

IPRA^{VIC}

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Magazine

INSIDE THE
AUTUMN
EDITION

**Sandown
Race Report**

**Rd 1 Race
Data**

**2018 Season
Launch Event**



Grech-Cumbo takes out Round 1. By a whisker...



Technical

Speed kills. Really?



***Team Cruse
2017 VSCRC
Champs***

Free!

Autumn 2018

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122
 Signed up members
 2018!

From the President



Hi there, I hope you have all had a great Christmas and a good break, even though it's probably a distant memory by now as it seems so long ago.

We had a big turnout to the season launch at the start of the year and those that attended all had a great time. The venue was great with spectacular valley views and we were blessed with sunshine and blue skies. All enjoyed the food, wine and music and the kids were well entertained with face painting and games. We expect we run this event again at the start of next season.

Well here we are, it's near the end of April, it's starting to get cold and we're still waiting for our second round at Phillip Island, but it is close now. Numbers are down a little in comparison to the first round at Sandown, but with still a couple of weeks to go before entry's close, this may change. But it begs the question, why so many went to Sandown and not Phillip Island????? **[Note: A rush of entries this week resulted in a total of 44. Editor]** Maybe it's because Sandown is on borrowed time and everyone wants a crack before it disappears into a suburb of houses. Maybe it's because it was the first round and everyone was toey after the Christmas break and wanted to dust off the car and get out and play, or was it just coincidence that a lot of competitors just wanted to run.

This is one of the questions we will never know as it's been like that since the dawn of time. Big numbers at one race meeting then at the next it falls short. It's interesting to think that on our back door step we have a world famous track, one of the best in the world and yet we all go to Sandown. Not that there's anything wrong with Sandown, quite the opposite, it just shows you it is a great track and we are lucky to have both in our own state.

So far the racing has been great, and the dedication to keep cars on the track over a weekend is second to none in my opinion. What we lack in professionalism like the big transporter trucks, big teams, team uniforms, big money etc. etc. we more that make up for in commitment and dedication. This is the strength behind the club and the willingness to help others when help is needed is to be applauded - cheers to you all!

We have reached over 110 members so far, which at this time of the year, is very good and very encouraging with a lot of new members. We welcome you with open arms and encourage you to ask questions or for help if you need it and get involved with the club and our members at race weekends.

It's come to light in the last couple of days that we might be getting a gig back at Bathurst but not as it used to be. There is a proposal for a grid as a support category to the 6 hour production car race held at Easter. There is still a lot more work to be done to get this over the line just yet, so I wouldn't go booking any rooms at this stage, but the opportunity is real and discussions are being held with organisers. Watch this space and all we be revealed when it's a done deal.

Speaking of tracks outside our state, don't forget Taillem Bend, or as it's being promoted, THE BEND. IPRA South Australia will be hosting our Nationals at this location on November 9-11. The Nationals are always a great event and promises to be even more so when it's on a new track, bring it on!

I wish you all of our competitor's luck the next round – I won't be at Phillip Island as Peta, Tayla and I are traveling to France and Spain for a few weeks to spend some time with our eldest daughter Lauren who is currently living in France. We are heading to the Barcelona Grand Prix to cheer on "Dan the Man" and will send a shout out from Aus while we're there! Dave Cocks, our Vice President is your man to go to for questions or assistance while I'm gone.

Cheers

Pistons Rule!

Gary McKay

From the editor



Hi Everyone!

Still feel like I just finished the Summer mag in December, and here we are nearing Round 2! All the normal stuff in the Autumn mag, with some mop up of the 2017 year namely the presentation event.

A deviation from the technical articles this edition by looking at the controversial topic of speed regulation on our roads. Was interesting researching for the article, largely as I found expert opinion varied so much, and was often found to be in conflict. At the time of print, Daniel Ricciardo had just announced his view that Australian freeways should have a 130kph speed limit.

Stay safe everyone. On and off the track...

