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# Australian **SPORTS SEDAN** Association



July 2023



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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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**\*The views expressed in articles included in these newsletters are not necessarily those of ASSA Vic**  
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# 2023 Calendar

## PROPOSED VSCRC CALENDAR FOR 2023:

VSCRC Round 4; Sandown 11-13<sup>th</sup> August (ASSA Promoted)

VSCRC Round 5; Phillip Island 23-24<sup>th</sup> September

Island Magic: Phillip Island 25-26<sup>th</sup> November

## OUR SPONSORS:



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## MEMBERSHIP

All ASSA Vic memberships became due on 1/1/23. A membership renewal form can be obtained from our website. Feel free to fill it out and send it back – straight away. This will ensure you continue to enjoy the benefits of being a member.

The club is only as strong as its members, with members having a voice on how the club is run and indeed how the category is run.

As a reminder there are two types of membership; non-competition @ \$55 and competitor @ \$198. Both membership types have a vote (as required), receive communications from the club and generally support the club. The competition members can lock in their competition number and receive prize monies on offer as a result of any sponsorship we receive.

## PRESIDENT'S REPORT

It's been a while since we have published a newsletter, we apologise if you have missed it! Laurie Davidson has edited the newsletter for a number of years and has reluctantly tendered his resignation (an honorary role of course!) Thankyou Laurie for the many hours you put in and please enjoy your retirement. The hard copy newsletters you have received over the last couple of years produced by Laurie were then laboriously folded, stapled and placed in envelopes by Laurie, Chas Talbot and John Reidy, (ably assisted by pizza and red ....). This edition has been put together by our treasurer, thanks Jan.

3 rounds of the club championship have been completed, being Sandown in February, Winton in April and Phillip Island in May. The next round is in September at Phillip Island. For 2023 we are delighted to have a few new members / competitors in the club, who have been a much-welcomed addition to our fields; namely Nathan Baines (in the MacLurkin 180SZ), Daniel Blizzard (in a Commodore Cup Car), Jason Lee (in a V8 powered BMW). With a number of builds in progress (Vin Stenta's Mustang hitting the track in May at Winton) and a couple of new members on the way, we have great hopes for solid fields at future events.

Those who have competed in the 3 rounds of the ASSA club championship this year will have shared in prize money, appearance money and not to mention trophies, care of assistance given to the club from our sponsors, Groove Train Eastland, QP Lubes and National Blind Suppliers respectively. Our commitment to the category by encouraging our club members to compete, grow numbers, support the State Championship and generally enjoy the sport with likeminded people is why the club has existed for more than 50 years.

This newsletter is landing just before the next round of the VSCRC at Sandown (11<sup>th</sup> to 13<sup>th</sup> August). This is an important round for the ASSA Vic, not because our category is competing, but because we are running the event. We are fortunate to have a number of experienced officials, ably led by Colin and Gale Smith, who officiate at many events. As competitors we can sometimes forget the efforts of volunteers who stand out in the cold or blazing sun just so we can tear up \$100 notes. This event is a substantial part of our income stream for the year and its success has a lot to do with how we put on a good event. The Friday practice day is the most important when it comes to our members help, so please put the 11<sup>th</sup> of August aside and if possible, the 12<sup>th</sup> and 13<sup>th</sup>. A number of emails have been sent out as reminders, so if you are able to please confirm your attendance.

A number of us recently attended a road trip to the Erebus Motorsport Team in Dandenong South. Our current club championship leader, Francois Habib, arranged this event through his connections, thanks Francois. Our hosts were no less than the team principle, chief mechanic and one of their young drivers, William Brown. These guys answered any questions we had, offered great insight into team operations, the Camaros they are leading the championship with and then helped devour numerous pizzas! Young Will had stayed in Melbourne for another day on his way home to Toowoomba (Qld). Will's plan was to Uber to the airport after Pizza and fly home very early the next morning. Great devotion for a bunch of petrol heads! Will's plan came unstuck when the Uber didn't turn up (something to do with Dandenong South?). Thankfully our secretary and hubby Graeme offered a lift on their way home. Graeme is now convinced that his 1-hour pep talk to Will resulted in Will's success at Townsville the following Saturday! Great to dream GG!

Unless you have been under a mushroom, you will know that our category has been offered an 'olive branch' by Motorsport Australia in accepting a change to our rules that enforces a maximum power to weight ratio of 1.5kg to 1 bhp (apologies for the mixed units). At our special general meeting on 17<sup>th</sup> May, much discussion was had on the back ground and a motion put by Michael Robinson and seconded by Norm Lee;

"To insert into the Motorsport Australia **Group 3D – Sports Sedans** regulations, under **3.5 RACING WEIGHT...**

### **3.6 Power to weight ratio**

*Each vehicle must have a minimum power to weight ratio of 1.5kg of racing weight to 1 horsepower."*

Following the meeting of 17 May the club issued to those members who attended a voting form for return. Of the 29 eligible, we received 27 returns with 26 in favour and 1 against, the motion was therefore carried. Each of the other states that have a sports sedan group (NSW, Qld, SA) are going through the same process and together with the 'Nationals' group we will confirm with MA our agreement (or otherwise) to the proposed change to the 3D rules. We are very fortunate to have a structure that enables this process to be carried out and Motorsport Australia encourages our input on how we want the 3D rules to read. Many thanks to Michael Robinson and John Gourlay for the many hours they have put into this issue. Don't forget to pencil in 11<sup>th</sup> to 13<sup>th</sup> August at Sandown.

All the best for the balance of 2023,  
*Stephen Craig SS #51*

## SECRETARY'S REPORT

I must say it has certainly been a while since we have actually got a newsletter out to our members. Although you may think there is not much going on at the moment, your committee are always working behind the scenes with lots of things to help make our club much better. The most recent is the organizing for our round at Sandown to be held on 11/12 August. You will have already received an email asking for your support in being officials to help run this meeting. Please reply as soon as you can to help as there are many jobs to be done. ASSA Vic pride ourselves on running the best round of the season so do not disappoint us this year. Come along and enjoy the weekend.

ASSA Vic are very fortunate to have the generous support of **The Groove Train Eastland** on board this year as our major sponsor. This has enabled prize money to be paid to financial members competing at race meetings.

**QP Lubes** have been very generous and also stayed with ASSA Vic this year and we are very grateful for their long-standing support of our championship. This has enabled appearance money to be paid to the top ten financial members competing at race meetings.

