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November 2023



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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- ❖ Nationals Bathurst report
- ❖ Nationals Gold Coast report

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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

ASSA Inc AGM: The Highways Hotel, Sandown 15th November

Island Magic: Phillip Island 25-26th November

PRELIMINARY VSCRC CALENDAR FOR 2024:

VSCRC Round 1; Sandown 17-18th February

VSCRC Round 2; Winton 16-17th March

VSCRC Round 3; Phillip Island 18-19th May

VSCRC Round 4; Sandown 23-25th August (ASSA Promoted)

VSCRC Round 5; Phillip Island 21-22nd September

VSCRC Round 6; Calder Park 26-27th October (TBC)

OUR SPONSORS:



MEMBERSHIP

All ASSA Vic memberships will become due on 1/1/24. 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

Well, another year has nearly passed. I guess it's an old line for us more mature racers - doesn't the time fly! The months of September / October have been quite busy in particular, as I have been privileged to assist Michael Robinson at Sydney Motorsport Park, Bathurst and the Gold Coast at National Sports Sedan rounds, all in the space of about 6 weeks. Together with Ken House, we have attended a couple of the biggest race meetings in the country if not the world. The exposure for our category cannot be overstated. Many a spectator offered their enthusiastic support with both the speed and diversity of the class. Ran Maclurkin has written a couple of articles for both Bathurst and the Gold Coast events later in this edition.

2023 has been a busy year as we continue to recover from 'necessary' lock downs. A few highlights of the year have been;

- A full season of the Victorian State Circuit Racing Championship. While the fields were not as big as we would have liked, we have welcomed a couple of new members and look forward to more in 2024.
- We have this year received great support from **The Groove Train – Eastland, QP Lubes and National Blind Suppliers**. Pretty much any club member competing in a round of the club championship has received either prize money, appearance money or a trophy supported by these small businesses. Special mention goes to club member, committee member and competitor Vin Stenta, who as the owner of The Groove Train Eastland has provided the funds that has enabled us to hand out about \$5,000 in prize money so far. The Groove Train Eastland combined with the QP Lubes sponsorship has also provided the opportunity for appearance money to be paid to each club member who qualifies for a round. We offered the competitors the option of either receiving the appearance money or forgoing it and 'gifting' it towards a donation to a charity (Beyond Blue). So far this year we have donated over \$1,600 to Beyond Blue.
- The ASSA Inc. promoted VSCRC round in August was well supported by our club members, who as volunteers devoted their weekend as officials to make sure the event ran smoothly. Thanks to Colin and Gale Smith and the organising committee for their efforts. The entry numbers were down this year. We will need to do better next year.
- Cam McKee put in a great effort to get some trades to display their wares at the August Sandown event and also obtained a swag of gardening gear, supplied by Toro and Pope. We managed to put together two 'barrows loaded with gear' and raffled these off with funds (\$324) once again going to Beyond Blue. Winners Dorothy Wojtonis (1st prize) and Paul Meade (2nd) quickly collected their barrows full of gear and assured us their green patches would appreciate the attention.
- The ASSA committee has continued to work with the State Race Executive to improve how the State Race events are managed, in particular to get better consistency in entry process and promotion. We are very fortunate that the Victorian State Series is the bench mark of the country and we need to make sure it remains that way.
- Elsewhere in this edition Chas Talbot has penned a report on his and Dean Camm's trip to the Laguna Seca historic race meeting with their F5000's.

Power to weight ratio

Each state of Australia, which has an association for our category, has been given the opportunity to vote for the proposed amendment to the 3D (Sports Sedan) Motorsport Australia rules. Victoria, New South Wales, Queensland and the National Group have all voted in favour of our category being limited to a power to weight ratio of 1 brake horsepower (engine) to 1.5 kg (racing weight). South Australia to the best of our knowledge has not voted on this change.

PRESIDENT'S REPORT cont...

Our AGM will be held on 15/11/23. Everyone should have received notice last week.

Committee Positions for 2024

- President
- Vice President
- Secretary
- Treasurer
- General Committee, Minimum 4 positions

In a departure from recent years, the committee, when elected, will determine who will represent the club at State Race Executive, State Council and at National level. This accords with our model rules and will ensure your committee provides the best outcomes for the class in our representation at the State Series, State Council and at National level, in particular event management, rules and collaboration with the National competition.

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



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

WE reported in our last edition;
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 9th August, along with publication of the updates to Schedule H to reflect this change.

For enquiries regarding this please contact technical@motorsport.org.au

SECRETARY'S REPORT

The time seems to be flying by so quickly that before we know it – Christmas will be here and Round 1 for 2024 fast approaching.

ASSA Round: I would like to sincerely thank you all for giving up your time to become officials for our round. It's a great opportunity to see the other side of racing and gives a good understanding of why things happen. A huge thanks to the Falzon family for all your help with the catering side of things. Thanks to Vin and The Groove Train – Eastland for the amazing Pizza's for Saturday evening. The officials absolutely loved what we did for them. "They all love our Hot Dog round". Even though we don't have hotdogs anymore, they still call it the Hot Dog Round.



