

Members Newsletter No. 20101



Chris Jackson 2009 NSW SPORTS SEDAN STATE CHAMPION



Simon Copping 2009 ASSA NSW CLUB CHAMPION

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Your Committee

2010 Sees a new committee for ASSA NSW, with some new members and a couple of position changes. The new committee has already held two meetings, with a number of decisions made about the future of the ASSA and Sports Sedans as a category in NSW.

A strategic direction has been set for the club, with emphasis placed on increasing membership involvement and grid numbers for 2010 and beyond. Further details about the future of Sports Sedans and the State Championship are included in this newsletter.

The ASSA NSW committee for 2010 is:

President	Andrew McKellar	0430 717 622	toymaxx@bigpond.com
Vice President	Sean Sullivan	0419 851 085	seansull@au1.ibm.com
Secretary	Chris Jackson	0409 209 480	jacksonc@internode.on.net
Treasurer	Herbert Gattermeier	9879 7557	hergat@bigpond.com
MRAP Delegate	Chris Jackson	0409 209 480	jacksonc@internode.on.net
Committee	Jeff Brown	0418 640 495	brownjt@tpg.com.au
Committee	Anthony MacReady	0421 010 380	anthony@agmeengineering.com.au
Committee	Garry Stevens	0419 260 465	gssecure@bigpond.net.au

President's Report

Greetings to all new and returning Members of the ASSA NSW, and welcome to the first newsletter for 2010.

As you will read, and should already be well aware of, there are substantial changes in 2010 for the ASSA and for Sports Sedans as a category. These changes are being instigated by your new committee to ensure the survival of our category and our championship in NSW.

The simple fact is that the NSW Sports Sedan Championship is very much under threat, with CAMS having placed us on notice at the end of last year that unless we meet the minimum grid numbers for *every round* in 2010, a championship will not be awarded, and will automatically cease to exist for future years. That means a minimum of ten (10) starters at all five rounds in 2010.

As mentioned earlier in this newsletter, your committee have already met on two occasions to discuss this major issue affecting our category, and by now you should have already received a letter from the committee highlighting the issue and asking you to plan your commitment to Sports Sedans in 2010.

A strategic direction has been planned for the ASSA, with key objectives agreed as:

- Increasing membership
- Increasing event participation
- More effective communication with members (utilising electronic methods)
- Funding and sponsorship

It is of course one thing to have objectives, and another to actually act upon them. As you will read throughout this newsletter, several changes have been made or are in the process of being actioned that are aimed at meeting these objectives, with the overall goal of protecting, promoting and enhancing Sports Sedans as a category.

So, what a great bunch of blokes those committee members are, looking after everyone like that, right? Wrong. For Sports Sedans to survive, and for us to retain a championship in NSW, we need greater member participation *across the board*. Every single member needs to get more involved with our sport. The committee can act on behalf of the membership, and can guide us through this issue but at the end of the day, it is up to the entire membership to get more involved.

You'll find plenty of information in this newsletter about how you can get more involved. You may not necessarily be able to race at every round (hell, my car is not likely to be built by season's end at the rate it is currently going), but why not get involved in other ways? Turn up at meetings; make suggestions to the committee; head over to Jeff's place on a Sunday night and help him with the point scoring; go to races and help out your fellow members and competitors; get out there and do some footwork promoting our category.

There's plenty you can do. So how about it?

I would like to thank all the members of the committee for their obvious dedication, commitment and professional attitudes displayed since the committee was formed. As you can read in the Meeting Minutes sent out with this newsletter, each member of the committee is there to contribute all they can for the betterment of our sport. And there is a lot more they do behind the scenes, for which they should be congratulated.

Finally I wish everyone a successful and competitive racing season for 2010. Play nice.

Cheers,

Andrew McKellar
President
ASSA NSW



Vice President's Report

WHAT'S IN IT FOR ME ?

Dear Members, Happy New Year !

Firstly, I'd like to thank you for your support, for my appointment as Vice-President for 2010. I'm delighted with my role on the committee and I'm passionate about the future of the Australian Sports Sedan Association of NSW.