**National Blinds** are another very generous sponsor of all the trophies for each round.

So, it might be worth getting your cars onto the track to take advantage in a share of this money.

Round 1: Sandown saw us start the weekend with thirty-one entries, unfortunately by Sunday's last race we only had twenty-two finishes. Thanks to the Vic V8's for joining us for this weekend, we would love to see more of you running with us in the future.

It was great to see Thomas Randle in the Saab run this event, congratulations on breaking the lap record and participating with our members so freely. Great job! Ray Hislop had a fantastic weekend finishing second in the VSCRC points, closely followed by John Ippolito. Congratulations to the winners of the round.

Round 2: Winton we really struggled for numbers but thanks to Cameron McKee for your great work on getting a few extras to run this round. We started the weekend with thirteen entries and ended on Sunday with only nine finishing. Francois Habib had a great weekend winning all three races, closely followed by Ben McLeod and Greg Lynch. This again is for the VSCRC points. Well done to everyone for coming along to support this round.

Round 3: Phillip Island once again saw us with low numbers.

There are plenty of cars out there still in varying stages of build, so get on with it and come play sooner rather than later.

This round saw the return of Brett Dickie but unfortunately a belt came off and would have damaged the engine, they did not want to run the risk of more damage so had to withdraw after being on pole. This left Francois Habib winning the weekend, followed by Greg Lynch and Mark Tracey for VSCRC points. Congratulations to the competitors that entered for this weekend.

As I write this report Brett will be attempting to make his way up the mountain, hopefully to reach the summit at Pikes Peak. We are all barracking for you and cannot wait till your back home to tell the story.



This is about it from me – see you all at Sandown to help.

*Anne Gilliland*

2023 ASSA Vic Secretary

## Groove Train Victorian Sports Sedan Championship Round 1, 2023 – Sandown, 18<sup>th</sup> – 19<sup>th</sup> February.

After what seemed like an eternity, the first round was upon us. Santa had been kind to many with lots of goodies and some shinier cars than their last day out. Lots of whispers, lots of “nah mate it’s the same as last year” to try and throw people off the scent.....

A new year also brought a new sponsor with club member Vin Stenta bringing The Groove Train Eastland up from a supporting sponsor to the category sponsor. A big thanks to Vin, QP Lubes and Francois at National Blind Suppliers who have continued to support the category – make sure you support those who support us.

A fabulous field greeted us with 32 cars entered, with plenty of media highlighting club member Thomas Randle in the Skye Sands SAAB. We all know what an awesome category it is, but who knows - having the media promote us might just get a few more bums into gear and get those cars finished.....

Because it is the first round of the year, there was a quick briefing to all to remind everyone the do’s and don’ts and that this year the races are time certain, rather than x number of laps.

The predicted 37 degrees didn’t happen (although Friday practice tipped 40 degrees) and we were greeted with a beautifully manageable weekend. This event saw us on the “late shift” – practice wasn’t until 11:30 and Race 1 at 3:35pm so there was plenty of last-minute tweaking before we headed out.

It is no surprise that the SAAB was on pole, but to watch (and hear) it do its thing was magnificent. No electronic gadgets or trickery, just lots of bum wiggling and noise. Nor is it a surprise that qualifying ended prematurely under red flag. Ray Hislop was second with Dean in 4<sup>th</sup> followed by Francois, Greg, John, Ben and Cameron. Experiencing some issues, Chas was back in 24<sup>th</sup> with oil pump issues and ended up withdrawing from the weekend.

Race 1 saw Ray and Dean get the start over the SAAB, but Thomas found his way past down the back straight on Lap 1. There was jostling between Kevin, Ray and Francois before Kevin limped into the pits on lap 8, Greg Lynch threw a serpentine belt and Andrew Parker also had issues. Thomas took the win with a 29 second lead over Ray, followed by Dean and Francois who both received 5 second penalties. John, Brian, Ben, Andrew and Ran rounded out the ten.

Sunday saw another beautiful blue sky greet us and an action-packed race. Ray and Dean got the jump on Tom for half a lap until he took the lead. Dean ran wide, Cam lost drive for a lap until he could “control–alt–delete” and get going again and Andrew stopped (coil issues) which brought out a safety car. Ben also had smoke issues which was discovered to be a cracked diff housing - a shame because that was his weekend done. We went green with three laps to go which saw plenty of jostling and a great battle between David, Allan and Ran who all finished in the top ten. Francois had a moment after the restart and dropped to 13<sup>th</sup> from 3<sup>rd</sup> on the last lap. A great drive by Greg who started at the back of the grid and finished 5<sup>th</sup>, but drive of the race goes to Thomas who broke the lap record with a 1:07.44.

The final race saw no change to the first 5 starters. Thomas had another solid lead before Andrew found the kitty litter and the race finished under safety car. The order was Thomas, Ray, Greg John and Brian.

Presentations took place not long after and the prize money now given was certainly well received, which showed consistent drives – like Brian and Ran- can push you up the list.

<b>Final race results:</b>	5 <sup>th</sup> Cameron McKee
1 <sup>st</sup> Ray Hislop	6 <sup>th</sup> Dean Camm
2 <sup>nd</sup> John Ippolito	7 <sup>th</sup> Greg Lynch
3 <sup>rd</sup> Francois Habib	8 <sup>th</sup> Ben McLeod
4 <sup>th</sup> Ran Maclurkin	9 <sup>th</sup> Andrew Parker

A smaller field greeted us at Winton- not just from Sports Sedans but the event in general. After some confusion with checking in, there were a dozen ready for qualifying Saturday morning. It would have been a baker's dozen but John had engine issues Friday and headed home – we heard rumours if it was repairable he had every intention of starting on Sunday. A shout out to the sponsors- because of them there is not only prize money but appearance money as well provided to all entrants for this round.

Chas' dramas from Round 1 were not rectified so he didn't make the journey up the Hume whilst Ben has returned after he had diff issues at Sandown. Mark Durbin made his return after a long time between drinks and brought another entrant Daniel along in his Commodore who is one of three new faces which is sensational. You may have seen on social media that Ran has sold his 180sx. New owner Nathan did his OLT a couple weeks ago and has joined us for his maiden event. Jason Lee, an Albury local was a regular thunder sport competitor has also joined us with his not-your-normal BMW E46.

