt. Panorama provides rather unique challenges for writing a race report. After all, no matter where you stand, you only get to see a miniscule part of the circuit. I tried very hard to get Mr. Sullivan to agree to organise a helicopter for me, so that I might see the entire circuit as the cars were going around. He would not accede to such a request, so I'm looking for somebody better to organise the event next time. Actually, I'd better retract that – he might take me up on the offer. In any event, there was no helicopter for me, so I had to use other means to get enough information to write at least something of a report. Enter the drivers. After each session the drivers were

kind enough to relay any pertinent information to me about how they went, how their cars were behaving and whether they had been involved in anything on track. Thanks guys for your cooperation – I appreciate that the last thing you need when you step out of the cars exhausted is someone asking you questions, but everyone was patient enough to give me some information anyway.

I also have to thank Lachlan Mansell, our regular NSW Sports Sedan race commentator who was there for the weekend and provided excellent commentary of the Sports Sedan races. Lachlan was also kind enough to record the conversations in the commentary box for me (and they had television to go by), so I was able to get a picture of what was going on in other parts of the track. Thanks Lachlan, your assistance has been invaluable.

All that said, for those who are used to my usual race reports (and how long-winded they are!), you will find that this one is somewhat summarised and lacking in detail. I apologise for that, but with such a long racing circuit there is only so much that my spies and I could see. I'll try to make it up with photos...



Practice Session – 20 minutes

The vast majority of the Sports Sedan drivers entered for Bathurst had never raced at Mt. Panorama before, a couple had run there before but not in a Sports Sedan, and the remaining few had been there in Sports Sedans, which was some 20-odd years ago. So, to only have a single, 20-minute practice session to learn a circuit that has no less than 23 corners and a height difference of 174m from the Pit Straight to the top of the mountain was a big ask. A very big ask.

Most drivers approached the first and only practice session with a little trepidation. Most, but not all. The two “local” drivers, Stuart Inwood and Steve Shiels, both went quick pretty much straight away. Naturally both had done miles around the circuit before, but Steve had never been around in a Sports Sedan and Stuart had not raced a full lap of the circuit prior to this event (having done sprints and hill climbs on different parts of the circuit before), so while it looked on paper that the two should have some advantage, it was not a huge one.



The session was relatively trouble free, with the red **Aston Air Conditioning** Falcon of Chris Donnelly being the only casualty when it broke the throttle cable and stopped at the top of the mountain.

A few drivers spent the opening laps testing (and sometimes stepping over) boundaries, with more than one minor off-track excursion experienced, in particular at the exit of The Chase.



When they returned to the paddock after their first session, their first time around The Mountain, the drivers were generally happy with how it all went. The word “awesome” came out a lot, as did “incredible”. The, shall we say, more experienced drivers were somewhat reserved in their judgment of the session and the circuit, preferring to privately crap their pants rather than boasting about it. The “younger generation” was not quite as reticent; only too happy to express their awe at trying to master the most famous and infamous circuit in the country. One driver, who shall remain nameless (Michael Coulter), was asked his initial thoughts once he had put a few laps in. He reply was priceless, “*Mate, I’m horrified! Who in their right mind would want to do a thousand kilometers around here?*”

Qualifying – 20 minutes

With each session on the track the drivers learnt a bit more about the circuit, so with each session their lap times improved and with each session their bravery increased just a little. The lap times were not in the vicinity of the lap record, but they weren't bad, all things considered. Early afternoon on the Friday saw the Sports Sedans on the circuit for the second time, for their qualifying session.

There were no major on-track incidents for the session, however there were a few mechanical issues starting to show up by the time the cars came back to the paddock.

Stuart Inwood reported a vibration in his ***Blatches Quality Smash Repairs*** Falcon, but otherwise the session went well for him, qualifying on the front row of the grid. Stuart later discovered the cause of the vibration, finding the floating rear hubs on the Falcon were floating a little too much, with the hats and rotors shaking around and trying to part company. A remedy was sorted and they were back together in time for the first race later in the afternoon.

Chris Jackson's ***CSJ Engineering/Fuel 2 Race*** Holden Calibra suffered an engine issue during the session, which was subsequently found to be a blown head gasket. The car was loaded onto the trailer and towed back to Sydney, where Chris and his crew changed the engine (a task that took them well into the night) before returning in time for Race 2 on Sunday.



The ***Red's Racing Service*** VL Commodore of Geoff Whittaker developed a fuel leak, but it would be repaired in time for Race 1.

Jake Williams in the ***Holton Spares*** VZ Commodore was clearly the quickest car across the top of the mountain in the earlier practice session and during qualifying he went quicker as his knowledge of the circuit improved. Suffering from a lack of horsepower compared to most of the other cars, Jake spent the qualifying session pushing harder with each lap and experimenting with braking distances. He had a go at the kink on Conrod Straight flat out, without braking until he got deep into The Chase. He managed to pull it up and stay on track, but by his own admission it scared the crap out of him, and he decided not to do that again.



David Runkel's **Tracomp Trailers** Proton Satria GTi suffered a broken clutch during the session, which also damaged the flywheel. Despite a massive effort by David and his team and the assistance of several other competitors no new parts could be located in Bathurst, Sydney or anywhere else. The car could not be repaired and unfortunately David was out for the rest of the weekend.



The **Aston Air Conditioning** Camaro Transam of Shane Bradford had an issue with an oil leak, as did Chris Donnelly's Falcon. The Falcon would be sorted in time for Race 1, but the Camaro would not be repaired until Race 2. Bob Mc Loughlin's **Marinellis Mechanical** VS Commodore had some oil pressure issues, but his session was otherwise OK.



