

January 2021



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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2021Committee

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

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2021 Calendar

*** While we have made every effort to ensure these dates are accurate, changes do occur, especially in the current Covid uncertainty so keep this in mind when planning your program for 2021*

PROPOSED VSCRC CALENDAR FOR 2021:

R1 Sandown Feb 19-21

R2 Winton March 27-28

R3 Phillip Island May 15-16 TBC

R4 Sandown July 23-25 ASSA Round (mark your diary to help)

50th Anniversary Celebration 6th August Cargo Hall South Wharf

R5 Phillip Island Sept 25-26 TBC



Membership

All ASSA Vic memberships become due on 1/1/21. A membership renewal form is included with this magazine. 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. It will also mean you do not have to remember if you did it, later in the year!

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, they being non-competition @ \$55 and completion @ \$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- Dec '20

Well, my first report as president – I am honoured to be given such a responsibility! Thank you to Chas for all his hard work during the past year and to the whole committee for their efforts during, dare I say it, a difficult year. I do not envy Chas and the challenges that he faced, during a year that nobody saw coming, what with minimal racing and no time to catch up with mates and get on the 'beers'. Thanks also to Graeme Hume, who has retired from committee after a couple of years. Chas and Graeme as mature aged gentlemen with years of engineering experience have built many cars and enjoyed the challenges of creation. Don't hesitate to ask these guys for ideas, they are always willing. Laurie Davidson and John Reidy also deserve special mention for their efforts in getting the membership cards and newsletters out. For 2021 we welcome Gale Smith, Jan Craig and Graeme Gilliland, all well versed in their respective roles on the committee.

The 2020 committee managed to meet (via video) on several occasions and discussed matters ranging from member involvement, championships, rule refinements, our round in July (it was close to happening!) and last but not least the 50-year celebration (postponed until 2021). Let's hope that 2021 brings some amount of normal. We are fortunate to have acquaintances and lifelong friends of like minds, who enjoy the thrill of the build, the competition and comradery be it helping or as a steering wheel attendant at our chosen level. The 2020 year of 'disruption' has had varying effects on us all, some more significant than others, let us make sure we support our friends where we can, it can be as simple as a yack on the phone!

The 2021 committee have already met and as I write will be meeting again soon. This year we will focus on finding out what each of our members is up to, whether it's what their proposed competition calendar is, or how their build is going. From a quick look there are plenty of builds in progress and if only half deliver our fields should be OK. It goes without saying that we want as many cars on the grid as possible. We remain a privileged category that is both involved in management of the Motorsport Australia State Series and one that is on the category list for each round.

While not wanting to harp too much on 2020, for some, the year closed with Island Magic at Phillip Island in November. I was fortunate to attend (for a couple of hours) and together with 5 others we experienced the new era of 'risk averse' management from medico's, race administrators circuit owners. Our small group of 'isolates' managed to watch the Sunday afternoon racing from outside the track clinging onto the wire fence like caged animals. Plenty has been written and discussed about this debacle; all we can hope is that lessons have been learnt.

I am sure most will be aware that the competition licence renewal process at Motorsport Australia was changing during 2020 with renewals being postponed and a new App being introduced to replace paper (bit of challenge for some us, I'll say). If in doubt get onto MA to make sure your licence is ready!

All the committee members commit a lot of time to their allocated roles and 2021 will be no exception. This coming year will include getting cars on the state grids, much work on the 50 year do (Aug '21), our state round in July, collaborating with the Nationals for a combined round or two and let's see if we can get a couple of road trips in during the year.

In closing please be assured that your 2021 committee will be hard at work, representing our members. If you don't think so tell us why!

All the best for 2021

Stephen Craig SS #51

***Apparel**

Do not get caught out when attending your first event for the year. All apparel has maximum time for use or compliance standards, be it suits, seat belts, helmets and in some instances part of head & neck restraints. Check out the rules and make sure you are ready to go.

SECRETARY'S REPORT

Wow what can I say – what a year 2020 has been. Hope everyone has managed to survive and getting through to the other side now. With Christmas almost upon us, I wish you all a Merry Christmas & Happy New Year. Looking forward to seeing all the new bits and bobs in Santa's sack for your race cars. During the break hopefully you can get working on your race car and prepare for 2021 season commencing in February with R1. Looking forward to great grids in 2021.