Qualifying was relatively uneventful apart from a short red flag period when Dean had issues after shooting some spectacular flames and coming to a stop. Unfortunately, it was the end to his weekend. Also unfortunate was that Darden had the same issue 3 events in a row where the gearbox housing cracked so he was also out for the weekend. It's great to see our newcomers putting down some consistent times - Nathan slotted nicely into 5<sup>th</sup>. Congratulations to Francois on taking pole followed by Ben, Nathan, Greg and Cameron, separated by just 7/10ths. It was a close one.

An almost 25 minute delay to releasing the cars from the dummy grid felt like an eternity for the drivers for Race 1, due to a car needing to be recovered from the sand trap by a tractor in the Saloon race. Eventually, everyone got off to a relatively good start. Warren was so good he got a 5 second gift from race control. Cam had front splitter issues, Daniel got stuck in 4th, Warren lost 4th and Jason had a sensor issue which made him go into limp mode. Both he and Daniel didn't finish. Francois took the bull by the horns and led from start to finish, lapping most of the field on his way followed by Ben, Greg, Cameron, Nathan and Mark.

Sunday morning we could confirm those rumours were in fact true- John and his team had done some serious hours, fixed the engine and with some strong coffee, was ready to race and would start from rear of grid.

The day was also an emotional one as we paid tribute to Josh Dowell, a young man who was due to join us for this round but a tragic accident saw his life cut far too short. He was well known to Winton, the race community and several drivers- not just from Sports Sedans. The front row was left empty in his honour and we were joined on our warm up lap by other drivers wanting to pay their respects (to clarify, they peeled off into pit lane). Thanks to photographer Phil Wisewould and competitor Damian Hunter for the tribute that was delivered on Blendline tv as the field did the lap. Josh's parents were there to witness the lap of honour and were moved and touched by our gesture.

Dave had an electrical gremlin- he warmed the car up and moved it out to the front of the garage. Five minutes later it wouldn't start and despite his efforts, he didn't make the race. Jason hoped he had fixed the sensor issue, Daniel got his car out of 4<sup>th</sup>, and Warren avoided using 4<sup>th</sup> gear, so all took to the grid. Francois took the lead from the go with Greg and Ben right behind. John went from rear of grid to 4<sup>th</sup> by the end of Lap 1 but on Lap 4 the engine no longer wanted to play. Luckily, he made it back into pit lane but that turned out to be his weekend done. Mark lost power steering in the race so it was a good thing he had his Weeties. Nathan moved up a spot to 4<sup>th</sup> before he too had some issues (and smoke, although luckily it wasn't fire). Jason's sensor issue returned, and Cam had a spin on his last lap (which Blendline captured beautifully so there was no chance of hiding it) but had a big enough gap over Mark so he didn't lose a spot. Back up the pointy end and the order didn't change with Francois taking a strong win over Greg and Ben. Cam was 4<sup>th</sup> and Mark rounded out the top 5.

Race 3 saw Greg Lynch get a blistering start and take the lead with Francois and Ben right there. Francois took the lead and didn't look back. There was some sensational driving between Greg and Ben, as well as Warren and Daniel, with both battles shown on Blendline. Ben kept the pressure on throughout the race and it was the very last lap when Greg had a spin into the cleavage and lost his spot. He managed to re-join and take third.



Unfortunately, Dave and Nathan didn't take to the grid as they couldn't rectify their issues. Jason did line up but – you guessed it- that one little sensor had now thrown its toys out of the cot and was in full tantrum mode so he came in early. Francois pushed his lead out to 22 seconds across the finish line and even Blendline forgot he was there for a few laps. Ben and Greg completed the top 3.

With the next round a month away, here's hoping those who couldn't finish will be ready to go. Despite some issues for our first timers, there were smiles as they witnessed first hand what a great bunch of people the Sports Sedan group are. Thanks again to the sponsors – The Groove Train Eastland, National Blind Suppliers and QP Lubes - support those who support you.

**Final race results:**

- |                                |                                 |
|--------------------------------|---------------------------------|
| 1 <sup>st</sup> Francois Habib | 5 <sup>th</sup> Mark Durbin     |
| 2 <sup>nd</sup> Ben McLeod     | 6 <sup>th</sup> Warren Cleland  |
| 3 <sup>rd</sup> Greg Lynch     | 7 <sup>th</sup> Daniel Blizzard |
| 4 <sup>th</sup> Cameron McKee  |                                 |



Round 2. 1<sup>st</sup> Place – Francois Habib



Round 2. 2<sup>nd</sup> Place – Ben McLeod



Round 2. 3<sup>rd</sup> Place – Greg Lynch

Photos courtesy of M Craig

## Groove Train Victorian Sports Sedan Championship Round 3, 2023 – Phillip Island, 27<sup>th</sup> – 28<sup>th</sup> May.

Round 3 saw blue skies again greet us along with some new faces. Mark Tracey has joined ASSA with his LS powered E36. Certainly not new to racing having competed in Super 3 and in the BMW in Thunder Sports, he was looking forward to stretching its legs at the Island. It's a family affair for Mark with son Blake competing in Excels and daughter Tahlee taking care of communications.



Whilst for Daniel and Nathan who joined us this year, it's their first hitout at the Island. Great to see Gordon in his 240Z return after a hiatus and some tinkering in the engine bay, and fantastic to see Brett Dickie back before he heads off overseas to tackle Pikes Peak.

Qualifying saw Brett take pole with a 1:36 and Francois hot on his heels with Greg in 3<sup>rd</sup>. Kudos to Nathan in the 180SX who came in 4<sup>th</sup> – not a bad effort for his first time at the Island in over 20 years!



Unfortunately, Daniel had an engine that decided it no longer wanted to play which saw him out for the weekend and Andrew came in with a lot of smoke pouring out from underneath. A sump gasket was the culprit and he was determined to fix it to make it back out for Race 1. Dave Shaw also had smoke, but his was of the blue variety. His O ring in the power steering pump also let go, so with a bit of luck he was able to replace it and also be ready for Race 1.

