



**December 2022**



*Check out the Cover!*

*The business cards depicted on the glossy cover of our magazine are paid for by those who support our club – Please support those who support you.*

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- ❖ 50k Plate Report

### *2022 Committee*

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***\*The views expressed in articles included in these newsletters are not necessarily those of ASSA Vic***  
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# 2022 Calendar

*\*\* While we have made every effort to ensure these dates are accurate, changes do occur, especially in the current Covid uncertainty so keep this in mind when planning your program for 2022*

**December 14<sup>th</sup>**

**\*Annual General Meeting**

**Commencing 6.30PM Highways Hotel**

*Corner Princes Hwy & Corrigan Rd Springvale*



Our **Facebook page** "Victorian Sports Sedan Championship" is great way of staying in touch with news, race meeting information and photos – check it out if you haven't already.

## **2023 Race Event Calendar:**

Rd1	Sandown	MGCC	Feb 17-19	confirmed
Rd2	Winton	Combined	March 26-27	TBC
Rd3	Phillip Island	PIARC	May 13-14	confirmed
Rd4	Sandown	ASSA	August 11-13	confirmed
Rd5	Phillip Island	VMC	September 22-24	TBC

\* As you would all be aware there is a possibility of **Calder Park** becoming available in 2023. There is a lot that needs to happen if it is to become reality. We are in communication with Calder with a view to running an event and will keep you posted on developments.

We are working with the National people on maybe a combined State/National round

## PRESIDENT'S REPORT- November '22

By all accounts the competitors amongst us have enjoyed 2022, as evidenced by good entries from most categories and most events and there have been plenty this year!

2022 has been a busy year as we have recovered from the demands of 'necessary' lock downs. A few highlights of the year have been;

- After a false start last year, we managed to get to the AGP in April and presented 5 good examples of our cars. Thanks to Warren, Liam, Graeme, Tony and Michael for putting the effort into taking their cars to track and picking them up late on the Sunday. Thanks also to the other members who represented the rest of us over the 4 days.



- The 50year dinner in April was attended by 165 foundation, past, present members family and friends. There were many stories of old acquaintances catching up, not many 'you haven't aged a bit'! Thanks to all who got the night over the line. It took 3 years of stop start, however we got there and the result was a night to remember.
- The 50 year of sports sedans book went into print in October with a limited 100 book run that all but a couple left, sold out.
- We attended the Gary Rogers Motorsport workshops and were welcome and informed by Barry and Nathan on the night. Its great to see these tragics thinking out side the square and putting their efforts into new ideas.
- Warren managed to get our exclusive attendance to the Fox Museum in Docklands



It has been a busy competition year with numerous state and national events. There has been plenty of choice and 2023 looks to be no different. The dates for next year's state race series rounds have been published and pretty much locked in. The current committee has worked hard during 2022 to keep our fields of sports sedans as full as possible, however we have on occasion been 'underwhelmed'. Lets hope that the promise of at least ½ dozen new cars in 2023 is realised and we can regularly field about 20+ cars. We discuss at every committee meeting any intel on new cars and if there is anything this club can do to make sure they hit the track.

Elsewhere in this edition you will find a summary of the committee positions that need to be filled, with all positions vacant at our AGM on Wednesday 14/12. If you haven't been on the committee before and feel that assisting the category to grow and help like-minded members is your thing, then your club is calling.

All the best for the festive season and 2023,

*Stephen Craig* SS #51

## **SECRETARY'S REPORT**

Although it is a while since our last newsletter, your committee continues to be working in the background all the time to better our club and opportunities for race meetings, site visits and many more things.

**Fox Museum visit 22<sup>nd</sup> October.** Thanks to Warren Cleland for doing all the organising for the visit to the museum, there were about 30 people in the end. I didn't go but I know that Graeme and the boys said it was a fabulous day and I believe those that went all very much enjoyed the visit.

