

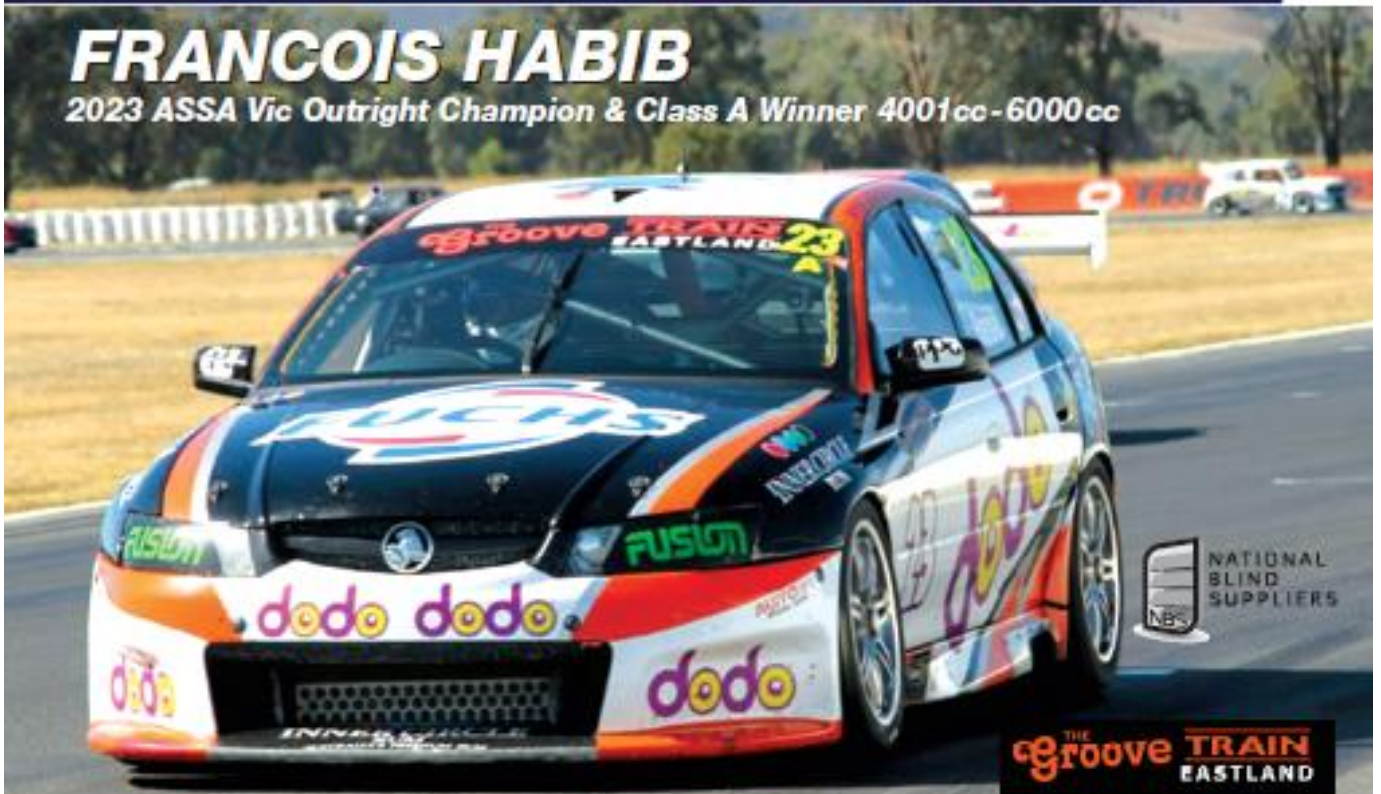


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2024

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Australian **SPORTS SEDAN** Association



December 2024



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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- ❖ Parts for sale
- ❖ Neal's Notabilia
- ❖ Behind The Scenes

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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)
- State Race Round 4; Sandown 22nd - 24th August. (ASSA Run Event)
- VSCRC Round 5; Phillip Island 3rd - 5th October.
- # Round 5; (Island Magic) Phillip Island, Nov. (TBC)

refers to ASSA Vic Club Championship Rounds only.

GENERAL MEETINGS CALENDAR FOR 2025:

March 19th - Highways Springvale, Princes Hwy &, Corrigan Rd, Springvale.

June 18th - Venue TBC.

Sept 17th - Venue TBC.

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CONTROL YOUR ENVIRONMENT

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

Well, another year has nearly passed us by - doesn't the time fly! We have recently had our Annual General Meeting and you will see at the start of this edition, the committee for 2025. Whilst we welcome Nathan Baines for his 'freshman year' we give great thanks to Gale Smith, who has been a major contributor to our club for decades. Welcome Nathan and all the best to Gale.

As a summary to the year that has passed;

1. The 2024 committee has been a cohesive, productive group that with significant depth and knowledge of the category and the sport in general gave us great advantage in being able to tackle pretty much any issue. The Committee has met every month during the year, had robust discussion and provided the best outcome for the category. I would like to think we remain open to change, in order to grow our competitor group, but not to the detriment of our brand. I am honoured to be asked to be your President for another year and really appreciate the great efforts of the team you have also elected.
2. Of several highlights of the year, the stand out must be the success of the August Sandown State Round. The organising committee chaired by Vin did an outstanding job. To run such an event with some success is no mean feat and from where I sat, this group shared the load and provided the best possible service to the customer; the competitor. The organising committee have already discussed post event what could be improved. If you watched the meeting coverage on Blendline, you will have noticed a number of business advertorials. These businesses were pursued by our club member Travis Condon, who while not a member for long has certainly made an impression. Thanks Travis.
3. On the competition side, while we have not had grids as full as we would like, we have welcomed a few new competition members to our club;
 - Tegan Collins; acquired Warren Cleland's V8 powered RX7 and while gear box remains a bit problematic, it will improve and gives the blokes some hurry up.
 - Travis Condon; The green machine, LS powered Toyota Corolla, did some national events last year and this year he has focussed on the Victorian Championship
 - Brian Finn; a regular Vic V8 competitor has also joined our club and has run on several occasions with us.
 - Tim Meaden; Tim has built an LS V8 powered RX8 Mazda and is raring to go in 2025.
 - Aidan Mongor; has run his LS powered Nissan Silvia at most events this year and continues to develop this very neat package. Aidan continues to improve with every outing.
 - Jim Pollicina; Jim will be known to many as a long time competitor in the TCM category as well as running his Commodore ex supercar.
 - A late addition to our member list has been Darren Hossack, who has recently acquired an RX7 from fellow member Laurie Williams in Tasmania. Darren has done a bit of racing over the last decades so will be great addition to the class. (as a fellow 2 rota turbo'd steerer, my challenge will be to get within a bulls' roar! His challenge will be to keep one of his customers happy!)

Welcome to you all and please contact any of the committee if you have any questions/ ideas. The committee knows of more to come and are actively encouraging any possible competitors to join with us. Please let us know if you know of a Sport Sedan racer who should be racing with us. We have finished the 2024 year with 69 members, including 10 life members.

We also need to acknowledge the support of some wise commercial operators in supporting our category. We believe their connection to our category creates some bankable exposure by brand knowledge and coverage at events. National Blind Suppliers and Groove Train - Eastland have continued to support us through the year and I would like to acknowledge both Francois Habib and Vin Stenta for their support. Most of the state rounds this year and of course Island Magic had Blendline live stream coverage. The State Race Executive is planning on having Blendline available for each round next year.

PRESIDENT'S REPORT cont..

If there is one regret in 2024, we as a club have not met or done is road trips as often as the committee would have liked. In September we were invited to visit the SimworX factory in Lilydale. It was a great evening with a mix of young guns and old fart pretenders. The technology in these Aussie invented and manufactured pieces of art is incredible. Many thanks to Cadel Ambrose who arranged the evening and owner Jack and his team for being great hosts. Remember SimworX if you are in the market.

For 2025 we will commit to at least 3 meetings/road trips. The dates proposed are in the calendar, so set these dates aside.