Michael Robinson had some issues with bumps on the circuit, his **Vital Stats** Holden Monaro damaging the front spoiler as it bottomed out in a couple of places. The spoiler was replaced and the car was otherwise good. The **Johnson Motorsport** Holden Torana of Damian Johnson had the water bottle for the radiator overflow fall off its mounting, causing it to rest on the front tyre, which then wore a hole in the bottle. The bottle was repaired and reinstalled without further drama. Meanwhile Graeme Gilliland's **G & G Engineering** Mazda RX7 was suffering from overheating, a problem that would plague the car throughout the event.

The **Central West Driver Training** Camaro Z28 of Steve Shiels also had a minor oil leak issue, but that didn't stop him setting a fastest lap time of 2:21.1007 and claiming pole position for Race 1 and setting up a "Bathurst Boys" front row for the opening Sports Sedans race.



Race 1 – 20 minutes

As the field lined up on the grid for the first Sports Sedan race at Bathurst in 20 years, it was just an awesome sight. The cars were beautifully presented and very well prepared and put on an excellent spectacle on behalf of our category. Once the revs built up in anticipation of the race start, the sound was incredible. I know the drivers enjoyed their weekend on The Mountain but believe me, for us spectators it was fantastic as well.



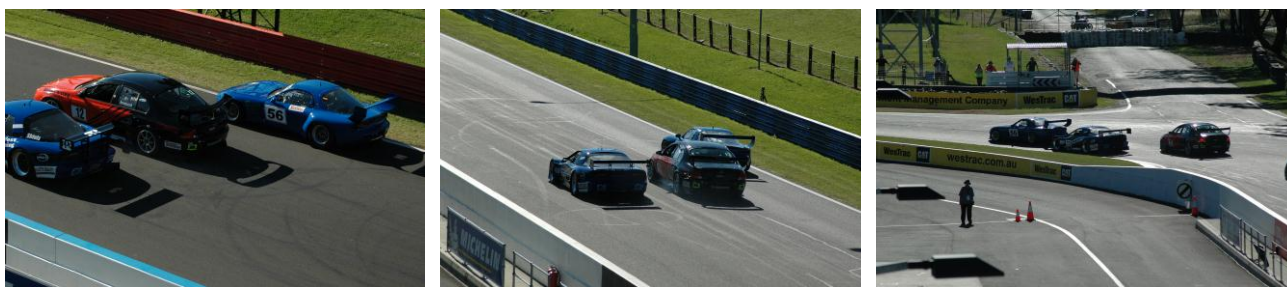
Regular NSW Sports Sedan photographers **Koen Photo** were on hand for this event, providing as many as four photographers at various places around the circuit, their cameras not only capturing some great shots but also helping to piece together the race report. Martin Koen certainly had the prime position for the start of Race 1, managing to find his way into the starter's box. Nice work Martin!



The beautifully presented yellow **Subway** Holden Gemini of David Cameron was out early, suffering a fuel issue on the warm-up lap. Considering the valuable track time for the rest of the field, Cameron pulled the car over out of harm's way and had to sit out the race. When he eventually got the car back to the paddock after the race, his crew discovered another problem with the car too. The rear oil seal had blown and was unable to be repaired, and Cameron was out for the rest of the weekend.



Once the lights went out it was a great drag race between the two cars on the front row as they headed towards Hell Corner, but neither was a match for Bruce Banks in the ***BJ Banks Electrical*** Mazda RX7, with the Tasmanian powering past them around the outside to lead the field up Mountain Straight for the first time. Steven Shiels slotted into 2nd position behind Banks, with Mark Shepherd in the Falcon making a move on the inside at the exit of Hell's Corner to take up 3rd position and relegate Stuart Inwood to 4th.



The rest of the field got off the line and through the first corner relatively drama free, with the exception of Steve Coulter in the ***Coulter Excavations/Pirtek*** Chev Silverado, who stalled at the start. It took about 30 seconds for Coulter to get the truck running, before he set off in chase of the rest of the field (with no less than 8 officials jumping the fence and attempting to push start him).

As they climbed Mountain Straight the ***Marinellis Mechanical*** VS Commodore of Bob McLoughlin roared past Inwood's Falcon, with the latter now suffering from his lack of power compared to the bigger, Chev-powered cars. Inwood and McLoughlin were then locked in battle for several laps, with Inwood's Falcon quicker and seemingly more balanced across the top of the mountain, but McLoughlin's Commodore pulling away on the three long straights.



McLoughlin was not the only Chev-powered Commodore driver to give Inwood a hard time either. Geoff Whittaker in his ***Red's Racing Service*** VL Commodore screamed past Inwood on Mountain Straight, with Inwood then having to contend with both the Commodores being slower across the top, even getting up around the outside of Whittaker as they went through The Cutting, before backing out and letting Whittaker have the advantage in the climb towards Reid Park. Inwood re-passed Whittaker as the cars shot through McPhillamy Park and over Skyline and managed to hold the red Commodore at bay until they headed up Mountain Straight again. Once again the greater power of Whittaker's car was clearly evident and Inwood was relegated to 5th position, albeit only for a few moments.

Whittaker got a little loose after taking a tight line into Griffin's Bend and Inwood drove the Falcon around the outside of the Commodore as they exited the corner and headed up towards the cutting. Inwood then concentrated his efforts on the McLoughlin Commodore ahead of him and after a couple of laps got past as they went over Skyline. With both the Commodores now behind him, Inwood set off after the three cars ahead of him, who had by now built a bit of a gap.