Norm Lee taking a quick morning tea break



Archie Sikiotis doing his bit for catering

Thanks to Cameron McKee for your huge effort in getting a Trade Alley together for Sandown, this seemed to create an interest and hopefully can be bigger and better next year.

Thanks also to whoever (maybe Karyn and Vin) for my birthday presentation and beautiful flowers, I was very much taken aback by this.

Phillip Island: The last round at Phillip Island has come and gone. Entries were just OK for the weekend, thanks to Cameron for continuing to round up new competitors. Welcome to our new members from the last round and hope to see you at Island Magic. It was great to have Thomas Randle and his team for this weekend. Thanks, Thomas, for giving your time to the kids and people you spoke with at this round.

Island Magic: Remember this is the last round for Sports Sedans for both State and Club championships. If you haven't entered yet – get your entry in ASAP. This round is going to be very close with points for Cameron and Ben going right to the wire. Francois seems to be in a pretty safe place for the outright win, although I think it will be a bit of a challenge for the 50K Plate.

AGM: The Annual General Meeting is to be held on Wednesday, November 15th, 2023, at The Highways Function Room, Princes Hwy & Corrigan Rd, Springvale. All positions on the Committee will become vacant and it will be your choice who you vote for to run the club in 2024.

Come along for dinner from 6.30 (own cost) and catch up on all the goss. There will be a Guest Speaker, who will talk about GPS Trackers.

Presentation Night:



SAVE THE DATE – 3RD FEBRUARY 2024

Presentation of Trophies will be held at The Groove Train – Eastland, on Friday 3rd February 2024. We are planning to have dinner and drinks, price to be confirmed ASAP. Mark your diary to support our Championship Sponsor, Vin Stenta.

Further details to be confirmed ASAP

See you all at the AGM.

Anne Gilliland
2023 ASSA Vic Secretary

Groove Train Eastland Victorian Sports Sedan Championship Round 4, 2023

Phillip Island, 23rd – 24th September.

The September round saw us head to the Island a week earlier than usual, and we were greeted with the forecast of blue skies both days.

With a couple of late withdrawals (including a gearbox failure in Friday practice), 16 cars headed to the grid. No doubt plenty of people were keen to watch us with Thomas Randle entered in the SAAB, but even in qualifying, with the fantastic commentary from Darren Smith and the Blendline team, the crowds all headed to pit roof to make sure they watched us in action.

Fantastic to see several newcomers to the grid. Bill Tymms came to Island magic last year in his beautiful Marc Mustang and we loved having him back. Michael Luff also joined us in his beautifully built SS Commodore which he built and prepared himself, and two WRX's owned by Andrew and Paul. We haven't seen a WRX with us since Jon Lawson and here we are with two. Maybe this will move his rebuild along!

Not a red flag in sight for qualifying which is something we aren't used to. I don't think anyone expected to get 8 or 9 laps in. Pole went to Thomas, with Francois and Dean rounding out the top 3. Ben was not far behind with Bill, Cam, Nathan, Graeme, Vin and Michael completing the top ten.

We were all also excited to see Ran's Calibra, as we weren't expecting it until next year. Despite the usual gremlins that happens the first time on the track, he completed qualifying with minimal issues. Unfortunately, Andrew and Paul had issues they were hoping to fix before Race 1.



Race 1 saw 14 take to the grid. Both Paul and Andrew were still trying to fix their issues but hoped to be back out in the morning. Graeme had a spin on the opening lap and went from 8th to last, Vin followed suit a few laps later. Cam nursed a damaged tyre to come in safely but was half a lap short of getting points and the last few laps saw several drivers having to take it very easy to get over the line. A great drive by Thomas – he had a 1 min 10 second lead over Dean who dropped to third on lap 1, but Francois couldn't hold him off and he passed him on Lap 7. Graeme fought back through to the field to 11th before retiring. Francois was 3rd, followed by Ben only a few seconds behind him. Next was Bill, Michael, Vin, Nathan, Gordon who was driving well given he has a missing 50 odd killer wasps, and Dave Shaw rounded out the top 10. The Maclurkins had electrical and vibration issues which saw Ran in the Calibra DNF but Ranald was able to finish the race.

