

PACENOTES



NSW PTC President Chris Reeves

Congratulations to all of those members that made it to the opening race of the year. The February Night Blast saw near 30 cars entered in a varied field, given this was one week before the Bathurst 6 Hour the committee and from those I spoke to were very happy with the night. It was a fast paced evening with barely time to refuel, rehydrate and get back to the dummy grid for the next race. I'm always up for feedback so email call or grab me at the track next if you have idea's.

Round 1 of the NSW State Championship is just about upon us. At present we have about 25 entries for the Wakefield Park Enduro. I will be having my first drive since August 2020. This time I will be co driving with Multiple Australian Drift Champion Beau Yates having recently retired from drifting is keen to see what circuit racing is all about, so say hello and be kind to him in my car. We have a number of new cars entered and I did note Josh Muggleton in the Audi TTS and Adam Gosling in a new Honda Integra Type R. I would also like to Welcome Peter and Robyn Lacey along with Paul Keefer from our sister club in Queensland, which will bring the Scirocco count to 3 for the enduro.

We have secured the services of Daniel and his team at Blendeline TV to cover all of our Round 1 races. We will have live streaming on Facebook and YouTube after which a link will be placed on our website for future viewing. We will place the live stream links up on our Facebook page as it becomes available.

I'm sure you would all be shocked to hear that many people do not read the regulations and in particular our Schedule H which sets out our championship rules. I know others will touch on this but you should note that in order to race, a driver must be registered for the series that essentially means a paid member of the NSW Street Sedan Racing Association (NSWPTC). Registration gives you a number, class, points and more. Importantly the club has gone to great effort and cost so that members can have TV coverage, Series Stickers, Technical, DSO, competitor relations as well as Trophies and Awards Night. The membership cost at \$125 gives everyone registration so please support us so that we can support you. Make sure your membership is up to date.

We have been working steadily behind the scenes to have a more cohesive and defined 3E Production Cars Nationally. We have an interclub agreement

with Queensland Production Cars that their paid up members can enter our events after submitting a series registration form. This now allows you to head up to a Queensland event and run with the Northern cousins. The National working party have already had one meeting with more scheduled soon.

I have been talking with potential sponsors and series partners wishing to come on board for 2021 and forward into 2022. If you know someone that would like to be involved with our Club please reach out to me. Sponsorship information has been updated and is on our website. This year we have renewed commitments from V-Sport, Allworth Homes, Racebred Engineering and Shockwave Signs. I am very pleased to announce our good friends at Massel Foods have committed to supporting our Club once again. Mark and Michael Caine have been fiercely competitive and staunch supporters of NSW PTC over many years and we welcome them back on board for 2021. When making that winter soup you know which stock to go with and support those who support us.

It is with sadness that I accepted the resignation of Carolyn Peterson, our Treasurer and Executive member for over 20 years. Carolyn has done so much for the club and all of us from Combined Touring Cars all the way through until now although she assures me that you will see her around the track from time to time. With her departure from the Executive there are a number of club roles and responsibilities that need to be done. Brian Anderson has taken over the Race Points tally and for the moment Garry Mennell is coordinating race numbers, registrations and Trophy Ordering. Tracy Reeves and Laura Campbell are now working on the Awards presentation night likely to be held in November.

That leaves us with the Executive position of Treasurer, which the committee is now openly accepting nominations. If you feel that you have the time, skills and drive to take over this position then please reach out so we can talk further. Carolyn is happy to give a handover and naturally you will have the full committees support.

I would also like to announce that NSW Production Touring Cars for the first time will have an Ambassador in my old friend Mr John Bowe who humbly accepted the honorary membership. John has a passion for Production Cars having spent a great deal of his career driving them in some form or another. As you would know John has driven most recently with Tony Virag and previously with Peter O'Donnell at Bathurst. It's hoped that John in his busy race schedule will be able to come along to a race meeting or two in addition to

being the guest of honour at our end of season Awards Night. I am almost certain that if you need a fast co-pilot John would seriously consider a drive with you.

I think that will do from me other than wish you and your families safe travels and remember to welcome those new competitors into our growing PTC Family.

Garry Mennell
Vice President

THINGS TO REMEMBER

PTC NSW club general meetings are held at the Arena Sports Club (the old Greyhound club) 140 Rookwood Rd, starting at 7.30pm.