You will all be aware of our strategic objectives for our club, as Andrew has outlined in the Presidents report and recent committee minutes; Club survival through race participation and increased membership being the primary concerns. We really can't stress this enough. If there is to be a future State Championship for Sports Sedans in NSW, then we must meet the minimum participation numbers (10) for each event in 2010.

Having stated the obvious...

There is more to be being a member of a club than might be apparent. Being a card carrying member is always nice, it provides a sense of belonging, an opportunity to socialise with like minded soles, recognition of achievements from our peers, BBQ's, music, a few beers and of course the beloved tarmac dancing.

Membership means different things to different people. As you read this message, I'd like you to consider; *"What do I want from my Club"*? Chances are its all of the above and more. Reality is none of these things happen without member's participation & contribution.

In 2010, the committee will seek your feedback on this question (above) with intent to shape our club events & programs around your key areas of interest. Examples of this may include the club/state point score, special invite (race) events, non-race events, social events and meetings. We will take a very serious approach to these changes and invest in selected areas (in response to your feedback) in an effort to make our club more attractive to new members and more rewarding for our existing members.

As stated in my opening, I'm passionate about the future of our club and I believe each of us needs to embrace our strategic objectives in 2010. When talking with your friends & colleagues, I'd encourage you to engage them with a sense of pride in our club, talk passionately about our events & benefits and consider every person a potential new member. Remember, each of us are ambassadors for our sport & our club. When at the track, please continue to reach out to spectators and viewers with a warm welcome and encourage them to get involved.

Remember, members don't have to own/drive a Sports Sedan to join (although that would be helpful). New members may simply be passionate about our Sport and enjoy the opportunity to socialise with like-minded soles.

Throughout the year, in our Newsletter, I'd like to share my thoughts on similar topics affecting our club, our sport and our category. With your help, I'm confident we can grow our club membership, improve our race participation and host more rewarding social events & meetings for the benefit of all.

Looking forward to a fabulous racing season.

Yours Sincerely,

Sean Sullivan
Vice-President, ASSA NSW



Race Dates for 2010

The following dates are for the State Championship rounds for 2010. Other event dates will be included on the website and future newsletters once they have been confirmed.

Round 1 Eastern Creek 13/14th March
Round 2 Wakefield Park 10/11th April
Round 3 Eastern Creek 19/20th June
Round 4 Wakefield Park 28/29th August
Round 5 Eastern Creek 23/24th October

ASSA Membership for 2010

Membership fees for 2010 been reduced significantly to \$70. New membership forms are included with the mail-out for this newsletter. Membership fees can also be paid via direct deposit into the ASSA account. If you would like to utilise this method of payment please contact Chris Jackson who will provide the banking details for you.



Club Meetings for 2010

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

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

The presentation night and Annual General Meeting are scheduled for November. A separate notice with all meeting dates and State and National rounds is included with this newsletter.

The venue for all committee and general meetings has changed for 2010. Commencing with the February meeting, the venue will now be:

The Gondola Room, Marconi Club
Marconi Plaza (off Prairievale Rd), Bossley Park NSW 2176 (Off Cowpasture Rd)

Why not shout the family dinner and drinks while you come along and support your club?

Meeting Agendas and Minutes

The committee meeting minutes from the December and January meetings are included with this newsletter. All meeting minutes will be sent out as soon as possible after both committee and general meetings.

Meeting agendas will also be sent out, usually about a week prior to a scheduled meeting. If you would like anything included in the agenda for either a committee meeting or a general meeting please submit it to Andrew McKellar at least a week prior to the meeting if possible.

New Website

The new ASSA website has been constructed, and is in the process of being uploaded to a new hosting site. The domain name has been re-registered, so the new website will have the same web address as the old one.

Our thanks go to Martin Koen who has spent a good deal of time designing the new website, and will continue to provide technical support and updates for the site in the future.



Newsletter Format

If all goes according to plan, this should be the last newsletter you will receive in the current format. All the information you need will still of course be included, but a new format is required for the newsletter to align it with the new ASSA NSW website.

Member Submissions

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

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

So why not have a go? Tell us your story. Get involved.