Event R9 18 Mins
Scheduled Start 15:50

Page 1 Issue 1
Start Sat Sep 23 15:57
Elapsed Time 20:00

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	49	Skye Sands	Thomas Randle	Saab 93	6000		10	20:00.5945	9 1:29.8970*
2	66	My Wallet	Dean Camm	Chev Corvette	6000		10	21:10.1667	6 1:38.2633
3	23		Francois Habib	Holden VZ	4997		10	21:13.5615	5 1:39.4424
4	72	FYRC	Ben Mcleod	Holden Commodore	6000		10	21:33.4482	7 1:41.0972
5	27		William Tymms	Ford Mustang	5160		9	20:14.7239	5 1:42.3584
6	35	HeadTech Cylinder Heads	Michael Luff	Ss Holden Commodore	5900		9	20:44.2633	3 1:47.1405
7	17	The Groove Train Eastland	Veniero Stenta	Ford Mustang	5950		9	20:53.8576	3 1:46.6133
8	42	Prowire 12v Solutions	Nathan Baines	Nissan 180SX	3498		9	21:08.0018	9 1:47.5906
9	63	Nail Equip	Gordon Lovegrove	Datsun 260z	6000		9	21:08.1641	2 1:49.1056
10	94	Truckrite/Phoenix Lube/DPF Con	David Shaw	Ford AU	4998		9	21:40.1854	5 1:52.7191
11	56		Ranald Maclurkin	Nissan 300zx	3500		8	21:37.6949	5 1:55.3197
DNF	44	Truckrite.com.au / Ausfleet Ca	Cameron McKee	Ford AU XR6	5998		7	17:47.1428	2 1:43.9777
DNF	54	Evil AF Racing	Ranald Maclurkin	Holden Calibra	5800		6	15:56.9307	4 1:50.5582
DNF	21	G&G Engineering P&L Mechanical	Graeme Gilliland	Mazda RX7	3433		5	13:47.6572	3 1:44.1345

Phillip Island, 23rd – 24th September cont.

Sunday saw the good and the bad- a quick trip to Yarra Glen for a replacement driveshaft saw Andrew back on the grid. Graeme had sourced another alternator (I think this was #3 for the weekend) from Brett Dickie so he was also ready to go. Unfortunately, both Ran and Randal had withdrawn after not being able to find the cause of their gremlins. Dean also had an electrical cut out issue and retired from the event.

Race 2 was certainly full of action and drama. Would we see a new lap record from the SAAB? Some confusion from the track marshall saw competitors not quite in the same position where they finished the race prior. Nathan couldn't get off the line, but thankfully everyone avoided him. Recovery was quick to town him off to side of the track at pit exit, but two corners later at Southern loop Ben and Bill came together which brought out the safety car after Ben came to a halt near T4. Bill was able to drive back to the pits but Ben needed a tow. Because our races are time certain rather than laps, it meant that only 2.5 laps were completed before our time was up. This became the race that wasn't a race. So, Race 3 – or Race 2 take 2 - will be the one where everyone tries to secure some points.



By the time Race 3 was approaching there were calculators working overboard to see who had to do what to keep their hopes alive for the championship. Ben had managed to do a mad dash for an upright, fit it and be ready for the final showdown. Bill was able to repair his car and Nathan had also been busy overcoming his electric issue with the starter and was ready to go. Great to see Paul back in the WRX after fixing his no boost issue.

Heading around to the start line, positions suddenly changed. Some were waved to the opposite side of the track or a grid box forward which meant some jostling to be hopefully where you should be and with green flag waved, it was a clean start. Lap 3 saw Thomas retire with a puncture much to the dismay of not just team Randle but the spectators and the Blendline TV team who all were hoping for a lap record. A box of nothings meant an unfortunate early exit for Dave Shaw one lap later. There was plenty of jostling mid field through the last half of the race before Francois took the flag with a 19 second lead from Ben. Cam jumped 3 spots to round out the podium.



The round win went to Francois with Ben and Graeme taking out their class wins. Both had a drama filled weekend with mad dashes for parts which proves the adage to finish first, first you must finish.....

Event R30 18 Mins
Scheduled Start 15:45

Page 1 Issue 1
Start Sun Sep 24 16:10
Elapsed Time 21:07

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	23		Francois Habib	Holden VZ	4997		10	21:07.8067	2 1:39.7998
2	72	FYRC	Ben Mcleod	Holden Commodore	6000		10	21:26.0778	9 1:42.6043
3	44	Truckrite.com.au / Ausfleet Ca	Cameron McKee	Ford AU XR6	5998		10	21:49.1327	8 1:43.0322
4	27		William Tymms	Ford Mustang	5160		10	21:50.2134	8 1:42.0611
5	35	HeadTech Cylinder Heads	Michael Luff	Ss Holden Commodore	5900		10	22:21.4863	2 1:47.6950
6	42	Prowire 12v Solutions	Nathan Baines	Nissan 180SX	3498		10	22:28.5750	10 1:46.4068
7	63	Nail Equip	Gordon Lovegrove	Datsun 260z	6000		10	22:29.0567	2 1:47.1100
8	17	The Groove Train Eastland	Veniero Stenta	Ford Mustang	5950		10	22:30.0915	4 1:46.9158
9	21	G&G Engineering P&L Mechanical	Graeme Gilliland	Mazda RX7	3433		10	22:41.5065	6 1:43.7377
10	7	Tyrepower Benalla	Paul Cornell	Subaru Impreza WRX	2500		9	22:03.9243	8 1:57.3044
DNF	94	Truckrite/Phoenix Lube/DPF Con	David Shaw	Ford AU	4998		4	11:52.1845	4 1:51.5440
DNF	49	Skye Sands	Thomas Randle	Saab 93	6000		3	8:47.0325	3 1:29.6911*

Whilst Francois has a commanding lead in the championship it has been really tight between Ben and Cam all year. Greg Lynch as we know has been working on his engine, but even after this round, he sits second in the championship with Ben McLeod and Cam on equal points just 2 behind. Will Greg have his car back in time for Island Magic or will Cam and Ben have a duel to the end? Floorplan class sees Cam with a 3-point lead over Greg and Ben who are on equal points so it's anyone's game which means Island Magic will be one not to miss.