Jason Fankhauser

VICTORIAN STATE CIRCUIT RACING CHAMPIONSHIPS 2018
40TH ANNIVERSARY VSRS 1978-2018

EXCEL CHAMPION 2017 - NATHAN BLIGHT

FORMULA FORD 1600 CHAMPION 2017 - BRENDAN JONES

FORMULA FORD TRIESTA CHAMPION 2017 - LIAM MCLELLAN

FORMULA VEE CHAMPION 2017 - MATT HOLMES

HISTORIC TOURING CAR CHAMPION 2017 - DANIEL COTTERILL

HQ HOLDEN CHAMPION 2017 - GLEN McDONALD

IMPROVED PRODUCTION CHAMPION 2017 - MICHAEL CROUSE

MG SERIES WINNER 2017 - PHIL CHESTER

PORSCHE 944 CHALLENGE CHAMPION 2017 - CAMERON BELLER

SALOON CAR CHAMPION 2017 - DAMIEN MITCHELL

SPORTS CAR CHAMPION 2017 - MATT STOUPAS

SPORTS SEDAN CHAMPION 2017 - MICHAEL ROBINSON

ROUND 1 - SANDOWN MAR 2 - MAR 4
David Vennall - davidvennall@bigpond.com

ROUND 2 - PHILLIP ISLAND MAY 5 - MAY 6
Geoff Bull - geoff.bull@piarc.com.au

ROUND 3 - WINTON JUN 16 - JUN 17
VSRS - vsrsthree@gmail.com

ROUND 4 - SANDOWN JUL 20 - JUL 22
Gale Smith - Galeesmith@hotmail.com

ROUND 5 - PHILLIP ISLAND SEP 29 - SEP 30
Michael Holloway - vsractive@gmail.com

**ADMISSION ALL ROUNDS - WEEKEND PASS \$30 - SUNDAY PASS \$25
SATURDAY PASS \$20 - KIDS UNDER 16 FREE**

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IPRA Vic Calendar

WHEN	WHAT
6-8 April	Supercars Tyrepower Tasmania SuperSprint*
13-15 April, 2018	Shannons Nationals Round 1: The Bend
20-22 April	Supercars WD-40 Phillip Island 500
4-6 May	Supercars Perth SuperSprint*
5-6 May	Round 2 – PIARC – Phillip Island
10-13 May, 2018	Shannons Nationals Round 2: Sandown
18-20 May	Supercars Winton SuperSprint+
1-3 June, 2018	Shannons Nationals Round 3: Phillip Island
15-17 June	Supercars CrownBet Darwin Triple Crown
16-17 June	Round 3 – VSRS Inc – Winton
6-8 July	Supercars Watpac Townsville 400**
20-22 July	Supercars Coates Hire Ipswich SuperSprint+
21-22 July	Round 4 – ASSA Vic – Sandown
24-26 August	Supercars The Bend SuperSprint
28-29 July, 2018	Shannons Nationals Round 4: Queensland Raceway
4-Aug	Supercars Red Rooster Sydney SuperNight
1-2 September, 2018	Shannons Nationals Round 5: Winton
14-16 September	Supercars Sandown 500**
21-23 September, 2018	Shannons Nationals Round 6: Sydney Motorsport Park
29-30 September	Round 5 – VMCI – Phillip Island
4-7 October	Supercars Supercheap Auto Bathurst 1000**
19-21 October	Supercars Vodafone Gold Coast 600+
2-4 November	Supercars ITM Auckland SuperSprint
23-25 November	Supercars Coates Hire Newcastle 500**