Classes for 2010

There may be some changes to the class structure for this year. Any changes will depend on the response from members regarding participation, and those changes will be announced prior to the opening round of the championship. If you have an opinion about the class structure in NSW, contact a committee member – we welcome everyone's input.

New Point Score

2010 also sees changes to the point scoring system for the championship. The new system is designed to compress the point scores, giving more drivers the chance to compete for the championship. In addition, points will now also be allocated for Qualifying. So if you qualify for Race 1, then have an issue with your car, you will at least have something from the weekend.

The new system thus far only affects the State Championship. Changes to the Club Championship will be determined by the class structure for 2010, as mentioned above.

Here's how the old and new point scores compare:

PREVIOUS POINT SCORE	
PLACE	POINTS
1 st	20
2 nd	15
3 rd	12
4 th	10
5 th	8
6 th	7
7 th	6
8 th	5
9 th	4
10 th	3
11 th	2
12 th	1

NEW POINT SCORE	
PLACE	POINTS
1 st	20
2 nd	18
3 rd	16
4 th	15
5 th	14
6 th	13
7 th	12
8 th	11
9 th	10
10 th	9
11 th	8
12 th	7
13 th	6
14 th	5
15 th	4
16 th	3
17 th	2
18 th	1

So how will these changes affect the State Championship? Here is last year's championship point score, followed by how it would have looked under the new system:

NSW Sports Sedan State Championship 2009									
			EC	Wakefield	Oran Park	EC	Wakefield	Oran Park	
Position	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Chris Jackson	Holden Calibra Chev	35	55	47	60	60	55	312
2	Anthony Macready	Nissan 300 ZX Chev	43	50	55	42	45	32	267
3	Jeff Brown	Commodore Chev	23	28	28	34	0	28	141
4	Simon Copping	Commodore	13	25	28	28	24	10	128
5	Geoff Whittaker	Commodore chev	39	24	27	15	0	0	105
7	Sean Sullivan	Bluebird Chev	0	0	0	15	32	12	59
6	Jo Said	Fiat 124	27	27	0	0	0	3	57
8	Scott Butler	Chev Camaro	20	0	0	0	0	35	55
9	Dave Loftus	GTR	10	0	0	0	0	35	45
10	Kerry millar	Ffalcon	0	0	22	0	0	11	33
11	Alan Riches	Corolla	9	0	20	0	0	0	29
12	Gary stevens	RX7	0	0	0	0	0	21	21
13	Nick Smith	Fiat 124	0	0	0	0	0	16	16
14	Denis Nolan	Commodore Chev	16	0	0	0	0	0	16
15	Andrew Liethhead	Alfa	0	0	0	0	0	11	11

NSW Sports Sedan State Championship 2009									
			EC	Wakefield	Oran Park	EC	Wakefield	Oran Park	
Position	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Chris Jackson	Holden Calibra Chev	58	78	72	78	78	76	440
2	Anthony Macready	Nissan 300 ZX Chev	70	74	78	72	74	52	420
3	Jeff Brown	Commodore Chev	53	59	59	62	0	58	291
3	Simon Copping	Commodore	37	55	59	58	48	34	291
5	Geoff Whittaker	Commodore chev	65	48	50	34	15	0	212
6	Sean Sullivan	Bluebird Chev	8	0	0	40	61	37	146
7	Jo Said	Fiat 124	54	57	0	0	0	21	132
8	Scott Butler	Chev Camaro	36	0	0	0	0	68	104
9	Dave Loftus	GTR	29	0	0	0	0	63	92
10	Alan Riches	Corolla	28	0	49	12	0	0	89
11	Kerry millar	Ffalcon	0	0	53	0	0	34	87
12	Gary stevens	RX7	10	0	0	0	0	49	59
13	Bill Martin	Commodore	0	0	0	0	42	0	42
14	Nick Smith	Fiat 124	0	0	0	0	0	38	38
15	Denis Nolan	Commodore Chev	36	0	0	0	0	0	36
16	Andrew Liethhead	Alfa	0	0	0	0	0	32	32
17	Glenn Pro	Escort	0	0	0	0	0	18	18



Have Your Event Entry Fees Paid For

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

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



Round Sponsorship

A number of businesses have already signed up to lend financial support to the ASSA and the championship this year. The committee would like to thank the following businesses:

- CSJ Engineering
- AGM Engineering
- Bavariacars
- Ausfab
- Koen Photo

If you own a business or have the influence to persuade a business to buy Round Sponsorship, the committee would like to hear from you. Round Sponsorship costs \$500, with business stickers placed on all cars at every round of the championship.