**VHRR Historics at Sandown November 4 -6.** we had the combined state/national round at Sandown with 22 cars entered for the weekend. This was the final round for the nationals, with state having Island Magic to conclude their club championship as well as the VSCRC Championship. This included the Bradford, Jarvis, and Aaron Hodge teams from Queensland. Liam Hooper made the trip from Tassie. Hopefully, these teams have all made the trip back home safely. Jordan Caruso took out the National Championship in the John Gourlay Audi in a clean sweep of the weekend. Congratulations to John and your team on a great achievement. It was a shame to see team Tamasi have engine problems and not be able to continue on for the weekend. They all worked so hard on Friday to get out again but wasn't to be. Tony Groves in his Mornington Mazda had another great weekend taking out the round win. The points are still fairly close, so will be interesting at the Island to see who the winner of the championships is?

We had 2 garages set up for our corporate area with coffee, cakes, slices, and sandwiches for lunch.

I would like to thank Sarah and her 2 little girls Cora-lee and Arden. Jessica and Lucia for all your help in keeping the food up to our members. Thanks also to Sonia and Lou Caruso for their treasure hunt to find the leads leading to how to turn on the coffee machine early Saturday morning. Thanks, must also be mentioned to Sonia and Janine for the wonderful job with the platters for presentation. All in all, I think everyone really enjoyed the weekend of food. I had lots of comments and thanks for the spread ASSA Vic put on.

**Island Magic- 25-26 November,** and this is the final round for both state and club championship – who will the winner be? So far, we only have about 14 entered but would have to see more come on board. Where are all the cars hiding – in sheds I guess and just gathering dust. We need you to look seriously about coming out for 2023.

**The End of Year Presentation of trophies Class & Club Champions including the Annual General Meeting, Wednesday 14<sup>th</sup> December.** This will be held at Highways Hotel, (backs onto Sandown circuit, opposite corner to the Sandown Park Hotel). Corner of Princes Hwy & Corrigan Road, Springvale. We have booked the function room where there will be tables for dinner. You will order your dinner at the bar and pay for it and then dinner will be served in the function room. Following dinner, we will have a quick meeting and AGM, for election of office bearers and committee to take us into 2023. If you are interested in being a part of this great club – please put your hand up to join in.

**If you intend on coming for dinner, please let Anne know by phoning 0408 320199**

See you soon

Anne Gilliland

2022 Secretary





## **End of Year Presentation of Trophies & Annual General Meeting**

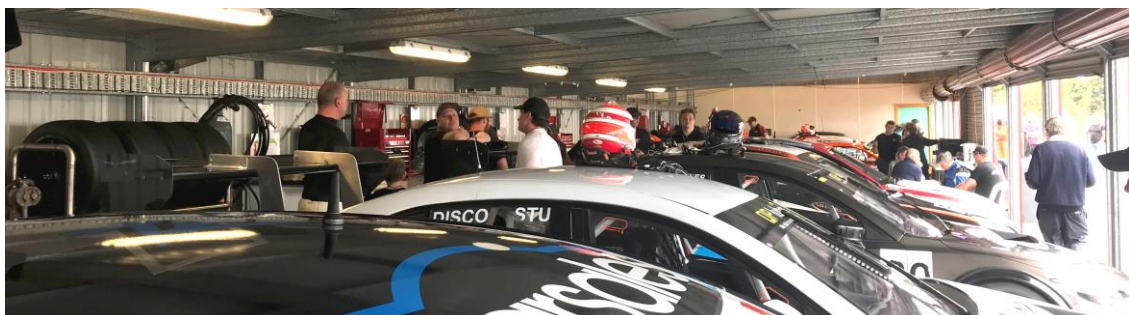
**Wednesday 14<sup>th</sup> December, 2022**

**Commencing at 6.30**

**Highway's Hotel**

**Corner Princess Hwy & Corrigan Road,  
Springvale.**

**Call Anne 0408 320199 to reserve your seat**





# Thank You

We must shout out a huge thank you to those who have supported ASSA Vic during 2022.