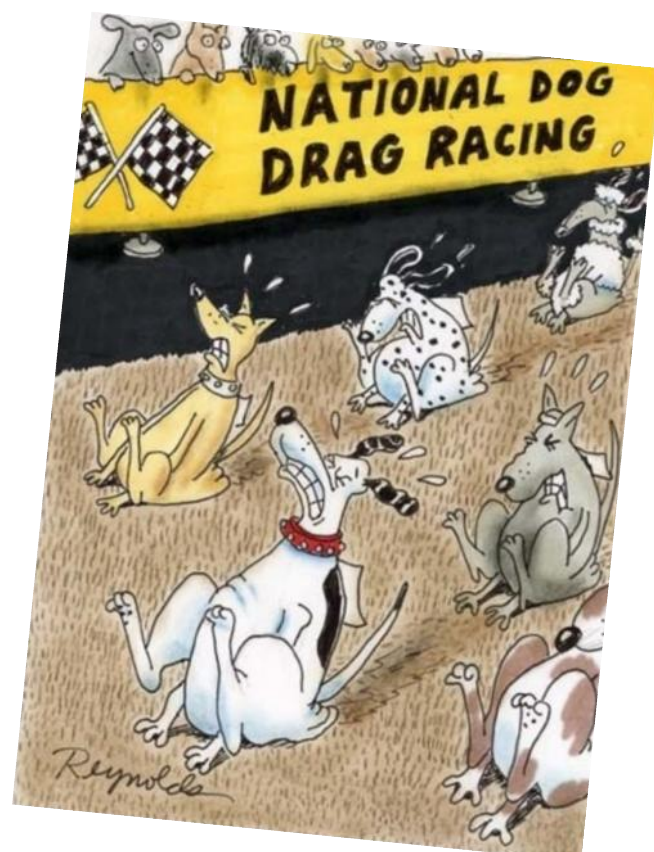
2018 Point Score

Over 2L

DRIVER	CAR	CAP	RACE 1	RACE 2	RACE 3	TOTAL
Luke Grech-Cumbo	HSV VX Senator	5700	16	40	40	96
David Cocks	VK Commodore	6000	30	30	30	90
Robert Braune	BMW 325i E30	2860	40	24	24	88
Mathew Logan	VE Commodore	6000	24	20	20	64
Andrew Morris	VH Holden Commodore	5600	2	16	12	30
Danny Pullens	S14 Silvia	3400	8	12	8	28
Tony Moloney	HOLDEN HQ	5700	0	8	16	24
Graeme McPherson	VE Commodore	6000	20	0	0	20
David Levy	BMW M3 E46	3200	6	1	6	13
Gary McKay	Holden Torana XU1	3300	12	1	0	13
Stephen O'Neill	Mitsubishi Lancer	3400	4	6	2	12
Brad Blunt	BMW E36	3200	1	1	4	6
Justin Kroussoratis	Mazda RX7	2340	1	4	0	5
Craig Caspersz	MAZDA RX7	2354	1	2	1	4
Malcolm Henley	Mazda RX7	2354	1	1	1	3
Richard Opie	Mazda RX8	2340	1	1	1	3
Gary Pearce	BMW 125i	2500	1	1	1	3
David Shaw	Falcon ED XR6	3998	1	1	1	3
Adrian Taranto	Audi S3	3200	1	1	1	3
Marco Timperio	Ford Falcon EA	3900	1	1	1	3
Wayne Twist	BMW E46	3200	1	1	1	3
Jim West	BMW E30	2500	1	1	1	3
Wayne Dekker	Audi 80 Quattro	2600	1	1	0	2
Cameron McKee	AU XR6	3998	0	1	1	2
Grant Ogle	Ford Focus	2522	1	0	0	1
Andrew Rhodes-Anderson	VN Holden Commodore	6000	0	1	0	1
Paul Vuillermin	EA Falcon	3900	0	1	0	1
Brad Wyatt	VX Commodore	6000	0	0	1	1
Peter Dixon	VZ Monaro	6000	1	0	0	1
Glenn Kennedy	BMW E30	3200	0	0	0	0

Under 2L

DRIVER	CAR	CAP	RACE 1	RACE 2	RACE 3	TOTAL
Vel Tomic	Honda Integra Type R	1998	40	40	40	120
Blair Coull	Nissan Pulsar	2000	30	0	30	60
Paul Grziwotz	Honda Civic	1998	20	24	16	60
Bryson Lloyd	Toyota Celica	1796	12	16	24	52
Stephen Zourkas	Subaru BRZ	1998	0	20	20	40
Kevin Coulson	Honda Civic	1998	0	30	0	30
Mark Baldwin	Honda Civic	1973	16	12	0	28
Callum Jensen	Peugeot 306 GT16	1998	24	0	0	24
Robert Wilson	Suzuki GTI	1298	0	0	0	0



It's the rules...

At the start of each season, it's not uncommon for new members to arrive at the track with both questions and 'ambiguities' regarding IPRA Technical Regulations.

The rules are written in a non-prescriptive manner, and are exception based. In simple terms, they outline more what's allowed. They don't prescribe everything you are not allowed to do. So, *if they don't say you can do it, then you can't*. It's as simple as that.

Some common 'misunderstandings' and rule nonconformance's include:

- Use of adjustable caster bars
- Holes in bonnets
- Modified or replacement suspension arms
- Major alteration to panels

If in any doubt, talk to our eligibility officer or a committee member. The technical regs can also be found at docs.cams.com.au

2017 Presentation Event



On Saturday February 17th we held our 2018 Season Launch and Trophy Presentation at Payne's Rise Winery. Being a winery, there was ample room for kids games and for the two Championship winners to display their cars even!

With a great show of 70 people, and great food, entertainment and wine, a highly enjoyable start to the season was had.

Some of the Club Awards presented were:

Scott Willing - Kelvin Twist Award

Undisputedly, one of the hardest working and passionate committee members, not just in Victoria, but Australia. Scott has taken out this award for the 2nd year running. Even with a newborn bub, he still manages to put in 110%. A true Kelvin spirit.

Andrew Johnson - Best Presented

If you have ever had a chance to see up close the quality of finish and the attention to detail of Andrew Johnson's VL Commodore, you will know how deserved of a winner he was. In bright orange you won't miss it, just don't try to peel it!



Above: The 2017 champions cars certainly emphasised there was a motorsport event at the winery!



Above: Winners are grinners. Over 2L 2017 champion Luke Grech-Cumbo. **Below:** Under 2L 2017 Champion Paul Grziwotz.



Paul Vuillermin - Most Improved

One of the true gentleman and all round nice guys of IPRA. Every round, almost without fail he rolls out the orange taxi and regardless of the results, always has a smile on his dial. Finishing 37th in Over 2L in 2016, he made an amazing jump to 8th in Over 2L in 2017. Needless to say, the meter is still running.

Rob Wilson - Hard Luck


The smile never disappears from Rob's face regardless of how much bad luck he is having. After entering numerous events in 2017, he only managed to qualify and finish 1 round. The "gentleman racer" suffered numerous technical gremlins which hampered his season.

Be sure to keep an eye out for our next social event. IPRA Victoria is proud to be a family orientated motorsport club.

Thanks go to Peta McKay for organising such a great family day, David Cocks for taking on the photographer role and capturing the images you see in the article. Also, a big thanks to our sponsors DLL Photography, OurAuto, Nuline Homes, Educational Living and Traction Tyres, who were there to present our Class and Outright Champions with well-deserved trophies and awards.

Below: Some very serious faces as the formal part of the event commences!






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2017 Presentation Awards

OVER 2 LITRE CHAMPIONSHIP	
1st Outright	Luke Grech-Cumbo
2nd Outright	Michael Cruse
3rd Outright	Damien Milano
UNDER 2 LITRE CHAMPIONSHIP	
1st Outright	Paul Grziwotz
2nd Outright	Mark Baldwin
3rd Outright	Velibor Tomic
CLASS CHAMPIONSHIPS	
3J(b) 1600-2000cc Class Championship	
1st	Paul Grziwotz
2 nd	Velibor Tomic
3 rd	Mark Baldwin
3J(a) 2001-3000cc Class Championship	
1st	Malcolm Henley
2 nd	Justin Kroussoratis
3J(b) 2001-3000cc Class Championship	
1st	Gary Pearce
2nd	Richard Opie
3rd	Robert Braune
3J(a) Over 3000cc Class Championship	
1st	Michael Cruse
2nd	Andrew Morris
3J(b) Over 3000cc Class Championship	
1st	Luke Grech-Cumbo
2nd	Damien Milano
3rd	Wayne Twist
Non Championship Awards	
Special Award "Discretion is the better part of Valor"	Matthew Logan
Kelvin Twist Award for 2017 Club Person of the Year	Scott Willing
Hard Luck Award - 2017	Robert Wilson
Most Improved Driver - 2017	Paul Vuillermín
Best Presented Car - 2017	Andrew Johnson
2017 Rookie of the Year	Brad Wyatt