In that front running group, Bruce Banks had the lead in the RX7 for a while, but misheard a call over his radio, thought the safety car was on its way out and slowed temporarily. That was enough to allow both Steve Shiels and Mark Shepherd past, with Banks quickly realising his error and now running in 3rd position.



Jake Williams in the **Holton Spares** Commodore was still improving with each session, passing a few cars across the top of the mountain and making up 5 positions in this race, to finish in 14th place. Williams was still proving to be one of the quickest cars across the top, with Inwood's Falcon the only one quicker during Race 1.



Marcus Gordon's **MG Media** Alfa Romeo GTV was also improving with each session, with the sole remaining representative of the U2L Sports Sedans churning out consistent laps and wringing every bit out of the 1968cc he had on tap. Through The Chase the Alfa was absolutely screaming, but the car proved to be reliable all weekend and Gordon was having a great time out there.



Meanwhile Stuart Inwood caught up to the RX7 of Bruce Banks as they headed down the mountain towards Forrest Elbow, with the two drivers then dicing for 3rd position. It was great racing, with Inwood at one stage adopting a huge power slide out of Griffins bend as he chased Banks down. Not long after Banks

ran wide out of The Chase, the RX7 getting two wheels out on the dirt and while he recovered OK, he lost speed and Inwood pounced. The two were then in a drag race to Murray's Corner, with Inwood carrying better speed and having the better line. Inwood took the position and then held Banks out, finishing 3rd.

Simon O'Dell-Fontana was another driver putting in consistent laps, his **MacGregor Mechanical Repairs** Mazda RX7 running the same lap time in Race 1 as it did in Qualifying. Having started 16th on the grid, O'Dell-Fontana did an excellent job to improve five positions and finish the race in 11th place.



Michael Robinson's **Vital Stats** Monaro also made up a few places during Race 1, despite some of the bumpier areas on the track giving it grief. He started the race 9th and would finish in 5th place. The great looking **Windsor's Automotive** Mazda RX7 of Matthew Windsor also had a great race, improving seven positions to finish 16th.



Garry Ford in the beautiful Ford Escort suffered a gearbox problem in the last couple of laps, with the car being jammed in 4th gear. Ford continued and finished the race; not a bad effort considering quite a few drivers were using all 6 gears at their disposal to get around the circuit. When he returned to the paddock Ford was worried that the gearbox was stuffed and he had also damaged the diff, and that his weekend was over. As it turned out it was a simple matter of a pin in the box dropping out of place, so it was fixed and the car was ready for Race 1 on Saturday.



The **Wildridge Fabrications** Falcon of Jeff Brown glanced a wall coming out of Forrest Elbow, with Brown fearing he had done a fair bit of damage. He pitted and his crew made a quick assessment, sending him back out to finish the race. The damage later proved to be very minor, with the crew managing to buff out the damage before Brown could even show it off!

Up front Mark Shepherd in the Falcon spent a number of laps harassing Steve Shiels, with the Camaro driver managing to stay on top and then building a small buffer, taking the race win by 10 seconds. Shepherd finished 2nd, with Stuart Inwood coming in 3rd.



Bob McLoughlin's Commodore recorded a DNF after it broke a stub axle and trashed the brake caliper. Despite a huge effort to find replacement parts and salvage what he could, unfortunately McLoughlin was out for the rest of the weekend.



A DNF was also recorded for Damian Johnson, with the **Johnson Motorsport** Torana suffering a blown head gasket and a broken rocker. The engine would be repaired overnight and the car was ready for Race 2.



Race 2 – 8 Laps

The next day brought more sunshine and warm temperatures and by the time the Sports Sedans gridded up for Race 2 a fair crowd of spectators had gathered at the Mt Panorama circuit. A few cars had undergone some repairs overnight, with Chris Jackson's **CSJ Engineering/Fuel 2 Race** Holden Calibra back with a new engine, the **Aston Air Conditioning** Camaro Transam of Shane Bradford ready for a start, Damian Johnson having repaired the engine in the **Johnson Motorsport** Torana and Graeme Gilliland and his crew having spent a fair amount of time trying to sort the overheating problems with the **G & G Engineering** Mazda RX7.



With 25 cars having survived the weekend so far and the drivers gaining confidence with each session out on the track, this was shaping up to be a great race. Unfortunately it didn't quite work out that way, with a substantial amount of time spent running behind the safety car. But the precious few laps that were green produced some superb Sports Sedan action, particularly across the top of the mountain.

With the cars gridded up based on the results from Race 1, it was always going to be an excellent drag race up to turn 1 between pole sitter Steve Shiels in the **Central West Driver Training** Camaro Z28 and Mark Shepherd alongside him in the Ford Falcon BA. When the lights went out for the race start it was pretty even between the two, with Shepherd having only a slight advantage as Hell's Corner drew nearer. Once again Bruce Banks in his **BJ Banks Electrical** Mazda RX7 got a blinder of a start and once again he was up the outside of the two cars that had started on the front row. This time however, Banks was running two wheels out in the dirt and when he tried to move across the circuit, Shepherd was also forced to the left.



Just as they entered Hell Corner Banks backed out of it, but it was too late for Shepherd, who turned in and across the bow of the Camaro of Shiels. The Camaro nailed Shepherd's Falcon and the two cars had enough momentum for both to be off and into the sand trap outside the corner, where they became well and truly buried.

