

SPORTS SEDAN NEWS

Members Newsletter No. 20103



Chris Jackson 2009 NSW SPORTS SEDAN STATE CHAMPION



Simon Copping 2009 ASSA NSW CLUB CHAMPION

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Your Committee

The committee continues to work on increasing grid numbers and overall member participation for 2010. Committee members have been individually contacting members and Sports Sedan owners, to ascertain who will be on track for 2010.

The results have been good, with 17 starters at the opening round of the championship at Eastern Creek, which proved a good showing for Sports Sedans. We are hoping to carry that momentum into Round 2 at Wakefield Park.

The ASSA NSW committee for 2010 is:

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President's Report

A lot has happened since the last newsletter went out, and I want to commence this one by apologising for the delay in getting this one to you. After a bit of an injury to my hand (yep, working on the car), typing one-handed has proven to be a little on the slow side.

Round 1 has been completed, and I want to congratulate all the guys who competed. We had a good sized grid and the colour, sound and racing spectacle that is Sports Sedans was clearly evident. There was some excellent, close racing, and some unexpected performances in qualifying and the races. I spent Friday, Saturday and Sunday at the track (is this bloke *mad?*) and it was great to see the efforts that everyone has put into their cars over the break since last season.

I would also like to thank everyone for their cooperation in accommodating the placement of sponsors' stickers on their cars. Sponsorship of the ASSA and the series is a vital part of our plan for bettering the category, and it makes my job of obtaining that sponsorship much easier when I know everyone is prepared to assist.

With the promise of a few people who couldn't make Round 1 being starters at Wakefield Park next month, I can't wait for Round 2. I urge anyone who has even half considered having a run at Wakefield to get your entry forms in. If the quality of the field and the racing at Eastern Creek was anything to go by, then the rest of the season looks very promising. Go on – be part of it!

This newsletter is pretty jam packed with information, and there are a few attachments too. Our Vice President Sean has gone to some trouble to prepare a member survey, so please take a few minutes to complete it and email (or snail mail) it back to him. Your feedback is important, and will be utilised to shape the future direction of our club. If you have any questions about the survey please contact Sean.

The committee has also been working on ways to improve the promotion of Sports Sedans. One example of this is the static display planned during the Superlap event at Eastern Creek in May. Check out the article about it in this newsletter and if you can help out and would like to be part of it, let us know.

I'm going to keep this report brief, because I'm having a crack at penning a race report from Eastern Creek and like I mentioned, typing is not my strongpoint at the moment. At least I have found Zen and discovered the sound of one hand clapping...

Roll on Wakefield Park!

Cheers,

Andrew McKellar
President
ASSA NSW



Vice President's Report

Dear Members,

Firstly, I'd like to thank all of you who participated in Round #1 at Eastern Creek, and a big thanks to those who couldn't race, but lent your support as crew and spectators. We had good attendance and we must maintain this level of participation throughout the year. Thank you to all involved!

On another topic, I'm sure some of you will shudder (pardon the pun) when you read this and some of you will nod your heads and say "Yes, I've been there and know exactly what you are talking about". To find out what I mean, let me take you on a brief journey to Eastern Creek race 1.

It's a fabulous site & sound as the Sports Sedans form up on the grid. I am surrounded by a grid of immaculately presented, amazing machines with enough horsepower to light up a small country. My eye's focus on the starters box & light tower, my heart races as I see the 5 second signal and in the background a wall of team colors and spectators lining the roof viewing area. Unlike any other category, our Sports Sedans attract a big crowd and it sends a tingle up my spine knowing all those spectators have come to watch us race. The lights go out and my tyres light up [and launch a bit of sideways action! :Ed]. It's on for young & old.



It's Lap 4, and Bluey (my pet name for the Bluebird) is running well and is settling into race pace quite nicely. Having blown the start (again) I've been busy reclaiming some of those lost positions and I'm ready to have a crack at moving up the pack. Things are getting busy in 5th gear on the straight, approaching peak torque, I'm ready to shift into 6th and keep the right foot firmly planted into the floor, as long as I dare. I'm approaching 220kph and about to push through a pesky vibration that has been plaguing me for several races. I've grown used to it now and with enough momentum I can power through it to reach an eerie smooth ride on the other side. Its only brief, fading away quickly at about 230kph, it's the sort of vibration that makes my digital video camera blur into analogue static, it's the sort of high frequency Vibe that your washing machine gets on a high speed spin cycle.