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	29	DANDY ENGINES - HAZKEM	Brett Dickie (VIC)	Honda Prelude	0		4	4 1:36.5409*	
2	23	0	Francois Habib (VIC)	Holden VZ	0		8	4 1:39.2410	0:02.7001
3	22	Ravage Raceworks	Gregory Lynch (VIC)	HSV GTS VT Series 2	0		5	4 1:40.2314	0:03.6905
4	42	Prowire 12v Solutions	Nathan Baines (VIC)	Nissan 180SX	0		7	7 1:41.1835	0:04.6426
5	19	Tracey Motorsport	Mark Tracey (NSW)	BMW E36	0		7	7 1:41.5638	0:05.0229
6	72	0	Ben Mcleod (VIC)	Holden Commodore	0		7	7 1:42.1226	0:05.5817
7	14	Leading The Way Sentinel Fire	Andrew Parker (VIC)	Holden Commodore VS	0		4	4 1:42.9684	0:06.4275
8	44	Truckrite.com.au / Ausfleet Ca	Cameron McKee (VIC)	Ford AU XR6	0		6	6 1:44.0047	0:07.4638
9	59	dandy engines	Terry Hamilton (VIC)	Holden Commodore VE	0		5	4 1:45.7092	0:09.1683
10	20	King George tavern	Mark Durbin (VIC)	Ford Xe falcon	0		7	6 1:46.4444	0:09.9035
11	63	Nail Equip	Gordon Lovegrove (VIC)	Datsun 260z	0		5	4 1:48.6919	0:12.1510
12	94	Truckrite/Phoenix Lube/DPF Con	David Shaw (VIC)	Ford AU	0		6	5 1:50.2536	0:13.7127
13	77	0	Daniel Blizzard (VIC)	Holden Commodore	0		5	4 2:02.9030	0:26.3621

Race 1 had all the drama of a Netflix show with Brett Dickie ending up in the wrong pit box and receiving a 5 sec penalty. Francois was in the lead at T1 but Brett took the lead soon after. Dave's power steering O ring was working a treat, but this time the hose decided to knock off early and vanish which meant he came in on lap 1. Just a few laps in and Brett started moving very slowly and didn't finish. Francois re-took the lead and didn't look back, taking the win with a 6 second lead – his 4<sup>th</sup> win in a row. Greg came home a comfortable 2<sup>nd</sup> with Ben taking 3<sup>rd</sup>. Dropping to 8<sup>th</sup> on the first lap, Nathan worked his way back through the field to finish 4<sup>th</sup>.

Race 2 Sunday morning we were greeted with a wet track which meant it certainly wasn't going to be a dull race. Dave had fixed his car with help from the local Pirtek fellow who lives 200m from the track so it meant he was back on the grid. Greg stalled, Ben threw a belt and came in at T4, Nathan had an off into the tyrewall and Andrew had more issues to fix after stopping after only 3 laps. Congratulations to Mark Tracey taking the win by 27 seconds from Francois at his first Sports Sedan event with a faultless drive in the wet leading from the first turn. Cam had his first podium finishing in 3<sup>rd</sup>.





The last race of the weekend saw Ben and Andrew take to the grid– hopefully having sorted their issues from Race 2. It was certainly drier, so everyone was keen for a good race. The old commentators curse came into action. Everyone got away- albeit Andrew was very slow to move, and after there had been plenty of commentary about the Barra turbo, Cam ran wide at Turn 2 and although he kept it off the wall, the very soggy ground meant he couldn't get back on to the track. He was well off the track so they kept it green. Unfortunately, Andrew stopped on the track so the safety car was called and it meant the race was green only for the final flying lap. The top 3 didn't change, with Francois taking the win, Greg 2<sup>nd</sup> and Mark 3<sup>rd</sup>. A shout out to Ben who overtook half the field on the final flyer to come home in 4<sup>th</sup>.

Event R28 15 Mins  
Scheduled Start 15:44

Page 1 Issue 1  
Start Sun May 28 15:45  
Elapsed Time 17:01

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL Laps	Race.Time	Fastest...Lap
1	23	Ø	Francois Habib (VIC)	Holden VZ	Ø	5	17:01.7616	5 1:42.4495*
2	22	Ravage Raceworks	Gregory Lynch (VIC)	HSV GTS VT Series 2	Ø	5	17:02.1744	5 1:42.4857
3	19	Tracey Motorsport	Mark Tracey (NSW)	BMW E36	Ø	5	17:02.8218	5 1:42.8307
4	72	Ø	Ben McLeod (VIC)	Holden Commodore	Ø	5	17:04.3662	5 1:42.7776
5	59	dandy engines	Terry Hamilton (VIC)	Holden Commodore VE	Ø	5	17:04.9402	5 1:44.4992
6	20	King George tavern	Mark Durbin (VIC)	Ford Xe falcon	Ø	5	17:07.9006	5 1:47.1622
7	63	Nail Equip	Gordon Lovegrove (VIC)	Datsun 260z	Ø	5	17:10.7420	5 1:49.2629
8	94	Truckrite/Phoenix Lube/DPF Con	David Shaw (VIC)	Ford AU	Ø	5	17:14.5787	5 1:51.4515
DNF	44	Truckrite.com.au / Ausfleet Ca	Cameron McKee (VIC)	Ford AU XR6	Ø			
DNF	14	Leading The Way Sentinel Fire	Andrew Parker (VIC)	Holden Commodore VS	Ø			

Fastest Lap Av.Speed Is 156kph, Race Av.Speed Is 78kph  
Current Race Lap Record Is 1:27.2757 Set On 11/09/2016 By Jack Perkins In A Audi A4 Chev  
R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

The overall weekend results for the club championship saw Francois take the round win, Greg 2<sup>nd</sup> and Mark 3<sup>rd</sup>. Congratulations also to Greg on taking the round win in floorpan class.

Thanks to the category sponsor Vin Stenta and The Groove Train Eastland team for the prize money and to Francois Habib and the team at National Blind Suppliers for the trophies. Thanks also to QP Lubes for their continued support. Please support those who support you.



The next round is an important one- the ASSA round, and this cannot succeed without your help, even for half a day. If you can spare some time, there are plenty of positions to be filled from dummy grid, pit lane, paddock direction, flagging on Friday, and if you are game- steal the keys from Francois and drive the safety car. But seriously, we do need your help and it's time to support your club. You have received an email already but contact the committee if you can help out on any of the three days. We've all been at events where volunteer numbers are low and things don't run as smoothly as usual, so please try and chip in.