As we all know, life is short, with the last 12 months giving us all a reminder. Earlier this year we lost one of the stalwarts of the ASSA in Bob Gill. We celebrated his sports sedan life in several ways. Francios Habib did a great job in providing memories of Bob, both at the track and on the live coverage of the Winton race meeting. We also lost Phil Webster in November last year, only to be followed by the passing of one his mates Frank Sola early in the year, both past members and Sports Sedan competitors and members of the ASSA. Just a couple of weeks ago another reminder with the passing of Andy Rhodes Anderson at Phillip Island. While not a long time ASSA member, he was well known to a few of us and had competed with us on many occasions.



Just in closing on a more upbeat note and as a reminder that reaching OBE (over bloody eighty) should not stop you from doing what you enjoy. Last weekend witnessed 2 past Presidents, both OBE's at Phillip Island, one competing and managing his fastest lap (Chas Talbot - 1min 35sec) and the other doing a magnificent job on social media (Chris Neil). Thanks to both of you for giving the rest of us hope!

I hope to turn some laps in the RX8 next year. I need to, as I do not expect to be of mind and body when (if) I get to OBE!

Our first social event for 2025 will be the 2024 presentation dinner, at Groove Train Eastland on Friday 17th January. Please lock this in and let Anne know of your numbers.



In this edition we have put in some dates for both race meetings and General Meetings. Please note that we have made plans to compete at Winton on the weekend of 9-11 May, as part of the NSW State Championship. This will give us the opportunity to have a run at Winton and also show our northern neighbours the quick lines!

All the best for the festive season and good luck in 2025,

Stephen Craig SS #51

2024 Presentation Night

Friday 17th January, 2025

Commencing at 6.30pm

Groove Train – Eastland,

Eastland Shopping Centre Ringwood.

Call Anne 0408 320 199 to reserve your seats

SECRETARY'S REPORT

I am not really sure where to start, there has been a lot going on over the past few months. We have had a couple of race meetings run and won. I think the winner of the VSCRC championship will be Dean Camm, followed by Francois Habib and John Ippolito. These placings are from my calculations and to be confirmed by VSCRC. Congratulations to everyone that has run in Sports Sedans this season, there has been some great racing especially the last event at Calder Park. There were a few that didn't want to go to Calder but at the end of the day Francois admitted that it was a great event and very close racing and he enjoyed it.

A huge thanks to The Groove Train - Eastland, National Blind Suppliers and QP Lubes for your continued support during 2024.

ASSA ROUND - AUGUST 2024: (HOT DOG ROUND) I am not sure where to start with our round. Firstly, a huge thank you to Vin Stenta who took on the role of leader of our Organizing Committee for our August ASSA round. Together with Hannah Holloway, David Vernall, Francois Habib, Cameron McKee, Norm Lee, Karyn Hamer, Warren Cleland and myself, we were all able to take on a role to help organize the various service providers needed to be involved in the running of the event. Also, thanks to our wonderful Treasurer who looks after all the finances for the meeting - a big job matching everything up. It was wonderful to have Marty Doxy and his team back working with us this year providing medical. Thanks to Colin Smith for being involved in negotiations in the beginning with Toyota 86's to run about 30 cars at our round. We ended up with about 27 and from all reports and the feedback they were very happy with our event and would do it again.

We were also fortunate to have Nationals Sports Sedans competing at our round, there was a great opportunity for some of the Victorian sports sedans to enter but there was only one, which was a bit disappointing. I do believe the Nationals were pretty happy with the running of the event. The biggest problem was mainly the rotaries getting done for noise. It was very rewarding to attend the washup meeting after our event, where all the category reps come together to voice their opinion on the meeting. Everyone only had wonderful positive feedback. This also goes to all the ASSA members who came along and helped with various roles over the weekend. A job very well done.

This is about all for now - see you at the AGM.

Anne Gilliland
Secretary.



Blendline TV stars Chas Talbot and Francois Habib

Victorian State Circuit Racing Championships Round 4 – Sandown Report by Vin Stenta

Each year ASSA Vic is the promoter for Round 4 of the Vic State Circuit Racing Championships at Sandown, one of the most popular rounds of the year and this year was no exception.

Over the weekend of August 23-25 sunny skies and warm weather greeted over 210 entrants including the Toyota 86 Academy Series and a grid of our National Sport Sedans brothers which included V8 Supercar Driver Thomas Randle in the family SAAB. It was the final round of the 86 Academy Series so battle lines were drawn, and in the Precision International Sports Sedans championship Peter Ingram was keen to widen his lead whilst Steve Tamasi was equally as keen to reduce the gap between them.

Whilst the event organisation started months before the weekend, Thursday saw Graeme, Cam and a few of us set up the paddock. With the 86's bringing along a number of semi's, vans and B doubles and our Sports Sedan brothers in various truck sizes, making sure everyone not just fitted, but could get in and out and unpacked with relative ease meant lots of planning prior. Remember when we all came with our cars on an open trailer (even hired from the local servo) and some mates to help unload?

The trucks came through first around lunchtime before the rest of the entrants were let in to grab their space and set up before being able to check in for the weekend early.



Sergeant Dave with his radar gun

Friday saw the majority of entrants on the track for the practice day, so check-in was ready early for the onslaught. We managed to get everyone through very quickly so they could get out on the track. Annie must not have slept for the month prior with her amazing cakes, muffins, slices, morning tea AND lunch packs for the near on 200 officials over the weekend- no Vegemite sandwiches here!

Francois had our officials scheduled perfectly- even enlisting his boys to help with security at dummy grid - and had all the roles covered. Changing over at lunch meant everyone got to move around the venue as well.

As is the case each year, this event cannot go ahead without the generous support of our members and friends giving up their time on Friday and over the weekend to help out. Whether it was in Race Control in various roles, pit and paddock control with security, traffic and people management, helping entrants grid up in the marshalling area, lunch runs to the officials, gridding cars up on the track, operating the Safety car and Course Car or selling tickets at the gate- the weekend simply does not run the way it does without help from our members. The whole weekend was a resounding success and there was some very exciting close racing with only a couple of incidents.....albeit huge ones. The rescue and safety team were certainly put to work and the safety car sure got some laps in.

A huge thank you to all our members and friends who turned up over the weekend to help out. Thank you to David Vernall for being our Clerk of Course and his race control team. Victorian Flag Marshalling, PIARC Recovery, Events Solutions for the supply of medical support for the weekend, Hannah Holloway and Karyn Hamer for managing the entries in the lead up to the event and check in on Friday and Saturday and the rest of the organising committee. Annie ensured we were all well nourished over the weekend and this year was extra special as it was a return of the Hot Dog round on Sunday. To say it was well received is a massive understatement. I think if the officials have their way, it will be locked in for another decade!



Groove Train Eastland Victorian Sports Sedan Championship Round 3, 2024

Phillip Island, 28th – 30th June.

Qualifying Q3 20 Mins
Scheduled Start 10:00

Page 1 Issue 1
Start Sat Jun 29 10:00
Elapsed Time 20:00

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	2	Raymond Hislop		Ford FG Falcon			3	2:1:59.5303*	
2	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2			9	4:2:02.8533	0:03.3230
3	8	Travis Condon (VIC)	Northern Sodablast	Toyota Corolla KE70			9	7:2:02.9655	0:03.4352
4	23	Francois Habib (VIC)		Holden VZ			9	8:2:03.3526	0:03.8223
5	66	Dean Camm (VIC)	My Wallet	Chev Corvette			9	7:2:07.1640	0:07.6337
6	97	John Ippolito (VIC)	The Wife	HSV Clubsport			5	5:2:07.3135	0:07.7832
7	72	Ben McLeod (VIC)	FYRC	Holden Commodore			7	4:2:08.2663	0:08.7360
8	14	Andrew Parker (VIC)	Leading The Way Sentinel Fire	Holden Commodore VS			9	8:2:10.1819	0:10.6516
9	96	Milton Seferis (VIC)	HIGHBURY AUTOMOTIVE	Holden Commodore VE			9	8:2:10.9572	0:11.4269
10	94	David Shaw (VIC)	Truckrite/Phoenix Lube/DPF Con	Ford AU			8	3:2:11.5213	0:11.9910
11	154	Kenneth Christie (VIC)	Ø	BMW F80 M3			8	7:2:11.7522	0:12.2219
12	35	Michael Luff (VIC)	HeadTech Cylinder Heads	Ss Holden Commodore			8	7:2:17.8598	0:18.3295
13	6	Adrian Read (VIC)	ADRIAN READ SMASH REPAIRS	LEYLAND MINI CLUBMAN			5	5:2:18.0871	0:18.5568
14	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15			5	5:2:25.5206	0:25.9903
15	55	Matthew Veal	AcuForm	Volvo 242GT			3	2:2:31.8720	0:32.3417
16	87	Tegan Collins (VIC)		Mazda Rx7			7	6:2:36.9809	0:37.4506



Event R11 18 Mins
Scheduled Start 10:15

Page 1 Issue 1
Start Sun Jun 30 10:07
Elapsed Time 19:57

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	8	Travis Condon (VIC)	Northern Sodablast	Toyota Corolla KE70			8	19:57.0805	7:1:50.1172
2	72	Ben McLeod (VIC)	FYRC	Holden Commodore			8	20:03.7261	6:1:48.9644*
3	66	Dean Camm (VIC)	My Wallet	Chev Corvette			8	20:31.5289	4:1:53.4563
4	23	Francois Habib (VIC)		Holden VZ			8	20:54.2740	3:1:56.1006
5	97	John Ippolito (VIC)	The Wife	HSV Clubsport			8	21:12.3781	3:1:57.4830
6	96	Milton Seferis (VIC)	HIGHBURY AUTOMOTIVE	Holden Commodore VE			8	21:23.1581	8:1:57.0100
7	94	David Shaw (VIC)	Truckrite/Phoenix Lube/DPF Con	Ford AU			8	21:29.3476	7:1:57.9536
8	6	Adrian Read (VIC)	ADRIAN READ SMASH REPAIRS	LEYLAND MINI CLUBMAN			8	21:30.1365	7:2:00.6422
9	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2			7	20:05.4346	6:2:01.6972
10	35	Michael Luff (VIC)	HeadTech Cylinder Heads	Ss Holden Commodore			7	20:05.7021	6:2:02.7958
11	154	Kenneth Christie (VIC)	Ø	BMW F80 M3			7	20:17.2916	7:2:02.0055
12	29	Brett Dickie (VIC)	Dandy Engines - ACL	Honda Prelude			7	20:30.7525	7:2:07.9949
13	55	Matthew Veal	AcuForm	Volvo 242GT			7	21:17.6817	7:2:13.4625
14	87	Tegan Collins (VIC)		Mazda Rx7			7	21:31.5701	6:2:12.2452
15	12	Charles Talbot (VIC)	Self	Chevrolet Camaro			7	22:07.5386	7:2:13.7675
16	14	Andrew Parker (VIC)	Leading The Way Sentinel Fire	Holden Commodore VS			6	19:57.4873	6:2:23.3970
DNF	2	Raymond Hislop		Ford FG Falcon			3	11:18.1314	3:2:01.8021
DNF	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15			3	12:45.5261	3:2:27.2185
DNF	888	Cameron McKinnon (VIC)	888 Capital Group Home Loans	Datsun 1600			1	7:34.9358	1:7:34.9358



Groove Train Eastland Victorian Sports Sedan Championship Round 3, 2024

Phillip Island, 28th – 30th June cont..

Event R19 18 Mins
Scheduled Start 13:50

Page 1 Issue 2
Start Sun Jun 30 13:30
Elapsed Time 20:08

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	72	Ben Mcleod (VIC)	FYRC	Holden Commodore			8	20:08.2880	8 1:49.1374*
2	8	Travis Condon (VIC)	Northern Sodablast	Toyota Corolla KE70			8	20:08.5551	8 1:49.1525
3	97	John Ippolito (VIC)	The Wife	HSV Clubsport			8	20:44.1764	6 1:52.1212
4	29	Brett Dickie (VIC)	Dandy Engines - ACL	Honda Prelude			8	20:44.4006	8 1:52.5622
5	23	Francois Habib (VIC)		Holden VZ			8	20:45.5573	8 1:51.8708
6	66	Dean Camm (VIC)	My Wallet	Chev Corvette			8	21:04.2600	8 1:53.0697
7	14	Andrew Parker (VIC)	Leading The Way Sentinel Fire	Holden Commodore VS			8	21:06.8455	6 1:53.4944
8	22	Gregory Lynch (VIC)	Ravage Raceworks	HSV GTS VT Series 2			8	21:10.1585	5 1:54.7741
9	154	Kenneth Christie (VIC)	Ø	BMW F80 M3			8	21:11.0537	6 1:53.6935
10	96	Milton Seferis (VIC)	HIGHBURY AUTOMOTIVE	Holden Commodore VE			8	21:36.9388	8 1:58.2876
11	35	Michael Luff (VIC)	HeadTech Cylinder Heads	Ss Holden Commodore			8	21:38.2946	7 1:57.0643
12	94	David Shaw (VIC)	Truckrite/Phoenix Lube/DPF Con	Ford AU			8	21:39.0860	7 1:57.5951
13	12	Charles Talbot (VIC)	Self	Chevrolet Camaro			8	21:44.9374	7 1:57.5065
14	87	Tegan Collins (VIC)		Mazda Rx7			7	20:54.5973	6 2:09.0708
15	55	Matthew Veal	Acuform	Volvo 242GT			7	21:56.6419	7 2:15.0187
DNF	75	Aidan Mongor (VIC)	AMS Autosport	Nissan Silvia S15			3	12:11.8772	3 2:10.9663
DSQ	6	Adrian Read (VIC)	ADRIAN READ SMASH REPAIRS	LEYLAND MINI CLUBMAN					



Groove Train Eastland Victorian Sports Sedan Championship Round 4, 2024

Phillip Island, 4th – 6th Oct.

After the nothing short of atrocious weather conditions that we experienced at the previous round here, there was the expectation that we had to be in for a better round surely? Ben wasn't so sure after having a puncture at high speed and getting to know the wall on a more intimate level. He was OK, and the car – whilst bumped and bruised- got some loving in the hope Ben would be back on the grid for qualifying Saturday morning. Dean cracked a gearbox housing so he and his merry men had some work to do before the morning.

This round saw the Vic V8's join us which meant we had 26 cars lined up for quali- including Dean and Ben.

Qualifying was the dance of the red flags. John threw a belt on his outlap and came back into the pits. Aidan's front splitter was doing its best Del Shannon impersonation ("Runaway" for the young ones) and he also came in on the first lap. He managed to fix it and as he was heading out, the first red flag made its appearance when David Ratcliffe had an off.

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	66	Dean Camm	My Wallet	Chev Corvette	6000	S	4	4 1:37.7444*	
2	29	Brett Dickie	Hollards Direct - ACL Race Ben	Honda Prelude	3496	S	5	3 1:38.5597	0:00.8143
3	23	Francois Habib		Holden VZ Commodore	4997	S	6	4 1:39.7210	0:01.9766
4	8	Travis Condon	Northern Sodablast	Toyota Corolla KE70	300	S	6	3 1:39.8453	0:02.1009
5	72	Ben McLeod	FRFC	Holden Commodore	6000	S	6	4 1:40.0279	0:02.2835
6	82	Brian Finn	Laser 3D Force Accessories	Holden Commodore	6000	V	6	4 1:40.9132	0:03.1688
7	12	Charles Talbot	Self	Chevrolet Camaro	4000	S	5	3 1:41.6583	0:03.9139
8	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2	6000	V	6	4 1:42.4022	0:04.6578
9	51	David Ratcliffe	Ratcliffe building group	Holden commodore	6000	V	4	3 1:46.5863	0:08.9419
10	39	Mark Kakouri	Autocure Motorsport	Holden V8 Commodore	6000	V	6	3 1:47.0213	0:09.2769
11	53	David Hender	pearcedale plant hire	Ford XY GT	5800	V	5	2 1:47.7956	0:10.0512
12	42	Mark Pesavento	Hojo Motorsport	Holden VY Commodore	5800	V	5	3 1:48.4612	0:10.7168
13	35	Peter Ooms	Swinsane	Ford Falcon EL	5600	S	5	3 1:51.0887	0:13.3443
14	48	Gary Finemore	HFM group 48	Ford Falcon XB	5800	V	5	2 1:52.2862	0:14.5418
15	57	Gary Vella	Vellas Panel Works	Holden Commodore	6000	V	5	3 1:52.4657	0:14.7213
16	44	Arthur Van Orsouw	Avco Builders	Holden VS Commodore	364	V	5	3 1:52.6144	0:14.8700
17	154	Kenneth Christie	BMS F10	BMW M3	3008	S	5	3 1:52.7200	0:14.9786
18	10	Allan Argentio	Argento Panels	Ford AU	351	V	5	3 1:53.2390	0:15.4946
19	94	David Shaw	Truckrite/Mr Ball/Phoenix Lohr	Ford Falcon AU	4998	S	5	2 1:54.6076	0:16.8632
20	83	Tegan Collins		Mazda Rx7	3969	S	4	3 1:57.9368	0:20.1924
21	18	Darden Brown		Mitsubishi Galant	1998	S	4	3 1:58.7229	0:20.9785
22	16	Anthony Munday	EJM Motorsport	Holden VK Commodore	5700	V	3	2 2:03.2164	0:25.4720
23	6	Adrian Read	Adrian Read Smash Repairs	Leyland Mini Clubman	1310	S	5	3 2:03.5694	0:25.8250
24	5	David Ramsay	McLeod Ford	Ford 1972 KA Falcon	5800	V	2	2 2:04.5176	0:26.7732
25	97	John Ippolito	The Wife	HSV Clubsport	4000	S	3		
75	Aidan Mongor	AMS Autosport		Nissan Silvia S15	5465	S			

Fastest Lap Av. Speed is 164kph. 130% of First 1 Is 2:107.0677
 R=under lap record by greatest margin, r=under lap record, *fastest lap time

Although it didn't take long to get back on track, it left not a lot of time on the clock, and it came down to your timing – figuratively and literally as a few minutes later another red flag was shown which ended the session. For some, they managed to get a flying lap in, for those further down the line in pitlane they weren't so lucky.



There was nothing stopping Dean from the get go and he set a time of 1:37 to take pole, some 7 tenths quicker than Brett Dickie with Francois and Travis being split by barely a tenth of a second behind him. Ben, Brian Finn, Chas and Greg followed in 8th.

Not long after the rain came through and it didn't let up – Round 3 anyone? It wasn't torrential but certainly made everyone plonk on their wets and chuck on their ASSA hoodies- not only do they keep the wind out but they are showerproof and we sure put them to the test.

The race before ours saw a few excursions at Lukey which left loads of mud on the track. This meant a delay in us starting whilst they also attended to the usual Cape Barren Geese strolling where they shouldn't whilst there are bigger things going past them that don't stop so quick- especially when there were several with a few goslings in tow. The rain didn't let up which meant vision and grip would be very limited. The front row was a tale of two cities- Dean in his mumbo powered Corvette in one corner whilst the 4 pot turbo of Brett Dickie was in the other.

Thankfully it was a pretty clean start which was no mean feat with these cars. Brett took the lead at Southern Loop with Travis right behind and Dean in third until they hit the front straight where Dean's horsepower saw him re-take the lead from Brett with Francois, Brian and Mark Kakouri in a Vic V8 behind. A lap later Travis came to a halt coming onto the front straight and this soon saw the safety car come out – which was how Race 1 ended.

Ben and John had a cracker- from rear of grid (Ben was naughty in quali and John had replaced the belt) to 6th and 7th respectively. Aidan jumped half a dozen spots and although Darden's Galant was a bit of a handful he kept it on the black stuff to finish the race. Past events haven't been kind to him so it was awesome to see him see the chequered flag. There was plenty of tinkering to be done for the rest of the day to be ready for Race 2 in the morning – ohh and plenty of offerings to the gods of sunshine.



Groove Train Eastland Victorian Sports Sedan Championship Round 4, 2024

Phillip Island, 4th – 6th Oct. cont..

We woke to blue sky Sunday morning- boy those offerings must have been good- until we left the dummy grid to head on to the track. We were minus Trav who had unbolted a few things from the engine and didn't like what he saw – and what he couldn't see that he should be able to. So, he joined Darren in the commentary box – he was a pro at this now after his appearance on 'In Pit Lane' during the week. Autograph line to the left please.....

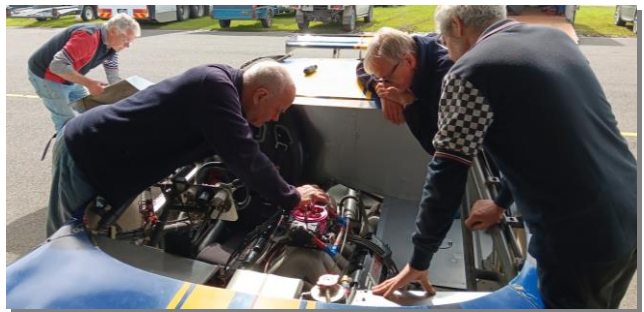
The lights dropped and Dean got a cracker start, not so for Francois who took a bit to get moving. Ben also had plenty of wheelspin but gathered it up and took Francois at Southern Loop. Francois wasn't having any of that and he took Ben and Brian Finn into Honda for 3rd. Greg's car was starting to blow a bit of smoke so it was all eyes on whether he was dropping anything onto the track.

Those offerings from Saturday night had disappeared, and on cue the rain came through on lap 2 and it wasn't just a sprinkle. To everyone's credit there were no major offs and a couple of laps later the sun was out. After starting P16 John was making good progress before running wide through turn three and undoing all his work. The track was just starting to dry when Chas had a spin close to pit entry ending in the culvert and that was where he stayed. Brett and Francois were back and forth showing us some great racing until Brett had a great run down the straight to pass him and pull away.



The "David and Goliath " battle-aka Dave (Falcon) and Adrian (Mini) was awesome to watch. They jostled and swapped places a few times- all cleanly and Dave was able to hang on and give himself a little over a second gap at the line. Greg's smoke was getting worse so was shown a black flag and retired with two laps to go. Ben and Brian were also having a cracker battle on the last lap when coming onto the straight. On the last lap Ben had another tyre let go and ran through the litter to thankfully avoid the wall and come out pointing the right way. Unfortunately, wet grass then took over which spun him and he gave the wall a slight nudge and didn't finish.

But it was a stellar drive through the dry, wet, then dry for Dean Camm and all that power to take the Race win by 11 seconds from Brett and Francois. Brian was 4th, with John, Ken Christie, Aidan who made yet another bunch of spots, Dave Shaw, Adrian and Tegan rounding out the top 10.



Event E17 18 Mins
Scheduled Start 11:35

Page 1 Issue 1
Start Sun Oct 06 11:35
Elapsed Time 20:58

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	66	Dean Camm	My Wallet	Chev Corvette	6000	S	9	20:58.2473	9 1:42.1539
2	29	Brett Dickie	Bollards Direct - ACL Race Bea	Honda Prelude	3496	S	9	21:09.3653	8 1:40.9009*
3	23	Francois Habib		Holden VZ Commodore	4997	S	9	21:26.3455	8 1:44.5388
4	82	Brian Finn	Laser 3D Force Accessories	Holden Commodore	6000	V	9	21:44.7750	7 1:47.1894
5	53	David Hender	pearcedale plant hire	Ford XY GT	5800	V	9	21:55.1959	8 1:48.3000
6	97	John Ippolito	The Wife	HSV Clubsport	6000	S	9	22:05.0849	8 1:45.3868
7	51	David Ratcliffe	Ratcliffe building group	Holden commodore	6000	V	9	22:05.7654	9 1:48.4711
8	39	Mark Kakouri	Autocure Motorsport Mobil 1	Holden VH Commodore	6000	V	9	22:05.8138	8 1:46.0280
9	42	Mark Pesavento	Hojo Motorsport	Holden VT Commodore	5800	V	9	22:30.2010	9 1:49.0341
10	154	Kenneth Christie		BMW F80 M3	3000	S	9	22:34.0698	8 1:50.8707
11	10	Allan Argentio	Argento Panels	Ford AU	351	V	9	22:35.6648	8 1:50.8617
12	48	Gary Finemore	MPM group 48	Ford Falcon XB	5800	V	9	22:43.7954	9 1:50.8528
13	44	Arthur Van Orsouw	Avco Builders	Holden VS Commodore	364	V	9	22:54.1666	7 1:55.1017
14	75	Aidan Mongor	AMS Autosport	Nissan Silvia S15	5665	S	9	22:55.6902	7 1:52.2563
15	35	Peter Owen	Swimlane	Ford Falcon EL	5600	S	8	21:08.8161	7 1:55.9745
16	94	David Shaw	Truckrite/Mr Ball/Phoenix Lubr	Ford Falcon AU	4998	S	8	21:23.4635	7 1:58.8432
17	6	Adrian Read	Adrian Read Smash Repairs	Leyland Mini Clubman	1310	S	8	21:23.8131	7 2:00.5602
18	87	Tegan Collins		Mazda Rx7	3969	S	8	21:24.3802	7 1:55.5115
19	16	Anthony Munday	PJM Motorsport	Holden VK Commodore	5700	V	8	21:58.9887	7 2:03.0304
20	5	David Ramsay	McLeod Ford	Ford 1972 XA Falcon	5800	V	8	21:59.3370	8 1:58.2571
21	18	Darden Brown	FYRC	Mitsubishi Galant	1998	S	8	22:01.1444	8 2:00.4344
DNF	72	Ben McLeod		Holden Commodore	6000	S	7	18:07.7434	7 1:48.4173
DNF	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2	6000	V	4	12:47.5392	2 1:53.7108
DNF	57	Gary Vella	Vellas Panel Works	Holden Commodore	6000	V	2	8:51.2712	2 2:05.6141
DNF	12	Charles Talbot	Self	Chevrolet Camaro	6000	S	1	6:35.2386	1 6:35.2386

Fastest Lap Av.Speed Is 159kph, Race Av.Speed Is 115kph
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

Groove Train Eastland Victorian Sports Sedan Championship Round 4, 2024

Phillip Island, 4th – 6th Oct. cont..

All smiles for Greg and Chas and blue skies for the final race. Despite Dave Shaw pulling the pin with gearbox issues, he still had a smile as his weekend results had been awesome.

Dean stormed away but each lap Brett was closing the gap with Francois back a little way in 3rd after another not so good start. John's start was pristine and he jumped several spots. By lap 2 the safety car was out to two Adrian away at Turn 4 with gearbox issues. The recovery was super quick with it back to green the next lap. Dean and Brett continued to dice and give us an awesome battle to watch. Chas had started from rear of grid and was up to 6th before a spin at MG saw him drop a couple of spots. This time he was able to get moving again and on a mission he finished back in 6th.



Tegan lost 3rd gear at some point but that didn't stop her- she kept pushing on to finish ahead of Darden and Ben and tyres this weekend just don't work- another one tried to run away on him so he played smart trundled around the last couple laps to gather points for the round.

But the day- and the weekend goes to Dean. After cracking the diff housing on Friday he charged full steam ahead to continue his championship charge for the title. Brett took the fastest lap with a 1:36 in the final Race and kept it clean all weekend giving him second for the round with Francois 3rd. With Ben and Travis (and Greg in one race) having DNF's, it has certainly thrown the cat amongst the pigeons.

Event #26 18 Mins
Scheduled Start 15:20

Page 1 Issue 1
Start Sun Oct 06 15:13
Elapsed Time 21:06

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	66	Dean Camm	My Wallet	Chev Corvette	6000	S	9	21:06.6740	6 1:37.2723
2	29	Brett Dickie	Bollards Direct - ACL Race Bea	Honda Prelude	3496	S	9	21:15.1886	6 1:36.8247*
3	23	Francois Habib		Holden VZ Commodore	4997	S	9	21:28.2194	4 1:38.4982
4	97	John Ippolito	The Wife	HSV Clubsport	6000	S	9	21:47.2021	7 1:42.6140
5	82	Brian Finn	Laser 3D Force Accessories	Holden Commodore	6000	V	9	21:49.6832	3 1:42.6373
6	12	Charles Talbot	Self	Chevrolet Camaro	6000	S	9	21:54.2833	5 1:38.2175
7	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2	6000	V	9	22:00.5383	8 1:42.1004
8	39	Mark Kakouri	Autocure Motorsport Mobil 1	Holden VH Commodore	6000	V	9	22:00.6383	8 1:42.5832
9	53	David Hender	pearcedale plant hire	Ford XY GT	5800	V	9	22:11.3045	6 1:45.8950
10	51	David Ratcliffe	Ratcliffe building group	Holden commodore	6000	V	9	22:22.4050	3 1:47.2411
11	42	Mark Pesavento	Mojo Motorsport	Holden VF Commodore	5800	V	9	22:23.1431	6 1:46.9415
12	48	Gary Finemore	MPM group 48	Ford Falcon XB	5800	V	9	22:40.0135	9 1:46.8321
13	35	Peter Owen	Swimlane	Ford Falcon EL	5600	S	9	22:41.7973	9 1:48.8261
14	44	Arthur Van Orsouw	Avco Builders	Holden VS Commodore	364	V	9	22:43.5944	9 1:49.2654
15	75	Aidan Mongor	AMS Autosport	Nissan Silvia S15	5665	S	9	22:50.2559	7 1:46.7043
16	154	Kenneth Christie		BMW F80 M3	3000	S	8	21:11.4385	3 1:51.4056
17	72	Ben McLeod	FYRC	Holden Commodore	6000	S	8	21:21.1097	5 1:41.2912
18	87	Tegan Collins		Mazda RX7	3969	S	8	21:38.1501	8 1:55.0177
19	18	Darden Brown		Mitsubishi Galant	1998	S	8	21:46.3211	4 1:56.9214
20	16	Anthony Munday	PJM Motorsport	Holden VK Commodore	5700	V	8	22:06.9567	5 2:00.2376
21	5	David Ramsay	McLeod Ford	Ford 1972 XA Falcon	5800	V	8	22:24.4317	3 1:57.6011
DNF	57	Gary Vella	Vellas Panel Works	Holden Commodore	6000	V	2	9:52.6517	2 2:53.0169
DNF	10	Allan Argento	Argento Panels	Ford AU	351	V	1	7:18.1618	1 7:18.1618
DNF	6	Adrian Read	Adrian Read Smash Repairs	Leyland Mini Clubman	1310	S			

Fastest Lap Av.Speed Is 165kph, Race Av.Speed Is 114kph
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 Oct 6 15:39:27 2024 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Timed by Melbourne University Car Club Inc.



Groove Train Eastland Victorian Sports Sedan Championship Round 5, 2024

Calder Park, 25th – 27th Oct.

There were mixed emotions about returning to Calder. What was the track like? What if it rains? Will my teeth still be in place and kidneys still function after the weekend?

The weather gods were kind- actually they did a cracker job. 13 cars lined up on the grid for what would become another drama free, full green flagged qualifying. For some, it was their first time here, for others just a long time between drinks. Whilst a few weren't completely happy with their set ups, it was an incident free 15 minutes that saw Brett Dickie snag pole with just .076 to spare from Dean Camm.



Dean Camm. Travis jumped to third on his second last lap with Francois in 4th- and awesome to see Ranald snr in fifth debuting his new toy- the ex Inwood Corvette. We didn't see John on track as he broke a strut and called on Ben McLeod for some help. (Ben's car wasn't ready in time for Calder after having some loving at the panel beaters after a hectic previous round.) The car will be ready to go for Race 1 which just means he will start from the rear of the grid. A shout out to Paul Konig- new to the grid of Sports Sedan in his RX-7 but not new to the track. His toy is beautifully set up and after he had some issues on Friday, Brett Dickie and others jumped in to help him. This is what ASSA is about- it's all business on the track but if we can help another to stay on the grid, we do it without hesitation.

RACE 1

After agreement to trial rolling starts at this event, everyone was super keen to get moving. Wouldn't you know it, the lights failed! (The officials tested them whilst we were on our formation lap and when they failed it went old school- with an Australian Flag. Some saw it at the right time whilst others were a second or so later which meant others got the jump on them. Even with this, everyone played nicely to get through Lap 1 but boy there was a lot of jostling between Travis and Francois. Shortly after Ran snr and Chas had contact resulting in punctures for both. Ran was able to limp back to the pits whilst Chas took himself safely off the track at Turn 1 and waited for the tow truck. John was on a charge starting from the back and came through right after and tapped a slow moving Chas but kept going.



Paul got a great start in his RX7 and jumped some spots but missed a gear which then saw him behind Graeme and Ran for the race. Try as he did, he just couldn't get a gap to overtake either of them. Adrian started to slow and came in- the diagnosis was a head gasket (the side of his car is a new shade of coolant pink) and by 5pm he had the head off to inspect the damage and see if he can fix it for tomorrow. Michael had his oil pressure sensor come a little loose resulting in smoke- thankfully not bad enough to be black flagged so he was able to roll around to finish the race. Sadly, it turned out to be far more serious than that, so he called it a day.

Up the front it was Dean who got the lead and despite some close racing between he and Brett, he took the flag just 0.08 of a second ahead of the Honda. Travis was barely half a second behind in 3rd with Francois just over half a second behind him. That's the top 4 within 1.1 seconds! If nothing else, Calder does supply some fantastic racing.

Event R6 13 Mins
Scheduled Start 15:00
FINAL

Page 1 Issue 1
Start Sat Oct 26 14:55
Elapsed Time 14:13

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	66	Dean Camm	My Wallet	Chev Corvette		9	14:13.7735	3	1:04.1769
2	29	Brett Dickie	Bollards Direct - ACL Race Bea	Honda Prelude		9	14:13.8557	3	1:04.1309
3	8	Travis Condon	Northern Sodablast	Toyota Corolla KE70		9	14:14.3921	3	1:03.9338
4	23	Francois Habib		Holden VZ		9	14:14.9516	3	1:03.9193R
5	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2		9	14:25.3642	4	1:04.7423
6	97	John Ippolito	The Wife	HSV Clubsport		9	14:31.4099	7	1:04.7487
7	21	Graeme Gilliland	G&G Engineering P&L Mechanical	Mazda RX7		9	14:45.4709	6	1:06.7380
8	54	Ranald Maclurkin	Penrite/Autobarn Sunbury/Racew	Holden Calibra		9	14:46.1902	6	1:06.9505
9	92	Paul Konig		Mazda RX7		9	14:47.1002	8	1:06.4997
10	35	Michael Luff	HeadTech Cylinder Heads	Holden SS Commodore		9	15:07.1344	2	1:06.2386
11	18	Darden Brown		Mitsubishi Galant		8	14:39.9288	2	1:13.6884
DNF	6	Adrian Read	ADRIAN READ SMASH REPAIRS	Leyland Mini Clubman		7	14:13.0879	2	1:12.9464
DNF	12	Charles Talbot	Self	Chevrolet Camaro		3	8:02.2222	2	1:06.7570
DNF	56	Ranald Maclurkin		Chevrolet Corvette c		3	9:16.0983	2	1:06.5938

Groove Train Eastland Victorian Sports Sedan Championship Round 5, 2024

Calder Park, 25th – 27th Oct cont..

RACE 2

Day 2 saw even better weather than yesterday. It was windy- let's face it when isn't it windy- but with the last two rounds needing wets, this round needing to manage the heat in the car throughout the race was a very welcome change.

A this-time smooth rolling start saw Brett time it perfectly to take the lead from Dean, Francois and John. The latter two weren't giving an inch, rubbing doors through to turn 2. There was some jostling through Turn 1 with the team orange's getting caught up – literally - but both managed to keep going. Ran came in to check everything was ok and after the all clear went straight back out and was on it. Darden and Ran Snr had a touch with both continuing on - but only for another lap or two before Darden's run-over-a-black-cat run continued with a gearbox failure and Ran snr also to call it a day.



After Brett's perfect start, he threw a belt which meant the end of his race. Thankfully he was able to come into pit lane and get back to the pits by himself. Dean took control over the race before Travis went around the outside of John to take the spot, before John took it right back. A lap later Travis not only got past John, but took the lead from Dean Camm over Jane's Hill and didn't look back. Adrian was driving at a measured pace (he was losing water again) and Francois was taking the tourist route through turn 1. He was able to see his way out of the dust and rejoin behind Greg Lynch. As the race wore on, John's brakes knocked off early so the last lap was spicy for him to say the least.



Up the pointy end, Travis kept it cool, calm and smooth and came home with an almost 8 second win from John and Dean with Francois 4th.

Event R15 13 Mins
 Scheduled Start 11:15
 FINAL

Page 1 Issue 1
 Start Sun Oct 27 10:55
 Elapsed Time 14:27

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race.Time	Fastest...Lap
1	8	Travis Condon	Northern Sodablast	Toyota Corolla KE70		9	14:27.9521	6 1:02.4148*
2	97	John Ippolito	The Wife	HSV Clubsport		9	14:35.6146	6 1:03.9395
3	66	Dean Camm	My Wallet	Chev Corvette		9	14:37.3262	6 1:04.0419
4	23	Francois Habib		Holden VZ		9	14:37.8853	9 1:02.7313
5	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2		9	14:41.4889	4 1:04.3223
6	92	Paul Konig		Mazda RX7		9	14:53.8538	4 1:04.6705
7	21	Graeme Gilliland	G&G Engineering P&L Mechanical	Mazda RX7		9	15:01.1369	5 1:06.5914
8	54	Ranald MacLurkin	Penrite/Autobarn Sunbury/Racew	Holden Calibra		8	15:35.4944	5 1:05.3103
9	6	Adrian Read	ADRIAN READ SMASH REPAIRS	Leyland Mini Clubman		7	14:39.2681	2 1:10.2394
DNF	56	Ranald MacLurkin		Chevrolet Corvette c		7	14:49.8668	4 1:08.2249
DNF	18	Darden Brown		Mitsubishi Galant		5	12:23.6440	3 1:14.9461
DNF	29	Brett Dickie	Bollards Direct - ACL Race Bea	Honda Prelude		2	7:41.3271	1 5:57.6653

Groove Train Eastland Victorian Sports Sedan Championship Round 5, 2024

Calder Park, 25th – 27th Oct cont..

RACE 3

The final race of the round and there were plenty of calculator's tick-tick-ticking away. This is the final round of the Victorian Sports Sedan Championship, but there is still one more round for the ASSA championship (Island Magic). It also meant we are without Ran Snr and Darden. Travis led the field to the start line but Francois must have forgotten to change his clocks with daylight savings as he went early – really early. John saw a gap and took the lead from Francois, who later received a 5 second penalty for his start. Greg's start wasn't the greatest getting caught behind some others. Brett had started rear of grid after replacing the belt and was 4th by Lap 4.



Travis led the field to the start line but Francois must have forgotten to change his clocks with daylight savings as he went early – really early. John saw a gap and took the lead from Francois, who later received a 5 second penalty for his start. Greg's start wasn't the greatest getting caught behind some others. Brett had started rear of grid after replacing the belt and was 4th by Lap 4.



Travis also was charging along – after manhandling the Corolla through the grid he took the lead from John on Lap 6, Brett and Francois. Dean's race was a very well measured one- he was managing a nasty driveline vibration in order to finish the race. Brett and John really were using the drag strip to its full potential giving us some fantastic viewing, but the hard part is pulling up in time for Turn 1 without losing a spot. The challenge for John was fading brakes at this spot which meant Brett was able to pull away. Speaking of pulling away, it was Travis who took the chequered flag from Brett, Francois, John and Greg rounding out the top 5.

Event R24 19 Mins
 Scheduled Start 15:14
 FINAL

Page 1 Issue 1
 Start Sun Oct 27 14:50
 Elapsed Time 20:25

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	8	Travis Condon	Northern Sodablast	Toyota Corolla KE70		15	20:25.4485	7 1:02.6621*	
2	29	Brett Dickie	Bollards Direct - ACL Race Bea	Honda Prelude		15	20:28.2190	9 1:03.1180	
3	23	Francois Habib		Holden VZ		15	20:37.2206	12 1:03.0474	
4	97	John Ippolito	The Wife	HSV Clubsport		15	20:45.9435	2 1:03.6391	
5	22	Gregory Lynch	Ravage Raceworks	HSV GTS VT Series 2		15	20:55.6180	14 1:05.0607	
6	66	Dean Camm	My Wallet	Chev Corvette		15	20:59.2588	9 1:05.1617	
7	54	Ranald MacLurkin	Penrite/Autobarn Sunbury/Racew	Holden Calibra		15	21:02.0574	15 1:05.4473	
8	92	Paul Konig		Mazda RX7		15	21:02.8516	15 1:04.7136	
9	21	Graeme Gilliland	G&G Engineering P&L Mechanical	Mazda RX7		14	20:26.5619	2 1:06.8333	
DNF	6	Adrian Read	ADRIAN READ SMASH REPAIRS	Leyland Mini Clubman		8	17:12.0650	2 1:12.9922	

PENALTY APPLIED
 Competitor# 23 5 Seconds Penalty



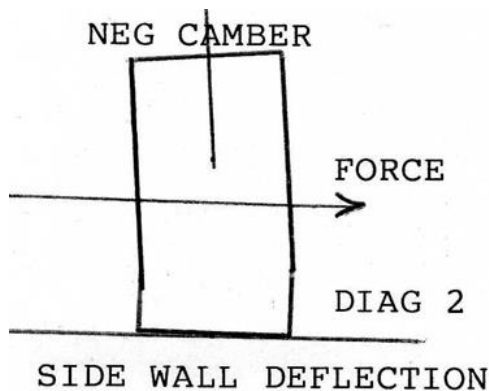
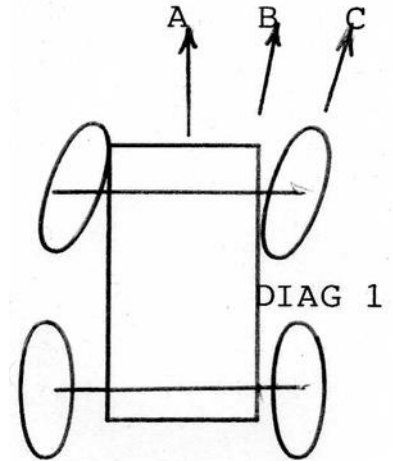
Australian Sports Sedan Association (Vic)
2024 Club Championship - at; 24/11/2024

Class B - 2001-4000cc								
Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total	Less Worst Round
B Dickie	60	0	39	60	41	60	260	260
A Read	54	40	20	38	19	57	228	209
G Gilliland	57	0	0	0	58	0	115	115
T Collins	0	0	37	55	0	0	92	92
D Brown	0	0	0	52	18	18	88	88
Class A - 4001-6000cc								
D Camm	61	59	39	61	59	37	316	279
F Habib	57	39	39	57	58	0	250	250
C Talbot	0	0	36	36	0	38	110	110
R Hislop	0	0	1	0	0	61	62	62
W Cleland	0	56	0	0	0	0	56	56
M Robinson								0
R Newman								0
Floor Pan Class								
J Ippolitto	40	53	36	55	56	58	298	262
T Condon	56	58	39	0	60	40	253	253
G Lynch	34	35	32	36	55	36	225	196
B McLeod	52	0	39	35	0	0	126	126
B Finn	56	0	0	59	0	0	115	115
M Luff	16	49	30	0	17	0	112	112
D Shaw	0	41	31	34	0	0	106	106
A Mongor	0	0	0	50	0	53	103	103
K Stoopman	0	59	0	0	0	0	59	59
V Stenta	0	31	0	0	0	0	31	31
A Parker	0	0	31	0	0	0	31	31
R Maclurkin S	30	0	0	0	0	0	30	30
J Lee	0	29	0	0	0	0	29	29
C McKinnon	0	14	0	0	0	0	14	14
Outright								
D Camm	61	55	33	61	53	37	300	267
T Condon	47	56	39	0	58	34	234	234
F Habib	56	35	33	54	52	0	230	230
B Dickie	55	0	28	57	38	52	230	230
J Ippolitto	34	50	34	44	51	48	261	227
G Lynch	28	32	27	29	48	29	193	166
A Read	33	21	14	25	14	40	147	133
B McLeod	43	0	39	28	0	0	110	110
B Finn	47	0	0	50	0	0	97	97
M Luff	12	45	24	0	13	0	94	94
D Shaw	0	32	25	27	0	0	84	84
G Gilliland	38	0	0	0	43	0	81	81
A Mongor	0	0	0	38	0	43	81	81
C Talbot	0	0	19	29	0	38	67	67
R Hislop	0	0	1	0	0	61	62	62
K Stoopman	0	56	0	0	0	0	56	56
D Brown	0	0	0	29	12	12	53	53
T Collins	0	0	19	32	0	0	51	51
W Cleland	0	40	0	0	0	0	40	40
V Stenta	0	27	0	0	0	0	27	27
J Lee	0	25	0	0	0	0	25	25
A Parker	0	0	22	0	0	0	22	22
R Maclurkin Snr	21	0	0	0	0	0	21	21
C McKinnon	0	10	0	0	0	0	10	10

Camber/Caster.

Last issue I mentioned caster and how increasing the angle of caster could improve initial turn in when entering a corner. Increasing caster has the same effect as if Negative camber had been increased early in the corner, but only when the steering wheel is turned from mid corner onwards. Caster has less effect as the vehicle enters into a drift situation and the steering wheel returns to a straight-ahead position, and the static negative camber becomes dominant.

The next design process to understand is negative camber and how and why that is maintained. When approaching a corner, inertia wants the vehicle to continue straight ahead, the driver in control wants to turn into the corner using the steering wheel, the resultant vehicle change in direction is somewhere in between these two angles of direction. See Diag 1. (A) shows the vehicle direction. (C) shows the desired direction. (B) shows the resultant change in direction. (An object will continue in a straight line until deflected by an equal and opposite reaction.) The angle the road wheel is turned is greater than the intended direction of travel. This is referred to as the "slip angle". The friction of the tread on the road surface distorts the side wall of the tyre. To obtain the best grip on the road surface it is necessary to angle the wheel into negative camber in an effort to maintain maximum tread contact with the road surface. This angle of negative camber is arrived at by reading tread wear, and measuring tyre temperatures in 3 places, the inside, centre, and outside of the tread surface. Tyre air pressure effects the centre temperature, camber angle effects the inside and outside temperature. There should be a higher temperature of 5deg. on the inner tread, decreasing evenly across to the outside temperature.

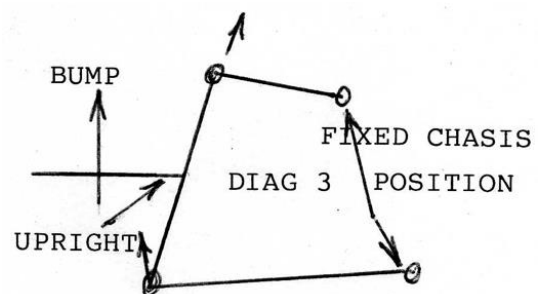


The next consideration is the effect of vehicle body roll. Since it is necessary to have suspension movement on the vehicle, to allow for changes in road surface. The suspension movement allows the body to roll around the vehicles roll centre. (More on roll centres later) This body roll wants to cause the top of the wheel to move to the outside of the turn, thus reducing the negative camber angle to the road, moving the tyre heat towards the outside of the contact patch. Since the weight transfer towards the outside of the corner cannot be prevented. A compromise is reached by varying the angle and the lengths of the top and bottom wishbone links. See Diag2. The shorter top link angled downwards will pull the top of the tyre inwards, as the body rolls, while the longer bottom link angled upwards will push the bottom of the tyre

outwards on roll. This design parameter is intended to maintain the tyre contact patch with the road surface. The top link is about 2third, the length of the bottom link. The inside mounting point of the top link often has a provision to raise or lower its position. This is used to fine tune the body roll changes to camber angle and therefore tyre contact patch. Next time I will explain how these link angles are arrived at.

Diag 3 shows a line drawing on how the inboard links change as the body rolls onto the springs, and increases the amount of negative camber. If you are using a strut front end, this principal does not apply. The camber angle will still change when the body is on roll, this would require a greater amount of static negative camber to get the best contact patch. Trial and error being the fix with this issue. The Touring Cars use the curbs to raise the inside of the car. This has the effect of compensating for the excessive amount of static camber, also lifting the inside rear wheel prevents the locked differential from pushing the front into understeer.

Everything around race car design is a series of compromise. When using a greater amount of static negative camber, this reduces the tyre contact patch when under hard braking. (There is only one type of braking) The weight transfer onto the front wheels causes the front suspension to dive, which increases the amount of negative camber, and reduces the contact patch. With an independent rear suspension this is more important, as grip during acceleration becomes an added area of concern. More Next time.



Chas. #12

TECH TALK WITH CHAS cont..



Possibly too much camber????



Castors not caster

FOR SALE

I have for sale the body moulds for our Audi A4 as pictured. The moulds don't include doors or roof, I also have a full set of panels some fire damaged including roof A, B and C plus sills. The real damage is in the rear right corner. Most other panes are useable. \$500 the lot

John Gourlay - 0418 544 453



NEAL'S NOTABILIA

Perhaps my increased Facebook activity on Sports Sedans and the ASSA, prompted President STEPHEN CRAIG to ask for something about my 2024 year.

But first a little background.

ASSA Vic was formed 1970 --- elected first President --- held for 3 terms until we achieved CAMS Category recognition --- stepped down until a further two years '78/'79.

Competed Nov '68-Dec '79. Never a spanner-man I had to pay. Ran out of cubic racing dollars --- walked away bitterly disappointed --- "all I wanted to do was race" --- and lost touch (but not Mates!!!)

Three years ago was recruited by the Committee in planning of the COVID-delayed 50th Celebration Dinner finally held April '22. Especially to contact old-timers. What a WOW doing it!!! Probably spoke to three times as many who made it --- whole lotta "gum-banging" as Girv would have said!!!

Started (unofficial) "50 Years of ASSA" Facebook Group to assist promotion of the event. Club Newsletters were my forte so this was a natural progression.

Kept the "50 Years" Group going since the function. Mid this year RAN MACK asked me to assist with his big "Australian Sports Sedans" Facebook Group. He has now pulled right back giving me free rein and responsibility.

Obviously, this embraces more than stories about ASSA Members and their cars through the full sweep of our history. But also the broader Sports Sedan community Australia-wide.



Last 18 months or so has seen a crash course in familiarising with current competitors, teams and cars both at State & National level.

And all the while trying to update my ignorance of what took place during the hiatus, and especially, who were the players – at all levels.

Because of that elongated gap I have come back to a Motor Sport vastly different to the one I left behind. Old mate BOBBY GILL used to warn me, and many are getting sick of me harping "It ain't like it used to be".

So, we'll leave it at that. Except, the original concept of a Sports Sedan was an easy, economic avenue for the Average Joe, or Joanna, to get to drive a race car. However, that even began changing in my time competing!!!

This has certainly re-energised enthusiasm by this now 80yo Fossil. It's working as a therapy --- giving me a purpose -- by once again getting neck-deep in our Sports Sedan category.

My philosophy, since our early newsletters, is to mention as many people in Sports Sedans as possible.

Without Sports Sedan people we would not have Sports Sedans!!!

Having an absolute ball constantly cruising the paddock and pit garages. Waltzing into camps like CHAS TALBOT's (he was racing when I was) and his "Dad's Army" of TIGER REES & LAURIE DAVIDSON; encouraging "newbies" like TEGAN COLLINS and AIDAN MONGOR; learning that MILTON SEFERIS was apprenticed to Founding Member JOSS DE BRUIJNE. The list goes on. Ad Infinitum ...

Catching up for profiles on past personalities like ALLEN BORELLA and DARRYLYN HUITT; or current competitors like FRANCOIS HABIB and JOHN IPPOLITO.

Pushing the "Peoples' Champions" image of TRAVIS CONDON and RYAN HUMFREY and becoming matey with them -- and plenty of others.

NEAL'S NOTABILIA cont...

Wandering into the TAMASI tent to check them out --- just like all the others along the Nationals' Marquees.

Trying in vain to nail ROBBO, CRAIGY & COCKO so I can quiz them.

Old Sports Sedaner KEN JOHNSTON aka Kage retired at the recent Island Magic after 55 years of track recovery. He loves references to "The Tooth Fairy" (GREG LYNCH) and "The Blind Man" (FRANCOIS HABIB).

Appreciate the support and co-operation of KARYN HAMER to assist in my tech short-comings.



And CAM MCKEE as a 'go-to man' on several occasions for a variety of reasons.

Always feel welcome visiting the GILLILAND stable and taking some of ANNE's offerings. Amusing are the futile attempts by BRETT & DARRYL DICKIE to avoid my camera.

Appreciate, and hopefully mention enough, VIN STENTA (who prefers to fly under the radar) for his Series Sponsorship through THE GROOVETRAIN, EASTLAND.

Wonder, on my persistent patrols, if I will ever get DEAN CAMM to put more than 4 words together when I ask "All sweet?"

Admire the tenacity and determination of BEN McLEOD for overcoming earlier set-backs. And DARDEN BROWN who personifies what so many Sports Sedans were all about in my era.

Special mention to fellow Founding and Life Member FRANK BROWN who was a good mate before the ASSA even started. Dark maintained a constant club connection from the outset and remained heavily involved until the passing of his "Bestie", Barn. He said, only this week, how uncanny it is that I've come back to the fold just after he weaned off.

This year I got to all our Victorian race meetings bar Winton; plus the Nationals at our Sandown host-round and the recent Bathurst International.

Next year should see all State Rounds attended. Will be gutted if I can't get to the interstate National Rounds. It's a real high to be freely mixing with those teams. So, anyone going with a spare seat? Please keep me in mind. In the words of the late Big Kev: "I'm Excited!!!"

The passion is certainly re-ignited!!!! And to my pleasant surprise this was acknowledged by the Committee with their presentation at the recent AGM.

Bottom Line: The Biggest Buzz is that Sports Sedans, and the ASSA, continue to exist after all these years --- that, perhaps, is the greatest gratification.

The year sadly saw the passing of BOB GILL. Most knew him, I knew him pretty well since the late sixties. We were buddies who could pick up where we left off, even if there was a gap in weeks, months, even years.

Early days we spent a lot of time on the same piece of race track. And plenty of time was spent together framing our next move to achieve the goal of the combined State Branches of the ASSA --- to gain official CAMS recognition of an independent Sports Sedan category.

RIP Old Mate Gilly

Cheers and Beers, Chris Neal aka "KN"

Proud Founding President & Life Member #1



BEHIND THE SCENES



BEHIND THE SCENES



These cards represent various small businesses that support our club, so lets support them!



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