Due to both cars travelling across the corner, Banks had to almost stop to avoid also colliding with them. Geoff Whittaker was also tangled up in it in his **Red's Racing Service** VL Commodore, having had a good start and getting past the Falcon of Stuart Inwood. Whittaker braked hard as Shiels and Shepherd collided in front of him and Inwood tagged the back left corner of the Commodore, pushing him off line and slowing his run out of the corner. The cars seemed to part like the Red Sea for Inwood, who assumed the race lead as they headed up Mountain Straight for the first time.



Whittaker re-gathered his momentum however, flying past Inwood's Falcon as they headed for the hump. Having suffered rear quarter panel damage in the bump with Inwood, Whittaker's Commodore had a guard rubbing on the tyre and as he headed up the hump Whittaker's cabin filled with smoke. Whittaker braked and headed left in an effort to get the Commodore off the track and out of the way, a move not quite expected from Inwood's behalf. He only just avoided hitting Whittaker again, this time on the right rear. Whittaker parked the Commodore and was out for the race.



Meanwhile Inwood was now back into the lead, but due to the cars buried in the gravel trap at turn 1 a safety car was called, slowing the entire field up. By that time Chris Jackson had already made up a number of positions and it was clear he was keen to get on with it and have a better run than on the previous day.



The safety car period went for 5 whole laps, with the safety crews struggling to retrieve both cars from the sand trap. With the damage to both cars, once they were pulled from the gravel neither car was able to continue, Shiels and Shepherd joining Whittaker on the list of DNFs.

In the wash up of the turn 1 melee, Michael Robinson in the ***Vital Stats*** Monaro was now up into 2nd position, with the ***Rosemount Smash Repairs*** Saab 93 Coupe of Anthony Cox running in 3rd.



Shane Bradford's unfortunate run in the Camaro Transam continued, with the car breaking the pinion gear in the diff during the safety car period. It was later unable to be repaired and Bradford was out for the rest of the day.



Once the race got back underway, Inwood was determined to stay out in front, building a buffer over Robinson as the safety car peeled off and maintaining it for the rest of the race. Meanwhile Robinson and Cox were under siege from the ***Interstate Finance & Leasing*** VK Commodore of Mark Bowen, Bruce Banks in the RX7 and Chris Donnelly's ***Aston Air Conditioning*** Falcon, with the five cars racing hard for the couple of laps they had.



Further down the field there was plenty of action too, with the Calibra of Chris Jackson passing several lower-powered cars on the straights and making some fantastic diving moves past others as he headed across the top of the mountain, particularly through the grate section at Sulman Park. Having started from the rear of the grid, Jackson would finish an excellent 8th place.



Damian Johnson also started from the rear of grid and made it up to 15th position before he blew the clutch in the Torana. He finished the race and replaced the clutch in time to start Race 3.



The *Blatches Quality Smash Repairs* Falcon of Inwood took the race win, some 5 seconds ahead of the Monaro of Robinson, with Cox in the Saab finishing in 3rd place just 1 second behind Robinson. Bowen, Banks and Donnelly were next, also only 1 second apart.



Race 3 – 8 Laps

The Sports Sedan area in the paddock was a hive of activity in between Races 2 & 3, with quite a few teams having to work hard to get their cars ready for the last race. Most people also got together for a BBQ, put on by the NSW Association and excellently hosted by the Sullivan family with the assistance of Bill Jackson.

In all 24 cars headed to the dummy grid for the final Sports Sedan race of the event, with the cars of Steve Shiels, Geoff Whittaker and Mark Shepherd all being repaired in time and ready for a start. All three drivers were starting from rear of grid and were hoping to work their way back towards the front by the end of the race. Once again the field of Sports Sedans looked fantastic as they headed out for the warm-up lap and the sound of all of them launching at the race start was amazing.



Once the race started the larger capacity of Michael Robinson's Monaro proved its worth, the ***Vital Stats*** car taking the lead from Stuart Inwood's Falcon as they headed into Hell Corner. Mark Bowen in the ***Interstate Finance & Leasing*** VK Commodore got a good run off the start and was up beside Inwood at the end of Pit Straight. Inwood had the better line for Hell Corner though and maintained 2nd position as they headed up Mountain Straight. It wasn't to last however, with Bowen passing Inwood's Falcon before they got to the hump and Inwood having to settle for 3rd position.

The ***CSJ Engineering/Fuel 2 Race*** Holden Calibra of Chris Jackson also had a great start, climbing 3 positions to be up into 5th before the first corner.



Further back in the field, the start wasn't quite so clean. The **Coulter Excavations/Pirtek** Chev Silverado of Steve Coulter and Frank Mascadri in the **FM Pumps** Mazda RX7 came together, with Mascadri then finding the wall towards the end of Pit Straight and Coulter's Silverado having the front spoiler fold up under the car. This caused a lack of steering for Coulter and he ended up into the gravel trap on the outside of Hell Corner.



The incident caused a safety car period while Coulter was dragged out of the gravel trap. The front spoiler was removed from the Silverado and Coulter was then able to continue. Mascadri was not as lucky, parking the RX7 and out of the race.



The signaling of the safety car would later prove to be Stuart Inwood's downfall too. As they headed into The Cutting on the first lap, both Michael Robinson and Mark Bowen slowed after the safety car was called. The **Blatches Quality Smash Repairs** Falcon of Inwood dived up the inside of both cars and into the lead, without Inwood realising the move was made under yellow flags. It would not be until after the race had finished that he would realise the consequences.

The **Central West Driver Training** Camaro Z28 of Steve Shiels and Mark Shepherd alongside him in the Ford Falcon BA both got a clean start, with Shiels making up 5 positions by the end of Pit Straight and up into 10th position prior to the safety car being called. Both drivers drove through the first turn incident between Coulter and Mascadri without any dramas, as did Geoff Whittaker in the **Red's Racing Service** VL Commodore.