Oran Park DVD

For those who competed at the last State Championship round at Oran Park in October, your DVD of the weekend is nearing completion and will be distributed soon. A good deal of footage was obtained from a combination of mobile, static and on-board cameras, with Martin Koen currently working through the unenviable task of editing some 20 hours of footage to create a 1-hour DVD package.

The committee viewed some of the results of Martin’s work recently, and the DVD will be worth the wait.

Safety Equipment

Don't forget to check the expiry dates on your fire extinguisher and safety harness before your first event this year. With an increasing emphasis placed on safety by CAMS, you don't want to miss out on an event because your equipment is out of date.

CAMS have also introduced new safety standards for driver's apparel. For the most part the apparel you already have should be sufficient to meet the new standards, however you should confirm that *all* of your apparel complies with the updated Schedule D of the CAMS Manual. There is also a moratorium on some aspects of the changes. For details on the moratorium and the new standards, you can access Schedule D at:

www.cams.com.au/Media/News/2009/~/_/media/E06D22FE8F154A8BA4B6C9C0938F1143.ashx



Wyang Automotive Racing Precinct

In 2009 the ASSA and a number of other interested organisations made submissions to Wyong Shire Council in relation to a proposed motor sport complex in the Central Coast area. The following email extract is the latest information from the Shire Council in relation to the complex:

Hello,

As advised in my email dated 20 November 2009, a report on the WARP project was considered by Council on 25 November 2009. At this meeting, Council resolved as follows:

- 1 That Council approach Lower Hunter Local Councils and Gosford City Council to investigate potential sites within these local government areas for an Automotive Racing Precinct.
- 2 That if the investigations referred to in No 1 above result in a suitable site being identified, Council make available information relating to the research undertaken by staff on this matter.
- 3 That Council advise those parties that have responded to the questionnaire, provided letters of support or objection of the decision.
- 4 That with the exception of fulfilling the above recommendations, no further staff resource be utilised in further investigating this project.

FOR: Councillors Best, Eaton, Graham, Matthews, McBride, Vincent, Webster and Wynn

AGAINST: Councillor Symington

Council will now be approaching the aforementioned Council areas to investigate potential sites for an Automotive Racing Precinct within these areas. Whilst the outcome of site investigations within Wyong Shire Council areas is undoubtedly disappointing to all involved, your interest and assistance in this project has been greatly appreciated.

Kind regards,

Kathryn Heintz
Strategic Planner
Land Use Planning
Wyong Shire Council

The Final Word

For each newsletter a member will be asked to contribute a short article, on a subject matter of their choice. The article will be published as the final word, to cap off each newsletter. To commence for 2010, we welcome:

Chris Jackson, 2009 NSW State Sports Sedan Champion

HANS DEVICES. DO WE NEED THEM AT STATE LEVEL?

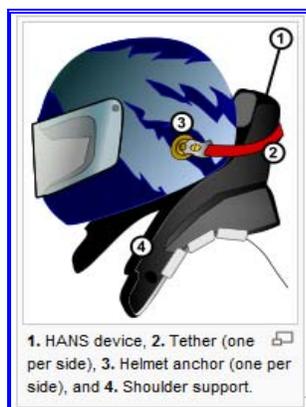
Everybody involved with motorsport knows basically what HANS devices are, however at most levels of motorsport in Australia, their use is optional and only a small number of competitors in each category use them.

While everybody associates head and neck restraint with the original HANS device with the 2 helmet tethers, it is now only one of around half a dozen similar devices on the market, all of which are designed to control and limit head and neck movement, acceleration and deceleration, when involved in a high G-force accident.