**Final race results:**

- 1<sup>st</sup> Francois Habib                      3<sup>rd</sup> Mark Tracey                      5<sup>th</sup> Mark Durbin
- 2<sup>nd</sup> Greg Lynch                            4<sup>th</sup> Ben McLeod                      6<sup>th</sup> David Shaw



**Important Date;**  
**11<sup>th</sup> to 13<sup>th</sup> August at Sandown. Please confirm your preparedness to help!!**

**Australian Sports Sedan Association (Vic)  
2023 Club Championship - at; 28/05/2023**

Class B - 2001-4000cc							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
K. Stoopman	0						0
W. Cleland		60					60
B. Dickie			0				0
Class A - 4001-6000cc							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
C. Talbot	0						0
D. Camm	39	0					39
F. Habib	55	60	60				175
R. Hislop	59						59
Production Class							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
R. Maclurkin (J)	52						52
J. Ippolito	52	0					52
G. Lynch	39	58	58				155
A. Parker	18		15				33
M. Durbin		50	48				98
N Baines		16	18				34
D. Shaw		15	32				47
B. McLeod	19	59	37				115
C. McKee	50	54	35				139
D. Blizzard	0	31					31
J. Lee		0					0
D. Brown	0	0					0
M. Tracey			56				56
Outright							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
C. Talbot	0						0
D. Camm	39						39
J. Ippolito	53	0					53
F. Habib	50	61	59				170
D. Brown	0	0					0
A. Parker	15		14				29
R. Hislop	60						60
K. Stoopman	0						0
R. Maclurkin (J)	45						45
D. Blizzard		28					28
D. Shaw	0	14	30				44
G. Lynch	36	55	55				146
M. Durbin		47	45				92
C. McKee	42	51	33				126
B. McLeod	16	56	35				107
D. Blizzard		28					28
J. Lee		0					0
D. Brown	0	0					0
N. Baines		16	17				33
B. Dickie			1				1
M. Tracey			54				54

**Important Date;  
11<sup>th</sup> to 13<sup>th</sup> August at Sandown. Please confirm your preparedness to help!!**



## MEMBER PROFILE - VIN STENTA

### **1. How did you end up in Sports Sedans?**

After several years of club motorsport, I wanted to get into racing. I also did the Lake Mountain sprints and 4 x Duttons rallies before buying a Ted Robinson FPV F6 for the production car racing series. I did that for a couple of years, and at the same time competed in 3 Bathurst 12hr events (2 in the F6 and 1 in another of Ted's built FPV GTP's). Thanks to Robbo, I was also allowed to compete in Sports Sedans (as invited as the car was over 6L) and really enjoyed the comradery and racing in Sport Sedans – everyone was great. So, when FPV restructured their sponsorship and I sold the Falcon, I wanted to continue to race in Sports Sedans and the R32 GT-R popped up on my radar. This was a 4wd drive IP car (first thing I did was remove the restrictor) and I raced that for several years before the ex Keith Kassulke R32 popped up (2WD, Holinger gearbox etc) so I sold mine and bought this.

### **2. What led to the Mustang?**

Covid hit and being in hospitality with an uncertain future, my toys had to go. Thankfully, during and after covid my businesses were able to continue. I always hoped to get back into racing again so I had some ideas on what I wanted.

It was during lockdown that I came across a statutory write off Mustang sitting in a yard so very quickly a deal was done. It was just a damaged rolling shell so basically a blank canvas. I had never built my own race car which was something I wanted to do (sanity is overrated) and I wanted to build a current shape car and bring something new to the grid. I also believe you can get on the grid and enjoy your racing with the Sports Sedan family without having to spend 6 figures.

### **3. How long was the build?**

I got the damage repaired late 2021 and the build started when the cage was installed in Feb '22. So, under 18 months. Some parts I got from the other side of the world in under a week, whilst some bits from Sydney took double that. Because it is a current model Mustang, I discovered there were a lot of parts for racing available out of the US like fibreglass panels, chrome moly tube front K member (much lighter than factory), steering and also suspension components to give me greater adjustability. The pedal box came from Bulgaria in a week!



#### 4. What about the engine?

I wanted to do something different as opposed to a 6 litre V8. Had been monitoring Cam's progress in his AU 3.5lt Barra turbo and thought that would be a good way to go. Barra engines and parts are relatively cheap and easy to find, so I had Chris from Spencer Race engines build me an engine- just like Cam's. Racepace (who built and looked after both my GT-R's) helped me build the rest of the car. The engine stays under 6 litres by sleeving it down to 3.5lt. The turbo is a Garrett GTX3582, inlet manifold is from plasmaman, a standard exhaust manifold, a Hypertune intercooler and to keep costs down I am currently running a Tremec T6060 magnum H pattern gearbox. The engine is controlled by an Emtron ECU with a Motec C128 dash.

Brakes are probably the most expensive single item I purchased for the car- AP Racing 6 pot on the front and AP Racing 4 pot on the rear - the same ones as the Supercars run. Wheels are Braid 18 x 11" capable of taking 300/310 rubber all round.

The car is also running the factory electric power steering unit (we are talking fully electric, no hydraulics involved), and I found out about a module out of the US, which tricks the power steering to work without having all the other factory computers that are standard in a road car.

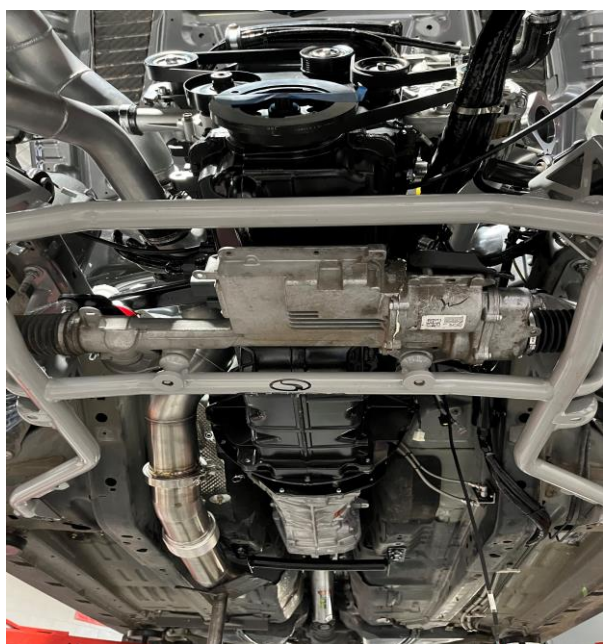
As with all builds, teething problems happen, which put me behind schedule which meant the car was not fully race ready for the recent National Sports Sedan round at Winton. Gremlins meant I wasn't able to take part in the three races.

All things going to plan, I look forward to developing the car (and the driver after being 3 years out of the saddle) over the coming months and do the rest of the Vic State Series along with some National rounds.