PROPOSED CALENDAR FOR 2021

R1	Sandown	Feb 19-21	
R2	Winton	March 27-28	
R3	Phillip Island	May 15-16	TBC
R4	Sandown	July 23-25	ASSA Round *** mark your diary to help ***
R5	Phillip Island	Sept 25-26	TBC

ANNUAL GENERAL MEETING

The Annual General meeting was held a couple of weeks ago at Bell's Hotel. Thanks to those who attended and voted in the new Office Bearers and Committee.

President:	Stephen Craig
Vice-President:	Norm Lee
Secretary:	Anne Gilliland
Treasurer:	Jan Craig
Committee:	Michael Robinson, Shane Woodman, Warren Cleland, Liam Hill, Gale Smith & Graeme Gilliland.

The current committee and members would like to thank Chas Talbot for leading the Club in difficult times during 2020. Graeme Hume, big thanks to you for your contribution to the Committee over the last couple of years.

If you have any ideas to help the Committee make 2021 a much better year, please contact any of the above members listed.

50 YEARS OF SPORTS SEDANS

This year in August ASSA Vic turned 50 years old. Chris Neal, Bob Gill, and Frank Brown were some of the faces behind the beginnings of ASSA Vic. We are all looking forward to hearing your stories of the early days of racing sports sedans. Chris Neal is doing a Facebook page and has been putting up some great information and photos from the old days.

We will be holding a Celebration Dinner on Saturday 6th August 2021 at Cargo Hall at South Wharf. This is still very much in the early days of planning, there again any information anyone has to contribute please contact Stephen Craig, Norm Lee, or Shane Woodman.

This is about it for now – Merry Christmas & Happy Safe New Year.

Anne Gilliland

Secretary.

YEAR	PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER
1971	CHRIS NEAL		JOHN COOKES	JOHN RITTER
1972	CHRIS NEAL		BOB GILL	JOHN COOKES
1973	CHRIS NEAL		KEN GARRIBOCH	
1974	JIM SMITH		JOHN SHEEHAN	FRANK BREWSTER
1975	BOB GILL		ALLAN BROOME	ALAN BRASZELL
1976				
1977	ROD STEVENS			
1978	ROD STEVENS			
1979	CHRIS NEAL	JIM RICHARDS	ANDREW MCINTYRE	JOCK BREMNER
1980	CHRIS NEAL	JIM RICHARDS	ANDREW MCINTYRE	KENT YOLLEN
1981	ANDREW MCINTYRE		ANDREW MCINTYRE	FRANK BREWSTER
1982	BOB GILL		ROWAN HARMAN	FRANK BREWSTER
1983	ROWAN HARMAN		JOHN WHITE	KEN JAMES
1984	BOB GILL		GALE SMITH	COLIN SMITH
1985	PAUL STUART		GALE SMITH	GALE SMITH
1986			GALE SMITH	GALE SMITH
1987	JOHN CHAMBERS		GALE SMITH	GALE SMITH
1988	GRAEME WHINCUP		GALE SMITH	GALE SMITH
1989	COLIN SMITH		GALE SMITH	GRANT MUNDAY
1990	COLIN SMITH		GALE SMITH	STEPHEN CRAIG
1991	BILL EMERY	BILL EMERY	STEPHEN CRAIG	GRAEME HUME
1992	BILL EMERY	COLIN SMITH	STEPHEN CRAIG	TONY REES
1993	BILL EMERY	COLIN SMITH	STEPHEN CRAIG	TONY REES
1994	STEPHEN CRAIG	COLIN SMITH	GALE SMITH	SALLY GILBERT
1995	PAUL DEB	COLIN SMITH	GALE SMITH	SALLY GILBERT
1996	COLIN SMITH	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
1997	CONRUDE	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
1998	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
1999	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2000	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2001	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2002	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2003	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2004	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2005	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2006	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2007	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2008	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2009	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2010	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2011	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2012	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2013	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2014	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2015	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2016	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2017	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2018	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2019	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG
2020	JOHN MURPHY	GRANT MUNDAY	GALE SMITH	STEPHEN CRAIG

A TRIBUTE TO ROD STEVENS

There were no half measures with Rod. Everything was full throttle.