## QP Lubes

## National Blinds

## Groove Train

During 2022 we have had Blendline TV live streaming all our rounds, the work behind the scenes that goes into doing this is huge and they travel from Sydney for all rounds.

Commentary – thanks to Darren Smith for calling all Sports Sedan races throughout the year. He has had the help of Darren Hossack, Brett Dickie, and Cameron McKee. This sure helps with the commentary as they can talk more on the driver's side of things.

I would also like to thank the Committee for an excellent job – and all the challenging work behind the scenes for our great club.

*Thanks also for all the support from committee and members to me personally during my journey of health during the past couple of years. This has helped me keep going that's for sure.*

*Anne*

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## **Lithium-Ion Batteries for Motor Sport**

Hard to believe that the 2022 Sports Sedan calendar is at an end. For some it has been a very successful year, but for others like myself the year ended in the first round.

Having said that we are now looking towards Christmas, the New Year and then the first round of 2023.

How can we improve our cars in this time period? In 2021 I spent some time looking at Lithium Ion Batteries for both work and in my race car.

Being in the Fire Industry and having seen quite a few Tesla and other electric car fires I was initially reluctant to go down this road (or Track).

First, I felt that I would have to install a Fire Extinguisher system in my car which I have done (Lifeline Zero360). Next, I looked at the sizing and weights of the Lithium-Ion Batteries.

Being a floor pan with quite some weight I felt that this was one place that could help in my car and not me losing weight.

The battery I felt ticked quite a few boxes was the Lithiummax which we have now installed as well.

Lithiummax batteries were founded in 2010 and have been developing Lithium LiFePO4 batteries in Australia for motorsport applications since. These are compact, safe and stable batteries that deliver unrivalled power to weight ratios and long service life.

With Lithiummax batteries now available in multiple sizes, there is likely a size that suits your application, from 1.8kg and 500CA and up.

Carbon Series units now also available in the Lithiummax RACE+GT and RACE10+ Bluetooth units, offering the advantage of high power, light weight and Bluetooth App monitoring.

For more details, check them out at [www.lithiummax.com.au](http://www.lithiummax.com.au) or if you have any questions about Lithiummax product please email: [admin@lithiummax.com.au](mailto:admin@lithiummax.com.au)

Use discount code PTC10 at checkout for 10% off for readers.

Regards,

ThomasAdmin@Lithiummax  
[Lithiummax.com.au](http://Lithiummax.com.au)



## RACE REPORT: PHILLIP ISLAND Round 4

The island kept us on our toes as usual with the gumboots or sunscreen moments. Although a smaller field than usual, this didn't stop plenty of action across the weekend. Qualifying started with blue skies, but with the black stuff above, plenty of drivers were keen to bank a time early on. Sure enough, two laps in it got wet. Many came in early and parked it, with at one stage only both team Maclurkin and Chas staying out. Those that played it safe missed out- the track dried as quickly as it got wet and a flurry of cars out meant some people dropped down the list- Chas jumped four places to third in the dying minute. Tony Groves took pole with a 1:35 followed by Francois, Chas and Greg Lynch. Brett Dickie must have driven under a ladder whilst collecting a black cat- electrical gremlins took up residency in his engine bay.

Race 1 saw Francois only lasted two laps before breaking a gearbox input shaft and Chas charged to second before having a spin at 4 and dropping back down the field. Charging back through, Greg Lynch managed to hold him off across the line by the barest of margins – after 8 laps it was just 0.13 of a second. Ben McLeod and Stephen Baker had some great racing and kept it clean. Brett's gremlins unfortunately just won't bugged off and had him come in after only one lap. But nothing can overshadow an unbelievable drive by Tony Groves to take a 5 second win. I did hear Annie suggest he starts in reverse next time and I reckon there's a few that would happily agree.