Builds are never easy but when you add the last 2 years we all had to go through and hospitality being drawn a very short straw, I can't thank the Sports Sedan family – the committee especially – enough for their support. I wanted to pay it forward so The Groove Train Eastland became the category sponsor for 2023.

I couldn't have done this without my family's support, and there are also some very close dear friends who continued to support my businesses, and me throughout. Thanks to Karyn Hamer, Cameron McKee, IP racers Owen and Christine Boak, Gareth and the team at Racepace and Gareth and Fiona Walker.

See you all at the track soon.





## EREBUS MOTORSPORT ROAD TRIP

What a great night was had by all on the road trip to Erebus Motorsport. Thanks to Francois Habib for arranging and the Erebus team for welcoming us. They gave us some great insight into the stuff not always shown on telly and we opened their eyes about sports sedans. Hope Graeme didn't talk Will's ear off too much on the ride back to the airport!



Trophy for the round winner at the Albert Park AGP round  
- The 'Larry Award'.  
"Don't touch it" was the warning.



## VALE - JAMES SMITH & KENT YOULDEN

Author – Chris Neal

Since we lost BOB JOLLY (RIP) back in February, more recently we have had a further two prominent ASSA Vic Identities pass. Much has been written in the mainstream motor sport media about both but here's just a little personal ASSA-related history...

**VALE - JAMES (JIM) SMITH** --- became our second President in 1974 after my initial three years in the chair.

One of his first functions in the role was the hosting of an extremely memorable Club Christmas Breakup at his North Balwyn home together with his gracious wife Joan (a Founding Member and Office-Bearer of "Women For Wheels" the fund-raising fore-runner for the Victorian Fire & Rescue Squad) -- someone rocking up with a new lady friend caused another someone's spouse to drop her champagne glass into the pool in awe!!!!!!

The ASSA provided a great apprenticeship as Jim later went on to become President of the Light Car Club of Australia who were Promoters of Sandown.

His early motorsport began with a Morris Minor at hill-climbs in 1956; a Porsche road car in 1960 before marriage forced "retirement". In 1966 he "borrowed" Joan's shopping Mini Cooper S and resumed racing.

From mid-to late Sixties I can remember Jim as a front-runner in Production Touring Minis before turning to Sports Sedans. Got to know him because he was racing against big brother TED of good mate, fellow Founding & ASSA Life Member, the late FRANK BREWSTER.

His first venture into Sports Sedans around 1971 was with the Rover V8 with the backing of Camel cigarettes. Arriving from the British Leyland factory with "plenty of Squirt but not enough Stop", it was not immediately suitable nor reliable. Another Founding Member PAT CREA and myself took full advantage of the Rover's shortcomings after it succumbed in Friday practice at Mallala in August 1971. Despite massive changes the Rover could not match the best Sports Sedans so it was replaced with the Bob Jane Camaro and later the Torana V8 Hatch when yet another Founding & Life Member old mate FRANK "DARK" BROWN was working for Jim.



**Is it a ROLDEN? Or maybe it's a HOLDOVER. Whatever you call it, it's the car in which . . .**

### Gentleman Jim rides again!

**WHEN JIM SMITH CAME BACK** from England with that ex-Roy Pleydell Rover V8 sports sedan, it was considered to be quite something in its land of origin.

Unfortunately racing here in Australia in this category is far more advanced technically than a lot of people thought. In a word the car turned out to be a bit of a dog!

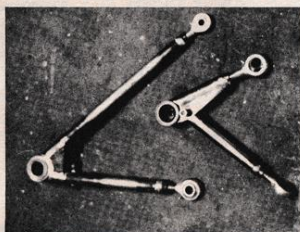
Of course, Bob Jane can't have helped too much when he brought out his Repco powered Torana, while Dave Robertson added further fuel to the fire with his Boss-engined Capri.

Then came Barry Sharp, etc., etc.

Before long it became quite plain to gentleman James Smith that something would have to be done if he was not to continue trudging around sniffing everybody else's exhaust fumes.

A great help in deciding exactly what that something should be was Jim's young mechanic Ron Baddley.

Still only 21, Ron served his apprenticeship on racing motors with the "George Court gang" out at Ron Bentley Motors, Greensborough.



**MADE BY Tony Farrell, These front wishbones were designed especially for the new car by Ron Baddley.**



Always with a smile for anyone Jim was a personable entrepreneurial businessman with a natural magnetism and a passion for motorsport and fast motor cars. Extremely hopeful, he was a day-by-day proposition to attend our 50th Celebrations in April last year due to his cancer. Even at 87yo, Jim was bitterly disappointed when he rang me to scratch on the morning of the event.



**VALE - KENT YOULDEN** --- 1977 ASSA Club Champion; Committee-man & Club Treasurer 1978; regular ASSA Newsletter Columnist late 70s/early 80s.

We were fortunate Kent's illustrious career in tin-top motorsport also included Sports Sedans. Mid-Seventies he appeared in a Torana with assistance from Belmont Motors Kilsyth (Alvano D'Alberto was an ASSA Member) and immediately impacted as a strong Six Cylinder campaigner. He was Runner-Up to SplitPin in the '75/'76 Six Cylinder Series and won in '77.

The "Purple Flash" was sold to CHRIS MEADEN and the man, who spent his working life employed as an engineer at Ford, home-built a Cortina and secured a 302 injected Chev to attack the 1981 Championship season.

Apart from attending my wedding ☺ perhaps a most significant result, often overlooked, was the Youlden Family (complete with baby LUKE) placing a magnificent Equal 4th in the November 1978 ASSA Club Treasure Hunt!!!

Those who raced against Kent always came away from a meeting knowing fully they had raced against Kent! He was one never to pull any punches.

He was also pretty forthright with his writings in "Kent's Krapp" advocating as far back as May'78 for mandatory head restraints following the neck injury to KEN HASTINGS in the 1978 Winton start-line stall and the whiplash death of LENNY McDONOUGH at Sandown over a year earlier.

He would publicly congratulate the efforts required to produce a Newsletter but loved hanging \$hit on we Mini racers. Another time he said "... I include Chris Neal in that 'only joking' bit as I think I used to intimidate him the most ... because of his editorial interruptions ... " .

That was our Kent!

He always closed off with a "Yogi Bear Engineering Quote Of The Month" ----an example: # "The wise racing car driver thinks once before he shunts twice."