From the ASSA (Vic) standpoint Rod Stevens was a Member from the early 70s and a President in the late 70s. He ran a blisteringly quick Mini Sports Sedan ... all of us in the Mini Brigade certainly knew our hands were full when Rod was entered. He personified a classic *Girv-ism* ... *"skin and hair would be flying!!!"*

For instance: he demolished the Under 1600 Sports Sedan Class Record at Lakeland Hill Climb by 2.3 seconds first time there in his own car, chopping eight-tenths off Peter Brock's Over 1600cc time as well. Naturally, the scrutineers stripped him down but found nothing untoward. Rod designed and engineered a range of racing products. Ably assisted by our very own **Dark Brown** for a time in the 70s, **ROD STEVENS RACING** produced roll-cages, fuel tanks, mufflers, scatter shields, plus Rod's race cars including a Mini, the Bathurst class- winning Escort, and the XB Falcon.

After crashing into the stanchion holding the Marlboro Country signage (see Mini pic) over the end of Sandown's back straight, which left him with a permanent limp, floor-pan plates in the pedal box area were added to the fabricating list.

That limp didn't impair Rodney ... as one-time NSW ASSA Secretary **Alan Broome** recalls, *"... he walked the length of the straight in front of the Pits at Le Mans and stopping at EVERY champagne tent"*. **Big Al** sums Rod up magnificently *"... he was an absolute never give in competitor, an exceptional engineer, and an outright gentleman"*. While **Dark** credits Rod *"... as a master mentor and excellent story-teller"*.

Besides continuing with his design and engineering activities, some outside of racing products, right to the end, Rod was engaged as a competition driver evaluator, advanced driving instructor and AGP celebrity race teacher during his career. Rod Stevens was a significant player in Australian Motor Sport and had a multitude of friends in our game.

He always tackled everything head-on as typified by his very own words on Face Book when advising of his plight ... *".... As a result of a cancer I enjoyed, 5 years ago, I find myself in a bloody lamentable situation. Quite fit in wind & limb but I've still earned a front row spot on the terminal ward of the palliative care section of the Austin Hospital ... "*

Rod continued ... *" To those who thought of me as friend - I thank you. Your support has buoyed me over many of life's obstacles. To the rest of you pricks - have a drink to me anyway! "*

On Wednesday December 16, former Sports Sedan Mini and Escort punter, and one-time ASSA Committee-man, **Alan Braszell** and I , visited our friend aged 81 at the Olivia Newton-John Cancer Centre in Heidelberg. We both got a good strong handshake on leaving. The following Sunday saw his final Chequered Flag. RIP Rod Stevens.

Chris Neal

Foundation ASSA President and proud Life Member 001



Class C - 0-1000cc							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
							0
							0

Class B - 1001-6000cc							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
W. Cleland							0
G. Gilliland	60					20	80
K. House							0
B Dickie							0
J Lawson							0
B Henley							0
D. Johnson							0
G Hume							0
C. Milvain							0

Class A - 6001-6500cc							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
R. Newman							0
V.Stenta							0
C Talbot							0
D. Camm	60					38	98
D. Timewell	53					0	53
A. Brown							0
F. Habib							0
I. Cowley							0
S. Page							0
A. Parker						53	53
A. Cook							0
A. Williams							0
A. Nash	56					54	110
M. Robinson							0
S. Tamasi						60	60

Production Class							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
D. Timewell	58						58
V. Stenta	59						59
J. Lawson							0
K. House							0
A. Parker	0						60
A. Cook							0
C. Milvain							0

Overight							
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
R. Newman							0
V.Stenta	53					0	53
C. Talbot							0
D. Camm	61					38	99
P. Pennisi							0
D. Timewell	53					0	53
K. House							0
A. Brown							0
W. Cleland							0
G. Gilliland	48					17	65
S. Page							0
S. Woodman							0
A. Parker						53	53
A. Cook							0
A. Williams							0
F. Habib							0
I. Cowley							0
B. Henley							0
J. Lawson							0
D. Johnson							0
M. Robinson						DNQ	0
S. Tamasi						61	61
C. Milvain							0
A. Nash	56					54	110

Island Magic

What better way to return to Victorian Sports Sedan racing.

After traveling the world racing in late 2019 early 2020 we decided it was time to get the Prelude back out and have a crack at island magic,

From the get-go it was always going to be a huge effort not only for our team but all the teams due to the limited crew allowed because of covid restrictions. With our car being parked up since January like most we always knew it was going to be a challenge, turning up to the track on Friday morning all was going as smooth as a covid-19 race meeting could until we got on track After all the hours of preparation on the car, on lap one we had an issue. Our Emtron Ecu quickly switched to engine protection mode and I was able to idle back to the pits where the head scratching began, and if my Dad (Darryl) wasn't short on hair before he would be after this weekend.