Sunday morning saw blue skies greet us and it stayed that way for the day. Francois was starting from the rear of the grid after repairing the car and took no prisoners to come home in third place. Chas only last three laps, and after Lap3, disco Stu took the lead from Tony and didn't look back to win the race. Tony came home in second, eg Lynch got a great stat to pull a gap on the other floor pan cars but couldn't hold off Francois and came home in 4<sup>th</sup>.

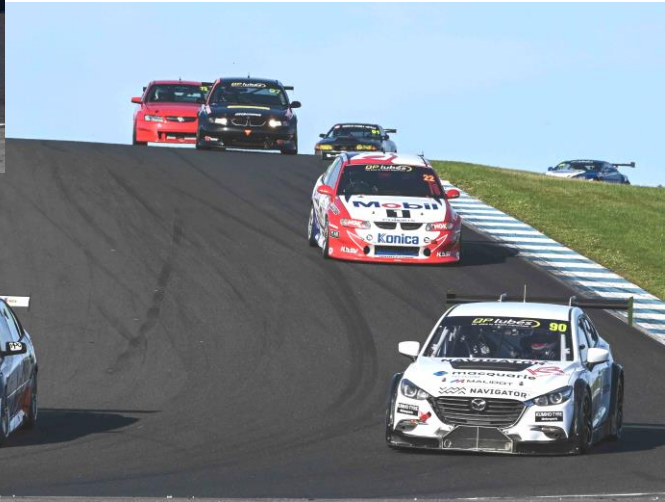
Whether it's the promise of extra points or bragging rights, the final race lived up to its antics throughout the field. Shortened to 7 laps, Tony got another fast start and shot off into the sunset. Francois had a great battle with Stu, Greg and John were tussling away with Ben McLeod right on John's tail looking for the chance to take before they had a moment which saw John manage his car the rest of the race in order to finish and bag those valuable points. The GT-R of Stephen started in 7<sup>th</sup> and after taking a pin on lap 1, went to the back of the field. He drove like a demon after that and came back to 7<sup>th</sup>.

Remember Tony? We had a vague recollection of his car- it was almost a case of blink and you will miss him as he fired across the finish line with another commanding win- over 33 seconds and a new pb of 1:34.1 – a fantastic drive and well-deserved win. Further back were some super close battles that were fabulous to watch- Francois and Stu crossed the line just 0.19 seconds apart, and Greg and Ben in their commodores just 0.3 odd seconds between them. Not to be outdone, Stephen and Graeme were just over half a second apart

Ran snr also jumped two places to finish 6<sup>th</sup>.

The round win went to Tony Groves with his stellar drive, Stu in second and Greg Lynch taking third place overall with Stephen and ran snr also banking some valuable points.





## RACE REPORT: SANDOWN HISTORICS

The Sandown historic round last weekend was a huge change to the weekend before- beautiful blue skies and warm weather and the opportunity to play with the National Sport Sedan car ensure some great viewing. 22 cars started on Saturday- unfortunately team Tamasi had engine issues they couldn't fix – ranging from Jordan Caruso in his A4, to Ran in his 180SX, first timer Trav in his V8 corolla, Aarron bringing down Gary's old Mk 1 escort (log-booked historic sports sedan) for his first time at the track, a Camaro or two and Damian in the Torana. Qualifying didn't last very long as Greg ran wide and touched the tyre-wall but escaped serious damage. The National boys up the front got 4 laps in, but most only got three. Tony was first of the state team in third place with a 1:11.9 followed by Dean in 9<sup>th</sup> and Stu in 10<sup>th</sup>.

