

SPORTS SEDANS 2025

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2024 ASSA Vic Outright Runner Up



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2024 ASSA Vic Class B Winner 2001-4000cc



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2024 Floor Pan Class Winner



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June 2025



Check out the Cover!

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***The views expressed in articles included in these newsletters are not necessarily those of ASSA Vic**
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2025 Calendar

ASSA CHAMPIONSHIP/VSCRC CALENDAR FOR 2025:

- VSCRC Round 1; Sandown 14th - 16th February.
- VSCRC Round 2; Calder 28th - 30th March.
- # Round 3; Winton 9th- 11th May. (Vic Vs NSW)
- VSCRC Round 4; Sandown 22nd - 24th August. (ASSA Run Event)
- VSCRC Round 5; Phillip Island 3rd - 5th October.
- # Round 5; (Island Magic) Phillip Island 21st – 23rd November.

refers to ASSA Vic Club Championship Rounds only.

GENERAL MEETINGS CALENDAR FOR 2025:

July 16th – Melbourne Performance Centre (Road Trip)

Sept 17th - Venue TBC.

OUR SPONSORS:



MEMBERSHIP

All ASSA Vic memberships will become due on 1/1/25. 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

Welcome to 2025, I know it's been a while. I am writing this short ditty from wet old Queensland. I have been privileged to have been asked to change wheels for Michael Robinson at the National Sport Sedan Round at Queensland raceway. While the entry list is not very deep, be assured that at every level your committees work very hard to encourage those able to enter the races put on for us. I say this because this effort comes with some frustration at times. We do remain cognisant of the challenges that some face with how much disposable income we have to waste on the passion. As we often say, if you have any challenges that a bit of help can resolve, please contact anyone on the committee to see if we can assist. With the support of Advance Car Carriers, the ASSA Vic have been able to offer \$150 per race meeting in incentive rebates to each club member who qualifies. While not close to cover to actual cost to compete, the committee believes this is the best way to encourage cars on the grids. Thanks must go to Cameron McKee from Advance Car Carriers for his efforts. We also greatly appreciate Francois Habib for National Blind Suppliers support of the event trophies. Remember if you are wanting to move a vehicle around or keep the sun out, or keep the warm in, then you know who to call.

The first three rounds of our club championship have been fairly well supported with Sandown and Calder as part of the Victorian State Championship and then the NSW v Vic state challenge at Winton being well supported by our club members. The highlight of the weekend (for us hanger ons) must have been the BBQ on Sunday; I am sure we fed nearly everybody in the paddock. Thanks to caterers Cam McKee, Anne Gilliland and Tegan Collins with cooking by Cadel Ambrose and Nathan Baines. Needless to say, ASSA Vic won the challenge by a large margin, in no small part by our members out numbering NSW. Next year we are working on a challenge between the clubs at One Raceway (formerly Wakefield). As soon as we know any further information, you will be the first to know.

We were honoured to have club member Thomas Randle attend our March General Meeting as a guest speaker. With a room of 'like minded' wanna be's we were entertained by Thomas's open responses to our questions. Thomas arrived straight from interstate to be with his fellow club members, so we were very grateful for his time. A very busy life young Thomas lives; what with Supercars, GT races, commentary and any other seat he can get his backside in. All the best for the year Thomas.



On the night we raffled a gift card for some simulator time at Thomas's Dream Simulation facility and of course the youngest in the room, not foreign to a bit of simulator time, Cadel Ambrose won. I wait for the report on how he goes.

Our next social event will be at Melbourne Performance Centre where we will get up close and personal with their dyno tuning facility and maybe a few GT3's. This event is currently planned for July 16th; we will update you further by email as the date gets closer.

As we have for many decades, the ASSA Vic is the promoter of the next round for the Victorian State Circuit Racing Championship, which for quite a few years now has been run at Sandown; this year on the weekend of 22nd to 24th August. Over the years we have managed to put on a well organised event, attended by both competitors and club members who act in various official capacities. In its 'wisdom', Motorsport Australia bestowed the honour of Victorian Event of the year to the ASSA run round in 2024. The is a great accolade to us all and is a great tribute to many people who organised, operated, officiated and competed at the event. Our organising committee headed by Vin Stenta made the event profitable with many people sharing the work load enjoyable. To all who helped in whatever capacity, thank you. Please keep August 22-24 free as it is only with the input of many that we can put this award-winning event on.

All the best for the remainder of 2025,

Stephen Craig SS #51

PRESIDENT'S REPORT cont...

Motorsport Australia also congratulated Victorian State Circuit Racing Championship Round 4 for achieving the Victorian State Motorsport Event of the Year Award.

Organised by the Australian Sports Sedan Association of Victoria with over 150 volunteers, the event featured 225 competitors across eight state-level and two national categories.

It also provided valuable training for new officials and maintained live streaming, ensuring a successful and impactful round of the championship.



HONOURS LIST

Victorian Event of the Year

Victorian State Circuit Racing Championship (Round 4 Sandown)

Australian Sports Sedans Association Victoria

Victorian Future Star Award

Jayden Hamilton

State Official of the Year

Jeremy Cath

Service Award Winners

Michael Arnott
Alan Campbell
Jeremy Cath
Andy Dobbyn
Ross Girvin
Chris Harwood
Gary Howard
Tim Macrow
Keith Perkins
Geoff Riddle
Glenn Rochester
Geoff Rowley

Service Star Winners

Arthur Bartlett
David Bellenger
Lauri Griffin
Matt Selley
Ian Leech



SECRETARY'S REPORT

Perhaps you may think that there is nothing much going on at the moment, but your committee are continually meeting each month to discuss rules and ways to keep our club going forward and be successful.

Firstly, I would like to thank Vin Stenta and The Groove Train – Eastland for the support over the past couple of years by the way of sponsorship, this has been very much appreciated by all our members. The committee often had committee meetings at The Groove Train and enjoyed having dinner on many occasions. Vin, no longer has The Groove Train – Eastland in Ringwood but the committee and members wish him all the very best for his next journey. Francois Habib has continued his National Blind sponsorship by the way of trophies for 2025. ASSA Vic are extremely fortunate to have the wonderful support from Advance Car Carriers, in Keysborough. Make sure if you need any car transport – speak to Cameron McKee who will help you with getting the job done. With the help of Advance Car Carriers, we are offering a rebate for entering and qualifying at each race meeting Sports Sedans compete at.

Round 1, Sandown, February 2025. With approximately 20 Sports Sedans entered, this round resulted in some very good racing. We were fortunate enough to see the debut of the new John Gourlay car driven by Cadel Ambrose. It was like bees to a honey pot of many Sports Sedan members hovering around to see the great workmanship of John's car. Congratulations to Cadel on winning the weekend on his debut driving the car. (I am guessing Cadel found it very different to the Hyundai). Good luck to John and Cadel for a great future together.

Round 2, Calder, March 2025. If I remember rightly there was only about 16 entries for Calder. This was disappointing but there was still some great racing. I think it's the first time for years that I have been to the race track on my own and without a car. It felt really strange and I just went up on the hill along the front straight and watched the races from there.

On the Saturday night I went along to the MA Awards presentation for 2024 with Stephen, Warren, Phil, Vin, Karyn and David Vernall. It was such an honor to be presented with an award for the best event of the State Series for 2024. This can only be achieved with the help from our ASSA members in running the August event. We will be looking to the members for help in many positions to run this event again August 22-24th 2025.

March 2025. We had a club night at Highway's Springvale and Thomas Randle was kind enough to give up time in his busy schedule to join us and speak on his journey in racing Supercars. We would like to thank Thomas for giving us his time. Our members really enjoyed him coming along and chatting before leaving to continue his busy schedule. We all wish Thomas the very best for the remainder of 2025.

Round 3, Winton, May 2025. This was a round of the NSW State Championship with the State of Origin for Sports Sedans. Unfortunately for NSW there was only about 6 entrants and Victoria 15. The racing was great all weekend and Victoria came out winning the cup for the State of Origin. I am sure if there is a rematch next year NSW will come armed to take the cup back to their home state. On Sunday, Cameron McKee organized all the food for a BBQ lunch. A huge thanks to Cadel Ambrose and Nathan Baines for cooking all the food. Craigie threw Cadel into the deep end to cook the BBQ so he didn't have to do it. Thanks also to NSW/Qld for bringing the BBQ all the way down with you. Hopefully this may be the start of something good to do each year.

Pikes Peak, June 2025. Our very own Brett Dickie will be going back to the mountain to follow his dream of driving the USA Project Imports Honda. Pikes Peak is the highest summit of the southern front range of the Rocky Mountains in North America. The ultra-prominent 14,107-foot (4,299.82M). It will be the 103rd running of The Broadmoor Pikes Peak International Hill Climb presented by Gran Turismo, also known as The Race to the Clouds. The race is on 22nd June and I believe can be seen on YouTube. ASSA Vic committee and members wish Brett the very best of luck with achieving his dream while his family and friends watch from afar, cheering him on.

Our next very important date is 22-24th August 2025 for the "Hot Dog" event which will be run at Sandown. We will be looking for volunteers to help out with the various roles that need to be filled. There will be about 500 hot dogs to be heated and wrapped in foil for Sunday lunch, so many hands make light work. If you are able to help in anyway on any day or all 3 days – please contact Francois Habib.

Anne Gilliland
Secretary

Victorian Sports Sedan Championship 2024

Island Magic: Phillip Island 22nd – 24th November 2024

With the State Victorian Sports Sedan Championship completed at the previous round at Calder, Island Magic was for the club championship and bragging rights of the 50k plate.

A warm and windy quali greeted us. We are starting to get pretty good at this full green flag thing but with 4 mins to go there were only 4 cars still on the track! Those who said they got held up – you still had plenty of opportunity. Steven (Lacey from the NSW/ Nationals Sports Sedan brigade who joined us in the Marc Mustang and Adam Poole (driving Francois's Dodo car magnificently) were in the top two for most of the season, with Ray and Dean a tenth or two back. With about 5 laps to go, Steven set a 1:31, and knew it was enough to be on the front row so came in. (He had over 2 hours bum in seat time between this and Sports Cars so played it smart) Greg Lynch and his power steering must have each run over a black cat as he had yet another failure (belt) and had to be towed in. They really have not been his friend this year - this time the belt also took out the oil pump drive belt. Good thing he shut it down when the error came up on the dash to (hopefully) avoid big damage. There were gasps in pitlane when we saw a familiar green Corolla get towed in, but thankfully, it was only a blown fuse. Aidan had a minor issue which would be fixed. Brett in the Honda was having the same kind of relationship as was Greg and his power steering, but with water pump belts- this must be number 5 or 6 this year and is doing a full check to see if he will be right to continue.

Of those 4 cars who were still on the track, one was Ray who jumped into the 1:33's which put him in second behind Steven. Ran Snr is certainly finding his groove in the new toy with a 1:38 – this is only his second event in the C5.



Up the pointy end it was a cracker drive by Steven to claim pole with his 1:31 and second to Ray who with a clear track in the last 2 mins jumped into the 33's. Adam took third followed by Chas, Dean and Ranald in 6th. Brett, Milton, Andrew and John rounded out the top 10.

This round also saw us continue with rolling starts, and unlike Calder, the lights worked perfectly and it went off without a hitch- but that was where the trouble-free

period ended. Darden didn't make it to the start and came in early and on the opening lap Andrew ended up with a gear selector in his hand.

There was plenty of jostling between Travis and Brett and then John, Milton and Greg all vying for position. Ray then ran wide and ran off at Turn 1 dropping some spots and luckily was able to gather it up and come back on behind the Dodo Commodore. Chas pushed past Geoff and Dean Camm before Geoff took a late dive into MG for a clean pass.

The battle continued mid field between Travis and Brett (who managed his car with an electrical issue) and Geoff Taunton (another ASSA friend who is also from National Sports Sedans) who started rear of grid in the Marc Mustang and was barely a couple of tenths from Steven's tail on Lap 4. Milton went from 10th to 6th whilst Greg's bad luck continued with power steering and engine oil temp issues. Not to be done with that, he then had a front tyre delaminating so he gingerly made it to the chequered flag. John, Aidan and Adrian kept it cool and consistent and came home to grab some good points. With less than a minute to go Ran Snr had an engine component failure and ended up through the gravel and into the tyre wall at T12. He was out of the car and OK, but the same could not be said for the car.

Up front it was all Steven leading from the get go with Geoff, Ray and Chas followed by Dean in 5th – which is enough to put the 2024 ASSA championship cup firmly in Dean's hands. Congratulations Dean!

Victorian Sports Sedan Championship 2024

Island Magic: Phillip Island 22nd – 24th November 2024 cont...

***As we all are aware, the Improved Production race on Saturday afternoon saw a medical incident towards the end of the race and we were shocked and saddened to then be advised of the passing of Andrew Rhodes Anderson. A friend to many ASSA competitors, we offered our condolences to his family, friends and the Improved Production Community and our gratitude to the officials who worked tirelessly to provide the best care possible.*

The PIARC team handled the situation with the utmost compassion and respect, providing a briefing Sunday morning to update the drivers on what happened, what was going to happen today, but most importantly, to know that it was OK to not be OK and that the chaplains and other support networks were there to assist.

SUNDAY

From warm and windy to wet and wild- welcome to another Sunday at the Island! After his touch with the tyre wall yesterday and a thorough check, Ran Snr has withdrawn- sometimes discretion is the better part of valour. We hope to see him back on track in 2025- that Corvette has some serious mumbo and will be one to watch. Also, a non-starter for this race is the Taunton Mustang after what can only be described as a monster crash on the front straight in the Sports Cars race yesterday afternoon. The monocoque of these marc Mustangs is unbelievable- he was unscathed but boy there's a lot to be done on the car- most of us would pull the pin, but the team are busy putting it back together.

As the cars rolled out of pit lane, we were also missing Chas- who after frantically fixing a short in the alternator, just missed making it to the dummy grid in time. The rolling start saw Ray take the lead into Turn 2 from Steven with Dean also moving from 5th to 3rd and a 3-way tussle with Adam Poole, Travis and Milton 3 wide out of Turn 2 and Brett right behind.



Photo courtesy of Blendline TV

Milton was struggling in the wet as we saw him falling behind Brett, John Ippolito and Andrew Parker before the latter started popping and banging onto the front straight and slowing, so he limped back to T4. Dean got past Adam for 3rd but that didn't last long with Adam taking the spot back and Greg dove past Milton at T4 with Aidan, Adrian and Darden behind.

Up the front Ray increased his lead from Steven and Adam, with Dean a clear third. 10 seconds behind was Travis, and Brett another 10 seconds behind him. Aidan had a decent gap from Adrian to cement a top 10 finish and that was the way it stayed. Congratulations to Ray who didn't put a foot wrong and drove the Falcon beautifully in the wet to take the win with Steven and Adam rounding out the podium followed by Dean, Travis, Brett and John.

The weather improved for the 50K plate with everyone on slicks and a first for more years than we can remember- a guaranteed new driver to be written into the record books. We knew Steve Lacey had the speed, but would he have the fuel? Brett had been tackling some electrical gremlins so if he had those covered, he was up for the challenge. John had continued his voodoo magic on his trusty steed and kept mixing it up at the pointy end. After wrapping up the Sport Sedan State title, Dean certainly had the speed and Chas was ready and raring after missing the grid for Race 2. One contender who certainly was in with a chance was Travis, but unfortunately he had withdrawn – he will have to wait until next year to give it another shot.

Victorian Sports Sedan Championship 2024

Island Magic: Phillip Island 22nd – 24th November 2024 cont...

We had a clean start which saw Dean drop to 4th and Greg make several spots before Turn 2, however not so clean for Andrew Parker as he didn't make it around to the start, coming in with fuel issues. Steven grabbed the lead and Turn 4 became action central with Adam going straight ahead and Greg making contact with Dean- and he spun. Both retired before the next lap was done. Brett's gremlin kept him on his toes- he jumped some spots up to 3rd before forgoing just as many throughout the race. Starting from rear of grid was "challenge accepted" for Chas as he made it to P6 by the second lap, but despite his spin into the MG with 2 laps to go he couldn't close the gap quick enough to the top three. Milton was having a cracker- he started in 9th and by Lap 1 was 4th and determined not to lose that spot. John couldn't hold off Chas on Lap 2 but he didn't lose any other spots throughout the race, managing his car to the flag. Aidan and Adrian swapped spots on the opening lap and despite his best efforts, Darden came in early.

2024 Island Magic Phillip Island Grand Prix Circuit

Ramada Resort Phillip Island 50K Plate for Sports Sedans

Event R19 22 Mins
Scheduled Start 13:00

Page 1 Issue 1
Start Sun Nov 24 12:43
Elapsed Time 23:46

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	78	Steven Lacey (NSW)	Lederer Group/Real Dairy Austr	IRC GT SS	6000	13		23:46.9184	12 1:32.3531*
2	2	Raymond Hislop (VIC)		Ford FG Falcon	5000	13		24:08.2446	7 1:34.8602
3	23	Adam Poole (SA)	TRP Ductwork	Holden VZ Commodore	5000	13		24:28.2187	4 1:34.5876
4	96	Milton Seferis (VIC)	HIGHBURY AUTOMOTIVE	Holden Commodore VE	5000	13		25:21.2828	10 1:39.0498
5	12	Charles Talbot (VIC)	Self	Chevrolet Camaro	6000	13		25:37.2633	11 1:35.8014
6	29	Brett Dickie (VIC)	Bollards Direct - ACL Race Bea	Honda Prelude	3496	12		24:19.4562	10 1:38.4994
7	97	John Ippolito		HSV Clubsport	6000	12		25:04.4965	10 1:44.1740
8	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	12		25:05.8338	10 1:44.8591
9	49	Adrian Read (VIC)	ADRIAN READ SMASH REPAIRS	MINI COOPER S JCW	1600	11		25:37.4653	3 1:55.3844
DNF	18	Darden Brown (VIC)		Mitsubishi Galant	1998	2		7:22.7810	2 1:56.3586
DNF	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2	6000	1		6:07.2058	1 6:07.2058
DNF	66	Dean Camm (VIC)	My Wallet	Chev Corvette	6000				
DNF	14	Andrew Parker (VIC)	Sentinel Fire Services	HOLDEN VS Commodore	6000				

Fastest Lap Av.Speed Is 173kph, Race Av.Speed Is 146kph
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

Issue# 1 - Printed Sun Nov 24 13:09:30 2024 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Timed by Melbourne University Car Club Inc.

Up the front Steven continued to lead and Adam was in third but couldn't get close to Ray who took second place ahead of him by 20 seconds. But neither had the goods to challenge Steven Lacey for the title. He led from the start and onto the straight on the final lap, literally coughed his away across the finish line to take his first ever race win at the Island and just make it with enough fuel to get to the podium- what a race to do it in! Ray and Adam Poole completed the podium with Milton, Brett (who also just crossed the finish line before running out of fuel), Chas, John and Aidan (only a couple car lengths behind) and Adrian receiving the chequered flag.

So, another new name to the 50k champion list and as usual, a race with plenty of action. With Travis not starting, Greg not finishing and John down in 7th, the championship classes are certainly a very close one- the calculators will definitely be out!



Advance Car Carriers Victorian Sports Sedan Championship Round 1, 2025

Sandown, 14th – 16th Feb.

We are always excited to get on the track and the first round of the year even more so. We hit the ground running with 16 entries but unfortunately, we were without Chas who blew the top clean off a piston in Friday practice. For qualifying, we were greeted with grey skies and within about 5 mins, the skies opened. For this round, our qualifying session and Race 3 will be shared with Production Sports Cars which meant drivers needed to plan a little differently in finding their spot. At one point there were 9 cars vying for space coming onto the front straight.



Straight to the top of the sheets went our newest ASSA competitor, young gun Cadel Ambrose in the John Gourlay Audi. It was fantastic to see our series sponsor Advance Car Carriers on the car for this round too.

After only a few laps Adrian came in and went straight out the back and Greg came to a sudden stop in



pitlane before being push started. As the rain came down, most cars came in- after all you were not going to get a quicker lap time. With three minutes to go there was not a car in sight- Darren Hossack had come to a halt on the track when he lost drive, but after a minute or so was able to continue before coming in. Only Tegan and Andrew Brown set their times on their first few laps- the rest were all on their final one or two laps.

Up front it was Cadel who - despite short shifting - hit the top of the list with a 12.1 followed by Dean half a second behind and Jim in third a further half second behind him. Andrew Brown (great to see him back in his Camaro after a hiatus) and Greg rounded out the top 5 with Brett, John, another new member Matt Sims in his LS BMW, Ben and Darren in 10th.



The full complement of brains trust working with Darren to try and see if he will be out for Race 1. Adrian lost a valve and was heading back to Somerville to try and fix the car.

The rain had been intermittent all day and only a few cars were on slicks – Dean, Ran Snr, Aidan and Matt. The rolling start had Cadel and Dean on the front row leading the field. It soon became four wide on the front straight and Greg and John touched when the latter ran long and overshot T1 causing Cadel diving to avoid him and running wide at T1. Onto the back straight it was Dean, John, Greg, Brett, Jim and Cadel, with Andrew hot on his heels and Ben right behind him. By Lap 2 Ben had passed Andrew and unfortunately Adrian had to park his Mini at T1 on the third lap which meant yellow flags at T1. The rain then came down and plenty of cars were struggling with grip. Greg wiggled it through turns 9 and 10 and just after getting up and passing John, spun coming onto the straight. Cadel soon moved through the field as the rain got heavier making his way to 3rd. Dean was struggling on slicks and Cadel, John and Brett made their way past him.

Advance Car Carriers Victorian Sports Sedan Championship Round 1, 2025

Sandown, 14th – 16th Feb cont...

It took Greg a little over a lap to get back on the track the right way and it was about this time Tegan couldn't pull up in the wet and landed in the kitty litter- just that little bit too deep to be able to drive out. This brought out the safety car, but it was only for one lap before we were back under green. Jim had a moment on the front straight and John tried to take advantage of it but braked late into T1 running a little wide letting Jim keep the lead. Jim took the win ahead of Cadel who jumped John on the last lap with Brett and Ben making the Top 5.



Sunday morning had blue skies and a change in the starting positions due to Cadel and Jim receiving post-race penalties. This meant John Ippolito was the new Race 1 winner with Brett in 2nd and Ben in 3rd.

As the field was led out, our flag was at half-mast and Life Member Chris Neal was in the commentary box to read a beautiful tribute to Bryan Thomson who recently passed away. He was a great racer and a much-loved ASSA member.



When the lights went out, John's tyres literally went up in smoke for about 50m. Cadel jumped a few spots, whilst Ben dropped back to 5th. Whilst for Aidan, his race stopped prematurely with gear selector linkage issues out of T1 which brought out the safety car. We were soon back to green and jostling was aplenty with Dean up to second after passing Brett on the front straight. To the dismay of the spectators, Cadel slowed along the back straight and dropped to 7th before a few choice words and maybe the old-fashioned bang on the dash saw him come back to life and get moving again. Ran Snr wasn't having much luck and came to a stop safely just after the Penrite bridge- this meant only local yellows and everyone could keep racing.

Round 1 Victorian State Circuit Racing Championships SANDOWN INTERNATIONAL MOTOR RACEWAY

Sports Sedans Race 1

Event E12 18 Mins
Scheduled Start 14:40
FINAL

Page 1 Issue 2
Start Sat Feb 15 14:21
Elapsed Time 19:55

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	97	John Ippolito (VIC)	The wife	HSV Clubsport	6000	SS	11	19:55.3006	2 1:20.3681
2	29	Brett Dickie (VIC)	Bollards Direct/ACL Race Beari	Honda Prelude	3396	SS	11	20:00.6860	9 1:21.3940
3	72	Ben McLeod (VIC)	FYRC	Holden Commodore	6000	SS	11	20:02.4958	2 1:20.5891
4	66	Dean Camm (VIC)	My Wallet	Chev Corvette	6000	SS	11	20:05.6057	2 1:18.3269*
5	57	Jim Pollicina (NSW)	Mocomm Motorsports communicati	Holden Commodore	5000	SS	11	20:08.3652	2 1:20.2586
6	3	Cadel Ambrose (VIC)	Auto Union	Audi A4	6000	SS	11	20:08.9243	11 1:19.9024
7	60	Andrew Brown (VIC)	Fast Fabrication & Welding Ser	Chevrolet Camaro Z28	5866	SS	11	20:15.6797	2 1:19.1769
8	11	Matt Sims (NSW)	North Albury Automotive	bmw e36	6000	SS	11	20:26.6652	2 1:20.6046
9	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	SS	11	20:43.2144	2 1:22.9693
10	17	Salvatore Imbrogno (SA)	State Crane Trucks	Toyota 86	2400	SS	11	20:46.7004	2 1:28.8805
11	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2	6000	SS	10	20:37.4742	2 1:28.2512
12	18	Darden Brown (VIC)		Mitsubishi Galant	1998	SS	10	21:20.9465	2 1:36.5498
13	56	Ronald MacLurkin (VIC)		Chevrolet corvette c	6000	SS	9	20:02.3112	2 1:27.5984
DNF	87	Tegan Collins (VIC)		Mazda Rx7	3969	SS	8	20:47.9918	2 1:20.5140
DNF	6	Adrian Read (VIC)	ADRIAN READ SMASH REPAIRS	MINI R53	1600	SS	1	4:35.4123	1 4:35.4123

PENALTY APPLIED
Competitor# 3 15 Seconds Penalty
Competitor# 57 15 Seconds Penalty

Fastest Lap Av.Speed Is 142kph, Race Av.Speed Is 103kph
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Advance Car Carriers Victorian Sports Sedan Championship Round 1, 2025

Sandown, 14th – 16th Feb cont...

John had slipped to 4th after contact with Andrew and was sans bumper, but kept going. Andrew who had started 6th, didn't continue. Matt kept it consistent in the BMW and passed Ben mid race and Jim also moved up a couple of spots throughout the race.

Cadel fought back through the field and it took him several laps before he passed Dean for the lead and stayed that way to the flag with Jim taking 3rd. Congratulations Cadel. Brett got John on the last lap for 4th which then saw Greg in 6th, followed by Matt and Ben, with Tegan taking 10th followed by Adrian and Darden. Our 2-4lt class is filling with these guys all having good solid results and it's keeping them on their toes- one DNF will certainly push you down this class ranking.



As mentioned earlier, the final race was a combined one with Production Sports Cars- which meant 3 x 20-minute races instead of the three shorter ones.

Dean and Cadel led the field into T1, with Kamal Mrad in a Porsche then Jim, Greg, Brett and John. Kamal jumped Dean into T4 but he was no match with the horsepower of Dean's Camaro so he stormed back past. Aidan dropped behind one of the GT4 AMG's and boy can they be hard to pass. Jim spun when he and Daniel Quimby

in the Porsche touched coming into Dandenong Rd, which meant Jim dropped back down the field. Brett passed Greg into T1 and John also slid through past him at 3 which put Greg back.

The lead changed several times between Kamal and Dean with Cadel sitting just a car length back waiting for his opportunity. It soon became a drag race up the back straight and Cadel took the spot and begun his hunt down of Kamal- both just 17 and did karting together (along with Daniel Quimby in the Porsche). Brett was in 3rd with John and Greg right behind. He was having a fantastic battle with Stephen Sluga in the Porsche.



Cadel kept closing the gap on Kamal in the lead until he was able to pass mid race all the while recording a 1:09. Ben then had a failure and ended up in the kitty litter at Dandenong Rd which brought out the safety car and it stayed this way to the flag.

Advance Car Carriers Victorian Sports Sedan Championship Round 1, 2025

Sandown, 14th – 16th Feb cont...

Round 1 Victorian State Circuit Racing Championships SANDOWN INTERNATIONAL MOTOR RACEWAY

Sports Sedans and Sports Cars Race 3

CLASS RESULTS

Event E31 18 Mins
Scheduled Start 15:10
FINAL

Page 1 Issue 1
Start Sun Feb 16 14:54
Elapsed Time 17:26

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
Sports Cars									
1	77	Kamal Mrad (NSW)	Cup Car Engineering	Porsche 991.2	4000	MS	8	17:26.3375	4 1:10.6235*
2	42	Daniel Quimby (NSW)	FCL Transport	Porsche 991 GT3 Cup	3800	MS	8	17:28.8196	4 1:12.0834
3	66	Tim Wolfe (WA)	PER Equipment Rentals	Porsche 992 GT3 Cup	3996	MS	8	17:30.1213	3 1:13.3926
4	75	Cameron Rees (VIC)		Porsche 997.2 GT3 Cu	3800	MS	8	17:33.0377	5 1:14.5967
5	68	Stephen Sluga (VIC)	CUP CAR ENGINEERING	Porsche 991.1GT3Cup	3800	MS	8	17:36.7848	5 1:15.9395
6	79	Andy Tudor (WA)	Pit Lane Clothing	Audi R8 LMS	5200	MS	8	17:38.2205	3 1:16.6298
7	70	Andrew Smith (VIC)		Porsche Porsche 991.	3800	MS	8	17:39.9114	5 1:16.1015
8	27	Rob Love (VIC)	Love Racing	Mercedes AMG GT4	4000	MS	8	17:40.8597	5 1:17.5954
9	177	Bailey Love (VIC)	Love Racing	Mercedes AMG GT4	300	MS	8	17:44.2923	5 1:17.1331
10	24	Joseph Carmody (VIC)		Porsche GT3 Cup	3600	MS	8	17:45.4554	2 1:20.5007

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Sports Sedans									
1	3	Cadel Ambrose (VIC)	Auto Union	Audi A4	6000	SS	8	17:25.6023	5 1:09.5405*
2	66	Dean Camm (VIC)	My Wallet	Chev Corvette	6000	SS	8	17:28.2710	3 1:13.2392
3	29	Brett Dickie (VIC)	Bollards Direct/ACL Race Beari	Honda Prelude	3396	SS	8	17:34.0108	5 1:14.9786
4	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000	SS	8	17:36.1294	3 1:16.5238
5	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2	6000	SS	8	17:37.1410	3 1:16.8475
6	11	Matt Sims (NSW)	North Albury Automotive	bmw e36	6000	SS	8	17:38.9550	5 1:16.3555
7	57	Jim Pollicina (NSW)	Mocomm Motorsports communicati	Holden Commodore	5000	SS	8	17:40.2349	5 1:12.9169
8	56	Ranald MacLurkin (VIC)		Chevrolet corvette c	6000	SS	8	17:43.6351	5 1:16.8581
9	175	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	SS	8	17:47.3238	4 1:20.4524
10	87	Tegan Collins (VIC)		Mazda Rx7	3969	SS	7	17:27.2576	2 1:25.7250
11	49	Adrian Read	ADRIAN READ SMASH REPAIRS	MINI R53	1600	SS	7	17:29.2280	2 1:27.2603
12	18	Darden Brown (VIC)		Mitsubishi Galant	1998	SS	7	17:34.9413	3 1:31.5320
DNF	72	Ben McLeod (VIC)	FYRC	Holden Commodore	6000	SS	4	10:41.3158	2 1:17.9293

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Congratulations again to Cadel who had a fantastic weekend with Dean in 2nd and Brett in 3rd followed by John, Greg and Matt. Great driving from Jim which saw him second last after being spun to 7th. Adrian had a good consistent race using wife Tania's car and after his DNF in Race 2 Ran Snr had a trouble-free race as well.



Advance Car Carriers Victorian Sports Sedan Championship Round 2, 2025

Calder, 28th – 30th Mar.

The round started down a car- Chas had been hard at work rebuilding his engine after blowing the top clean off a piston at Round 1. But when the gudgeon pins arrived, they were wrong which meant his weekend was over before it began. On the flipside it was great to see Warren back out in his Marc car – with his old car now owned by Tegan also here.

Friday practice saw a number of cars out and getting wiggly. Jim had a light touch with the wall on the front straight, Dean broke a stabiliser bar and Ran Jnr had electrical issues but no major incidents.

This weekend we are on the early shift so the 3rd category out on track. Saturday morning was the usual drivers briefing along with another one for us and Sports Cars as we were again sharing the track for our final race.

As we lined up for quali we were minus Ran Jnr, who despite rebuilding the starter motor, lost power when warming up. Everyone was having the wet/dry conundrum- it wasn't raining but it had rained heavily overnight and the track was still very damp and being only the 3rd category out, you couldn't rely on the track to dry up in time. It was about half the grid on wets / specs and the rest taking the punt and going slicks.



Out on track and we soon realised it just wasn't going to dry out in the session so those on slicks played it safe, whilst for the likes of Ben and John who chose wets, it certainly paid off. Warren came in with oil smoke (and his drip tray caught under the car) but it was just an over top up, so would be fixed in no time and be ready for Race 1. Spots of rain appeared but just enough to annoy.

The second half of the session saw a whole 4 cars on the track - Tegan, Jim, Greg and Darden. It paid off because all got their fastest times on their last two laps. For Ben his tyre choice paid off and he was rewarded with pole by over a second from John Ippolito and Dean Camm.

Race 1 was dry and whilst there was no more rain, the track was still quite greasy. The rolling start saw Dean split John and Ben (and Jim have a monster lock up) and take the lead. There was jostling through T1 which resulted in John being spun and he was perched across the ripple strip on the inside of the track. Thankfully everyone missed him. It took him almost a lap to get it started which brought out the safety car just as he got moving under his own steam. Judicial was going to be kept busy because there was several overtakes done at this time. We were back under green after only a lap and whilst Dean charged away, Jim must have had radio issues because he was sending smoke signals back to his team with the huge lock ups in to T1.



On one lap he did it; Greg got the run on Jim and was able to overtake him and he was certainly on a mission because coming up over the hump meant a little more air than expected and landed like a newborn giraffe. He got all crossed up and it was a truly spectacular save - it would have certainly got his heart racing.



Advance Car Carriers Victorian Sports Sedan Championship Round 2, 2025

Calder, 28th – 30th Mar cont...

Mid pack there was barely half a metre between Ran Snr and Ben with their positions changing a few times each lap- it was great to watch and Blendline certainly thought the same. Ben was also locking up which enabled Ran Snr to get closer and finally pass him up the back of the track to take 4th. Jim kept chasing Dean with them both doing 1 min 1's. Tegan lost all power and was stranded at T7 whilst Darden was putting in some solid laps. Dean crossed the line first but a 30 second penalty applied for a restart procedure breach. This meant congratulations to Jim Pollicina on the win with Dean 2nd and Greg 3rd. The dash to the line was more than tight- with Ran Snr, Ben and a great recovery from John, to all cross within .15 of one another for 4th, 5th and 6th. Ran Snr and Ben also incurred time penalties whilst Greg received a 3 grid place penalty. A shout out to Aidan who put in a solid but importantly clean race earning him 5th!



Calder Park Raceway

Sports Sedans by Advance Car Carriers Race 1

Event R3 20 Mins
Scheduled Start 13:10
FINAL

Page 1 Issue 1
Start Sat Mar 29 13:16
Elapsed Time 21:51

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race Time	Fastest...Lap
1	57	Jim Pollicina (NSW)	Mocomm Motorsports communicati	Holden Commodore	5000	16	21:51.5781	13 1:01.7219r
2	66	Dean Camm (VIC)	My Wallet	Chev Corvette	6000	16	22:06.1340	10 1:01.5019R
3	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2	6000	16	22:17.7526	8 1:02.9650r
4	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000	16	22:36.5971	12 1:02.6220r
5	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	16	22:46.8908	11 1:04.6999
6	72	Ben McLeod (VIC)	FYRC	Holden Commodore	6000	16	22:56.4059	13 1:04.6273
7	56	Ronald MacLurkin (VIC)		Chevrolet Corvette c	6000	16	23:06.4489	12 1:03.6308r
8	33	Warren Cleland (VIC)		Marc Cars Marc 1 Maz	5000	15	22:04.1480	12 1:06.4563
9	18	Darden Brown (VIC)		Mitsubishi Galant	1998	14	22:21.1162	6 1:13.5658
DNF	87	Tegan Collins (VIC)		Mazda Rx7	3969	13	20:25.6164	6 1:09.0962

PENALTY APPLIED

Competitor# 56 30 Seconds Penalty
Competitor# 66 15 Seconds Penalty
Competitor# 72 20 Seconds Penalty

Fastest Lap Av.Speed Is 136kph, Race Av.Speed Is 102kph
Current Race Lap Record Is 1:03.9193 Set On 26/10/2024 By Francois Habib In A Holden VZ
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Issue# 1 - Printed Sun Mar 30 09:15:09 2025 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Timed by Melbourne University Car Club Inc.



Advance Car Carriers Victorian Sports Sedan Championship Round 2, 2025

Calder, 28th – 30th Mar cont...

Sunday - a new day with a mostly dry clean track and sunshine awaited us. It also greeted us with Ran Jnr's Calibra making the grid. We got away and Jim took up where he left off making a late dive into 1 to take the lead. Ben snuck through to 4th from 9th on the first lap and was chasing John who had managed to pass Greg for 3rd. Ran Jnr was in 7th by lap 2 after starting rear of grid with the rebuilt starter motor holding strong for him.

There was a strong 3-way tussle between Greg, Ran Snr and Ben, and when the latter ran wide at T2, the other two passed.

Mid race Dean suffered a steering arm failure and tapped Tegan whilst trying to stay out of the way. Tegan dropped back but was able to get going again which was good to see. The red mist kicked in and Tegan drove like a demon- rewarding herself with a new pb for her efforts.

Ben managed to pass Ran Jnr but it wasn't an easy move and the two were within half a second of each other for a while before Ben ran wide again before the hump. This gave Ran clear track to pass. Over the last half of the race, their lead changed 4 times.



Up the pointy end, Jim had built a huge lead and what was overlooked, was his 1:01.209 which is the new lap record. By race end, he had lapped everyone up to P5. Ran Snr continued to build momentum in the Corvette and dropped a 1:02.5. On the final lap, he took a chance and made a dive for second, passing John who then went too deep into 6, locking up but retaking the spot.

Jim made it not just a win but a commanding one, taking the lap record and the chequered flag by more than 40 seconds- congratulations! John crossed the line second with Ran Snr rounding out the podium – what a fantastic drive. Greg was 4th, Ran Jnr in 5th- remember the Calibra started rear of grid- it's hard to work out which Maclurkin has the drive of the race- and Ben in 6th. Aidan kept Warren at bay and was in 7th with Warren, Tegan and Darden rounding the results.

Our final race was a combined race with Sports Cars – just like we did at Round 1. The starting order was taken from qualifying times (again as was done in Round 1 to keep consistency). This meant Ben was the first Sports Sedan in P3 with John in 5th and Dean in 6th. Ran Snr did not start.

After his spectacular drive in Race 2, Ran Jnr was back to the back- as he didn't make qualifying. Nothing like a challenge! Warren was also in the same boat only doing a few laps in quali before coming in.

We were 4 wide down the straight into 1 – Dean went from 6th to 2nd just running out of room to try for the lead – whilst Jim went from 7th to 3rd by the end of lap 1. A paper width was all there was between John and Ben with the former up to 5th whilst Ran Jnr had charged up 6 spots already – Greg was the next Sports Sedan (with a couple of Sports Cars in between). I like Darden's strategy- he had enough time to chuck in a spin, get some Blendline time and keep going. Of course that wasn't the reason, but thankfully he didn't break anything and was able to get going again with no damage. Lap 4 for Dean was the cracker- he took Jim's lap record challenge and beat it with a 1:00.9099



Advance Car Carriers Victorian Sports Sedan Championship Round 2, 2025

Calder, 28th – 30th Mar cont...

Everyone was kept busy holding their spot on the track, so there weren't too many ASSA passes over the first half of the race. Warren and Aidan climbed a spot and John and Ben swapped, but lap 10 saw Dean slow dramatically along the back straight and he came straight in – this weekend has not been his friend. That lap we also saw John start to slow with a rear right deflating tyre – all that airtime over the hump hadn't saved the tread. He then stopped along the front straight off the track.

Aidan was behind Joseph Carmody in a GT3 cup car, with 0.02 seconds between them (in Aidan's favour). They kept it clean but fun and later in the race Joseph spun into 1 giving the Aidan the clean pass. There was plenty of airtime over the hump from all cars.

By the last lap Tim Wolfe in the Porsche had a 9 second gap from first ASSA car Jim with Ben (despite struggling with tyre/braking issues) coming home in 2nd for Sports Sedans. Greg was less than a second behind him- their fastest laps were less than 2 tenths apart. Ran Jnr was quicker than them both but just couldn't get Greg by the chequered flag- a fantastic drive from last (17th) to 8th and 4th in Sports Sedans. He's still getting his mojo fine-tuned with the Calibra so it will be great to see he and the car head further up the pointy end next time out.



Aidan advanced places and finished with a 12 second gap over Joseph Carmody in the Porsche followed by Warren who had a great drive after starting 12th. John drove very slowly around the track on the last lap with a completely shredded rear right and was a DNF. The race was 17 laps in length and there were a few drivers coming onto the front straight the last few laps praying that chequered would come out. A shout out to Tegan for an incredible save too – captured on Blendline!

The mixed grid last race certainly was a hit for the spectators- both in person and on Blendline. This track was very different to Round 1- the two categories make their speed in different ways and Calder seemed to even that out.

Our next round is the "State of Origin" round at Winton with the NSW Sports Sedans. We are keen to show those northerners what it's all about and flex our muscles so consider this your notice to get those cars ready for it!



Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May.



We returned to Winton for 2025, but this time not with the Vic State Race Series. Steven Lacey from NSW Sports Sedans contacted us to see if we would attend the NSW State Race Round if held at Winton, and from there we developed it to become the State of Origin clash. A perpetual trophy was created and we had high hopes of showing these northerners a thing or two around our cracking short but fun little track.

The entry list was big- and filled with ASSA members. Whilst we had a couple of withdrawals prior, (Dean, Francois and new member Tim Meaden) it was going to be a fun weekend. Chas had intended to run but after the supplier sent the wrong gudgeon pins, his plan B fell short when the crank grinder at Dandy Engines retired, meaning he couldn't use the spare engine.

Friday practice saw plenty of action- some good and some not so. Ran Snr had an engine failure and Adrian's engine in the Mini was lean, mean and ready to play, but his gearbox was not, so he too had to call it a weekend before it started. Warren got up close and personal with the Darren Saillard Commodore, leaving his mark on the passenger door. Lucky for Warren, nothing some race tape wouldn't fix. On the flipside it was great to see Matt Simms in his LS powered Beemer back with us- he ran at Round 1 of the Nationals Series. Also returning was Paul Konig in his RX-7 (he was at Calder last year with us for the first time), Darren Hossack back with us after his driveline failure at Sandown and finally Jeremy Davidson had his KA20 powered RX7 on the track.



Saturday greeted us with beautiful weather which hung around all weekend- you really couldn't have asked for better. Some had been tinkering overnight - Jeremy had a miss he was trying to find and John was battling brake issues. But that doesn't stop us! A full green session with only the odd yellow gave us plenty of track time. It took a few laps to get everything warm and to find a spot before the times started tumbling. A 1:23 got you top spot for a moment, but then Geoff Taunton (IRC Mustang) casually slid into the 20's and set the benchmark. No one else got close but a cracking 1:22 by Steven Lacey (also in an IRC Mustang) put him 2nd -

2 seconds clear of Matt's BMW with Darren in the RX7 taking 4th - a great result given he had no second gear from early on. After hitting a new pb yesterday, Graeme slashed another second off his time and made his way to 5th. He certainly has that orange RX7 humming!

From an ASSA point of view, it was Matt 1st, Darren 2nd, Graeme 3rd followed by Jeremy, Greg, Aidan, Ben and John. Paul was next then Warren, Tegan and Darden. Our races this weekend were again rolling starts, but with an extra lap. Most found two thirds of a lap was not enough to get heat into the tyres before they had to line up for the rolling start.



Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May cont...



Geoff got the jump from Steve Lacey with Graeme and Greg dicing which saw Graeme run wide. Darren passed Matt for 3rd before Matt took the spot back and began to pull away. Greg overshot a corner and Graeme took advantage resulting in contact between the two. Aidan came to a sudden halt which brought out the safety car but thankfully he was able to gain power again, restart and get moving so the safety car could come straight in. However, in his haste to get going he made a mistake with the safety car which saw him black flagged.

The silver lining is he found the issue as to why the car had all power cut off, so he will be back out tomorrow.

Jeremy meanwhile had elected to start from the rear of grid- he still had this miss which would cause a cut out and he didn't want to be in the middle of the pack at Turns 1 and 2 having that issue revisit. He made his way to 9th before taking a late braking manoeuvre over John Ippolito to grab 8th. On the following lap he passed Ben into T11 and then Greg soon after to take 6th.

But speaking of exceptional drives, whilst it doesn't show in the positions, one who drives the wheels off their car is Darden. The under 2lt Galant continues to punch above its weight and it's awesome to watch him drive it.



2025 NSW Sports Sedan & Vic State of Origin - Qualifying

Qualifying Q5 15 Mins
Scheduled Start 00:05

Page 1 Issue 1
Start Sat May 10 10:19
Elapsed Time 14:04

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	95	Geoff Taunton (QLD)	MARC Cars Australia Pty Ltd	IRC GT SS	6000		9	5 1:20.9513*	
2	1	Steven Lacey (NSW)	Real Dairy Aust/Lederer/3Capit	IRC GT SS	6000		9	8 1:22.9627	0:02.0114
3	11	Matt Sims (NSW)	North Albury Automotive	BMW E36			7	6 1:24.6326	0:03.6813
4	5	Darren Hossack (VIC)	Hossack Motorsport Services	Mazda RX7	2616		8	7 1:26.5390	0:05.5877
5	21	Graeme Gilliland (VIC)	G&G Eng/P&L Mech/Illicit Areo	Mazda RX7			5	5 1:26.6629	0:05.7116
6	3	Michael Rowell (QLD)	Rowell logistics	IRC GT SS Mustang	6000		9	4 1:27.0346	0:06.0833
7	37	Jeremy Davidson (VIC)	Bandit Security	Mazda RX 7 FC	3500		3	3 1:27.8230	0:06.8717
8	22	Greg Lynch (VIC)	Ravage Raceworks	HSV GTS 300 VT Seri	6000		7	5 1:28.7518	0:07.8005
9	75	Aidan Monor (VIC)	AMS Autosport	Nissan Silvia S15	5665		7	7 1:28.7815	0:07.8302
10	111	Darren Saillard (ACT)		Commodore VS	6000		7	6 1:29.0401	0:08.0888
11	72	Ben McLeod (VIC)	Phillip Island Cottages	Holden Commodore	6000		9	7 1:29.1707	0:08.2194
12	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000		8	5 1:30.0021	0:09.0508
13	121	Glenn Pro (NSW)	Forever Green Windows / DSR En	Toyota Supra	3524		5	4 1:30.6796	0:09.7283
14	92	Paul Konig (VIC)	Konig Motorsport / Klay Tiles	Mazda RX7	5700		7	7 1:31.7749	0:10.8236
15	333	Warren Cleland (VIC)	Mr Ball Golf Services/Racepace	Marc Cars 1 Mazda	5000		8	7 1:34.3833	0:13.4320
16	87	Tegan Collins (VIC)		Mazda RX7	3969		5	4 1:39.3040	0:18.3527
17	18	Darden Brown (VIC)	Bendigo Specialist Brake & Clu	Mitsubishi Galant	1998		7	6 1:40.2477	0:19.2964
18	32	James Harwood (NSW)	JHH Racing	Nissan R32 GTR	2800		1	1 1:44.8208	0:23.8695

Fastest Lap Av.Speed Is 133kph, 130% Of First 1 Is 1:45.2367
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Issue# 1 - Printed Sat May 10 11:03:33 2025 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Timing by - Winton Motor Raceway & Eldee Timing Solutions

Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May cont...

Back up the front Geoff Taunton took the win with Steven Lacey second- those IRC Mustangs sure get up and boogie. Matt took ASSA honours with Darren second – who lost 2nd gear early on in the race - and Graeme 3rd. Kudos to Jeremy for pushing the RX7 from last to 4th who was ahead of Greg, Ben, John and Warren.



WINTON MOTOR RACEWAY

2025 NSW Sports Sedan & Vic State of Origin - Race 1

Event R4 18 Mins
Scheduled Start 00:12

Page 1 Issue 1
Start Sat May 10 13:31
Elapsed Time 19:19

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race.Time	Fastest...Lap
1	95	Geoff Taunton (QLD)	MARC Cars Australia Pty Ltd	IRC GT SS	6000	9	19:19.6598	3 1:22.0346*
2	1	Steven Lacey (NSW)	Real Dairy Aust/Lederer/3Capit	IRC GT SS	6000	9	19:22.6887	9 1:22.4610
3	11	Matt Sims (NSW)	North Albury Automotive	BMW E36		9	19:35.3756	6 1:25.8300
4	5	Darren Hossack (VIC)	Hossack Motorsport Services	Mazda RX7	2616	9	19:45.2605	2 1:26.8737
5	21	Graeme Gilliland (VIC)	G&G Eng/P&L Mech/Illicit Areo	Mazda RX7		9	19:47.7031	6 1:28.4778
6	37	Jeremy Davidson (VIC)	Bandit Security	Mazda RX 7 FC	3500	9	19:54.2721	3 1:28.6438
7	22	Greg Lynch (VIC)	Ravage Raceworks	HSV GTS 300 VT Seri	6000	9	19:55.5869	2 1:29.9380
8	72	Ben McLeod (VIC)	Phillip Island Cottages	Holden Commodore	6000	9	19:56.1746	2 1:29.8882
9	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000	9	19:56.6118	2 1:30.1177
10	121	Glenn Pro (NSW)	Forever Green Windows / DSR En	Toyota Supra	3524	9	19:57.1789	9 1:29.8514
11	333	Warren Cleland (VIC)	Marc Cars 1 Mazda	Mazda RX7	5000	9	20:20.1938	8 1:34.1962
12	92	Paul Konig (VIC)	Konig Motorsport / Klay Tiles	Mazda RX7	5700	9	20:21.0669	2 1:32.4407
13	18	Darden Brown (VIC)	Bendigo Specialist Brake & Clu	Mitsubishi Galant	1998	9	20:36.6561	6 1:38.6010
14	87	Tegan Collins (VIC)	Mr Ball Golf Services/Racepace	Mazda RX7	3969	9	21:01.8809	2 1:40.7171
DNF	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	5	14:58.0737	2 1:31.7584
DNF	32	James Harwood (NSW)	JHH Racing	Nissan R32 GTR	2800	5	15:11.1721	2 1:56.8689

1 Safety Car Periods With A Total Of 1 Laps
Fastest Lap Av.Speed Is 132kph, Race Av.Speed Is 84kph
R=under lap record by greatest margin, r=under lap record, **=fastest lap time

Issue# 1 - Printed Sat May 10 13:54:14 2025 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Timing by - Winton Motor Raceway & Eldee Timing Solutions

Sunday was another beautiful but crisp day. We were ready and raring for Race 2. Aidan was back on the track along with NSW competitor Chris Jackson who casually just 'replaced an engine' on Saturday. Graeme took a left-hand line into T1 with a fantastic start from Greg who got in front of both Jeremy and Graeme. John also jumped a couple of spots. Heading into T3 we saw smoke and flames appear from Steven Lacey's Mustang. He pulled up before the sweeper and the safety car was called whilst the recovery team mopped up the oil.



Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May cont...

With just 3 and half minutes left, we went green. Geoff Taunton stormed away with Darren and Matt right behind, but Jeremy took everyone's attention by locking the rears and running straight ahead at T1 and adding a spectacular spin to his repertoire. He missed everything and everyone thankfully. Glenn Pro from NSW in the Supra thought he'd go one better and had a lose trying to avoid the dust laid down from Steven's car. Graeme and Greg had contact again causing Graeme to fall behind John. Up the front Darren and Matt were neck and neck with Darren blowing smoke on the left handers (turns out he'd damaged another dog gear ring) and Matt having a moment trying to get him through the cleavage.

With the last lap board shown Matt went deep into T1 and passed Darren but slid off the track out of T4 giving Darren plenty of room to come through. Aidan by now had made his way from last to 10th on track- 7th of the Victorians. By the time the chequered flag came out, Geoff had an 11 second lead over Darren in the RX7 with Matt 3rd (despite both receiving a 5 second penalty for weaving after the safety car lights had gone out, the positions remained the same) followed by Greg, Graeme, Ben and John. Jeremy recovered to finish 12th and it was great to see all ASSA members finished unscathed.



NSW Motorsport Aust. State Championship - Round 2 WINTON MOTOR RACEWAY

2025 NSW Sports Sedan Champ & Vic State of Origin - Race 2

Event R13 18 Mins
Scheduled Start 00:06

Page 1 Issue 2
Start Sun May 11 11:09
Elapsed Time 19:57

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race Time	Fastest...Lap
1	95	Geoff Taunton (QLD)	MARC Cars Australia Pty Ltd	IRC GT SS	6000	7	19:57.9003	6 1:24.6116*
2	5	Darren Hossack (VIC)	Hossack Motorsport Services	Mazda RX7	2616	7	20:14.8321	5 1:27.6941
3	11	Matt Sims (NSW)	North Albury Automotive	BMW E36		7	20:16.6551	5 1:27.4456
4	22	Greg Lynch (VIC)	Ravage Raceworks	HSV GTS 300 VT Seri	6000	7	20:17.1963	6 1:29.7968
5	21	Graeme Gilliland (VIC)	G&G Eng/P&L Mech/Illicit Areo	Mazda RX7		7	20:17.4957	7 1:29.9897
6	72	Ben McLeod (VIC)	Phillip Island Cottages	Holden Commodore	6000	7	20:18.9177	6 1:29.9523
7	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000	7	20:20.7901	6 1:30.3747
8	26	Chris Jackson (NSW)	Phoenix Studio's Window Tintin	Holden Calibra	6000	7	20:29.5860	7 1:31.8407
9	121	Glenn Pro (NSW)	Forever Green Windows / DSR En	Toyota Supra	3524	7	20:30.4208	6 1:31.2018
10	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	7	20:32.8768	6 1:31.7952
11	92	Paul Konig (VIC)	Konig Motorsport / Klay Tiles	Mazda RX7	5700	7	20:38.4551	7 1:34.5601
12	37	Jeremy Davidson (VIC)	Bandit Security	Mazda RX 7 FC	3500	7	20:44.7780	7 1:30.3589
13	333	Warren Cleland (VIC)		Marc Cars 1 Mazda	5000	7	20:46.6555	7 1:36.0338
14	87	Tegan Collins (VIC)	Mr Ball Golf Services/Racepace	Mazda RX7	3969	7	21:06.0382	6 1:41.9145
15	18	Darden Brown (VIC)	Bendigo Specialist Brake & Clu	Mitsubishi Galant	1998	7	21:15.2144	6 1:42.5578
DNF	1	Steven Lacey (NSW)	Real Dairy Aust/Lederer/3Capit	IRC GT SS	6000			

PENALTY APPLIED
Competitor# 5 5 Seconds Penalty
Competitor# 11 5 Seconds Penalty

1 Safety Car Periods With A Total Of 3 Laps
Fastest Lap Av.Speed Is 128kph, Race Av.Speed Is 63kph
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Race 3 – the final showdown. A Queenslander from the NSW team certainly had the top spot covered, but which state would take the trophy? The top cars from each state's results counted, and although NSW had lost 5 or so competitors over the weekend, Steven Lacey had 2 second places and Chris Jackson with his fresh engine was charging through the field. Meanwhile Darren and Matt were hot on the heels of the top 2 so the calculator was going to be tapping away at the end of this race. Geoff stormed away with Darren in second and Matt trying everything to get past.



Greg and Graeme barely had a mm between the two of them with Chris Jackson from NSW in the Calibra pushing up three spots by the sweeper. Coming on to the back straight Darren snapped an axle which put an end to his weekend. He kept rolling to get back to the pits. This put Matt in 1st with Greg, Graeme, John and Ben as the top 5. Glenn Pro from NSW in the Supra was also moving his way up the field throwing out some flames as he went. Paul had a spin on his own but recovered which caused him to drop back down the field - thankfully with no damage.

Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May cont...

Meanwhile a little further up the front on the same lap the Greg/Graeme battle continued with a coming together at the gum tree right in front of Chris Jackson in the Calibra. He was able to avoid them. These two must have had magnets attached to each car all weekend. Graeme had substantial front right damage and came in whilst Greg's damage still enabled him to continue.



There must be something in the water- still on the same lap Ben and Glenn Pro in the Supra were having a close race when Ben locked up into T11 and just nudged Glenn out of the way. No damage to either car and Glenn was soon on his tail again until T11 (the start of the cleavage) where he was able to get under Ben for the pass. Ben got a good line out of T7 and at the next corner he took the outside line. Glenn had a slight lockup and their wheels locked sending Ben into the air. When he finally came in for landing (must have only been a

degree or two off tipping), Ben headed into the infield as he drove to feel for any damage. Something wasn't right so he came to a stop well in the middle to avoid a safety car making another appearance for the weekend. (There's a long list made of bent things needing replacing now post event) Despite the panel damage, Glenn's car was relatively intact so he continued for the remainder of the race. Still on this lap (can I remind you the lap isn't that long here) Jeremy then came in- the gremlins in Race 1 had come back to the party which meant the engine kept missing. Discretion being the better part of valour, he came in before doing some engine damage.



With 5 minutes still to go this now meant Matt was leading the Vic's with John in second, Aidan in the Silvia in 3rd, Greg in 4th and Warren in the Marc Mazda 5th. Darden was a way back after splitting a turbo hose so was boost-less.

We didn't see any positions change despite Warren and Paul nose to tail for the last two laps. It was clean and fantastic to watch. Remember Geoff? He now has lapped up to 7th and took the chequered flag by 48 seconds. Meanwhile back in the sweeper Aidan was trying his best to get past John on the last lap but just couldn't get the pass done. He made sure to make no mistakes as Greg was right on his tail – the three had about a second between them when crossing the line.



Advance Car Carriers Victorian Sports Sedan Championship Round 3, 2025

State of Origin, Winton, 9th – 11th May cont...

We started the round with 20 entries, this race with 15 cars and finished with just 10 so there are going to be some busy people. At least with 4 and a half months before the next ASSA competition round, there's some time.

In closing, State of Origin was a concept enjoyed many decades ago. Given the enthusiasm of this NSW v Vic event let's hope we can enjoy challenging our interstate competitors on an annual basis. Next year will be our turn to travel interstate and defend the winner's cup. Bring it on!

NSW Motorsport Aust. State Championship - Round 2 WINTON MOTOR RACEWAY

2025 NSW Sports Sedan Champ & Vic State of Origin - Race 3

Event R21 18 Mins
Scheduled Start 00:14

Page 1 Issue 1
Start Sun May 11 14:48
Elapsed Time 18:52

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	95	Geoff Taunton (QLD)	MARC Cars Australia Pty Ltd	IRC GT S5	6000	10	18:52.6361	3	1:22.8516*
2	11	Matt Sims (NSW)	North Albury Automotive	BMW E36		10	19:38.6976	2	1:27.3837
3	26	Chris Jackson (NSW)	Phoenix Studio's Window Tintin	Holden Calibra	6000	10	20:06.0332	2	1:30.0148
4	97	John Ippolito (VIC)	The Wife	HSV Clubsport	6000	10	20:12.5461	9	1:30.0832
5	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15	5665	10	20:13.1473	8	1:29.5167
6	22	Greg Lynch (VIC)	Ravage Raceworks	HSV GTS 300 VT Seri	6000	10	20:13.6377	8	1:29.5477
7	121	Glenn Pro (NSW)	Forever Green Windows / DSR En	Toyota Supra	3524	9	19:02.7015	2	1:30.7713
8	333	Warren Cleland (VIC)		Marc Cars 1 Mazda	5800	9	19:25.8661	9	1:33.4572
9	92	Paul Konig (VIC)	Konig Motorsport / Klay Tiles	Mazda RX7	5790	9	19:26.6256	9	1:33.8132
10	87	Tegan Collins (VIC)	Mr Ball Golf Services/Racepace	Mazda RX7	3969	9	20:49.1084	2	1:40.1591
11	18	Darden Brown (VIC)	Bendigo Specialist Brake & Clu	Mitsubishi Galant	1998	8	20:35.4729	2	1:55.1907
DNF	72	Ben McLeod (VIC)	Phillip Island Cottages	Holden Commodore	6000	3	9:31.9644	2	1:30.7143
DNF	37	Jeremy Davidson (VIC)	Bandit Security	Mazda RX 7 FC	3500	3	9:49.0985	2	1:33.9251
DNF	21	Graeme Gilliland (VIC)	G&G Eng/P&L Mech/Illicit Aroo	Mazda RX7					
DNF	5	Darren Hossack (VIC)	Hossack Motorsport Services	Mazda RX7	2616	2	7:55.3065	2	1:30.2131

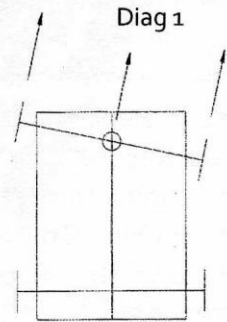
Fastest Lap Av.Speed Is 130kph, Race Av.Speed Is 95kph
R=under lap record by greatest margin, r=under lap record, *=fastest lap time



Tech Talk with Chas

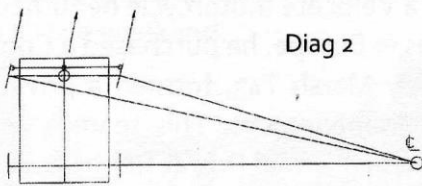
Toe out on turns (or the Ackerman Steering Principal)

In the late 1800's Mr Ackerman was in the business of constructing horse drawn vehicles. At the time the accepted method of turning was to have a turntable in the centre of the front axle. When turning the inside wheel would move to the rear, the outside wheel would move forward. This vehicle was very unstable on turning, especially with a high load or high centre of mass. The front would roll around the turntable, causing the vehicle to fall on its side (twisting the chassis) if great care was not exercised, springing the frame only added to the problem (see diag 1).

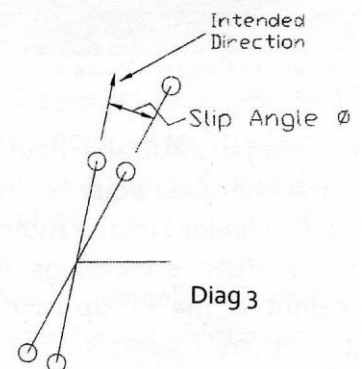


Ackerman developed a system using king pins, track rods, steering arms etc. All the things that are common today. But most importantly he realised what geometry was

needed when turning. When a vehicle turns, it follows a curve that is part of a circle. The circle therefore has a centre around which the vehicle moves. Both the steering wheels follow an arc, the inside wheel follows a smaller arc than the outside wheel does. To prevent the wheels fighting each other and causing the wooden spokes to fail, he developed his steering principal. This is shown in diag 2.



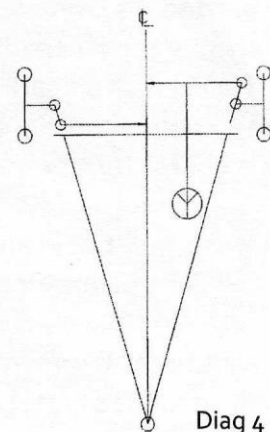
When a line is extended from the rear axle to the centre of the circle being turned and lines are extended at 90 degrees to the front wheels to meet the circle centre, this places both turning wheels on the arc of direction or travel. The inside wheel must turn more to achieve this, approximately 2 degrees more. To test this place your race car on turntables, turn the wheels 20 degrees and observe the amount of toe out on turns you have. The 20 degree turn and 2 degree toe out is the standard for a road car. A race car will need more than 2 degrees. As speed is increased and slip angles become greater, the driver turns the wheels a greater amount to stay on the intended path to be travelled. Fortunately for Mr Ackerman he did not have to confront this problem. As a horse drawn vehicle did not exceed 60 KPH downhill with a tail wind. The slip angle mentioned is the angle between the desired path and the increased angle the wheel is turned to follow the path. This angle increases proportional to increases in speed (see diag 3).



Since the outside wheel is doing most of the work in a turn (weight transfers to the outside of the wheel on roll, and the weight is reduced on the inside wheel, especially if any anti sway bar is used), the inside wheel can be turned more to make it do more of the work in the turn, as much as 8 degrees (trial and error will establish how much).

Fifty years ago it was thought that anti Ackerman was needed, eg; toe in on turns to make the outside wheel do more of the work. All this did was make the inside wheel fight against the outside wheel requiring a greater slip angle to be applied by the driver (generating understeer on turn in).

To achieve toe out on turns, the position of the ball joint on the steering arm is important. Diag 4 shows the LHS with the steering arm behind the axle centre, the RHS shows the steering arm in front of the axle. To establish the position of the ball joint, lines are extended from the steering ball joint, through a line between the top and bottom king pin inclination (depending on the height plane your steering arm is) and extended rearward to intersect the vehicle centre line, some two or three car lengths to the rear. This distance will depend on the amount of toe out on turn you require. An accurate drawing can show this by scribing an arc to represent wheel turn, the degrees of toe out can be measured. It will be seen how one wheel increases its rate of turn while the other decreases as the steering arms rock over the centre. When steering from the front the usual limitation to the amount of toe out achievable is the brake disc.



More next time... Chas.

Australian Sports Sedan Association (Vic)
2025 Club Championship after Round 3 Winton

Class A - 4001-6000cc						
Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
J Pollicina	55	60	0	0	0	115
W Cleland	0	52	60	0	0	112
D Camm	58	19	0	0	0	77
R Maclurkin Snr	33	37	0	0	0	70
C Ambrose	59	0	0	0	0	59
R Maclurkin Jnr	0	37	0	0	0	37
A Brown	17	0	0	0	0	17
C Talbot	0	0	0	0	0	0
Class B - 2001-4000cc						
D Brown	53	58	52	0	0	163
T Collins	38	40	53	0	0	131
B Dickie	60	0	0	0	0	60
D Hossack	0	0	40	0	0	40
G Gilliland	0	0	38	0	0	38
A Read	36	0	0	0	0	36
J Davidson	0	0	36	0	0	36
Floor Pan Class						
G Lynch	54	58	55	0	0	167
J Ippolito	60	39	53	0	0	152
B McLeod	36	55	36	0	0	127
A Mongor	34	53	34	0	0	121
M Sims	54	0	60	0	0	114
P Konig	0	0	47	0	0	47
Outright						
G Lynch	42	53	51	0	0	146
J Ippolito	53	36	48	0	0	137
B McLeod	31	50	31	0	0	112
J Pollicina	48	60	0	0	0	108
M Sims	42	0	61	0	0	103
A Mongor	24	46	32	0	0	102
D Brown	29	36	33	0	0	98
T Collins	23	26	34	0	0	83
W Cleland	0	41	40	0	0	81
D Camm	55	19	0	0	0	74
C Ambrose	56	0	0	0	0	56
R Maclurkin Snr	22	32	0	0	0	54
B Dickie	54	0	0	0	0	54
P Konig	0	0	40	0	0	40
D Hossack	0	0	39	0	0	39
G Gilliland	0	0	35	0	0	35
R Maclurkin Jnr	0	33	0	0	0	33
J Davidson	0	0	29	0	0	29
A Read	21	0	0	0	0	21
A Brown	14	0	0	0	0	14
C Talbot	0	0	0	0	0	0

MEMBER PROFILE – AIDAN MONGOR

Lives: Moorabbin

Car: Nissan Silvia S15

This was actually your old road car, so it's fair to say there's been a lot of blood, sweat and tears building it! Tell me about the love/hate affair with it.



Correct this was *almost* my first car. I was 18 and fresh onto my P plates with a Mitsubishi Lancer for a couple of months and after visiting Winton Raceway for a fun day I was convinced I needed to sell it and get something more suitable (RWD/Coupe). So out the Lancer went and enter the S15. At the time turbo cars were not legal on your P's so this S15 was originally an 'Autech Version' which came with the naturally aspirated SR20DE. I had it dyno'd making 99rwkw which for 1250-1300kg car – let's face it- wasn't exactly anything to shout about. I started doing brakes/suspension and seats/harness/half cage and

basically just smashed out a track day a month for 3-4 years like that (poor Autech motor barely saw the odd oil change)! It did a lot of laps between Winton & Phillip Island in that format.

Later on, I wanted to run it at WTAC in Club sprint class, so I did the eventual turbo motor swap, ECU, E85, 350z gearbox which basically gave me dramas for the next few years - I reckon I lunched something like 6 SR20's between 2016-2019. When it was going, it really went, but something engine related would always seem to break in quick succession.



I found Club sprint at WTAC was becoming very much beyond the point of 'street cars with owner drivers' which put me off going back. After a track day circa end of 2019 the car had a number of electrical and tune issues which stopped me from even just doing a flying lap. Needless to say, I spat it and after getting home from Winton I just tore the cabin/dash/wiring loom completely apart with the idea to put a full cage in and rewire it with a PDM.

You started at club sprints, what made you want to take the leap into racing?

When the lockdowns kicked off Covid made me really re-think what I wanted to do with the car (and time we had plenty of then). First, I, like many people, put together a sim rig and Ran had his Sports Sedan iRacing league going so it was good fun to do that. I couldn't tell you exactly when, but at some point early into 2020 I had very much accepted it wasn't going to have its number plates put back on. I think within the first few months I'd purchased the pedal box & fuel cell which signalled exactly where it was going.

To be honest the main driving factor for me at the time was drooling over factory GT3 cars in lockdown (caused by the sim racing) but it gave me way too much time to really look into the engineering side of how proper race cars were built in a level of detail I'd never thought about prior, and one thing after the next just had me wanting to do similar things to my car.

MEMBER PROFILE – AIDAN MONGOR

Did you consider buying an already built race car?

To be honest, the thought of buying something already built never even entered my mind! The design & build of the car is very much what had me interested, and at 12 or so years into this S15 I'm a bit too attached now. Maybe a Marc car one day would be nice though...

Why choose Sports Sedans? (as opposed to Improved Production for example)

I'd say even a few years before the rebuild started I knew it was going to have to be a Sports Sedan - in its previous format the car already had cut quarters with widebody fenders which ruled me out of IPRA, and when 'converting' it from a time attack car to a 'race car' I didn't even want to try make the SR20 last a 50k race! Hence the V8 swap.

Your first event in June was a baptism of fire- it was about 10 degrees with rain coming sideways and a wind chill factor of minus 27. You had some challenges at that round but you didn't give up.

How did you find it that weekend?

My first round definitely was an interesting one, and I knew I was nowhere near ready at the time too. But after building the car for 3 years and doing a couple of very slow test days in the 4th year, I kind of got to a point of "fuck it". It was my first time driving the 'newly built' car with all the gears. It still had a crank sync miss and was certainly my first time racing in the wet. I'd barely done a few damp laps at track days in years prior, certainly nothing like that weekend.

Unfortunately, it was a bit of a 'what could have been' weekend after getting black flagged both races for noise. But at the time the car was very much still in a shakedown situation, so I was happy to just still have a working car at the end of the weekend as it was the first time we'd worked through a heap of different teething issues.



MEMBER PROFILE – AIDAN MONGOR

What's been the highlight?

Honestly my biggest highlight is the lack of DNF's since that black flag weekend - I did not expect to go through the year without more trouble than that - and another highlight mention would definitely be the 50k plate. I've never done a stint that long and to not only crack a new PB, but an awesome chase with John Ippolito made for a really fun race (the chunk of BlendLine footage was appreciated too haha!).



On ASSA and the category.....

Sports Sedans, on a category level has been really awesome to join & be a part of. I've been very openly welcomed in and felt very supported by a number of people (especially at that first race meeting a lot of people making sure I knew what was going on!).

Not once have I ever felt anything malicious from another competitor, only really awesome people that have been happy to have a chat, answer a question, or chat about the race to come/or just had. Of course, the cars are incredibly cool too - seeing the Nationals grid up close at Sandown really made me drop my jaw. The engineering in a lot of the cars is just something to behold, but then at the same time you see plenty of much simpler cars getting the job done again & again. I think for me I like 1, tin tops, and 2, a series with variety - nothing against one make series but for me the variety has always been part of what makes a really cool grid.

You've got a couple of Rounds under your belt now, what's next on the list of to-dos and what's the plan for 2025?

Unfortunately, the to-do list is incredibly long at the moment and the S15 is in 1000 pieces. The plan is to prioritise and run our 5 Vic State Rounds this year. At the moment I'm just fighting to have the car ready for Sandown in Feb.

The fitment of a new gearbox (while a great thing to finally be stepping up to a sequential) has resulted in a lot of other follow-on changes like shifting the engine and the steering rack to fit a factory location starter motor, which then meant headers, and a lot of other fab work. Hoping I can get it all together in the next few weeks, as it'll need to see a dyno again - will likely not have time for a test day so Sandown will be like another shakedown!

But as long as we're there I'm happy!

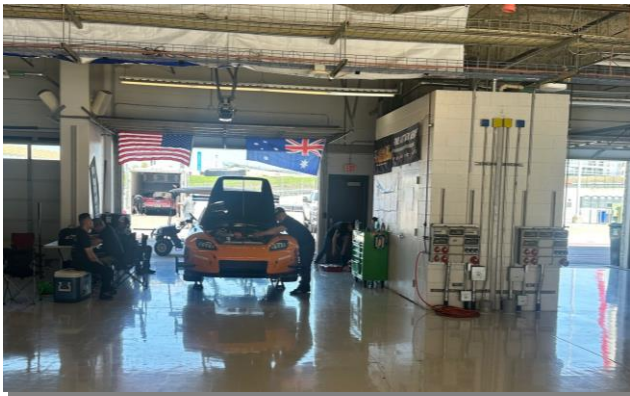
USA TRIP TO CIRCUIT OF THE AMERICAS

Around Christmas time Brett and I were chatting about his up-and-coming trip back to the USA to compete in the Circuit of America's (COTA) Super Lap Battle (SLB). During our conversation Brett asked if I would like to go with him and knowing that I would never get another opportunity to be part of his journey to COTA, I jumped at this chance. Before long we were planning our trip. As part of our trip, we were able to include some work as well and attended a seminar in St Louis for a few days. We thought it would be interesting seeing we were in the USA to have a look at how they do things there.



Brett invited to drive a rally car

On arrival to Los Angeles, we went straight to a Honda Car show as a lead up to COTA. It was like a show and shine with easily over 400 Honda's on display. At the conclusion of the show, we went back to Kiet's house where we were staying. By this time we were both exhausted and looking forward to a good sleep. Kiet is the owner of the car and Project Imports in Orange County.

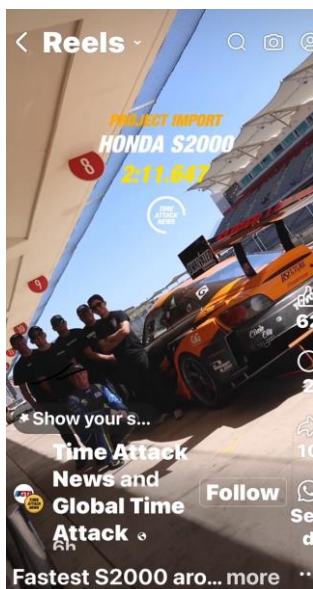


At COTA pit lane garage

Monday, we had an easy day and ended up at the workshop where the car Brett drives lives and is worked on after hours. There was still a lot of work to be done before the car would be ready to load into the transporter for Texas.

Tuesday, Brett and I headed off from Orange County to St Louis. We had two flights to get there, so another long day. We finally arrived and collected our hire car, which Brett drove to our hotel that happened to be the Casino in town. St Louis appeared to be a very quiet place, no one on the streets and a lot of the shops were closed. We didn't venture out from the Casino – ended up having dinner and another

early night as we had a few long days at the Road Building, Asphalt Seminar. This was beneficial in seeing how they do things in the States compared to here maintenance wise. We met lots of people and gathered information to look through when we arrived home to Aus. The show was fantastic and included 14 acres of machinery and associated equipment.



Friday, we ventured back to Orange County with two long flights, arrived to Kiet's house and chatted, had dinner and off to bed. From then until the car was ready to be loaded into the transporter there was lots to do. Brett and I helped with many jobs that needed to be done, I was the helper, coffee getter and anything else that I could do. One of my jobs were to fit new winglets to the front of the car. After a few days and very late nights the Project Imports Honda was ready for the journey to Texas. Brett and I flew to Texas, Kiet and the rest of the crew went in a hire Ute with all the garage equipment. We all ended up arriving at the same time. The day we arrived was bump in and set up day in these amazing garages with heated floors and your own big bathroom block (very flash).



On Sunday had a broken turbo pipe. Fixed it and did a last run. Finished 4th and next day car back in the transporter

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Once set up it was decided that Brett would do a couple of practice runs. The times he was doing were very impressive but after a couple of runs the day became far too hot to gain anything more. The crew went to work to service the car and check it over before the next day of timed runs. We all went back to the BnB to relax before the next few busy days of Super Lap Battle to begin.

It was actually very overwhelming to be standing in Pit Lane at COTA with Brett following his dream of driving the Project Imports Honda at Super Lap Battle. Brett went out for a run and was sitting 3rd until his next run and he went to top of the tree in his group. I do believe Brett ended up finishing 4th overall for the event. A very proud moment to share with a small team from Orange County.

Next adventure is on the 22nd June where Brett and Import Projects team will set off to Pikes Peak, Colorado Springs. I am fortunate enough to be joining the team and leave this Saturday 14th June for the mountain. I am sure each and every ASSA Vic member will be riding up the mountain with Brett and wish him well.

Graeme Gilliland



Look at the width of pit lane!



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