- 12th May 2001
- 14th July 2001
- 8th Sept 2001
- 10th Nov 2021

2021 PTC NSW Calendar

March 27th	SMSP	Night Sprint
May 22/23rd	WP	* Enduro (entries close 19th May)
June 26th	SMSP	* Day/night Sprint (one day event)
July 31st Aug 1st	SMSP	* Enduro
Sept 4/5	SMSP	Master Blast Sprint
Sept 25/26th	WP	* Sprint
Nov 6/7th	SMSP	* Enduro

PTC club challenge event Qld R/way Oct 23/24th TBC

Note: * indicates PTC NSW State Championship round



Important

One thing that everyone needs to be aware of is that our 2021 sporting regulations now state all drivers must be registered for the championship, see below 2021 Motorsport Australia NSW Production Touring Car Championship (Appendix H)

i Eligibility.

All drivers must be registered in the 2021 Production Touring Car Championship to participate in any on track activities including qualifying, warm up sessions or races.

(can be viewed on the MA NSW web site)

Please make sure you have your club membership paid up for the 2021 season. Being a current financial member of the club automatically gives you registration for the 2021 Championship.

The first round at Wakefield Park for the 2021 PTC NSW State Championship is already shaping up to be a big event with over 25 entry's currently and we still have just over a week until entries close. We still have a CPS during the 1 hour race which is now just a timed stop, this gives teams a chance to change drivers and not get disadvantaged by running two drivers, so if you haven't entered, DO IT NOW

Another thing that the club is finding necessary to do, is having to look at all those competition numbers that have be idle for 12 months or more. We are starting to get into 3 digits numbers which is problematic so it's time for a clean out and this could mean that if you have not raced for some time you may not be able to retain your favorite race number ... you have been warned!

All trophies and awards for the Night Blast and Wakefield Park Massel Enduro will handed out at the SMSP event in June.

See you all down at Wakefield Park
GM



Quality you can taste

Driving Standards Officer Bruce Colbey

The first meeting was, as you will recall, was the night race at SMSP 27th March.

My thoughts on the major reasons for the job of DSO is to try to limit the really dumb moves that seem to crop up at times.

The first thing I did at the meeting was check out damage on the cars prior to going on track so we could determine what, if any was new damage caused during racing. It was noted at the time that the vast majority of cars were shiny and reasonably straight.

There were no issues Qualifying, a few Dorian's and track limits were mentioned by Clerk Of Course who asked me to speak to the drivers concerned.

Race 1 had some minor incidents, which resulted in me speaking briefly to the affected parties.

Race 2 saw other incidents, a high speed lose which resulted in two bent vehicles, pretty unfortunate however, I am of the opinion that high speed loses of that type generally involve little premeditation or malice and does not generally indicate a departure from Driving Standards, notwithstanding the bent vehicles. A further incident involving fire damage at turn 2 was discussed with the drivers concerned.

Race 3 saw some upset drivers who asked me to investigate incidents that occurred. Clear video evidence made this easy to adjudicate following the race, however club championship points have been deducted from a competitor that race on the night.

Investigation of incidents was hampered with the lack of correctly operating videos in car. This was evident from non-club members to people of long standing, it should be noted that it is a requirement that correctly operating video of your race is available promptly upon request.

Future non-availability of requested video will be mentioned to the technical team who may recommend lost or a deduction of some points from the round or race.



Technical Brian Anderson

A few items came out of the event back in February that everyone needs to be aware of:

- 1.** Boost monitors – a few cars were not fitted with boost monitors. A forced induction car must be fitted with an operational boost monitor, and the regulations are clear if the boost monitor was found to be not recording any data, then the vehicle will be excluded from that session. If there isn't a boost monitor then it will not record any data. Therefore, rear of grid for the next session and no points.
- 2.** Over-boost vehicles, attached is the 2021 Boost monitoring guidelines which tell you how we measure the boost. Please review so you can understand what we do when the technical team checks the boost of your vehicle.
- 3.** Cameras, All vehicles must have a video camera mounted showing a clear view of the driver and track to the front of the car. The video camera must be mounted, operating and recording during every session. The DSA can request any video camera footage at any time. Penalties will be determined after referral to the Clerk of Course and may include exclusion from the race for non-provision of camera footage of that race to the DSA.
- 4.** Vehicles not complying with the 3E rules. If the technical team find an issue of noncompliance with the 3E then we will ask the competitor to rectify the problem by the start of the next session. If it isn't fixed before the vehicle proceeds out for the next session then an infringement notice will be raised.