Race 1 was warm but that didn't stop Jordan Caruso getting a good start and reminding us all to go buy a lotto ticket on the way home as he streamed away and began lapping the field on Lap 3. Robbo was enjoying the sunshine so much he parked it at 4 and took in the view for a while. Tony was mixing it with Liam Hooper's GT-R (who in Race 2 clocked a lazy 302 km/h up the back straight (and yes, he has the data to prove it) after picking off Shane Woodman and Ashley Jarvis and holding third place. Dean finished in 7<sup>th</sup>, Francis in 9<sup>th</sup> followed by John, Stu and Greg looking a little scuffed but as we all know- race tape fixes everything. On the second last lap, Jordan broke the lap record with a 1:07.5. Kudos to the young bloke. Tony also pumped out a new pb of 1:11.4. Hmmm I think we need to chat to Annie again about that starting in reverse theory.....

Sunday was warmer than the day before and in the organisers efforts to get everything running as quickly as possible, had us all sitting in pit lane for five laps of the Formula ford race. I think some suits were running around on their own by days end.

Race 2 saw Jordan pull away and not look back. Stu had an off on Lap 1 before car contact saw Ran snr get some air and head to the wall at Turn 2. That brought out safety car #2 and eventually a red flag stopped the race after 5 laps. At first looks, Ran's car appears to have escaped serious damage. Images the photographers on hand snapped and shared on social media have captured him in flight and it was awesome to hear courtesy of Ran Jnr that apart from some whiplash he is doing OK. Also awesome is the camaraderie with those who helped get the Aston and Ran's gear packed up. Tony topped the chart with a P6, Dean in 7<sup>th</sup>, Francois in 9<sup>th</sup> and Greg rounding out top ten results.

The final race saw cars go everywhere - Dean had issues off the start, Ben sustained damage after Chas checking up, John losing brakes, Damian stopping on the back straight, Mason Kelly having a great battle with Robbo, Aarron locking the escort up into 1 allowing Chas and Dean to go by before Jordan came home with a 23+ second lead and a lap time only 2 tenths off his new record. Did we all check our lotto tickets? Tony finished 6<sup>th</sup> and from there it gets hazy as there was an issue with the results until they were rectified. Tony took the top spot followed by Francois, Dean, Greg and Chas rounding out the top 5.

We cannot go further without thanking Annie and her team and the committee for having what can only be described as a feast – not just tea/coffee/water or the fresh sandwiches available each day, but her amazing slices and cakes, lollies and having an area where everyone could sit and shoot the breeze perhaps with someone you didn't really know an hour earlier.

In his 100<sup>th</sup> race start, congratulations to Tony who took the top step with Dean 2<sup>nd</sup> and Francois 3<sup>rd</sup>. The points score has had a bit of a shake up after this round and entries open for Island Magic which will determine the winners – don't we love a good "everyone's a chance" final round to add a bit of spice?



# Australian Sports Sedan Association (Vic)

## 2022 Club Championship - at;

27/11/2022

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total	Less Worst Round
							0	
<b>Class B - 2001-4000cc</b>								
G. Gilliland	40	60		60	58	40	258	258
K. House							0	0
C. Milvain	0	57					57	57
D. Johnson					40		40	40
<b>Class A - 4001-6000cc</b>								
C. Talbot	51	34	55	18	45	17	220	203
D. Camm	57	37	18		56		168	168
T. Groves	58	60		59	60	59	296	296
F. Habib	53	56	40	37	55	54	295	258
W. Tymms	0					49	49	49
M. Robinson	0						0	0
S. Eustice	35		58	57	49	58	257	257
S. Trewin	0					17	17	17
S. Tamasi	0						0	0
<b>Production Class</b>								
R. Maclurkin (J)	0			49	34		83	83
R. Maclurkin (S)	16			52	16		84	84
J. Ippolito	59	60	59	55	59	58	350	295
G. Lynch	54	0	58	60	58	59	289	289
A. Parker	34						34	34
D. Shaw	0	36	54			54	144	144
B. McLeod	0				54		54	54
C. McKee	53	57	0	0			110	110
<b>Outright</b>								
C. Talbot	42	30	51	17	50	17	207	190
D. Camm	54	37	15		56	0	162	162
J. Ippolito	53	52	55	45	48	47	300	255
K. House	0						0	0
F. Habib	48	57	40	37	55	54	291	254
G. Gilliland	25	45		42	34	27	173	173
A. Parker	31						31	31
T. Groves	59	61		60	61	60	301	301
R. Hislop	0						0	0
R. Maclurkin (J)	0			41	25		66	66
R. Maclurkin (s)	11			46	9		66	66
S. Eustice	32		56	57	42	58	245	245
D. Shaw	0	29	46			38	113	113
G. Lynch	49	0	52	52	48	48	249	249
C. Milvain	0	39					39	39
C. McKee	40	47	1	0			88	88
B. McLeod	0				27		27	27
W. Tymms						43	43	43
S. Trewin						17	17	17