Unlike some of my fellow competitors' good vibrations – this one is a front end problem that you feel through the seat of your pants and only at speed. So, here we are, finally in 6th and holding flat waiting for that moment when fear overcomes courage and I wash off some speed before turning into turn 1 at the end of the straight.

Bluey is not as quick as some, but you can still feel the effect as the load shifts to the right side and the inside wheels lighten up as you push through the turn then ease back onto the power, down the back

straight. So, “what’s the problem”, I hear you say. “You’ve been doing this Lap after Lap, surely it can’t be too bad”?

Well, this is where good vibrations turn bad.... I’m loaded up on the right side through turn 1 and I’m pushing about as fast as I have ever been. It felt fast. I was on the limit of adhesion, the car felt twitchy and unsettled and as I passed through the apex and the weight settled back on the left side, that’s when I knew my little vibration had created another problem.

I managed to complete the race ok, but it was pretty alarming to discover the fault. The vibration had loosened the nut on the front left strut shock, which had dropped down and was rattling around inside the strut tower. Its all pretty snug in there so there wasn’t a lot of movement and virtually no damage, but as far as my steering goes – it was a handful.

We managed to put it all back together in time for Race 2 (thanks to my crew), during which time, my pesky vibration had finally become significant enough to locate. My pesky vibration was now a wheel wobble at anything over 150kph and more apparent under brakes. The lower control arm ball joints, (which checked out fine un-loaded) had obviously mounted a few too many ripple strips and were ‘moving’ under load, which was sending the wheel into a wobble – but it was only apparent under load at a certain speed. Clearly I was off the pace during Race 2 (that’s my excuse) and chose to abandon Race 3.

As I write this article, I have already replaced all the upper & lower bearings and ball joints and having actually found the offending part, feel confident that my pesky little vibration has finally been resolved.



Looking forward to Round # 2 at Wakefield Park.

Sean Sullivan
Vice-President, ASSA NSW



ASSA (NSW) CALENDAR OF EVENTS 2010

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

ASSA Membership for 2010

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

CSJ ENGINEERING



Chris Jackson

Director

Ph 0409 209 480 Fax 02 46284676

Email: chris@chris-jackson.com

Club Meetings for 2010

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

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

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

The venue for all committee and general meetings has changed for 2010. The venue is:

The Gondola Room, Marconi Club

Marconi Plaza

Prairievale Rd, Bossley Park NSW 2176 (Off Cowpasture Rd)

March General Meeting

Thank you to Michael Spies, who came along to the general meeting as guest speaker and provided those present with a very interesting outline of the rebuilding of his historic Sports Sedan. It is good to know that CAMS have already indicated that cars such as Michael's Celica will be eligible to compete in current races, even though they hold only a historic log book. And it is great news that Michael fully intends to come and do some events in the car, and that other Sports Sedan owners in the historic fraternity are likely to follow.

We welcome Michael and anyone else with a historic Sports Sedan to come along and play anytime.



www.bavariacars.com.au

Meeting Agendas and Minutes

The general meeting minutes from the March meeting are on hold as I have developed RSI in my typing hand, and will be sent out soon. All meeting minutes will be sent out as soon as possible after both committee and general meetings.

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.

Can I Help?

Do you know someone who owns a Sports Sedan?

Are they competing, or not?

If they aren't, do you know why?

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

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

Wakefield Park Entries

Entry forms for Round 2 at Wakefield Park were sent out recently. If for some reason you haven't received them, please contact Andrew McKellar and we'll get them too you.

We are looking forward to having a good number of cars on the grid again at Wakefield Park, which should produce some more excellent racing. Put your entry forms in – you know you want to!

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Race Report – Eastern Creek

Round 1 at Eastern Creek proved to be a fantastic season opener, with a reasonable sized field, some excellent racing and minimal retirements. It was a great spectacle to watch, and the sound of all those cars launching at the start of each race was amazing. Congratulations to everyone involved, especially the family members, friends and crews who support our drivers and provide all their assistance in the lead up to, and on race weekends. The boys can't play without you, so thanks for being there. Thank you as well to Round 1 sponsors **CSJ Engineering** and **AGM Engineering**.