When the flags went green again Inwood was out in front and already had a small buffer over Robinson, Bowen and Anthony Cox in the **Rosemount Smash Repairs** Saab 93 Coupe. Chris Jackson was in 5th position, closely followed by Bruce Banks in the **BJ Banks Electrical** Mazda RX7 and Chris Donnelly's **Aston Air Conditioning** Falcon.



Once again the power of Robinson's Monaro took hold as the field headed up Mountain Straight, with Inwood's Falcon relegated to 2nd position and then having the Commodore of Mark Bowen snapping at its heels as they powered through Griffin Bend. They were still followed by Cox in the Saab and the Calibra of Jackson.



Meanwhile Steve Shiels was making good ground in the Camaro, up into 8th position by the end of the 3rd lap. Shiels was on a mission and determined to get back to the pointy end of the field. By the end of the next lap he had made up three more positions to be in 5th, then was into 4th position on the next lap when Anthony Cox's race was over, the Saab recording its only DNF for the weekend after suffering damage in a touch between Cox, Shiels and Bowen in Forrest Elbow.



Colin Smith in the **MR Automotive** Monaro recorded a DNF, with the car stopping at the end of Pit Straight and having to be pushed to the end of the escape road and out of harm's way.



Chris Jackson had seen Shiels looming in his mirrors on lap 5 as they headed down Conrod Straight and gave the blue Camaro room to glide past him, then adopted a strategy of following Shiels, figuring the local driver should know the quickest way around the circuit.

Geoff Whittaker was also having a good run through the traffic in the Commodore, but could not keep up with Shiels. Mark Shepherd wasn't enjoying such a good run either, with the smaller capacity Falcon not having as much grunt and each overtaking move harder to fight for. He would officially finish the race in 11th position, having been served with a 38-second penalty.

Steve Shiels was up into 3rd position on lap 7, having passed the blue RX7 of Banks and moving up another spot when Mark Bowen's Commodore expired, with the latter being the final DNF for the race. Shiels was still trying hard too, setting the fastest lap of the race (and the weekend) on lap 8, with a time of 2:18.8268. It wasn't quite good enough though, with Shiels having to settle for 3rd place in the end.

Meanwhile up in front, Inwood managed to get past Robinson on lap 6 and took over the race lead. Behind them there was some great racing, with Bowen, Banks, Shiels, Jackson and Donnelly all enjoying a great battle for several laps.

In the end Stuart Inwood took the chequered flag for the race win, with Michael Robinson's Monaro finishing in 2nd place, followed by Steve Shiels in 3rd place. The podium presentation reflected that result, however it was later in the day that the race stewards stepped in, handing Robinson a 10-second penalty for jumping the start and Inwood a penalty of 18 seconds for passing under the safety car. That had the effect of changing the top two positions, with the official results recording Michael Robinson in 1st place and Stuart Inwood in 2nd.



Bathurst Best Presented Award

The NSW Sports Sedan Championship major sponsor *Air Technology Australia* contributed to the Bathurst event, donating a trophy for the awarding of the Best Presented Sports Sedan. For this event the competition for Best Presented was huge, with so many cars turned out well prepared and maintained throughout the weekend.

The Best Presented Sports Sedan trophy for Bathurst 2012 goes to Graeme Gilliland and his team. Congratulations Graeme, there's a trophy heading your way.



Technical Regulations Update

2012 sees the end of the recent moratorium on changes to Sports Sedan technical regulations. The moratorium was in place for a few years, introduced to bring some stability to the technical regulations and allow those building new cars the chance to have one single set of rules to go by throughout the build, rather than new rules being added every year.

The National Sports Sedan Committee consisting of representatives from the National Series and the Associations in NSW, Queensland and Victoria is chartered with monitoring the Sports Sedan technical regulations and proposing and adopting any changes, which then must go to CAMS for approval. NSW committee member Anthony Macready is now the NSW representative on the National Sports Sedan Committee.

Over the past couple of months several rule changes were proposed, coming from competitors in the states and also the National Series representative. Each state committee had the opportunity to discuss and vote on the proposed changes and also make any addendums they deemed necessary. In NSW feedback about possible technical rule changes was sought from all members, with input received from a number of people.

During the Bathurst event in February the National Sports Sedan Committee had the chance to meet and discuss the possible rule changes. The following list of rule changes and how they were voted on at the Committee are taken from the meeting minutes. It should be noted that for some possible rule changes there is still some research and work to do, and that all rule changes are submitted to CAMS for approval. Whilst the National Sports Sedan Committee may recommend some rule changes, not all will necessarily be adopted by CAMS. For this reason you **should not take these proposed rule changes as certain**. Any rule changes that are confirmed by CAMS will be published in this newsletter in future and as a CAMS technical bulletin. Do not assume the rule changes until they are confirmed by CAMS.

Items of notified business were laid on the table and each representative was invited to add subjects that were of interest to their association or required further clarification before we addressed notified business.

ASSA NSW had 4 items of interest they wished to raise as follows:

1. Modification to windscreen
It was resolved that ASSA NSW will word a proposed amendment to the tech regs and submit a motion to the NSSC proposing that an opening up to 300mm long and 50mm wide be allowed to windscreen above the bonnet line for the ingress of air into the intake plenum.
2. Window removal
This is to be dealt with in notified business.
3. Meeting minutes
It was resolved that an accurate copy of the NSSC meeting minutes be circulated to representatives and for representatives to agree that they are accurate prior to circulating or forwarding to CAMS.
4. Trans-am class in national Kerrick Series.
The inclusion of a Trans-am class in the Kerrick Series is for sports sedans that also comply with NSSC Pro Racing Trans-am rules. It is possible there may be limited amendment or allowances to meet with local usage (eg: approved tyres/ min weight/RPM maximum).