If it is of a minor nature (basically not affecting performance) then a minor infringement will be raised and the logbook noted for rectification by the next meeting.

If it is a major performance affecting issue then an infringement notice will be raised for exclusion from that session. If not rectified after that then exclusion from the meeting may result.

If an example of blatant cheating is discovered then the recommendation will be exclusion from the meeting.

The onus is on the competitor to prove compliance so it is up to you to ensure your vehicle complies with the 3E rules, if in doubt check with a member of the tech team.

2021 NSW Production Touring Cars – Guidelines for interpretation of the MSE boost data

This document is to provide a guide to the data interpretation for teams reviewing the logged MSE Boost monitor data.

NOTE: This guideline does not override the 2021 Motorsport Australia NSW Motor Race Championship Regulations and is provided so that each team can assess their MSE data in accordance with the methods applied by the Technical Team in determining if the boost pressure is in accordance with the applied maximum boost pressure for each vehicle.

Appendix H; NSW Motor Race Championship Regulations

H1 xii) e) Any vehicle's MSE Pressure Monitoring Data Logger checked by the Chief Scrutineer or Eligibility Officer and found to be not recording any data or recording boost pressure over the maximum allowable for that vehicle, the following actions will be taken:

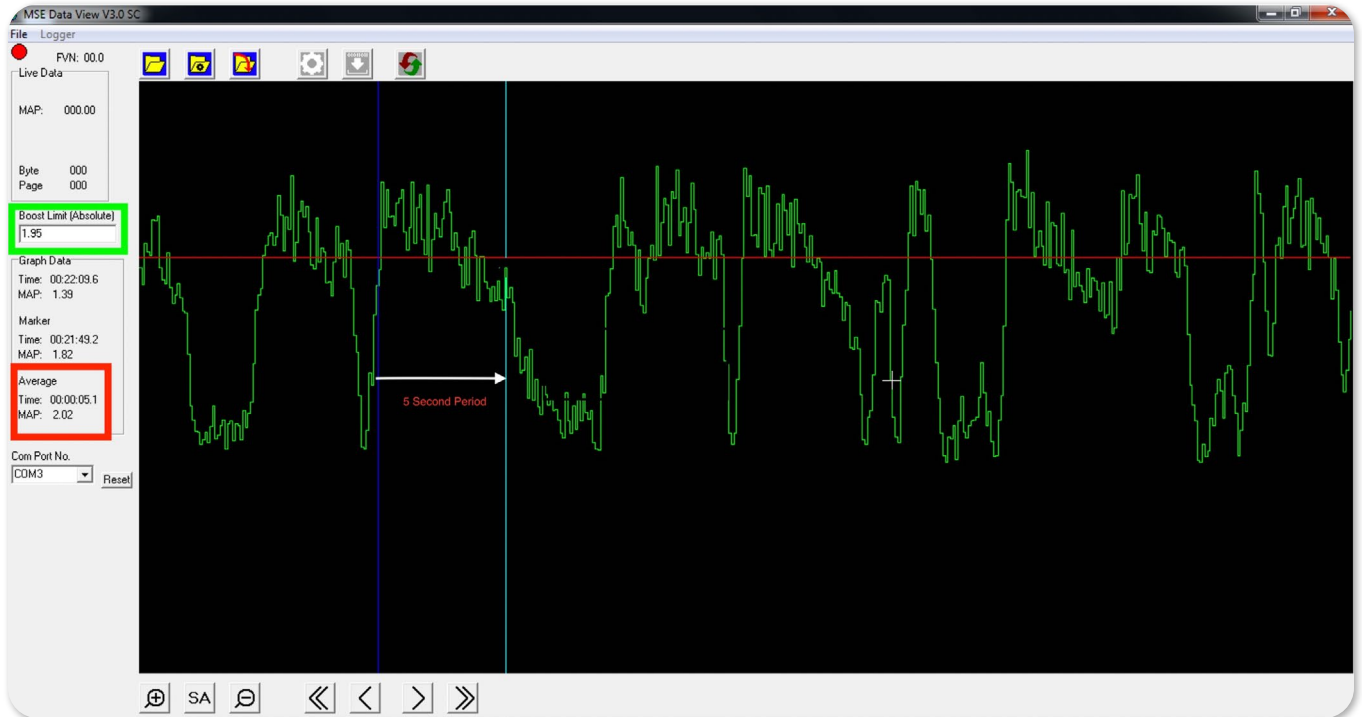
- 1.** If the recordings boost pressure is less than 5% above the maximum allowable for that vehicle, the Chief Scrutineer or Eligibility Officer may issue a warning to the competitor. A maximum of three (3) warnings, none of which may be for consecutive sessions (qualifying or race) may be issued for one vehicle in the Championship Year. If all warnings have been used then the competitor will be excluded from any future races or qualifying sessions where the recordings boost pressure is above the maximum allowable for that vehicle.
- 2.** If the recordings boost pressure is more than 5% above the maximum allowable for that vehicle, or the MSE Pressure Monitoring Data Logger was found to be not recording any data, the Chief Scrutineer or Eligibility Officer will direct that the competitor be excluded from the session where the recordings were taken (race or qualifying) and will commence the next race from the rear of the grid. Should more than one vehicle be involved, the vehicles will be grid positioned at the rear of the field in accordance with their qualifying times. Any points earned in that session will be forfeited. Further penalties may be imposed by the Stewards.