Friday Practice:

Seventeen cars were entered for the weekend, with a little over half of those attending the practice day on Friday. The day went smoothly for most, but a couple of issues arose for some cars.

Unfortunately Geoff Whittaker snapped a crankshaft in the Commodore, which in turn just about destroyed his engine and meant he missed out on the rest of the weekend.



Nick Smith found himself running out of revs in the Fiat down the straight, but had no spare diff ratios he could use.

Jeff Brown has been chasing a vibration in the rear end of the Falcon for some time now, and while it seemed a little better on Friday it was still there, and continued to plague him throughout the weekend.

Qualifying:

Drizzle started while the cars were on the dummy grid, and for a short while it looked ominous as the rain got heavier. It eased up and stopped a couple of minutes into the session, so everyone had the chance to put in some good laps on a dry track.



Nick Smith had solved his revs problem by going for larger diameter tyres, but this caused him other dramas with the tyres rubbing quite badly on the rear guards, particularly noticeable as he rocketed down the main straight. The officials saw it too, and he was eventually black-flagged out of the session. That was not before he had set an excellent time of 1:38.2835, which placed him 3rd on the grid.

Berry Polovic has been absent for the last couple of years, but it doesn't seem to have slowed him down much. He was hoping to qualify in the top five, and did so in the RX7 with a lap of 1:38.7164 to claim 5th place.

Darren Steeden really has the Escort wound up and running well now, and he qualified in 6th with a time of 1:40.5835.



Chris Jackson dominated the session however, claiming pole with a time of 1.34.8439 and taking the first championship points on offer for the year.

The full grid placings were:

1	Chris Jackson	Holden Calibra	1:34.8439
2	Anthony Macready	Nissan 300ZX	1:35.8704
3	Nick Smith	Fiat 131	1:38.2835
4	Graham Smith	Opel Calibra	1:38.6578
5	Berry Polovic	Mazda RX7	1:38.7164
6	Darren Steeden	Ford MK1 Escort	1:40.5835
7	Simon Copping	Holden VK Commodore	1:42.1594
8	Jeff Brown	Ford Falcon	1:42.1833
9	Joseph Said	Fiat 124	1:42.8617
10	Andrew Leithhead	Alfa Romeo Alfetta	1:44.6800
11	Michael Auld	Holden Commodore	1:49.0865
12	Sean Sullivan	Nissan Bluebird	1:49.1340
13	Mark Smith	Holden Gemini Coupe	1:49.4625
14	Terry Denovan	Holden VH Commodore	1:51.3573
15	Kerry Millar	Ford Falcon	1:52.7812
15	Derek Cowan	Mazda RX2	1:54.0085

As is usual with Sports Sedans, there were plenty of people with things to tinker with between Qualifying and Race 1.



Race 1 (6 laps):

Like it was only there to tease, the drizzle started again when the cars were on the dummy grid, but it reduced quickly to just a few drops, so the track was dry by the time the cars formed up for the start of the race.



Chris Jackson got away cleanly, however the same could not be said for Anthony MacReady and Graham Smith who came together in turn 1. No major damage and both drivers continued, but it did slow both of them up a little, allowing a few cars to get past them. Congratulations to all the other drivers behind them who saw what was unfolding in front of them and backed off a little to give Anthony and Graham a bit of room.



Anthony and Graham continued to race hard, with Graham eventually claiming 2nd place and Anthony 3rd. Berry Polovic was fast in the RX7, moving up one spot to finish 4th, and claiming the fastest lap of the race with a time of 1:37.6575. I was talking to Berry on Friday and he had been worried that because he had been away for a few years everyone else had gotten faster. He needn't have worried. Jeff Brown also improved on his position, finishing in 5th, but was still plagued by a rear end vibration.

Nick Smith spent a bit of time prior to the race sorting out the problem with the tyres and guards, with judicious use of the angle grinder and 100-mile-an-hour tape.