ASSA Vic had 1 item of clarification:

1. Trans-am car clarification
Trans-am designed cars still have to meet group 3D sports sedan tech regs in Australia. A trans-am style car is by stealth a sports sedan as the rule changes made in 2007 meant that a trans-am design car does comply as a sports sedan. Sports sedan cars may use a Trans-am body kit under our present tech regs; they do not necessarily have to be built to NSSC rules. This is clarified further in notified business that required some tidying up of the present wording presently in section 3.4.

QRDA had one item of clarification:

2. Electronic handling devices

It was noted that traction control was not passed by the NSSC at last meeting however CAMS decided to allow TC as they have no definitive way to monitor its use.

Notified business:

Item 1

Section 1 - General: 2006 tech regs for cars not complying with 2007+ regs - we need to have and display the 2006 regs and also move to have all cars compliant with 2007 + regs in a reasonable time frame.

Moved by NASSA

Outcome: It was decided that it is unworkable to force pre 2007 tech reg cars to update to post 2007 tech regs so the motion lapsed for want of a seconder.

An amended motion was put forward by QRDA:

Section 1 – General

Remove the final sentence “Owners of such vehicles should contact CAMS”

Seconded NASSA

Votes in favour of the amendment - 4

Votes against - 0

The amended motion passed.

Item 2

Section 2 - Eligibility: Mid-engine cars.

Moved by NASSA

Victoria has 4 such mid-engine cars presently in competition. It was decided to leave the rule as is to grandfather these 4 cars.

The motion failed for want of a seconder.

Item 3

3) Section 3.4(vi) Mudguards: This should be in section 2 as it is presently mistakenly listed under mudguards. Also needs to be changed to remove reference to having to be approved by CAMS after recommendation by the NSSC. We should adopt all homologated Trans-am bodies including all external associated aerodynamic devices (rear wing and front spoiler) approved as per the USA Pro Racing Trans-am classification for class TA and TA2 under article 4 of the SCCA pro racing regulations.

Moved by NASSA Seconded by QRDA

An amendment was moved by ASSA Vic to remove reference to TA2 – the amendment was passed unanimously.

The amended motion is now as follows.

“Homologated Trans-am bodies as listed on page 96 of the 2012 SCCA pro racing technical regulations may be used. When Trans-am bodywork is used then homologated associated exterior aero components being the front spoiler and rear wing must also be used as referenced in the section 4.7.12.11 of the 2012 SCCA pro racing technical regulations.”

The amended motion was then put.

Votes in favour of the amended motion - 4

Votes against – 0

The amended motion passed.

Item 4

Section 3.5 – Aerodynamic Aids: If we add “Alternate to (iv) a single element wing may be used to a maximum of the following measurements: Cord length 275mm, wing width including mounting assembly or end plates to be 1830mm. This single element wing can be no wider than the width of the car that it is fitted to at its widest point on the rear 50% of the coachwork.

Moved by NASSA - Seconded by ASSA Vic.

The motion was put.

Votes in favour of the amended motion - 4

Votes against – 0

The motion was passed.

Item 5

Section 3.6 – Body Panels: I believe we should add a rule to section 3.6 (iv) that states the driver must be able to exit from the car via the front drivers side door window within the standard 9 second egress time.

Moved by NASSA

Discussion ensued and it was resolved that this type of rule should not be in group 3D tech regs as it is more a matter that would be dealt with by CAMS under general requirements.

The motion was withdrawn by NASSA.

Item 6

3.7 (v) - Interior: This particular clause, regarding reference to a crushable structure, should be removed.

Moved by NASSA – seconded by QRDA

QRDA foreshadowed an amendment, being the insertion of the words “in addition to the side intrusion tubes” after the word “used”.

The amendment was put by QRDA and seconded by ASSA NSW and was passed unanimously.

The amended motion was moved by NASSA and seconded by QRDA. It now reads:

3.7 (v) – A crushable structure may be fitted to the outside of the chassis on the drivers side of the vehicle in addition to the side intrusion tubes referred to in 4.2 (iv).

The amended motion was put.

Votes in favour of the amended motion - 4

Votes against – 0

The motion was passed.

Item 7

3.11 (ii) amend the thickness to 1.2mm in keeping with standard aluminium sizes.

Moved ASSA Vic Seconded NASSA.

It was requested by ASSA Vic to insert the word minimum and the meeting agreed unanimously.

The motion now reads:

3.11 (ii) amend the minimum thickness to 1.2mm in keeping with standard aluminium sizes.

Moved ASSA Vic, seconded ASSA NSW

The motion was put.

Votes in favour of the amended motion - 4

Votes against - 0

The motion was passed.

Item 8

Section 4 – Mechanical Components – Add to end of opening paragraph “or additions”.

Moved NASSA Seconded QRDA.

The motion was put.

Votes in favour of the amended motion - 4

Votes against - 0

The motion was passed.

Item 9

Section 6 - Wheels & Tyres: Add the maximum diameter of any wheel to be 18 inches.

Moved NASSA seconded QRDA

ASSA Vic stated they have no wish to bring in a maximum wheel size.

The motion was put.

Votes in favour of the amended motion - 3

Votes against – 1 (ASSA Vic)

[The motion was passed.](#)

Item 10

4.4 (i) - Engines: Remove reference to Chevrolet SB2.2.