## **FIRE SYSTEMS FOR MOTOR SPORT**

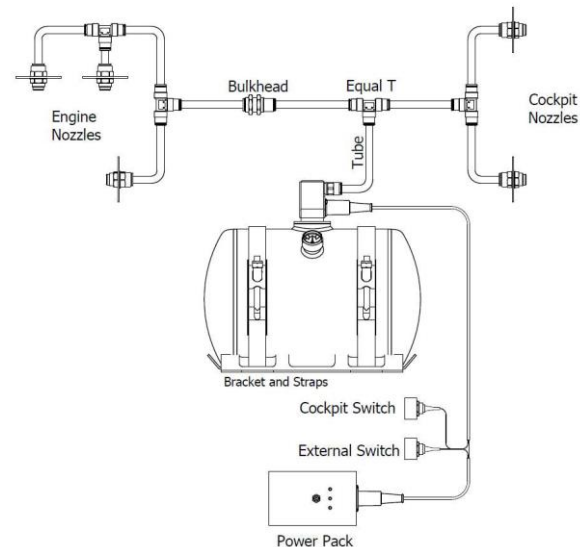
Fire has been both man's best friend and worst enemy. And in a race car it is no different. Inside the cylinder chamber it is great outside not so.



What are our options for protecting our investments in our Sports Sedans? For my Commodore I chose the Lifeline Zero 360 as it was small, light and the most cost effective option purchased from Racer Industries. For this system we have two options either the manual or electric activation system.

I chose the electric activation which included the cylinder, Mounting bracket, pipe, cable, Nozzles, switches, power pack and labels. The system was straight forward to install and weighed in at a total of 3.1 Kg.

In the fire industry we have seen new gases come into the market for fire suppression with one of these being Novec 1230 from 3M. This is ozone friendly gas which when used on fires leaves no residue and is a very effective fire suppressant.



The next level up in Motor sport Fire Suppression systems is the Lifeline Zero275 which is the lightest system on the market while providing an increase in fire suppressant delivery. These are used where vehicles require suppression systems to comply

with FIA 8865-2015 regulations. Further information to follow in 2023.

The final fire suppression systems that could be considered for Motor Sport is the Zero 3620 FIREMARSHAL with dual discharge technology. This system complies with FIA 8865 standard and is required in WRC and is approved for all categories, covering all race fuels.

The V8 Super Cars are now required to use this system which employs two suppression materials. Further information to follow in 2023.

Hope you all have a Happy Christmas and safe new year seeing you at the track in 2023.

Andrew Parker SS14



## RACE REPORT ISLAND MAGIC:

So here we are, the bottom of the 9<sup>th</sup> and we have a three-way tussle for the championship between John, Francois and Tony with Greg just a tad too far off to do a Bradbury and stand on the top step.

The weather gods were kind and a grid of 14 lined up for Quali. There had been plenty of banter, attempts at playing with minds, but the helmets went on and off they went. There was a bit of movement on the time sheets until Graeme had a moment coming onto the front straight and then took a leisurely spin, managed to miss everything, point the right way, pick a gear and drive off. It appears there was fluid on the track - the Horne Commodore also hit it and unfortunately touched the tyre wall at the last turn. At the same time John was travelling ever so slowly and with 3 ½ minutes to go, the red came out. Results had Tony sitting up top with a 1:35 and then Francois, Stu, Chas and Stephen in the VL all within 1.1 seconds- some with new pb's.