Nick had trouble getting off the line, was swallowed up by a couple of cars, and subsequently retired on lap 2 with a blown clutch. That unfortunately was the end of his weekend as nobody had a spare clutch of the correct size, which is a shame as his qualifying lap time showed he would have been mixing it up for 2nd place. It's good to hear Nick is already sorting the car out, and will be at Wakefield Park in April.

Darren Steeden did very well, at one point running in 3rd and eventually finishing in 6th place, only one second behind Jeff Brown. It should be noted that Darren's efforts this weekend were extraordinary, with his lap times some 9-10 seconds quicker than last year.

Terry Denovan's first State Championship race in the Commodore unfortunately ended early with a broken tail shaft that saw him retire after the first lap and put him out for the weekend. We hope Terry can fix the car and line up to play again in Round 2. Terry also deserves a special mention and the inaugural Nude Nut Award for his fundraising efforts in support of charity, when he took part in the World's Greatest Shave on race day. Well done; we hope it grows back before you get sun burnt.



Derek Cowan had a front tyre peel off the rim, which saw him retire on Lap 3, and Kerry Millar was out on Lap 4 after a badly locking brake flat-spotted a tyre. The true source of this issue was not realised until after Race 2 on Sunday, when a broken wishbone was discovered. Fortunately Kerry was able to repair it and complete the weekend.

Simon Copping, Joe Said, Andrew Leithhead, Sean Sullivan and Mark Smith all put in solid races, although Andrew did have a minor spin at turn 9 and Sean discovered some issues with his steering that resulted in a bad vibration as described in his Vice President's Report. It looked like a small alignment issue when he had the car back in the paddock:



Michael Auld experienced no major problems in his brand new Commodore, and we know it won't be long before he has the car going very quick. It certainly looked the goods on the weekend, and Michael has done an excellent job of constructing the car.



The race belonged to Chris Jackson however. He jumped away from the field after the initial turn 1 incident, and nobody got close to him for the rest of the race.

Race 1 result:

1	Chris Jackson	Holden Calibra
2	Graham Smith	Opel Calibra
3	Anthony MacReady	Nissan 300ZX
4	Berry Polovic	Mazda RX7
5	Jeff Brown	Ford Falcon
6	Darren Steeden	Ford MK1 Escort
7	Simon Copping	Holden VK Commodore
8	Joseph Said	Fiat 124 Coupe
9	Andrew Leithhead	Alfa Romeo Alfetta
10	Sean Sullivan	Nissan Bluebird
11	Mark Smith	Holden Gemini Coupe
12	Michael Auld	Holden Commodore
DNF	Kerry Millar	Ford Falcon
DNF	Derek Cowan	Mazda RX2
DNF	Nick Smith	Fiat 131
DNF	Terry Denovan	Holden VH Commodore



Race 2 (5 laps):

The weather proved nicer on Sunday, with no rain but enough cloud cover to keep the temperatures down.

Nick Smith and Terry Denovan were non-starters, however Kerry Millar lined up again, this time with new tyres and Derek Cowan also returned, having repaired a dented rim with judicious use of a hammer (must be an engineer) and putting the old tyre back on. Sean Sullivan was also back on the grid, hoping he had fixed the issue of the front end vibration.

The start was clean for most drivers, although Graham Smith was a little slow off the line and lost a couple of places by the time he got to turn 2. His car developed a miss, which later proved to be a broken fuel pump, and he finished the race in 4th.

Joe Said's Fiat developed a huge vibration in the drive train, so he retired to the pits after just one lap. The source of the vibration was a loose tail shaft, which he was able to repair for Race 3.

Derek Cowan had another DNF in the RX2, after the same tyre peeled off the rim again. Jeff Brown also had a small moment running off the edge of the track, causing enough damage to his front under tray that it needed replacing for Race 3. He was able to finish the race in 6th though, despite his rear end vibration getting worse.

Chris Jackson had full control of the race once again, cruising to a win with the fastest lap of the race along the way. Anthony MacReady finished 2nd from Berry Polovic, who had been hounding him throughout the race. The gap from 2nd to 3rd at the end of the race was just 4/10ths of a second, and their respective fastest laps (both on lap 2) were just 2/10ths apart.

Darren Steeden continued up the order, finishing this race in 5th, but Sean Sullivan dropped back a place, that front end vibration proving to be troublesome.