With the help of his brothers RAY and BRETT, fortunately Kent was well enough on the day to come along to our 50th Celebrations at Cargo Hall.



Pick the caption for this photo and win a prize (?) from KENT YOULDEN. Our suggestions are:--  
Find that needle, Kent?    Guess who fancies a roll in the hay!    Kent's solution to the fuel crisis!    "Bale" out, everyone!



**CHRIS NEAL – FOUNDING ASSA PRESIDENT & PROUD LIFE MEMBER #1**

#### FOOTNOTE FOR FACEBOOK USERS:

Our Club has it's Official "Victorian Sports Sedan Championship" Page run by KARYN HAMER while RAN MACLURKIN (aka RAN MAC) operates "Australian Sports Sedans" for Nationals and other news.

Inspired by our Milestone Celebrations last year, we also have the "50 Years Of Australian Sports Sedan Association" Facebook Group. Whilst it's not an "official" voice of the ASSA Vic, it is primarily aimed at presenting the Club and its Members through the full spectrum since our 1970 Origin including a decent dose of nostalgia. If you haven't already, why not check in and join this Private Group today???

**Cheers and Beers, Chris aka "KN"**

## CHAPLAIN ARTHUR BARTLETT



At the age of 14 my interest in motor sport began at Brisbane's Speedway with the Midget cars and Jap bikes sliding sideways around the dirt track in the late 1940s early 1950s. 30 years later my interest grew as my next-door neighbours son, David Weatherhead, raced an Auscar at Calder Park and I became a crew member for him.

In 1991 Gary Coleman phoned me and said "Bob Jane is willing to let a Chaplain into Calder Park and you're my man!!" Gary launched the motor racing ministries initiative 35 years ago, which now has more than 50 chaplains supporting racing events across the country. On arrival at Calder Park, Bob met me and introduced me to Al Basnight, his clerk of the course, who was an American from NASCAR USA.

His opening line to me was, "We need to get 'God' into this place so you're my man! You can address the drivers at the drivers' briefings and pray for them before the race, as well as after the national anthem." Thus started this tradition throughout Australia.

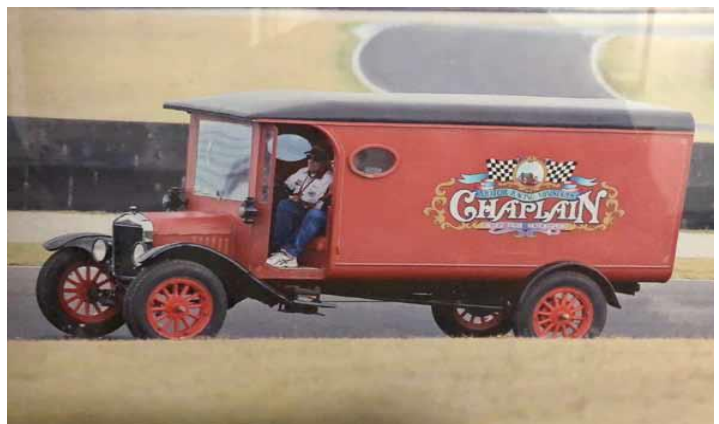
To gain my acceptance into the sport, as there was a lot of opposition to a 'Bible Basher' coming in amongst them, I decided to build my own car, a Model T Van. This established with the drivers that I at least knew something about cars and put me on a journey of being a part of a support team across the major suburban Melbourne motor racing tracks.

My purpose was to offer support, help, listen and advise on all areas of life. Also, to conduct weddings, baptisms, marriage counselling and funerals. It was great to be accepted and make friendships with the many racing teams and the faithful volunteers that make up the racing community.

In 1995, I conducted Brian Williams' wedding. That same year Alan Hurren was killed at Calder Park. Donnie Hill, who was the chief Fire Marshall, and all the firies were very traumatised so I did a debrief session for them a few weeks later.

A few weeks after that, Greg Hansford lost his life at Phillip Island. I was not in attendance at that meeting, so Donnie Hill called me at home and asked me to come down and help. I conducted a debrief and a memorial service on the track. This started my association with Phillip Island in March 1995.

In September 1995 Donnie Hill passed away. I conducted his funeral at the Sandown Racetrack filling three garages. At the funeral Peter Nelson said he would need me at the Grand Prix which was about to start at Albert Park. So began my 25-year association with the Australian Grand Prix. A Flag Marshall, by the name of Graham Beveridge, was killed at that Grand Prix, the first and only death. We had over 20 traumatised Marshalls to debrief and one grieving 18-year-old daughter to console.



In 1996 Bob Jane offered to build me a Chapel at Calder Park. I found an old Baptist Church from Westgarth and moved it onto the Calder Park Thunderdome. This was the first Chapel on any racetrack in the world.

In 2018 I conducted Bob's memorial service. He was a loyal friend and an icon to the sport.



## CHAPLAIN ARTHUR BARTLETT cont...

I am truly thankful for the way you have accepted me as part of the motorsport family. You are all a pleasure to be around. One of many memories I have was being invited to the Sports Sedan Presentations Dinner on a boat down the Yarra River. I was standing on the side of the boat and looking back through the cabin window when I saw Annie busy setting up the trophy table. I said to Graham Gilliland "She's gold. Why don't you marry her?" So, he went inside, got down on one knee and proposed to her. She blushed!

I married them a few months later. Another good man is my friend Bobby Gill, who always put his hand up at the drivers' briefing & asked for a blessing. These times made me feel like a valued part of the 'family'.

During the 2 years of lock down, while the tracks were closed due to Covid restrictions. I was still busy behind the scenes keeping in touch with over 35 trackside volunteers that count me as their trusted 'friend'. This brought me real joy to help support and stand by these guys as they dealt with the frustrations of lockdown along with those who were dealing with other life's curve balls. I imagine that these friendships and connections will never die even though after 31 years of service to motor sport, and at the age of 87, I will be retiring at the end of this season. I feel very honoured to have been able to serve this community for this long, it feels like family.

Thanks for the friendships and thanks for the ride.