Make Allowable Chevrolet engines – include SB1, SB2, World Industries Motown & Motown 11 350M Iron Block.

Make allowable for Ford engines - World Industries Ford Man O War Iron Blocks, Dart Iron Eagle and Iron Eagle Sportsman blocks.

Make allowable for Dodge engines - Dodge R5

Reason: Some references on existing rules are incorrect or incomplete. Before the recent R07 Chev engine the Chev engine was spec'd to SB4. Should we consider including SB3 & SB4?

Discussion ensued with input from all parties.

NSW ASSA suggested that we amend this motion to:

Allow all non-production engine blocks prior to: Chev R07, Ford FR9 & Dodge R6.

Whilst this had support in its wording simplification did it allow all other current engine blocks that are not used in NASCAR competition, such as those manufactured by Rocket, World Industries, SVO and Dart that are already in use by some competitors?

It was suggested that ASSA NSW and ASSA Vic work together in order to put forward the simplest yet most comprehensive way of dealing with this matter. It was agreed that only cast iron or steel blocks be included.

[ASSA NSW to put forward a final motion ASAP that may be voted on via email.](#)

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.

2012 Membership forms are now available on the ASSA NSW website.

Series Sponsor and Windscreen Banners

Air Technology Australia will once again be the major sponsor of the NSW Sports Sedan State Championship in 2012.

As part of the 2012 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 in 2012. Stickers from each of the round sponsors should also be on display on every car. Stickers and windscreen banners will be supplied to anyone who needs them.



Series Sponsor On Board Again for 2012

2012 sees the return of the State Championship series sponsor, ***Air Technology Australia***.

All State Championship cars will be wearing an ***Air Technology Australia*** windscreen banner supplied by ASSA for the season. The company will also continue to sponsor the Best Presented Award.

Air Technology Australia supplies ventilation and air conditioning equipment to end users and contractors, including fans, water chillers, electric motors, variable speed drives, controls, ventilation grilles, weather louvres and associated spare parts.

They also supply fibreglass automotive components for specific Sports Sedan builders.

Customers are many and varied. Their activities include mining diamonds and gold, building road and rail tunnels, spray booths, food processing factories, all kinds of manufacturing, industrial applications, education at schools and universities, transportation, and buildings both small and large. The ATA customer base is spread throughout the whole of Australia and they have exported to customers on nearby Pacific Islands and in the Middle East.

The ***Air Technology Australia*** focus is on quality energy efficient solutions for air movement applications.

AIR TECHNOLOGY AUSTRALIA



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www.airtechnologyaustralia.com.au

Classes/Divisions for 2012

Just a reminder about the class points system for the 2012 *Club Championship*.

Once again in 2012 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. Please note that the lap times have varied slightly from the 2011 times, helping to even out the spread of competitors in each division.

The divisions are:

- Division 1:** Under 1:37.00
Division 2: 1:37.00 to 1:42.00
Division 3: Over 1:42.00

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 will generally be allocated based on the qualifying session from Round 1. Of course, there may be some issues with cars or other factors that will provide an inaccurate gauge of some lap times. The committee may re-allocate 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 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. Class points will also be allocated in this way.

Division 3 Receives Sponsorship Support

Round sponsor and regular photographic contributors **Koen Photo** have provided extra support to NSW Sports Sedans in 2012 by supplying trophies and other benefits for Division 3 competitors. The NSW Committee has been looking at ways to attract more Division 3 competitors and build upon the class, and the support from **Koen Photo** will go a long way to achieving this.

Koen Photo are looking at 1st, 2nd and 3rd trophies for each of the six State Championship rounds, then a Finals for the Presentation Night. They will also be making a special “Encouragement Award” to someone in Division 3.

The NSW Committee is very grateful to **Koen Photo** for their ongoing support and in particular their push to improve Division 3 in 2012.

If you are a Division 3 competitor or would like to be, please contact the Committee through Geoff Whittaker, or simply turn up and race!



2012 Committee Roles & Responsibilities

As previously indicated certain roles and responsibilities have been allocated to the 2012 Committee members to enable a better distribution of the workload and assist with the smooth running of our club and the category. The roles are highlighted in the Your Committee section in each newsletter, however below the responsibilities of each person are described in detail for the information of all members.

If you have any enquiry relating to the club, Sports Sedans in general, race meetings or whatever, please contact the person responsible for that particular area in the first instance. Likewise if you have any suggestions or would like to offer your assistance in any role please get in touch with the nominated person.

In addition, any inquiries relating to the ASSA NSW website or club apparel should be directed to [Sean Sullivan](#).

MEMBERSHIP OFFICER [Erik Gattermeier](#)

- Distribute membership forms and receive, collate, record and manage data from returned completed forms
- Receive membership fees and deposit into club account; liaise with Treasurer to allow record maintenance of income
- Maintain the membership database/spreadsheet and ensure that all details are current for all members as well as keeping recorded data relating to past memberships
- Actively plan and coordinate a membership drive to increase overall club membership
- Report current and projected membership and statistics to the Committee on a monthly basis

SECRETARY [Mick Johnson](#)

- Receive, collate and distribute external correspondence (e.g. interstate newsletters, wholesale/retail offers, etc.)
- Complete and submit club affiliation documents to CAMS
- Act as club point of contact and liaison for CAMS
- Provide information/advice to committee regarding club compliance with CAMS Corporate Plan
- Record minutes for all meetings (committee, AGM, extraordinary) and forward same for distribution to membership with club newsletters
- Record any action points from committee meetings and forward to members required to take action

PUBLICITY OFFICER [Anthony Macready](#)