Race 1 saw John rectify his fuel pressure issues, Graeme removing the several kgs of "ballast" (read: kitty litter) and all but Matt Horne take the start. The MARC mustang stalled and thankfully everyone avoided him. Tony got another great start and shot off, but it was the battle between Stu and Francois that kept us entertained when Stu got past him with only a couple of laps to go and didn't look back. Chas got past Greg on the front straight and came home in 4<sup>th</sup>. Unfortunately, Stephen Baker's Gt-R has a drivetrain issue which saw him out for the weekend. The results saw Tony take the win 25 seconds ahead of Stu followed by Francois, Chas and Greg. John held off William in the MARC mustang by just 4 tenths. Graeme jumped 6 spots to finish in 8<sup>th</sup> and the VL had a tyre failure with two laps to go which saw him drop from 4<sup>th</sup> to DNF.

Sunday, we woke again to blue skies and sunshine with the cool Island breeze- the perfect day. Clearly Robbo though it was a cracker day for a drive because he came day and joined us for the final two races. The Horne Commodore was repaired and ready along with the Trewin VL and they joined Robbo at the rear of the grid. Stu got Tony off the grid with an awesome start whilst Robbo took a few laps to get going before passing Chas (who then came in early with drive train issues) to come home in third. Graeme had issues off the start- which turned out to be a right rear CV joint no longer playing ball which ended his race. Matt Horne wet off at Turn 1. There was only a second between Stu and Tony, who just didn't have the legs to get past him and Francois came home in third. Robbo was 4<sup>th</sup>, the Trewin VL was 5<sup>th</sup> followed by Greg and John. This gave the club championship a good shake up with 11 points between the top 3 and just 1 point between Francois and John heading into the final race for the battle for 2<sup>nd</sup> and 3<sup>rd</sup>.

The Ramada Resort by Wyndham Phillip Island 50k plate was now upon us, and there were plenty of twitchy toes, last minute tweaks and prayers to the gods of speed before they headed out. Calculators sure have been well used and there were plenty of cars with fresh new boots for this one.

Stu got the jump again off the start, but this time Tony got past on the first lap and Francois followed suit. Robbo charged through to second on lap 2 and set out to hunt down Tony. Stu got back into 3<sup>rd</sup> with Francois on his tail and it stayed that way for the race. Greg had 5<sup>th</sup> place for most of the race but with ailing tyres and a moment at Honda, John dove past on the last lap to move Greg down to 6<sup>th</sup>. Graeme came home in 8<sup>th</sup>, Dave Shaw in 10<sup>th</sup> which pushed him past Cam McKee (who didn't have his car repaired so he took to the airwaves in the commentary box for Sunday's two races after Brett Dickie's dulcet tones were heard on Saturday) to take 3<sup>rd</sup> in the class championship with the club. We hadn't seen Dave for a while, and with both he and the car having a tune up over the past few months, we loved seeing him back out on the track.

We were also joined by Peter and Vanessa from QP Lubes. A smaller local business, they have been awesome in continuing their support with the series during the past couple of crappy years and can't thank them enough.

National Blind Suppliers took care of the trophies this year- a big thanks to Francois, and Vin at Groove Train Eastland provided vouchers for the podium winners. These guys are competitors just like the rest of us so support them if you can.

So, who won? Well, I think the top spot will be of no surprise, but you will just have to come along to the AGM and trophy night on the 14<sup>th</sup> at the Highway's hotel (right next to Sandown) to find out the rest. We say this all the time but PLEASE make sure you let the wonderful Annie know if you can make it (text her on 0408 320 199). She does more than work than the rest of us put together getting us all organised so the least we can do is shoot her a text.

Go on, do it now, we'll wait.....