**Australian Sports Sedan Association (Vic)
2023 Club Championship - at; 24/09/2023**

Class B - 2001-4000cc						
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Total
G. Gilliland				20		20
K. Stoopman	0					0
W. Cleland		60				60
B. Dickie			0			0
Class A - 4001-6000cc						
C. Talbot	0					0
D. Camm	39	0		20		59
F. Habib	55	60	60	39		214
W. Tymms				37		37
R. Hislop	59					59
Production Class						
R. Maclurkin (J)	52					52
R. Maclurkin (S)				15		15
M. Luff				37		37
J. Ippolito	52	0				52
G. Lynch	39	58	58			155
N. Baines		17	18	34		69
A. Parker	18		15			33
M. Durbin		50	48			98
D. Shaw		15	32	16		63
B. McLeod	19	59	37	40		155
C. McKee	50	54	35	19		158
D. Blizzard	0	31				31
J. Lee		0				0
D. Brown	0	0				0
M. Tracey			56			56
V. Stenta				34		34
Outright						
C. Talbot	0					0
D. Camm	39			20		59
J. Ippolito	53	0				53
F. Habib	50	61	59	40		210
G. Gilliland				13		13
D. Brown	0	0				0
A. Parker	15		14			29
R. Hislop	60					60
K. Stoopman	0					0
R. Maclurkin (J)	45			0		45
R. Maclurkin (S)				12		12
M. Luff				32		32
V. Stenta				29		29
D. Blizzard		28				28
D. Shaw	0	14	30	13		57
G. Lynch	36	55	55			146
M. Durbin		47	45			92
C. McKee	42	51	33	18		144
B. McLeod	16	56	35	37		144
W. Tymms				34		34
D. Blizzard		28				28
J. Lee		0				0
D. Brown	0	0				0
N. Baines		16	17	29		62
B. Dickie			1			1
M. Tracey			54			54

National Sports Sedans, Bathurst 5th- 8th October

Scribblehead does Bathurst

By Ran Maclurkin

Bathurst. The holy grail. The mountain. The myth. The chaos. The destruction awaits!

As a Bathurst virgin, yes that's right, I'd never been to the track or area before. I'm not a touring car guy, and the only Commodores and Falcons I want to see are taxis, so it was all going to be a new experience for me.

Robbo, Craigy, Laurie and I headed up to the mountain together, it was fairly educational, with Craigy pointing out possum crossings and Robbo wineries. It rained most of the trip, but in the big F250, it was relaxing drive. I wasn't super excited to begin with, but as we approached the track that changed, it's just kinda cool. Seeing the track, that I'd watched since I was a kid on TV. With Covid keeping us locked away, I'd done many laps on the sim, and it was exactly the same, but real...and right there in front of me.

It was bucketing down for setup, and being as we were outside on a pretty decent incline, under marquees, it was like a river, so not ideal, but the teams all just got to work and no one was electrocuted so day 1 win!

The Cameron's hooked us up with sweet accommodation right next to the track, and it was only when the sun rose in the morning that we really appreciated the view we had. We were literally 1m away from the track!



Practices and qualifying on Thursday were fairly pain free for all, with no hints of rain and besides some electrical issues and a couple of people running out of fuel. Lacey did break 2 wings and Longhurst killed a motor, but the sessions gave everyone some great time on track.



Qualifying

Sheils, Ricciardello and Caruso traded fastest laps over the session, Jordan ended up on top with a 2.02.54, the fastest lap on the weekend out of everyone. Jordan actually said he could go faster, as he messed up the fast lap, and traffic was a major issue for all the fast guys trying to set a time. Keep in mind the Audi had the backup motor in the car, John, Ian and the team worked so hard to get the car back together after breaking a crank at SMP, pulling the motor out of the new Audi build to keep Jordan in the mix for the final 2 rounds. I won't go through all the results as they are all posted on the Nationals FB page and website.



Race 1

We were met with a beautiful morning, Brad Shiels was out before it began with a shifting issue, later to be found a plug hadn't fully located. Tamasi took the lead with a blinder after Jordan bogged down. Tamasi ran away which was an impressive effort considering he returned to the paddock after practice 1 white and shaking from his first laps on the mountain. He then proceeded to gap Jordan and Tony.

Unfortunately, Cetin had a big lock up into turn 1, with a huge locked up dive on Robinson, turning him from P7, back to P21. Cetin then had a big accident after skyline. Thankfully he was ok, but the red flag came out, the



Camaro was bent and broken and an extensive rebuild will be required to get the car back next year. With that, race 1 done.

Race 2

The next race, we lost Tamasi with a wing mount failure, after some cracks were discovered. Daniel made the difficult decision to not run, as these cracks had developed over the last 2 days!