- Organise quotes from Motorsport publications
- Present quotations at meetings for approval
- Supply of images for advertising (Ensuring appropriate photographic recognition/approval for image use)
- Production of promotional banners / flyers
- Liaison with other categories for cross-promotional purposes

TREASURER

Herbert Gattermeier

- Compile 2012 budget based on 2011 financials
- Invoicing as required – all sponsors
- Receipting of all monies rec'd, e.g. memberships, apparel sales
- Payment of all bills
- Bank reconciliation
- Chase any outstanding debtors
- Liaise with Apparel manager on monthly basis prior to club meeting
- Compile Treasurers report for monthly meeting – this will include:
 - Monthly bank reconciliation
 - Cash Flow Report
 - Apparel Sales update
- Investigate apparel depreciation and stocktaking

NATIONAL SERIES LIAISON

Anthony Macready

- ASSA NSW point of contact for Kerrick Series organisers
- Liaise with National Series organisers re future changes to technical regulations
- In conjunction with National Series organisers plan and coordinate joint State/National round each year
- Receive and coordinate State level entry documents and fees for joint round and provide entry information and bulk fees to National Series organisers
- Point of contact and liaison for State level competitors who are entered or planning to enter National Series rounds (including joint round) and provide information/advice re same
- Report to committee on current and anticipated issues relating to National Series that may affect State level competitors and members, including possible regulatory amendments or identified safety matters
- Point of contact for National Series competitors who enter/plan to enter State events in NSW; provide information/advice re same

INTERSTATE LIAISON

Nick Smith

- ASSA NSW point of contact for interstate Sports Sedan organisers
- Liaise with interstate Sports Sedan organisers re future changes to technical regulations
- In conjunction with interstate Sports Sedan organisers plan and coordinate joint State round/s each year
- Point of contact and liaison for State level competitors who are entered or planning to enter interstate events (including joint round) and provide information/advice re same
- Report to committee on current and anticipated issues relating to interstate Sports Sedans that may affect State level competitors and members, including possible regulatory amendments or identified safety matters
- Point of contact for interstate competitors who enter/plan to enter State events in NSW; provide information/advice re same

- Committee point of contact for NSW competitors/members
- Provide advice/information and answer enquiries from competitors in relation to events, including entry details and closing dates, parking & garaging arrangements, other competitors or regulatory issues
- When at circuit liaise with competitors, organising assistance if necessary, providing advice or instruction relating to dealings with CAMS officials (e.g. procedure when “called up to the tower”)
- When at circuit establish contact with and welcome new members/competitors and ensure they are provided with any assistance necessary
- Provide close liaison with Division 3 competitors and plan & coordinate the promotion and development of Division 3

OFFICIAL POINT SCORER**Jeff Brown**

- Allocate and calculate all points scored by competitors at each round
- Table point scores and forward same for email distribution and inclusion on website as soon as possible after each round
- Maintain records of all points scored in the various classes, divisions, the club championship and the State championship to enable auditing should the need arise (e.g. protest lodged regarding points)
- Allocate drivers into appropriate Divisions based on lap times or historical performance in accordance with information provided to members in newsletter

EMAIL/MAILOUTS/NEWSLETTER**Andrew McKellar**

- Email distribution of all relevant information for members and competitors including event information, point scores, regulatory updates, meeting minutes, CAMS information, promotion of Sports Sedans, membership information, website updates, presentation night and meeting details
- Prepare and publish club newsletters on a regular basis and forward for inclusion on website; email members when newsletter available for viewing
- Prepare and publish race reports as soon as possible after each round; liaise with photographers regarding use and transmission of photos for inclusion in race reports

MRAP DELEGATE**Chris Jackson**

- Attend monthly Motor Race Advisory Panel meetings as Sports Sedan representative
- Report current and anticipated issues and information raised at MRAP to the Committee on a monthly basis
- Liaise with members/competitors regarding any issues to be raised at MRAP on their behalf and work with MRAP to resolve any issues raised
- With the assistance of Committee members organise and prepare the State Championship Sporting Regulations each year and present them to MRAP for acceptance and forwarding to CAMS for approval

Round Sponsorship

A number of businesses have again provided financial support to the ASSA and the championship in 2012 as Round Sponsors. Negotiations are currently underway to secure some more round sponsors for this year. Advertisements for our sponsors 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



Classifieds

For Sale

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



For Sale

Secondhand – Used Michelin Slick Tyres

Front Tyres - can be used on rear for smaller cars.

27-65-18 S7 compound \$100.00 each

30-65-18 S7 or S8 compound \$100.00 each

Rear Tyres

31-71-18 S7 or S8 compound - priced from \$50 to \$100.00 each

31-71- 18 S9 compound - almost like new \$150.00 each

Second hand – Used Michelin ‘wets with rims’ to fit Ford 114.3 PCD

24- 64- 18 X 2 Tyres and 2 x Rims 18 x 9 - \$550.00 O.N.O

Second hand - Dunlop Slick Tyres - used for One meeting only.

4 tyres x 325-700 X 16 \$600.00 for all 4 tyres

Helmet – NEW

White HJC Full Face

58-59 Large SNELL SA2000 rrp \$1,500.00 selling price \$500.00 O.N.O

Geoff Whittaker

Ph 0424 532 735

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 \$30.00



FLEASY ¼ Zip JACKET \$45.00



SLOPPY JOE \$25.00



LONG LINE WINTER JACKET \$70.00



SEW ON LOGOS \$7.50



CAPS \$20.00



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	\$30.00			
Cap	\$20.00			
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:

