



April 2019

Business Directory

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

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2019 Calendar

(While we have made every effort to ensure these dates are accurate, changes do occur, so keep this in mind when planning your program for 2019)

May 4 th 5 th	<u>Round 2</u> PHILLIP ISLAND
June 15 th -16 th	<u>Round 3</u> WINTON
July 19 th -21 st	<u>ASSA Vic promoter round</u> SANDOWN
Sept 28 th -29 th	<u>Round 4</u> PHILLIP ISLAND
Oct 26 th -27 th	<u>Round 5</u> SANDOWN Historics
Nov 23 rd -24 th	<u>Round 6</u> PHILLIP ISLAND 50K Plate



President's Report

Congratulations to Rick Newman for being our 2018 Club Champion and also to all our 2018 Class and Round winners.

Thank you to Anne and the committee for organising the presentation dinner which I think everyone enjoyed in a relaxed atmosphere with a combination of old and new members. It was also great that Sue and her family were able to attend and receive the 2018 Andrea Johnson Award posthumously for Barney. Thank you to Darren Smith for being the MC for the night and as always very entertaining.

As most of you would be aware by now, we have Quality Performance Lubricants (QP Lubes) on board for 2019. They are very enthusiastic about sponsoring us so I would hope that we can all support them in whatever way we can with their products.

The committee has made the decision that with some of the sponsorship money we will be paying prize money for each round to 10th place for financial members.

We have a great series for 2019 with six rounds including the prestigious Sandown Historic in late October. The point score for club awards this year will be over five rounds with the lowest round point's for each driver dropped.

There are changes to the CAMS Race Meeting Standing Regulations for this year that affect all competitors both State and National. They are on our website and have been sent thru info @ Sports Sedans please take the time to read and digest them. If you haven't received them please contact me and I will get a copy to you.

There seems to be a lot of rumours going around about tyre deals that the Association have made with some suppliers. Let me make it quite clear we have no agreement with any supplier to make any monetary gain from the selling of tyres to our competitors to the Association; it is up to the individual to negotiate the price of their tyres and to display their sticker in return.

Round 1 of the State Race Series has been run and won under trying conditions for both drivers and vehicles with the extreme heat we had over the three days, because of this race starts were changed to Rolling Starts, which challenged some competitors in the first race but by Sunday afternoon it worked well. The gridding in pit lane made a lot of difference and everyone said what a great spectacle it made.

We must also thank Steve Duggan from SD PICS for supplying us with photos of the 2018 winners for our website and magazine. Steve is at all rounds of the State Race Series with photos available on the weekend.

I look forward to seeing you all at the General Meeting and Race Tracks

Gale

0417 373 165



Secretary's Report

After just spending the weekend on Hamilton Island, the first email I look at is from our Newsletter Editor wanting reports. Oh, my goodness where do we start. First of all, it is great to have QP Lubes on board this year as our major sponsor. Many thanks to Vanessa and Peter, who have been along to a few race meetings now. If possible, it would be great to see competitors supporting them by using their oil in your race cars. Peter would be more than happy to compare their product to what you are using now. We are looking forward to doing QP Lubes proud this year so please make sure you have your windscreen banner on and paid your membership for points and prizemoney. Prize money is only available due to the help of Vanessa and Peter of QP Lubes in Bacchus Marsh. It would be great for any photos showing your car on Face Book to be shared please.

Round One was a fantastic show of cars, unfortunately not all Sports Sedans though. Come on guys you do need to get cracking and get your cars ready for Round two at Phillip Island in a few weeks time. It would be fantastic to see an entry list of 36 sports sedans for the Island. Entries should be coming out shortly, so don't leave it to the last minute to enter.

Last general meeting it was great of Darren Hossack to give up his time to come along and speak on driver training for Sandown. Darren has driven many laps around Sandown so the information he gave to those who attended should have been very beneficial for Round 1. Hope everyone that attended enjoyed Darren's information. A huge thanks Darren and good luck for future.

Committee and members of ASSA Vic were saddened to hear the sad news of Mark Durbin's daughter Jade. Thanks to everyone for wearing a Jade purple sticker on your car in her honour. Mark sure did appreciate the support. Unfortunately, his weekend of racing ended with a blown engine but he is determined to come back for the next round at the Island. Good luck Mark and sure hope you can make it to Phillip Island.

Something we need to be starting to think about is the Historic round we will be doing in October 26 & 27. This will be a combined round with the Nationals which will be a great mix of cars. At this stage it will be expected of all who enter to have a Marquee to enable us to put on a good display. We will have more information on this as it becomes available.

If anyone has any ideas for a guest speaker or a road trip please feel free to contact either Gale or myself to follow up.

Anne Gilliland



NEAL'S NOSTALGIA

SPORTS SEDAN ORIGINS & ORIGINALS

Back in the late 1960s the whole world was very different. It was back in the era before Brock became Brock the household name.

Colour TV was still years away; the nearest thing to a mobile phone was a handset with an extended cable; **Ken Garrioch** was setting his unbroken record for the most number of continuous laps around the light pole in the middle of East Ivanhoe Junction; **Garry Roberts'** Dad Allan and I were driving tow-trucks part-time for Lyon Bros Motors in Eltham; and motor sport was just that ... a sport!!!

Racing and competition was always to the fore but the social side between participants in all categories was always pretty well up there. There was always a beer or 23 (no RBT back then) with the hordes at the Keilor Pub after Saturday Calder Practice (was with the late **Frank Brewster** the evening his HB Torana came off the trailer in Bell Street ... a secured rope or two may have helped avoid!) The Templestowe Hotel was always chockers up to the 6 O'clock Closing Time after practice at the Hill Climb up the road. The pits at all circuits saw convivial gatherings after competition and in **Screamer's** case, during (*allegedly*)☺

And there were the "Something After Sandown" \$2:50 per head "come as you are" Smorgasbord fund-raisers at the Sandown Park Hotel organised by Women For Wheels for their Fire-fighting effort. We rank and file could mix with the International (eg Hill, Stewart, Rindt, Pilette) and National stars particularly after a Tasman Series Meeting.

Noticeably the numbers of light-weighted tin-tops running as "Sports Racing/Closed" were on the increase. Sometimes we were referred to as "hybrids" but it had nothing to do with electric power generation. More the biological definition of an offspring resulting from cross-breeding ☺

Naturally those of us with a common interest got to associate ... we, the "black sheep" in the eyes of CAMS, eventually formed the ASSA (Vic) on August 6th, 1970.

There were 25 "interested parties" including myself who attended that inaugural meeting. Sadly, too many have passed, including some pretty close mates. I'm going to list each of those names in the hope that some of you may be aware of the whereabouts and well-being of those who have slipped my net. This is in anticipation of something being put together by the Committee to celebrate our 50th Anniversary next year.

Sure there have been many others who have cruised through our Sports Sedan ranks over the years. In later issues I'll attempt to raise as many names as possible from the early years of our chosen category.

We have:

Darrylyn Huitt: (in Sydney for years...haven't spoken with Dazza since she co-ordinated the "Back To Oran Park" gala a few years ago ... think I have her mobile #

Frank Brown: we all know Dark... a Sports Sedan stalwart since before Day One of the ASSA.

Barry Wraith: Moved to Brisbane early 70s...Dark recently tracked him down successfully.

Graeme Whitty: run a Morris Minor under Hume Auto Services back then.

Peter Knight: ? with apologies

Ron Brownrigg: of extractor fame in Blackburn.

Russell Morgan: ran also in rallycross under the Brownrigg banner (?)

Max Deayton: Had Max Deayton Motors on Mont Albert Road; ran an Anglia.

Joss De Bruijne: connected to Max Deayton I think.

Peter Roberts: a non-competing mate retired happily in Moonee Ponds...now spends most of his time on the golf course.

Allan Gough: up front competitor for years in Holdens of different models.

Don and Barry Coutts: Geneer Enterprises Sports Cars in Burwood(?) and VW Sports Sedan punters.

Bill Thompson: still in contact with "BillyT" aka "Untruthful Thompson", "Billy No-neck" and known to many.

Peter Collins: assisted on Bill Thompson's car

Richard Harvey: drove a navy blue Morris Minor.

John Baird: Father of **Eno** ... represented the Tinni Racing Organisation ☺

Ian "Skinny" Harris: quick Mini punter, brother-in-law of Leonard Teale ... disappeared to Perth mega years ago (used to catch up with Brock at Wanneroo according to FVee man **Dave Turnbull**).

Finally the Honour Roll of those who have left us, most of whom require no introduction:

Paul Harrington; Pat Crea; Peter Brock; Frank Brewster; John Cookes and John Ritter, the last two being non-driver enthusiasts who were elected Secretary and Treasurer respectively at our Foundation Meeting.

If I have failed to acknowledge some of the above Original Members correctly, I apologise sincerely to them and their families.

If anyone can contribute updates please email me on chrisneal@optusnet.com.au

Cheers and Beers,

Chris Neal – Proud ASSA(Vic) Life Member # 001

0412 226 249

Building a Sports Sedan

Starting with the chassis, my choice was boxed aluminium. So I read up on the basics of aircraft construction where I followed their methods on how to glue and rivet and bend the grades they use. The grade I chose was 2024 T3 but I didn't have the equipment to cut or bend it much less do it well (it can only be bent once) so I had to make sketches of all the shapes and get them cut and bent. This worked very well because the accuracy to which they worked made the assembly and fit up very easy. The chassis itself is four 1200mm approx. 300x300 longitudinal sections side by side. I sit in the right hand centre one and the left hand one holds fuel and the water to air heat exchanger. The two outer boxes are crush zones and add stiffness. The front and rear suspensions are mounted on steel sub frames which are bolted to the boxed aluminium. The roll cage is fabricated from chrome moly and saved an estimated 40kg. This needs to be professionally engineered; not one of my skills!

Next was suspension. This is a really black art and is full of compromise. Here again there are some really great basic programs where you can put in what you would like the wheel to do and it will tell you what the geometry needs to be. The starting point for me was the contact patch, there are four and they need to work together. A bad trait that is difficult to get out of a car is understeer so this makes the front suspension important and so the patch. With many layouts when the steering wheel is turned the patch changes shape and so the car loses grip. In my opinion the major contributor here is the kpi or steering axis angle so I decided to run zero kpi. Next was toe in and tow out and why it is needed, this appears to be due largely to the small elastic changes in the suspension when it is under load, so to reduce this effect I reduced the scrub radius to less than 25 mm and set the wheels without any toe, this then allows both wheels to work as a pair without one pushing the other. Unfortunately with my lack of knowledge I didn't give the geometry any trail so the steering is a little heavy around the pits but once you get out there it's fine. For me the next important bit is the Ackerman angle (in the past car manufacturers would reduce this angle to make cars understeer eg HQ). You can read all about how the yaw angle of the tyre changes with load but that's all a bit complex. It's interesting to do a tour of the pits and look at FF, all the cars I looked at run positive Ackerman. I read an article written in the early 80's about Ferrari testing their suspension pivots. They replaced all the spherical bushes with anti-friction spherical bearings and picked up 1.5 seconds a lap. I decided where possible to mount all these bushes so that they carried radial loads only, greatly reducing friction and wear. As well as this I was able to reduce the size of the bush and obviously the cost. In deciding what size bushes to use I applied a factor of four to the suspension forces. These forces are not difficult to work out, you don't need to be exact but it is better to have some idea. You will have good idea of the static vertical load on each wheel and you can assume a lateral cornering force of say 3g then knowing the pivot centres relative to tyre contact a simple moment diagram will give you the loads. Another surprising and important issue in the front suspension layout is the position of the steering rack. The geometry you use will more than likely dictate whether it will be a rear mount or a front mount. It's position affects both the Ackerman and bump steer. Bump steer is important because it has a big influence on braking. You've done well if you can get to zero over full droop and bump.

In laying out your suspension system it is wise to give yourself more bump and rebound than you think you need as one way to spear off the blacktop prematurely is to run out of droop.

With the front suspension there are two main forces to consider, cornering and braking. At the rear there is a third force, acceleration. All these forces cause elastic movement in the suspension, wheels and bearings, and chassis resulting in misalignment of the wheels. At the front of the car this misalignment can be corrected with the steering wheel, at the rear not so. At the front with a scrub radius of less than 25mm the forces on the steering system are low, at the rear the outer suspension pivots need to be as near to the centre of the wheel as possible which all but eliminates any steering effect making the car easier to read.

To achieve the above geometry all the suspension components had to be fabricated as I was unable to find any standard items that I could adapt, so I used mild steel tube and rectangular hollow section which is cheap and easy to work with. To make life a little easier I chose Porsche 944 front and rear hubs and bearings (the front bearings are HQ) this gave a good range of options for wheels. Here I purchased second hand items and assumed they could be used as is, not so, as I found that the brake discs would not run true. The drive shafts and CV's are std 944 turbo.

Graeme Hume #3



Chas Chat.

I thought it may be of interest to the members to discuss the team's difficulties and procedures leading up to and including Round 1 of the 2019 State Race Series at Sandown. The 50 K plate round at Phillip Island had the team worried by the oil pressure warning light coming on in right hand corners. This was unusual, although we had been having problems with the efficiency of the oil tank. The team elected not to run in the two races that Sunday.

With the Camaro home, I ordered a new oil tank, (we did not receive this until late January) I removed the sump to inspect the bearings etc. despite the drop in oil pressure, down as low as 5lbs there was no damage to the bearings. The oil pressure is recorded in the ECU, this confirms the oil warning light, which is adjusted to come on at 45lbs. I decided to leave the Camaro and rebuild with rings and bearings in late January. This was to be a mistake, as when dismantling the engine I find 5 cracked pistons and a piece missing off the 6th piston. It was now too late to have a new set of pistons made. I had several sets of other pistons. The NASCAR teams all have different ideas on the design of engine components; I have 8 different sets of pistons all different in some way. I selected a set that would suit the bore size and gudgeon pin height to the piston crown. The gudgeon pins I had were too short, I obtained pins that were the correct length but were 2th too big in diameter. With time now becoming of the essence I was left with the spare engine. This was the first SB2 chev I bought, it was an early design. It had a broken rocker and bent pushrod. I found spares in my " Glory Box". That engine went into the Camaro with a little difficulty caused by a water fitting on the side of the engine block, but ran quite well. It would be well down on power compared to the good engine ... and to Dean Camms new rebuilt engine.

TO SANDOWN AND THE FIRST ROUND FOR 2019:

We will all forever remember the heat of that race weekend. The engine ran well all weekend; with the on track engine temperature at 100deg C rising to 120deg C with the heat sink build up from turn one around to the paddock area. This caused a major problem after Saturday qualifying. As I pulled up under our tent and turned the engine off, it burst into a petrol fire. This created considerable excitement, with me in the car, the fire beside me, Laurie trying to drag me out of the car. Danny rushed to get the extinguisher (the reason for this article may now be more obvious) I don't think a hand held on board extinguisher would have been of much help, as the fire needed to be approached from outside the car through the air intake. I do think my choice of head restraint was of benefit in getting out of the car. I have had both the HANS and the SIMPSON in this situation the HANS becomes free and is inclined to catch on things if you are in a hurry. The SIMPSON stays attached to your shoulders when the seat belt is released; it also offers side head restraint which the HANS does not. We now have a mess of retardant powder and melted insulation on injector and spark leads, and this kept us busy for the next 2 hours. We initially thought an AN fitting on the fuel rail was not tight enough, but as this had not leaked earlier, I was not convinced. When we turned on the fuel pumps the leak became obvious. The fuel pressure regulator is attached to the rear of the right hand cylinder head, it has a -3 braided s/s line that lays across the engine to the fuel pressure gauge (a gauge is a good diagnostic tool) this hose had been in this position all last year, and in the Corvette before the Camaro. The heat sink in this area on this day was enough to soften the plastic inner tube, and with 50lbs fuel pressure in the line after shut down, burst the hose. This will require a rethink, perhaps a steel tube replacement. Vaporization of fuel will not be a problem as this is on the return area to the tank. While we are not required to have an on board extinguisher, I would recommend having one. We are required to have a large one in our pit area, and also at flag points. Recent history tells us the flaggy is not required to use the extinguisher. If the fire had occurred on the roll around after turn 1 the damage to the car would have been much worse, and possibly to me.

TO THE RACING:

The car was unstable over bumps, and in the braking area. This required immediate attention. Unsure if the cause was bump or rebound. We approached the problem this way. We stiffened the bump on the front by 2 clicks. This caused the impact of the bump to be felt more severe. This indicated to me to soften the bump and stiffen the rebound. By softening bump this reduces the bump impact and allows the upward travel to increase and compress the spring. The energy stored in the spring is then released forcing the car to lurch upwards (this can feel like the car is floating) after the bump impact is reduced or removed, go stiffer on rebound until the floating feeling is gone. Repeat for front and rear, but start at the front first. If the car can handle over the bumps at Sandown it will handle anywhere.

More next time

Chas #12

Race Report - thanks to Callum Branagan

Round 1 of the QP Lubes Victorian Sports Sedan Championship saw strong grids with the addition of the Vic V8's and a group of Nissan Pulsars, expanding the grid to 36 registered entrants at a hot and sunny Sandown Motor Raceway – Brett Dickie making his return to state racing won the weekend in his Honda Prelude, before jetting off to NZ.

Dean Camm dominated qualifying Saturday morning in his monstrous Chevrolet Corvette, setting a 1m 13.12s on his ninth lap of the session, surging him 3.6s clear of the best of the rest, Andrew Brown in P2. Brett Dickie and Brian Finn lined up on Row 2. Steven Howard meanwhile was the fastest of the 2L class. Cowley was a notable absentee from the session after a gearbox let him down – forcing him to rear-of-grid for Race 1.

Camm made easy work of the curtain raising Race 1, steadily pulling away from Dickie to open a 10-second gap and pocket the win. Dickie dropped to third behind Brown at the start – but picked Brown off when the latter retired from the race.

From the back, Cowley made impressive progress to be inside the top-nine at the end of Lap 3, charging on to secure third by the penultimate lap. Brian Finn was the first Vic V8 home classified fifth behind Sports Sedans veteran Chas Talbot.

Camm appeared to have Race 2 locked away as he made another strong get away to lead Cowley. It became unhinged on Lap 5 for Camm when a lower arm broke on his Corvette's differential – forcing the stalwart to slow dramatically. Camm dropped to 13th as he nursed the car home – Cowley and Dickie pouncing on the opportunity to take first and second positions respectively, ahead of Francois Habib in third. Finn did a superb job to bother Talbot and trail him by just 0.5s at the end of the race.

Having sourced welding facilities to repair his diff in time for Race 3, Camm immediately set off to reclaim his strangle on weekend honours. Cowley made a solid start to lead Dickie early on, but Camm had climbed onto the rear of the Prelude by Lap 3, passing a lap later. Camm then hounded Cowley for the lead, easily passing on Lap 5 with unrivalled outright pace.

Camm eased home to win the final race of the weekend, but a more consistent weekend earned Dickie the outright certificate. Cowley was second after a 15 second time penalty, with Camm edging out Talbot for third.

Finn made it home in fifth overall in a strong opening weekend's racing for the Vic V8s – ahead of Ken House and Graeme Gilliland. Gilliland noted that his pedal box reached in excess of 60 degrees during the races – highlighting the superb effort by the entire field to persevere in extreme heat.

Robert Pepper was classified the first home of the Pulsar brigade, from Josh Gay and Benjamin Hamilton. Round 2 of the QP Lubes Victorian Sports Sedan Championship takes place at the picturesque Phillip Island Grand Prix Circuit, May 4 – 5.



Rolling start confused a few stragglers

SDPICS



Stenta's weekend was fraught with mechanical troubles

SDPICS



Close racing with these two



SDPICS

Chas was all fired up

**Australian Sports Sedan Association (Vic)
2019 Club Championship - at 3/3/19**

Class C - 0-2000cc						
Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
V McNair	0	0	0	0	0	
S Howard	0	0	0	0	0	
Class B - 2001-4000cc						
W. Cleland	0	0	0	0		
G. Gilliland	55	0	0	0		
K. House	56	0	0	0		
B Dickie	60	0	0	0		
Class A - 4001-6000cc						
R. Newman	0	0	0	0	0	
V. Stenta	45	0	0	0	0	
C Talbot	53	0	0	0	0	
D. Camm	57	0	0	0	0	
P. Pennisi	0	0	0	0	0	
D. Timewell	40	0	0	0	0	
M. Durbin	0	0	0	0	0	
A. Brown	0	0	0	0	0	
F. Habib	52	0	0	0	0	
I. Cowley	58	0	0	0	0	
S. Page	0	0	0	0	0	
A. Parker	0	0	0	0	0	
A. Cook	0	0	0	0	0	
A. Williams	0	0	0	0	0	
Production Class						
J. Tonks	0	0	0	0	0	
D. Timewell	20	0	0	0	0	
V. Stenta	19	0	0	0	0	
M. Durbin	0	0	0	0	0	
Outright						
R Newman	0	0	0	0	0	
V. Stenta	12	0	0	0	0	
C Talbot	52	0	0	0	0	
D. Camm	55	0	0	0	0	
P. Pennisi	0	0	0	0	0	
D. Timewell	44	0	0	0	0	
M. Durbin	0	0	0	0	0	
K. House	44	0	0	0	0	
A. Brown	0	0	0	0	0	
W. Cleland	0	0	0	0	0	
G. Gilliland	43	0	0	0	0	
S. Howard	0	0	0	0	0	
V. McNair	0	0	0	0	0	
S. Page	0	0	0	0	0	
A. Parker	0	0	0	0	0	
A. Cook	0	0	0	0	0	
A. Williams	0	0	0	0	0	
F. Habib	49	0	0	0	0	
I. Cowley	56	0	0	0	0	
B Dickie	57	0	0	0	0	

New sponsor for the National Sports Sedan Series

The National Sports Sedan group are excited to announce DEA Performance as naming rights sponsor for the 2019 National Sports Sedan Series. The DEA Performance National Sports Sedan series as it's known, will be the biggest and best yet. DEA

Performance is an Australian owned exhaust manufacturing company based near Dandenong in Melbourne with over 100 years of combined experience in the automotive industry and an online presence they are keen to grow. The perfect fit for the fastest door to door, bodied race cars in Australia. NSSS have a great deal planned, to get you the fan closer to the action. DEA Performance and National sports sedans are going to light up race tracks across the country... get excited..get very, very excited.

The DEA PERFORMANCE NATIONAL SPORTS SEDAN SERIES is arguably the most dynamic and exciting motor racing category in the country. The noise and the serious horsepower from the mid mounted engines of these 'winged and wild' racers is awe inspiring. Built and raced by a dedicated group of devotees chasing the ultimate in power to weight performance, they share a unique place in Australian motor racing heritage.

The series kicks off with a combine round with NSW ASSA club at Sydney Motorsport Park April 6th and 7th with 30 entries received so far. Seeing 2018 series champion Steve Tamasi begin his title defence against 10 time champion Tony Ricciardello with what is shaping up to be a capacity grid Round 1 is promising a battle royal unlike seen before. Current state Champions (NSW) Steven Lacey and (Vic) Rick Newman are both setting sights on the top step, along with a yet to be named driver taking over driving duties of the John Gourlay Audi from supercar driver Jack Perkins. John has hinted it's a fresh talent and we expect to have an announcement closer to round 1.

Are you ready? Five rounds across four states of Australia, the fastest meanest angriest race cars in the country. Leg burning, mid mount high horsepower. Forget what you think you know about race cars, Sports Sedans will blow your mind and make the ground shake!





2018
Champ

Five Victorians head to SMP...

Round 1 of the DEA Performance National Sports Sedan Series was held at semi sunny Sydney Motorsport Park, after a wet Friday practice, the big boys rocked up to qualifying with very little track time. It was a Battle Royal up front, with Mr 10 times Tony Ricciardello grabbing pole, the little engine that could Grant Doulman snagging the front row, in front of Steven Lacey... and look who is in 5th..the young gun in the Audi Victorian Jordan Caruso in his first ever qualifying session in sports sedans and his first time at this track. Current national champ Steven Tamasi hooked 4th, Shane Woodman in 9th, Andrew Brown 15th, Michael Robinson had electrical issues so set no time, rumour is he was still polishing his new liveried Monaro and missed the call up.

Race 1 Tony Ricciardello stamped his authority with a decisive win, over the Tiffany Blue Ford piloted by the hard charger Grant Doulman, with the current champ Steven Tamasi picking up solid points in third.

Were some great battles through the field, Robbo charged from last to 11th in his silver Bell, Lacey and Cetin battled hard the entire race, and Woodman got it over the Transam crew of Reed, Inwood and Bradford. Young Audi pilot Caruso, had contact on turn two of the opening lap as his lane closed quicker than anticipated. Brown tussled with Duggan in the Aston for a 14th, think about that for a moment, the strength of the field was that Browny n Duggan were mid pack!

Race 2 Ricciardello kicked it hard again, after Tamasi took an early lead. The red alfa just couldn't be contained and threw down the fastest lap and got the win, Tamasi was second followed by Lacey in third. The young Caruso came from last to stomp in a 4th place. Doulman was fairing well until what looks like front right damaged sidelined the Ford. The ever luckless Boschert had more dramas in the corvette.

Robbo snagged a 6th after battling hard all race, Woodman 9th, with Browny up to 12th, slowly making progress through the field.

Race 3 We witnessed some lively exchanges through the field. Ricciardello made it three wins from three starts, with Tamasi hanging tough in second after a mid race attack by Caruso. Who cooked it a little into turn 2 after a valiant effort, resulting in a DNF. He was last seen running after the Audi.... I kid you not. A definite baptism by fire for the young Victorian who was informed today that the throttle had jammed at high rev's causing his off!. Third was the fiery Lacey. Bradford found some form with a fourth ahead of Woodman and Cetin. With Doulman nursing a smoking Ford across the line for seventh. Robbo was making an impressive showing until a clutch issue put him out on lap 5. Browny held on for 12th.

It was a great combined NSW/ National round, and the field looked very impressive on the Blendline TV live stream. The Victorians had it stacked against them, but Tamasi held fast and started his title defence in style with super clean racing. Woodman, just keeps improving, and for a bloke that makes stickers, I think it fair to say he is honing his race craft more and more and is sitting 5th in overall points. Browny in his awesome Camaro finished all the races, and I'm guessing that was his first goal, on a track he rarely visits his consistent laps gave him a strong showing, that I'm sure he will build on over the season. Robbo, I'm guessing already has his car apart, and planning an attack for round 2, the silver really suits the Monaro shape and I think we will see him up the pointy end at the Bend. Jordan Caruso showed he has the speed, and while its a steep learning curve, and remember he has come from Excel racing, I do believe we are seeing a future champ in the making.

Ran Maclurkin



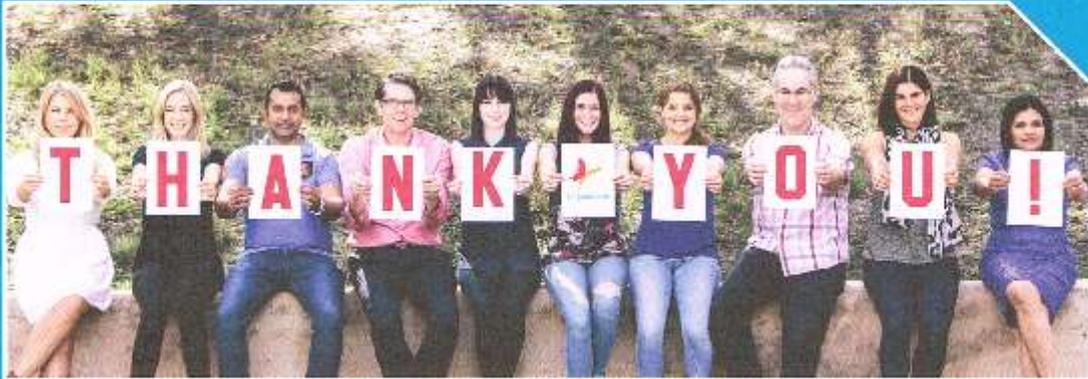


SMP
Combined Nationals and
NSW State Sports Sedans





beyondblue
Depression. Anxiety.



beyondblue gratefully acknowledges
the support and contribution of

Australian Sports Sedan Association Inc

Your generous support is helping *beyondblue* to create change to protect everyone's mental health and improve the lives of people affected by anxiety, depression and suicide.

Thank you.

Sharon Hillman

Head of Strategic Fundraising
10 January 2019

beyondblue.org.au

HOPE. RECOVERY. RESILIENCE.

1300 22 4636

Some Thanks from Beyond Blue

In recognition for the donation we made, after the 2018 Island Magic gold coin lunch