The race started well, with Tony and Jordan going head-to-head. Fogg and Humfrey's, both attacked hard with some love taps. Unfortunately, on lap 2 oil on track caused Paul in the red Corvette to beach it, SC called. Not looking great for Sports Sedans so far. With just over 5 minutes left on the clock, they restarted. Fogg continued to an impressive 4th, while Jordan and Tony again gapped the field. Then Newman put a move on Cox, and hitting the curb unsettled him, and into the gravel he went. This ended race 2.



Race 3

The final day for Sports Sedans, the Saturday... damn it's gone so fast and we have done stuff all racing.... What was ace is we didn't have an early start, so the track and weather were perfect.



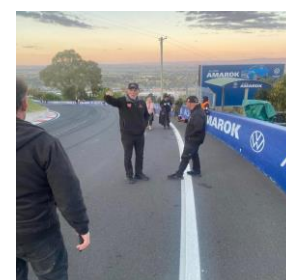
Tamasi was back with new wing mounts and the huge crowd were all hanging over the fences to watch the big bangers. Tony and Jordan again blasted away. Jordan got a great start, but an error by the team, meant he had wrong gears in the car, so just didn't have the legs to get Tony in a straight line despite being far faster across the top.

Shiels vs Jarvis was quite a battle, and got a wee spicy at times but looked pretty clean. Tamasi came from last to 5th with a fantastic drive and we actually got a race, after all the effort and time and money, we got a damn race!

Qualifying Q3 20 Mins
Scheduled Start 16:15
FINAL

Page 1 Issue 1
Start Thu Oct 05 16:15
Elapsed Time 20:00

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	1	Earlcore Property	Jordan Caruso	2008 Audi A4	6000		7	4 2:02.5436*	
2	91	J.S Racing	Brad Shiels	1974 Fiat 124 Coupe	3892		5	3 2:05.2019	0:02.6583
3	9	Precision International	Steve Tamasi	2000 Holden Calibra	6000		9	8 2:05.8071	0:03.2635
4	5	B&M Ricciardello Motors	Tony Ricciardello	1984 Alfa Romeo GTV	6000		7	5 2:07.6215	0:05.0779
5	44	M R Automotive/ Tefol	Ashley Jarvis	2005 Holden Monaro	6000		8	7 2:09.1822	0:06.6386
6	30	Gulf Hydraulics	Ryan Humfrey	1984 Ford XE Falcon	6000		7	5 2:10.8072	0:08.2636
7	27	ProIT Billys Motorsport	Binol Cetin	2008 Chev Camaro	6000		8	7 2:11.4773	0:08.9337
8	32	The Coaching Room	Michael Robinson	2005 Holden Monaro	6000		6	3 2:12.9469	0:10.4033
9	427	Weldcraft Motorsports	Paul Boschert	2012 Chev Corvette	6000		7	4 2:13.5582	0:11.0146
10	58	DFH Racing Team VB	Mark Duggan	2012 Aston Martin DB	6000		9	7 2:13.7886	0:11.2450
11	78	Real Dairy Aust/Lederer Group	Steven Lacey	2013 Chev Camaro Z28	6000		5	3 2:14.9888	0:12.4452
12	111	DFH Racing / Link Property	Scott Cameron	2006 Holden VS Commo	5999		8	5 2:15.1296	0:12.5860
13	65	Nuline Homes	Rick Newman	2007 Ford Falcon	6000		8	7 2:15.1493	0:12.6057
14	77	Axles Earthmoving	Ronan Murphy	2015 Marc Ford Focus	5000		8	7 2:15.1842	0:12.6406
15	11	J.A Russell Ltd.	Angus Fogg	1970 Ford Mustang	5890		8	5 2:15.1864	0:12.6428
16	46	Blue Mountains Civil Cont.	Jason Compton	2000 BMW 318i	5000		6	4 2:15.8158	0:13.2722
17	51	Winmalee Car Care	Willem Fercher	2015 Toyota 86	6000		6	3 2:16.6725	0:14.1289
18	RSR	Mechanical	Anthony Cox	1993 Saab 93	6000		8	3 2:17.4515	0:14.9079
19	25	BPM Motorsport & Electrical	Ben Mannix	1988 Mazda RX7	6000		4	4 2:17.6274	0:15.0838
20	89	Real Estate & Development	Rod Moynahan	2003 Holden Monaro	6000		7	5 2:22.4448	0:19.9012
21	696	Autosport Eng. /Atlantic Oil	Greg Boyle	1989 Nissan Skyline	2568		6	3 2:23.0318	0:20.4882
22	144	Advance Car Carriers	Cameron McKee	2000 Ford Falcon AU	5998		7	4 2:24.3497	0:21.8061
23	24	WastePro	Graham Smith	1998 Mazda RX7	5860		7	4 2:25.7355	0:23.1919
24	69	Ramsay Surveyors	Nick Smith	1999 Mazda RX7	2200		6	5 2:30.6247	0:28.0811
25	7	Snap-on Ringwood	Travis Condon	1983 Toyota Corolla	5700		8	5 2:30.7539	0:28.2103
26	2	Kanwal Mufflers & Mechanical	Theo Cambouris	1988 Holden VL Commo	5882		7	6 2:37.0265	0:34.4829
27	21	Integrated Motorsport	Matthew Longhurst	2000 Honda Integra	2900		1	1 2:49.5176	0:46.9740



And that was it. Bathurst was over as quickly as it begun. It was a rollercoaster of emotions, and the highlight for me was actually the track walk with Jordan, Robbo, Craigy, Cocko and crew, a few drinks in and Jordan even gave some tips, seeing spiderman, drunk and kids with rat tails yelling out for people to do burnouts.

It's crazy how steep the track is, and you definitely must go once in your lifetime to this amazing circuit. Would I race it myself? Maybe one day, if we are lucky enough to go back.

A huge thank you to Robbo and Nationals and the teams for bringing me along, it was certainly an amazing experience, and I think despite some issues, that final race got Sports Sedans over the line, to get a win in the eyes of Supercars and the fans.

National Sports Sedans, Gold Coast 27th – 29th October

Scribblehead does Gold Coast

By Ran Maclurkin

The tight fast streets of Gold Coast, it's all about horsepower and pretty people on the coast.

Who would have believed you, if a few years back you said Sports Sedans would go back-to-back with Bathurst and the Gold Coast! Robbo and the team made this happen, and honestly more of you could have shown up. With 50 wanting, pleading to run, only 22 showed up, so a bit piss poor tbh, but anyway we were here and it was friggin awesome!



After Bathurst and the lack of green laps, I'm very happy to say, Gold Coast was a different story, with a mostly clean approach by all over the weekend.

Practice/ Qualifying

With Qld thinking it's Melbourne, we had every season in the day and it was a huge challenge for the drivers to learn the track on a wet/ dry/ stormy, sunny day.



Compton did lose a wheel, due to some miscommunication in the pits but thankfully, he and the car were ok, and the red flag was short lived.

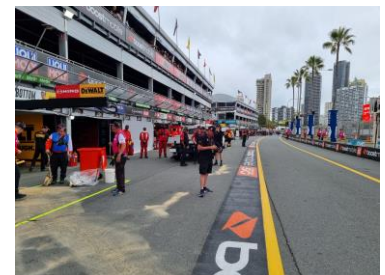


Qualifying begun under very wet conditions, but a drying track meant you wanted to be one of the last guys to start that last flying lap. McLeod, Caruso and Ricciardello all swapped fastest laps, with Jordan taking the cake and clean sweeping poles for the year.

Race 1

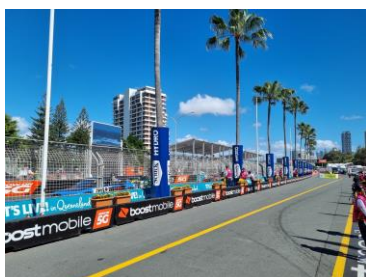
Yes, Qld, warm rain free and as brisk wind greeted the pack, and while Jordan got the jump, it was Cam who got the win after some great battling on the opening laps with Jordan and Tony. The new Marc SS definitely got everyone's attention, and for me it was a glimpse of the future maybe? Tony had a plug lead fall off, maybe due to the bumps and dropped back, but still grabbed some points.

Setting up Race 2 as a Championship fight between Tony, Jordan and Ashley Jarvis. Compton did bring out a safety car with brake issues, but again was short lived, so no harm. The field bunched up on restart, but McLeod was able to bolt, with Jordan and Ashley 2nd and 3rd.



Race 2

Brad Shiels' woes continued with a second DNS. We also had lost Robbo with a broken axle component ending his year a day early. Up front it was business as usual for Cam on a slightly slick track. Tony muscled his way through the field like the gangster he is.



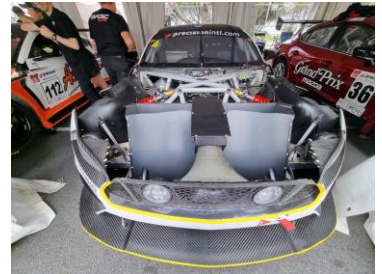
Some fierce battles through the field, and honestly some good old hard street racing. Fogg and Humfrey hustled hard, with Fogg driving like a demon possessed. Unfortunately, Jordan had a coil lead fall off, again like Tony we think the curb hopping and bumps caused it to part ways. This put the nail in the coffin for Jordan on his Championship hunt and with Tony making up so many places, even Ashley had no chance, after an electrical issue slowed his progress, then contacted Humfrey on the final lap. This contact caused some rumbling in the pits with many calling for a Humfrey penalty, but after a long discussion the next morning, the results stayed as is.

Race 3

This is it, the final race.

It seemed like all bets were off in the final race of the season, and most cars by the end of this race had damage, or wall rub evidence across the body work. Jarvis didn't even make the start so ending his attack on 2nd in the series. On the restart Fogg attacked Tony to grab second. Tony quickly snatched back the place, but that ruined Tony's run on Cam.

Meanwhile Jordan was already up to 8th and picking his way through an angry pack of Sports Sedans. With car parts littered around the track it was looking a like war zone. Nash and Lacey had a great battle as Tony lost it through the chicane and hit the wall. Tony was able to keep going, luckily for him the Championship was his, Compton over cooked it into Cameron, then hit the wall for good measure. Not to be out done Damo nailed the wall bringing out the safety car.



On restart Fogg and Caruso nearly came together after Fogg hit the tyres and Jordan was quick on the wheel to swerve n miss the battle worn Mustang. Jordan and Cam both went after fastest lap, with Cam taking the honours.

Wrap up



Overall, was a fantastic weekend, Sports Sedans looked ace, sounded ace and we really got a lot of clean laps, so a huge standing ovation for all, they did great. Sports Sedans end the year on a high and despite so many not turning up, we still had great fields all year.

Will the new Marc SS making such a dominate entry into the category, will we see more of them? I think you would have to think a few will rock up for 2024. I've seen some ask, is that a good thing? Well, it's happening, and with State and National effectively pro styte teams already here, is this any different. Guys down here in Vic pay teams to prep and run the car for them, with ex Supercars or cars very similar. It's big budget stuff, not owner driver run, so Marc cars is for me, just the next inevitable step. We can hate on it, but maybe that's what helps keep Sports Sedans alive and thriving.

I believe State will mostly stay as is, and hopefully some that maybe are just not up on the National budget level drop back into State, and those spots are filled by the Marc cars and alike. Without going into figures, a National year's budget is substantially more than a State one to be a top 10 car. Sure, you can do it cheap and have fun, which is totally fine, but unless you have a spare motor, new tyres every round, a team of 2-5 people and lots of spares etc, it will be hard going for you.



My hope is Nats gets a solid 25 top level cars each round, like 'proper proper' race wining capable cars, and then States are boosted by the guys stepping back, and we start to get a solid 25 car field each round.

A huge thanks to Nats and the teams again for a great year following the National circus, I hope you all enjoyed the coverage, I think it was the best coverage we have had for a hell of a long time, so thanks to me for that, hahaha. I hope to do it next year, bigger and better but that will depend on a number of things, so stay tuned.

Also, a great turn out at the Sports Sedan catch up organised by Chris Neal. I was pretty tired by this stage, so kinda hid in the corner, but it looked like everyone there had a fantastic time re-living old battles and talking about all the great times they had in Sports Sedans. Hopefully someone else does a write up on that great event.





12 Time Champ. Tony Ricciardello, 2nd Jordan Caroso, 3rd Ashley Jarvis

**Thank you to
Precision
National Sports
Sedans**



On behalf of the ASSA Vic members, we would like to sincerely thank Michael Robinson and John Gourlay for the opportunity of competing at Bathurst and Gold Coast as part of the National Series. We have thoroughly enjoyed the experience of competing at these events. A huge thank you for the amount of commitment and work you have both given to run the national series. Looking forward to 2024 and wish you all the best going forward.

LAGUNA SECA 2023

By Chas Talbot



In January of this year 2023, an opportunity was presented to me to attend a race meeting at Laguna Seca U.S.A. After considerable lobbying from Dean Camm, and Peter Brennan, I agreed to join them with my Lola T332. Formula 5000. There was to be 4/ F5000's, plus tools etc. loaded into a 40ft container. The loading took place at Bill Hemming's Elfin Museum in Moorabbin. Fortunately, Bill, Dean and Peter had made this trip before, so all the necessary platforms etc. to load 4 cars were already available. The 4 cars were Dean Camm's Chevron.



Peter Brennan's Lola T330. Bill Hemming's Elfin MR8. And my Lola T332. All cars are from the early 1970's and the drivers from a much earlier period. The freight organisation, customs clearance and freight costs were organised by Peter Brennan. The total cost to me for the car freight etc. was around \$20,000.00.



Eventually the time came for us to leave for the U.S.A. Dean plus his mechanic Rod Duff, my son Daniel and myself set off for Los Angeles with Qantas. Dean travelled first class (of course) and we were down the rear in the cheap seats. On arrival we went to claim the hire car Dean had arranged for us to collect, it was supposed to be an SUV. To give the 4 of us the maximum space for luggage etc. After 3 hours we were given the option of a Toyota Hatch, the operators had insufficient cars on their lot, so we took what was available.



So on to Laguna Seca, Dean was the nominated driver on the insurance form. Dean insisted on driving the Toyota like he drives his race car, with scant regard for speed restrictions. We took the inland road through the desert. This was interesting to see how the desert was transformed into a large food growing area. With the addition of water and spray irrigation everything from pumpkins to apricots seemed to be possible.



We booked a house in Hollister, a small town close to the circuit. This would be home for the next 2 weeks. (The Lady owner of the house shared the house with us. She took in tenants on a temporary basis to supplement her income). Then onto the circuit to unload our cars from the containers, the 4 cars from New Zealand were in a container next to ours, so everyone helped to unload. The containers were outside the circuit, it was then necessary to tow the cars to our paddock areas in the circuit. Unfortunately, a gate was



closed. I went to investigate. The Chief of the local Fire department was supervising a group of prisoners that were doing track maintenance. This was their lunch break and the gate was closed for security. The gate, an ordinary farm gate, I did not think would stop a serious break out.

LAGUNA SECA 2023 cont...



The next day was an orientation day for first timers. A briefing on flags and track use. Followed by a guided bus tour of the circuit with an experienced race driver explaining salient points of interest. Followed by several laps in our race cars behind a pace car.

The following day was for practice in the morning and qualifying in the afternoon preceded by an open air drivers briefing for all competitors. During the briefing an apology was made for the standard of flag marshalling. It was explained that since the Covid Virus lockdowns etc. the organizers had considerable difficulty obtaining experienced or capable people. An interesting admission I thought. Competitors were encouraged to be extra observant.

The circuit had been recently resurfaced and was very abrasive. In the initial races I was troubled by excessive understeer, or the rear pushing the front. I had reconditioned the limited slip differential clutch pack before the car was freighted. Being a smart arse I loaded the clutch to a greater friction than the manufacture specified. This push reduced with use. I qualified 24 out of 24. (embarrassing). This improved to 12th. I then replaced my 2 year old Hoosiers with Avons, which made a difference.



The meeting was conducted over 2 weekends, basically 2 race meetings. We had to qualify again for the second weekend. I should say something about the circuit. Originally a military base, set in rolling coastal sand dunes. The track followed the contours of the ground with considerable elevation change from the high point to the low. There were 3 high points, the first being after the start, the crest being turn 1, (a vertical corner) followed by a tight left turn 2. Approaching the crest, the track over the crest was not visible, fortunately the top of a telephone pole in the neighbouring property was visible, and I used this as reference to put me on the best line for turn 2. The famous cork screw was another complex that was not visible on approach. There was a spot of red paint on the track right, at the crest, which was the start of the ripple strip. If the right hand front wheel was directed over this, the tight left right directly after could be negotiated at greater speed. The flag positions were positioned to give the best visibility to the competitor approaching the corner. Several flag points had a surrounding area that blended in making quick reference difficult. To make the flag point more visible a 2 metre square panel of a bright colour was placed directly under where the flag would be displayed. Our circuits could do well to adopt this thinking.



There was considerable run off areas at all corners, fences well away from the track on the straights. The whole circuit has gravel spread along both sides of the track, the gravel is such that a car did not get stuck and need to be towed, the car could be driven out, as I discovered as I tried to cope with my early understeer problem.

My best place was an 8th, with a best lap 2sec slower than Dean. Would have been better to have been 2sec faster, next time. The Meeting was referred to as the Monterey Rolex Reunion, revisiting a meeting held in the 1970's. The Chevrolet Corvette was the star attraction with every model on display from the first model to the latest. Every category of race car was on display, from a field of pre first World War monsters with wooden wheels, (one car had Bret Dickie's name on it, I wonder if that was his Pikes Peak car) to a full field of F1 cars. Some very serious money was present, not a shabby car to be seen. I have tried to show some photos.



LAGUNA SECA cont....

The next project was to load up the containers. The Exodus was conducted down the West coast to L.A. Taking in as many tourist sites as we could. Then onto the Qantas big bird for the trip home to Melbourne. I always have a Nice Warm Fuzzy feeling when I look out the window and see the Australian coast line.

Enjoy life

12.

Chas.



My #10 Lola T332 battling it out with the leader

VALE – Phil Webster

Author – Frank Sola

Phil Webster Born 21/12/1956 Died 10/11/2023

Phil Webster was a great mate and a man that you would want standing beside you, as he was a loyal and caring person. Always willing to help anyone at the drop of a hat. Dedicated hardworking family man who put his family and friends first.

Phil loved his motorsport . His first race car was a Torana Sports Sedan and he wasn't afraid to throw it around the Morwell hill climb track. Phil being a Holden man soon stepped up to a modified Commodore, the ex Stephen Craig car. Phil was a very competitive man, always trying to find a way to make the car go faster. Phil eventually sold that Commodore and bought the Tony Hubbard built Commodore which unfortunately caused him a lot of grief. Phil was a Sports Sedan man through and through, he loved the competition and the Sports Sedan family .

I've never come across such a hard working man. He would get out of bed at 1 am in the morning and jump in his truck so he could get an extra load in for the day so he could afford to go motor racing.

Phil Webster will be sadly missed in the Sports Sedan paddock with that cheesy smile and that untrimmed goatee . He was a very close friend and I will miss him deeply.

R I P Phil Webster . Keep smoken those tyres



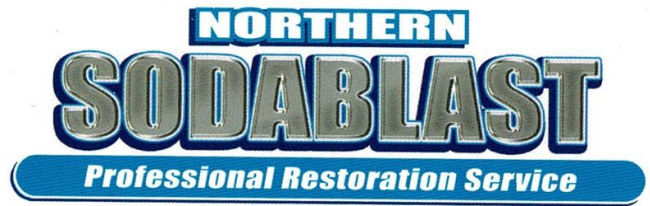
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