The issue was low fuel pressure on boost, which resulted in the Ecu going into safe mode to protect itself which I'm very thankful for NOW! (Not at the time) Our tuner Dave was still in Sydney and jumped in his car and started driving down. After going over everything at the track all signs pointed to a fuel pressure regulator, which is not uncommon for a E85 run car if its left sitting, even though we flush it out after every event. We did our best to locate one at the track but wasn't able to find the correct one we use.

So, we packed the car up and headed from Phillip Island to Bayswater to EFI Hardware for a new fuel regulator, then from Bayswater to the Elusive Racing workshop in clayton. We changed the fuel reg and put the car on the dyno while we waited for Dave to get to the workshop. It was now 9pm and Dave had arrived, so we started to run the car up but NOO the issue was still there,

So, we changed the fuel lines Nope didn't fix it

So, we changed the wiring Nope didn't fix it

So, we checked the pump for fuel flow Nope seems fine

So, we changed a fuel pump.... looks to be getting better

It's was 1.30am Saturday morning when we decided that we need 2 new fuel pumps and would need to call it a night and wait till 9.00am for speed parts to open to buy some new fuel pumps. Lucky for us at 6.30am Saturday morning my brother (Scott) calls and has his mate open up early. This was amazing news for us, only having had 4 hours sleep we jumped into the car and headed to get the pumps. Not being the same pumps as we normally run we then needed to mount them and change the fuel lines to suit. It's now 10.30 and Qualifying is at 12.30

We warm the car up to try the new pumps..... Nope no good. Very close to throwing the towel in on the event Dave asked, " Hey does this car still have that fuel filter?" #*#@#..... we had forgotten we have a fuel filter down behind the engine.... we open it up and yeppppppp ...blocked! Dad then went on to throw it out onto Westall Rd in Clayton as I put it all back together. Started a power run on the dyno and there it was all the power we could have asked for. Now the mad rush. It's now 11.30am, there is no chance of making qally, so we put all the panels on the car loaded into the trailer and headed for the island for our race at 4 o'clock. While on the way ringing ahead to get approval to start from last on the grid. We made it to the track by 1.45, in time to fuel the car and put the last of the panels on and relax before the start of race1. A start in P15 and it was going to be a hard battle to get back towards the front with the racing being 8 laps.

On the warmup lap we had an issue with the car still being in the dyno configuration, so we had to pit to change the ecu setting. I was now a lap down, as I left the pits Steve Tamasi was already at Lukey Heights and even the medical car was parked at turn 5. I put my head down and got us back to 9th even had some fun passing Ran into turn 1 at 280kph on the grass.... Sorry Ran.... Saturday was done and now time for some sleep.

We got back to the track early Sunday to prep the car for Race 2 & 3, to find there was no power at the track which resulted in our Race 2 being shortened to 3 laps from 5. It was going to be a tall order to get up to Dean Camm in 3 laps, but my time attack background kicked in. On the start the car hooked up like a rocket and I was off, into 4th by turn 2 and 3rd by turn 4 and chasing down Camm, until long-time friend Grahame Gilliland had decided to re arrange the fence at turn 5 resulting in a safety car and the race finishing under it.

Race 3, 50k Plate,

it was on. Dean Camm had some issues in the pre grid and limped onto the track, so we lined up behind Tamasi. We got a good jump and drag raced the Supercar of Nash into turn1 getting the upper hand, Steven took off in the distance, so, I decided to set a pace I could handle for the 10 laps whilst slowly pulling a gap on Nash, until 4 laps in the front floor decided to part company with the car, luckily it was jammed under the car with the noise and all the flag points keeping an eye on it we managed to come home 2nd from a late charging Alan Nash. A huge achievement for us after all the time we put in over the weekend and the time we have had away from sports sedan racing,

I must say a big THANK YOU to all my sponsors for allowing me to run again.

Also, Anne Gilliland for convincing me to dust off the Prelude and get it back out.

Hope I get the chance to run a few rounds again in 2021 if my schedule allows.

Regards,
Brett Dickie.



TECH TALK WITH CHAS

For this month I thought I would discuss aluminium and some of the uses in motor sport. We use Aluminium sheet for items such as aerofoil wings, internal panels, folded into box sections for chassis structure or fuel tanks. Aluminium can be made to be extremely strong, as in the Tesla electric car, the Tesla is made from sheet alloy, press formed glued and riveted. I do not know how the impact strength compares with sheet steel unitary construction. But the Tesla would have to pass the same impact tests as any other vehicle. To be strength comparable the choice of alloy composition and heat treatment would be extremely important.