Data Interpretation:

- 1) Data will be interpreted over a five (5) second period of ON boost data.
- 2) The five (5) second period will be taken from a post throttle application spike to the completion of the boost cycle.
- 3) The data will be averaged over this five (5) second period using the average determined by the MSE unit/software.
- 4) An interpretation tolerance of +0.03 BAR will be used to cover any interpretation variance over the average figure.

Example:



The above shows an average over 5 seconds of MAP: 2.02. The Boost Limit (Absolute) is 1.95.

With the addition of the interpretation tolerance of +0.03 BAR this reading would be determined as being over the permitted boost limit.

Issued By: Brian Anderson, Technical Officer NSW Production Touring Cars
5 May 2021



Driver Bio Anthony Soole

Cars were always in my blood. I grew up with a Dad that was always working on a car, naturally to my Mothers dismay, so I caught the bug at an early age. My Dad wasn't into racing, so I never grew up in the normal "Race Car Driver" way. I never did karting and only went to Bathurst the first time I actually raced there.



My first track experience was in my Datsun 240z at a track day at Oran Park. I sucked at driving, but I had more fun than I had ever had in my life. I wasn't earning a lot of money, but every cent I had went into my car and I did more and more track days, eventually upgrading in the mid '90s to a Subaru WRX. The issue was then one of choice. I had done so much work to my WRX that it was a terrible road car to drive every day and yet I hadn't done enough to the car to make it a fast enough track car, so what should I do...

I did my first wheel-to-wheel race in 2001, racing in the Daewoo 500 at Wakefield Park, after which I knew I needed to buy a dedicated track car. The big question was what category I would race in. I had raced the Daewoo and that was basically a Production Race Car and pretty much all the track-work I had done previously had been in Production-based road cars, so it was only fitting that I should race a Production race Car, but which car. I didn't have a big budget at the time, but I knew I needed to start somewhere, so I decided to purchase a little Proton Satria GTI and race in the Production car series.

I have since then had more race cars than most people have had hot dinners. I have never really been one to worry about a championship, but rather like the challenge of converting something from the road to something for the track. Some may think I have been quite crazy over the years taking on tricky cars like BMW's, but I guess I am gluten for punishment, but when they work, they are a very rewarding car to drive.

I enjoy racing in Production Race Cars as you get to race alongside so many makes and models. I like that there are strict rules that mean we have to get the best out of the car and driver. Unlike many other categories, I believe Production Car Racing gives everyone a chance, no matter what your budget is as there are classes to suit everyone. If you look back over the years, it's certainly not the fastest cars in the field that win the championships each year. It's the most consistent cars and drivers and they can be from any class.

I will continue to race in NSW Production Touring as I have made so many great friends and connections over the years that they now feel like family.