Race 2 result:

1	Chris Jackson	Holden Calibra
2	Anthony Macready	Nissan 300ZX
3	Berry Polovic	Mazda RX7
4	Graham Smith	Opel Calibra
5	Darren Steeden	Ford MK1 Escort
6	Jeff Brown	Ford Falcon
7	Simon Copping	Holden VK Commodore
8	Andrew Leithhead	Alfa Romeo Alfetta
9	Michael Auld	Holden Commodore
10	Mark Smith	Holden Gemini Coupe
11	Sean Sullivan	Nissan Bluebird
12	Kerry Millar	Ford Falcon
DNF	Joseph Said	Fiat 124 Coupe
DNF	Derek Cowan	Mazda RX2



Race 3 (8 laps):

Both Derek Cowan and Joe Said were able to grid up for race 3 despite their issues in the previous race, with Derek solving his tyre peeling issue by swapping wheels from one side of the car to the other. Jeff Brown lined up sporting a new, red front lip and Graham Smith had replaced the faulty fuel pump.

Sean Sullivan was unable to start the race, having discovered the cause of the earlier vibration in the Bluebird was an issue too serious to continue with.

Chris Jackson's start was slow, and he was behind Anthony MacReady and Berry Polovic by turn 1, with Graham Smith looking like getting past him too. Chris recovered and managed to get back in front again, only to be black flagged for jumping the start. Difficult to believe when he was the slowest one off the line, but the judge of fact has the final say and Chris had to serve a drive-through penalty. While he was serving his penalty the black flag came out again, this time for Simon Copping who had also been penalised for the same infringement.

Chris returned to the track in second last place, and drove cleanly and fast (could he have been just a little ticked off?) to claim 4th place by race end, setting the fastest lap of all the races with a 1:36.9037 in lap 8. Simon also recovered a little, finishing in 8th overall after returning to the track at the rear of the field.

They weren't going to catch Anthony and Berry though, who were entangled in a race-long battle for the lead. Anthony was struggling for rear end grip while trying to keep Berry behind him, and Berry was determined to make Anthony work for it. In the end Anthony took the race, with Berry once again only 4/10ths behind him. Graham Smith finished the race in 3rd, after threatening the other front runners all weekend.

Unfortunately Darren Steeden's excellent efforts over the whole weekend ended with a DNF in race 3, after the Escort blew an engine. Mark Smith was also sidelined from the last race with a burst radiator hose.

Race 3 result:

1	Anthony Macready	Nissan 300ZX
2	Berry Polovic	Mazda RX7
3	Graham Smith	Opel Calibra
4	Chris Jackson	Holden Calibra
5	Jeff Brown	Ford Falcon
6	Joseph Said	Fiat 124 Coupe
7	Andrew Leithhead	Alfa Romeo Alfetta
8	Simon Copping	Holden VK Commodore
9	Michael Auld	Holden Commodore
10	Kerry Millar	Ford Falcon
11	Derek Cowan	Mazda RX2
DNF	Mark Smith	Holden Gemini Coupe
DNF	Darren Steeden	Ford MK1 Escort



SYD-FAB

SYDNEY FABRICATION SERVICES

12 Coombes Drive, Penrith NSW 2750 | Phone 02 4732 5011 | Fax 02 4732 5022 | Email michael@sydfab.com.au

New Website

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

www.sportsedan.com.au

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

Newsletter Format

With some delays in getting the website fully operational, the newsletter format will remain the same for now. Martin is in the process of setting up the website so that the newsletter can remain in the current format, but be viewed on the website.

Newsletter Submissions

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

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

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

Classes for 2010

Based on the feedback received from members, the classes will remain the same for 2010. Therefore the two divisions of Spaceframe and Floorpan will continue to be utilised for points scoring.

NSW State Championship points are allocated for outright results, as detailed in the New Point Score section of this newsletter. Club Championship points are allocated based on results within each of the classes.



Have Your Event Entry Fees Paid For

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

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

Congratulations to Andrew Leithhead, who will have his entry fees for Round 2 paid for.