God bless,

Arthur Bartlett



## **Motorsport Australia to mandate Fire Extinguishers for Circuit Race from 1 January 2024**

31/7/2023 announcement from Motorsport Australia;

*Following investigations into several incidents at Circuit Race events at all levels of the sport, Motorsport Australia will be mandating the fitment of Fire Extinguishers for all Automobiles in Circuit Race as of 01/01/2024.*

*For National Championship and Series categories, this will be the mandatory fitment of Plumbed-In Extinguisher Systems in accordance with Motorsport Australia Manual; Technical Appendix – Schedule H: Article 1.2 PLUMBED-IN FIRE EXTINGUISHERS.*

*All other Circuit Race classification (i.e. State level and below and the one off annual classification Nationals) automobile will be required to have fitted a single 1kg hand-held AS1841.5 – ABE Powder of FIA Standard extinguisher as a minimum, in accordance with Motorsport Australia Manual; Technical Appendix – Schedule H: Article 1.1 HAND-HELD FIRE EXTINGUISHERS. A Plumbed-In Extinguisher System may be fitted in place of a hand-held extinguisher.*

*Motorsport Australia have undertaken to advise most recognised motorsport industry suppliers that this is being implemented. A public announcement for members is scheduled to be released and is expected to be published by Wednesday 9<sup>th</sup> August, along with publication of the updates to Schedule H to reflect this change.*

*For enquiries regarding this please contact [technical@motorsport.org.au](mailto:technical@motorsport.org.au)*



## National Sports Sedans, Winton 10-11 June

The first round of the Sports Sedan Nationals has been run and won at Winton. This the first of 5 rounds for this year after much effort by Vic members John Gourlay and Michael Robinson. The Winton round was well supported by both NSW and Vic members, with 29 entries it was the best supported category at Winton. Great effort by the organisers, those who competed and the many S/S supporters who travelled up to Winton.



**The race wins may have gone elsewhere but the round honours for the Precision National Sports Sedans opener went to an emotional Ashley Jarvis.**

Jarvis was a consistent force in his Holden Monaro and P5, P2 and P3 results were enough to take out his maiden national level round win. Although Tony Ricciardello, Josh Haynes and Jordan Caruso shared the victories, none of them could match the consistency of the #44 Monaro.

Jarvis was the only driver to accumulate more than 100 points across the weekend with next best Michael Robinson with 99.

He now enjoys a 17-point lead over Robinson, while fast men Caruso and Ricciardello sit fourth and fifth respectively. For Jarvis, the feeling of winning the round and taking the championship lead is an extremely sweet one.

“This is massive,” he told AUTO ACTION.

“I do get emotional, but that is because I have three beautiful young daughters and this weekend has been absolutely amazing.

“Warren and Colin Smith, Tony and dad have given me a car that is so easy to drive.

“We knew we were not going to be as fast as Tony or Jordan, but we wanted to be knocking on the door and there to pick up the pieces and here we are!”

It is a new high for Jarvis, whose previous best was second at the Historic Sandown event towards the end of the 2022 season.

The new winner said the strong result is testament to a busy off season, which included some long awaited improvements for the Monaro.

“The boys have put some upgrades into the Monaro,” he said.

“It has been the same guise for about 20 years now, so we put some new upgrades in and I am getting more comfortable each time I get into the car.

“Ian Woodward builds a rocket ship so we are very lucky to have that.”

Now Haynes heads to his home race at Queensland Raceway in a buoyant mood and cannot wait for the August 4-6 event where he hopes to give the pace setters “a nudge”.





The defence of the Precision National Sports Sedans title has not started the way Jordan Caruso would have liked at Winton.

Caruso has a fight on his hands with the return of Tony Ricciardello to the category and the former Supercars driver drew first blood by emerging on top in a tense scrap in the opening race.

However, both found dramas in race 2 as neither reached the chequered flag.



With Ricciardello's Alfa Romeo not record a lap due to mechanical dramas, Caruso hoped to regain some valuable ground and looked the goods as he led the first five laps. Caruso looked set for a certain victory as he crossed the line to start Lap 6, but his race came to a sudden stop by the time he approached Turn 1.

As the #1 Audi A4 approached the opening left-hander, the nightmare scenario of a jammed throttle occurred which sent the defending champion spinning into the infield. This meant Caruso joined Ricciardello on the sidelines as Josh Haynes crushed to a 4s win over Ashley Jarvis. Reflecting on the moment, Caruso said he had to switch the engine off, but this did not stop him from spearing off.

"Into Turn 1 the throttle got stuck which was a little bit scary," he recounted to AUTO ACTION.

"I got down a few gears and felt the throttle was sticking, so I instantly turned the engine off.

"But by that point I was already too deep and had a few spins. I did not hit anything which was nice though!"

Now Caruso's Earlcure Property team has a race against time on its hands to get car #1 ready for the final race, which begins at 11.25.

The youngster admitted it was still touch and go as the squad assessed the damage post race.

"Hopefully the engine is okay, but there is the possibility it has eaten a bolt or something.

"It is either definitely or definitely not coming back out.

"We are trying to stay positive at this point. If we do get it back out, it should be fun coming from the back."

UPDATE: Caruso did make it for the start of the third and final Sports Sedans race.





## VALE – ANDREW GILL

We have recently learnt from Life Member Bob Gill the news that would shatter any parent ---- his 58-year-old son Andrew died of a heart attack unexpectedly.

Many of us remember Andrew from when he was a little kid “pit-crewing” for his dad from the late Sixties. There was a Winton long-weekend meeting when Bobby nearly poisoned his older son --- after camping for three days with no refrigeration he was barbecuing a steak which was bright green!!!

Andrew was a regular contributor to our Group, especially trotting out copies of the family’s 8mm racing movies.

Early ASSA people all knew his parents Bob and Bev together with his siblings Trudi and “Little” Brad --- on behalf of our Sports Sedan community may I extend our condolences --- ANDREW GILL - RIP



Several long-standing ASSA members including life and past Presidents supporting Bob at his son’s funeral.

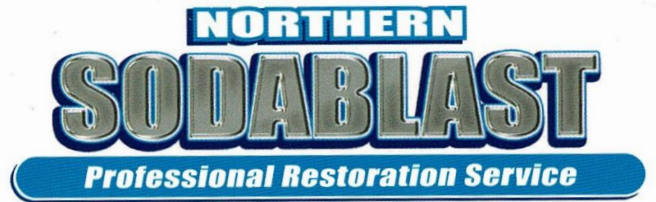
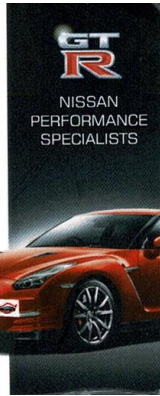
### Bob Gill and his Mustang. Pit crewed by his son Andrew



**These cards represent various small business's that support our club, so lets support them!**



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