I purchased one of the variants on the market, called a Leatt brace, about 2 years ago, so I thought I would write a small article explaining what the device is and how it works, as I have been unfortunate enough to give it a good test on several occasions since owning it. If you have been considering the purchase of one of these devices, or have simply wondered if they're worth all the trouble, then do your homework before outlaying any money. Investigate all the alternatives, and perhaps use this article as part of that process.

I initially looked at the purchase of a HANS device several years ago after it became mandatory in F1, V8 Supercars and NASCAR, and more and more high profile drivers were seen wearing them. I figured that they either worked, or someone was making a fortune on a new fashion accessory. After trying the original HANS device with the helmet tethers, I was put off the idea by the restriction of not being able to turn your head much, as soon as the tethers tensioned.

About 2 years ago I saw some advertising of the newly designed Leatt Brace, a HANS variant that does not use helmet tethers and allows full movement and turning of your head. Gary's Tyres were distributing them and Gary lent me one to try out at a Wakefield state round. I ended up sharing it over the weekend with Steven Shiels, and by the end of the meeting we had both bought our own ones.



HANS Device



LEATT Brace

The Leatt brace differs from the HANS as it does not use tethers connected to your helmet. It instead has a circular collar made from carbon fiber, reinforced plastic and padding, that surrounds your helmet, and when adjusted correctly sits just below the rim of your helmet. The ring is connected to a chest, shoulder and back plate that surrounds your upper body. Your harness straps go over the shoulder plates of the brace, and when belts are tensioned the entire unit is held securely to your body.

Under normal driving conditions your head is free to turn unrestricted in any direction and some up and down movement until your helmet contacts the collar.

In the event of sudden impact, the inertia violently throws your head and helmet as it tries to continue in the direction that it was travelling, while the harnesses generally pull your body in another direction. Add in a multiple car incident with multiple impacts in different directions, and whiplash thrown in as well and you're going to have anything from a stiff neck to a broken one!!

Wearing the Leatt Brace greatly reduces these effects. As soon as your head moves a small amount in any direction, the rim of your helmet buries into the brace's collar. The padding decelerates your head and restricts its movement and the energy is dissipated through the chest and shoulder plates. As secondary impacts or whiplash come into play the brace continues to work in the same fashion, decelerating your head and limiting its movement in a controlled fashion in any direction that it is thrown.

A secondary and often overlooked benefit is that the shoulder straps of your harness are held in cutouts in the brace, so they also dissipate their energy over your entire upper body. This almost eliminates harness bruising and the soft tissue damage around your neck from side impacts as the harness cuts into your neck.

So all this is fine on a glossy advertising promo sheet, but does it work? I'll conclude this article with some crash testing results that I reluctantly participated in. The two different incidents highlighted to me the benefit of having a device that can react to an impact in any direction, rather than just one direction, as per the original HANS tethers.

In the first incident at an Oran Park National round I ended up getting out of shape in the wet on the main straight after accelerating on a white line. What should have been a glance off the wall was complicated as I picked the pit entrance for this moment of extreme lack of talent. I basically slammed straight into the pit entry Armco at 140kmh and then bounced along the wall and had a second hit for good measure. On the TV coverage I was amazed to see how hard my head I was thrown back and fourth in the two hard impacts and associated whiplash. It was also noticeable how the brace controlled all this and I only realised a few days later that I did not have the slightest harness bruise, sore neck or any other complication from the crash..... Just had to fix the car ☺

The second incident was probably the worst I have ever had in motor racing. I drove into Turn 2 at Wakefield Park to head up the hill and this time it was a fellow competitor that got it all wrong. After

running wide into the dirt he somehow turned hard right and straight back onto the track, T-boning me at 90° with a hard hit right in my driver's door. The impact threw my head violently sideways. It's funny how things go in slow motion, as I can clearly remember as my helmet hit the brace collar, and the shoulder and chest plates compressing to absorb the impact. I remember thinking, "hey this brace thing really works". Once again I had no harness bruising and absolutely no neck pains at all from an impact exactly 90° from the previous Oran Park one. Just had to fix the car..... AGAIN ☺



So my original question, do we need HANS Devices at State level?

My opinion, for what it's worth? I will not get in a race car without one!! It feels the same as not putting your helmet on or leaving your harness unbuckled.

They work.

You make up your own mind.....

Chris Jackson