Since pure aluminium is very soft and flexible it is necessary to mix it with other minerals. A sequence of heating and cooling of these compositions can drastically alter the strength or flexibility of the base material. The following is a list of minerals that are mixed with pure aluminium. The amount of additive is usually less than 0.1% with pure Aluminium being 99%. These materials are available in Sheet, Plate, or Extrusion.

Silicon. Iron. Copper. Manganese. Magnesium. Chromium. Zinc. Titanium.

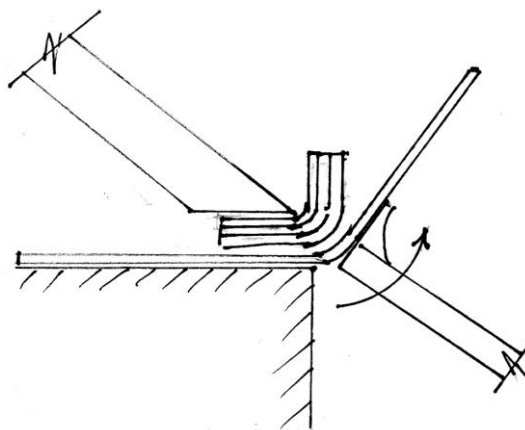
Some of the softer grades of sheet Alloy have a very thin layer of pure Aluminium coated on the surface; this allows the sheet to have an attractive even finish that can be polished. Alloy products are identified by a number e.g. 5051. Charts are available from the alloy manufacturer that will help the user choose a product that best suits the need. This is important as the range is considerable. A 1050 alloy would be suitable for decorative items, polishing, and saucepans. Through to 5052 suitable for marine use, folding and welding. To 7005 suitable for high strength welded structures. The general rule being, as the numbers progress up the scale the materials become harder, more difficult to fold or to weld. The material we would be most likely to use for an aerofoil or a chassis tub, would be 5005, or 5052 these can be folded, with 5052 being the harder and most corrosion resistant. 5154 could be used for making an oil or fuel tank. 6061 for structural use, difficult to fold or bend, is high wear and corrosion resistant. 2024 is used in aircraft is hard can be folded to a 3-time radius, good as thin sheet on flying surface. The drawing shows how a folding machine can be altered to fold a 3 times radius. 3 times means 3 time the thickness of the material. By moving the clamp back from the edge, create the radius by placing 3 folded sheets. Lower the moveable folding arm so that it moves in a radius rather than a sharp fold. If the fold is too sharp cracking may occur.

Heat treatment is used to change the strength of the alloy, this can be identified as a "T" number. For e.g., 2024 T3. A casting for a cylinder head or a suspension upright would use a T6 heat process. Heat treatment usually involves a succession of heating and cooling cycles at different temperature rates. A cylinder head that has been overheated or welded can return to its pre heat treated state and will always remain soft. If the casting is put through another heat treatment cycle to recover the strength, the casting will shrink in size a considerable amount.

Some Alloys don't weld very well, some don't weld at all. The choice of weld rod is of importance. Weld rods vary from pure Aluminium to various contents of an additive; this is shown on the packet e.g., 10% silicon. While MiG and Oxy Acetylene can be used, a TIG welder will give the best results.

More next time.

Chas #12



Nationals Sports Sedan Update for 2021

We have been working for several weeks now trying to nail down a workable calendar considering our sponsors expectations and the workability of the dates between about five different calendar options.

We have also planned for some months to have a mix of Supercars, Shannons and combined state events so as to give the required minimum series in 3 states and over five rounds. Unfortunately, due to Covid, and Supercars needing to continue the 2-day event structure with less categories and less track time it's pretty unlikely that we can get on to any of the Supercars rounds next year. We are first reserve at one event and then when you add the current situation in Sydney, the whole task is difficult!

Moving forward we feel we should have a championship with a combination of Shannons Nationals and Muscle Car Masters plus a state combined round and we understand the need to be careful due to interstate travel restrictions.

At this stage we propose the following dates, these dates are not set in stone so please don't book accommodation or flights yet.

- | | | |
|----|----------------|------------------------------------|
| 1/ | April 30-2 May | SMP (NSW) Shannons |
| 2/ | June 25/26 | Morgan Park (QLD) Shannons |
| 3/ | September 4/5 | MCM SMP (NSW) combined State Round |
| 4/ | October 16/17 | Tailem Bend (SA) Shannons |
| 5/ | November 27/28 | Phillip Island (VIC) 50k plate |
- (with May 29/30 Winton Supercars still a possibility)

It has been a very difficult year for everyone, most of us in the National motorsport scene have not even raced this year and so we look forward to a better, brighter 2021.

We wish everyone a Happy New Year and will touch base again in early Jan once we hear more good news.

Robbo

*Tamasi leaves the rest of the field in his black stripe wake on the way to a win in the
2020 50K Plate...*



A LITTLE ABOUT OUR SPONSOR:



QP LUBES TO BE THE NEW MAJOR SPONSOR OF THE 2019 & 20 VICTORIAN SPORTS SEDAN CHAMPIONSHIP SEASON

We are proud to announce that QP Lubes will be the major sponsor of the Victorian Sports Sedan Championship for 2019. Sports Sedans are uniquely Australian, and we are thrilled to be supporting such an exciting local motor racing competition that is one of the most affordable entry levels into Australian motor sport. As providers of quality engine oils to promote the performance of vehicles across Australia, it only makes sense for us to be a part of the action. The 2019 QPL Victorian Sports Sedan Championship will provide six rounds of 600 horsepower V8's mixed in with ear piercing turbos and two litre engines at some of Victoria's most famous race tracks which is what racing is all about. The championship will also be appearing at the famous Sandown Historics event which you cannot miss!

We encourage all rev heads and racing enthusiasts to come check out the events and help us to support Australian sports sedan racing!

QUALITY PERFORMANCE LUBES

Proudly delivering across Australia, we offer a wide range of lubricants and oil specialties. Catering to a variety of industries, from passenger vehicles, heavy-duty trucks, agriculture and farming machinery, coolants and brake fluids you'll be sure to find a lube to suit your needs. Blending Lubricants in Australia since 1999, Quality Performance Lubes has been supplying superior lubricants for a broad range of industry sectors for 2 decades. Every day you can trust us to provide the finest lubricants and oils on the market backed by our product guarantee, you can rest assure that our products will keep you performing. Servicing such a huge range of vehicles and industries keeps us busy, but we always ensure we deliver only the best quality products. That's why we've called ourselves Quality Performance Lubes – it's what we do. We believe that the most important part of our business is without doubt, you: our customer!

Love to talk more detail? We are only a phone call away. Contact us today to speak with our friendly team.

Established in 1999, we've developed our reputation as a leading Australian manufacturer and supplier of high-quality lubricants and oil specialties. At QP Lubes, we have an extensive range of products for both automotive and industrial applications, manufactured in Australia for Australians.

Engaged in every aspect of the process, from manufacturing to the development and marketing of lubricants and oil specialties, QP Lubes is able to ensure the highest standards of excellence that has come to be expected by our customers **WE STICK TO WHAT'S IMPORTANT**

At QPLubes we focus on challenging work to deliver products that we are very proud of. Much like you we want results that match our efforts in getting the job done right. So, to keep you moving, "We stick to what's important"

- Quality products Fantastic prices Where quality & performance meet Helpful service
- No fuss Technical expertise Product guarantees Australian made and owned

QUALITY PRODUCTS GUARANTEED!

Quality Performance Lubes is a

totally Australian manufacturer of lubricants which are blended using the best available quality materials and entirely processed in Australia.

QP Lubes produce only the finest products to comply with global standards meeting the requirements of international organisations such as American Petroleum Institute (API), Japanese Automotive Standards Organization (JASO), European Automobile Manufacturers Association (ACEA) and many more...

The expertise of these organisations has proved to be invaluable in conjunction with leading material suppliers such as Lubrizol Corporation, Infineum International, Chevron Corporation, ExxonMobil Corporation and many others in our product development.

With all this background assistance QP Lubes is able to warrant the quality of its lubricants and performance when used to the correct OEM specification, we further support these guarantees with third party laboratory testing, Product Liability Insurance and accredited quality management system ISO 9001.

SUPERIOR MANUFACTURING PROCESS

Our products are manufactured using heated blending vessels fitted with top down mixing equipment to guarantee the complete homogenisation of all the components so essential to the preparation of all oils. A process that we believe is essential to delivering quality lubricants.

Some cars being built.....