## ISLAND MAGIC



## AGM 14<sup>th</sup> DECEMBER

At the Annual General Meeting all positions are open for election by the general members for the coming year. The following is a list of those positions and the duties generally associated with them. Any ASSA Vic member can be nominated.

### **PRESIDENT**

- Chair General and Committee Meetings.
- Oversee the overall administration of Car Club affairs.
- Represent the Club where invited or requested.
- Encourage the continued growth of the Club.
- Encourage and assist fellow committee members in the performance of their duties.
- Write reports for the newsletter.
- Be a signatory on the Club bank accounts.

### **VICE PRESIDENT**

- Deputise in the President's absence as Chairman of General and Committee meetings.
- Represent the Club where requested.
- Assist the President in the General Administration of the Club and to carry out special tasks where requested.

### **SECRETARY**

- Prepare and distribute the Agenda prior to each General, Special and Committee meeting.
- Maintain and record Minutes for General, Special and Committee meetings.
- In liaison with the President, assist with General Administration and business of Club activities.
- Manage incoming and outgoing mail.
- Table Inwards Correspondence at General and Committee meetings and attending to Outwards Correspondence where required.
- Assist the other Office Bearers where necessary in the execution of their duties, including contact with the Motorsport Australia office.
- Compile a report for newsletter.
- Be a signatory on the Club bank accounts.

### **TREASURER / MEMBERSHIP**

- Manage the Club's finances, including the recording of Income and Expenditure to correspond with the Club's bank statements.
- Deposit, withdraw and transfer monies where directed by the Committee.
- Compile an annual financial report as required by the Rules of Incorporation and present this to the members.
- Be a signatory on the Club bank accounts.
- Keep an up-to-date list of current members and notify when membership fees are due for renewal.
- Receipting money for new and renewed memberships.
- Issue new membership cards to renewing members.

### **GENERAL COMMITTEE (Min. 4 Positions)**

- Assist the committee executive in management of the operation of the ASSA Inc.
- Assist the committee executive on the growth of the club and category in general.
- Represent ASSA Inc members and committee as required.
- Be prepared to act in any capacity as determined by the committee.

### **Other non-committee positions**

#### **MOTORSPORT AUSTRALIA STATE COUNCIL DELEGATE**

- Represent ASSA Inc at Motorsport Australia 'State Council' meetings.
- Receive direction from the ASSA Inc. committee on matters important to the ASSA Inc and the Sports Sedan Category
- Report to Committee / General meetings on matters that are relevant / important to the ASSA Inc.

#### **MOTORSPORT AUSTRALIA STATE COUNCIL DELEGATE - ALTERNATE**

- Deputise for the delegate and Represent ASSA Inc at Motorsport Australia 'State Council' meetings
- Receive direction from the ASSA Inc. committee on matters important to the ASSA Inc and the Sports Sedan Category
- Report to Committee / General meetings on matters that are relevant / important to the ASSA Inc.

#### **STATE RACE EXECUTIVE DELEGATE**

- Represent ASSA Inc at Victorian State Race Executive
- Receive direction from the ASSA Inc. committee on matters important to the ASSA Inc and the running of the Victorian State Circuit Racing Championship
- Report to Committee / General meetings on matters that are relevant / important to the ASSA Inc.

#### **STATE RACE EXECUTIVE DELEGATE - ALTERNATE**

- Represent ASSA Inc at Victorian State Race Executive
- Receive direction from the ASSA Inc. committee on matters important to the ASSA Inc and the running of the Victorian State Circuit Racing Championship
- Report to Committee / General meetings on matters that are relevant / important to the ASSA Inc.

#### **NATIONAL SPORTS SEDANS DELEGATE**

- Represent ASSA Inc at National Sports Sedan level
- Receive direction from the ASSA Inc. committee on matters important to the Sports Sedan category
- Report to Committee / General meetings on matters that are relevant / important to the ASSA Inc in respect to National competition and MA rules.