Static Display of Sports Sedans

As part of our plan for better promotion of Sports Sedans as a category, the ASSA will be providing a static display at Eastern Creek Raceway During the Superlap event on 21-22 May, 2010. The display will be in “Trader Alley”, located just behind the pit garages.

The aim of the display will be to showcase various Sports Sedans, both spaceframe and floorpan, and encourage people to get close to the cars, talk to the drivers and find out more about the category.

The display will include:

- Five cars, with display boards showing information on each
- Footage from Sports Sedan races being shown on a large screen
- Sponsorship signage
- Information packages to hand out, including event calendars
- Drivers/car owners on hand for people to approach and get information from

With large crowds expected at the event over the weekend, this is an excellent opportunity to promote our club, our category and State Championship, and circuit racing in general.

If you would like to help out with the display, want to volunteer your car for the weekend, or want to assist in promoting our category, please contact Erik Gattermeier as soon as possible. The more people we can get to assist with the weekend, the more successful it will be for all of us.



New Point Score

Just prior to Round 1 CAMS notified us that the new point score was approved, with the exception of allocating points for Qualifying. In relation to that there was a resounding NO. Therefore the points for races will be allocated as below, and two (2) points will be allocated to the driver who claims pole position.

The point score format for races in 2010 is:

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

Guess the Legs Competition

A free drink at the next club meeting goes to the first person who correctly names who owns these legs:



2010 Best Presented Award

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

Congratulations to the following drivers who competed at Round 1:

Sean Sullivan	Nissan Bluebird	3 points
Simon Copping	Commodore	2 points
Joe Said	Fiat 124	1 point

Judge’s comments:

“I have to say that overall the level of presentation is extremely good, much better than I would have expected from the Sports Sedan category. After all these cars are built for go, not show. It is great to see that all the teams take the presentation of their mounts seriously. And that is very good for the sport and the category.”

Kind regards,

*Rod McKellar
Air Technology Australia Pty Ltd”*

AIR TECHNOLOGY AUSTRALIA



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www.airtechnologyaustralia.com.au

Round Sponsorship

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

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

The Final Word

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

Anthony MacReady, Former NSW State Sports Sedan Champion and ASSA Committee Member

As most competitors would be aware, in mid-2008 I retired 'The Rover' and started racing 'The 300ZX', which we had purchased from Stephen Voight in January of that year.

This car was originally designed and built for Graeme Bailey (Chickadee Foods) by Phill Ryal, then completed and prepared for racing by Laurie Attard. Graeme's son Derek raced the car at State Rounds for 2 seasons and the car was then sold to Stephen Voight. Stephen raced at National meetings for around 18 months.

This car has some components from the original Keith Carling twin turbo 300ZX, but is a different chassis, originally designed and configured for a small block Chev.

One of the aspects that appealed to me with this car is the transmission. It is a Hewland VGC 5-speed, H-pattern transaxle, meaning the diff and gearbox is one complete assembly mounted at the rear of the car, incorporating the independent rear suspension. These transaxles were originally designed and built for Lemans cars of the turbo era, with their reported 1200HP.

The VGC Transaxle is still available new from Hewland, as recently installed in Ian Pretty's GT40 and can be optioned as a sequential shift. It is also the same transmission as in the Baily and Ricciardello Sports Sedans.

The VGC, as with most open wheeler transmissions, is designed to have gear ratios changed to suit specific tracks. Crown wheel and pinion are left installed in the transmission. The gearbox is attached to the rear of the transmission housing, allowing reasonably easy ratio changes. In a sedan-based vehicle it takes longer to access the transmission by removal of body work, wing, etc. The ratio change job is about 2 hours for 2 people.

Values for the transaxles range from new, about \$50,000, to second hand, good condition about \$25,000. Spare parts are available and when we purchased the car it had a good range of gear ratios. We have since sourced a brand new crown wheel and pinion for spares. Whilst the investment in transaxles might seem high, a Hollinger gearbox mated to 9" centre as in Chris Jackson's Toy Shop Calibra, costs are comparable.

The VGC transmission would have no real performance advantage over any other well set-up diff/gearbox. Though it is an excellent choice for reasonably priced, highly load rated diff/gearbox assembly, with the advantage of tailoring ratios to specific corners, straights and engine characteristics.

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