Race Reports

Round 1, Sandown

Total qualifiers	42
Average engine size	3697
Total engine capacity on grid	121 litres
Under 3l cars	22
Over 5l cars	8
Number of manufacturers	12
Avg qualifying time	1:27
Manufacturers	
BMW	8
Datsun/Nissan	3
Ford	6
Holden	11
Honda	3
Mazda	5
Eunos	1
Hyundai	1
Audi	2
Subaru	1
Suzuki	1
Toyota	1

With a field of 42 entry's, organisers offered to split the category, with IPRA Vic electing to run over and under 2 litre races. Unfortunately, the offer was rescinded on Sunday, but still a terrific indicator of a strong category.

After losing drive to an oil pump on Friday, outstanding champion Luke Grech-Cumbo and his team did an amazing job to fully rebuild his engine by Race 1. Top 5 qualifiers was Robert Braune in position 1 with a 1:20.3 qualifying time, followed by Matthew Logan and David Cocks. David Pullens finished 4th fastest, and it was great to see Andrew Morris be 5th fastest out of the 33 qualifiers after some misfortune over 2017.

In the under 2l's, Velibor Tomic in a Honda Integra finished in position 1, in front of Blair Coull driving a Pulsar. Stephen Zourkas finished in third position being the first top 3 for a Subaru BRZ in IPRA Vic.

Under 2l's put on a great race 1 show, with what could have been settled using a lottery, with positions all thrown in the air. While Tomic held number 1, Coull also

retained position in second with the BRZ of Zourkas not finishing the 8 laps. Callum Jensen and 2017 champ Paul Grziwotz locked in third and fourth respectively.

Race 1 saw Braune hold the number 1 position in front of Cocks who managed to get past Logan. Graeme McPherson wasn't far behind and continues to work his way up the field each round. Grech-Cumbo, having started at the back of the grid, drove the bolts off the green Commodore to work his way up to 5th.

Sunday brought similar weather to the track as Saturday, with March still feeling too early to be at Sandown in the calendar compared to June. The first 3 laps saw Robert Braune hold off the V8's, until lap 4 when Cocks managed to edge past. His race lead was short lived, when Grech-Cumbo decided 3rd position was not going to cut it, passing both Cocks and Braune to end up winning the race. The closest finish to the line was between Craig Caspersz in the RX7 and David Levy in the BMW who crossed the line within 3/10ths of a second of each other.

Race 3 reflected a Race 2 top 3, with Grech-Cumbo's lead never really being challenged. With a near matched lap time, the most exciting racing over the weekend was 'manufacturer' duals between Mazda, BMW and Audi, including drivers Richard Opie, Adrian Taranto, Malcolm Henley, Velibor Tomic and Cameron Mckee.

Under the VSCRC point score, Cocks and Grech-Cumbo finished equal for the round, whilst 2 points separates them in the IPRA rankings.

Overall, the round 1 opener for IPRA was arguably the best display from all the classes at Sandown, with the highest entry's, close and cleanest racing, and a strong club culture. Well done everyone!

JF



Below: Luke Grech-Cumbo hot on the heels of David Cocks, with the BMW of Robert Braune a top 3 finisher for Round 1.

Technical

Some members may remember the days when you exited a built-up area, you passed a sign with a derestriction sign (black circle with a diagonal line) indicating the urban speed restriction was no longer in force. By the early 1970's, the derestriction sign had an 'implied' limit of 50-70MPH, but it was enforced in a subjective manner by police.

By 1974, metrication trickled in to the road laws, and most states started switching derestriction signs with absolute speed requirements up to 110kph. At the same time, you had to start wearing your seatbelt. Well, that's if your car had them....

The combination of moderate speed enforcement, drink driving laws and mandatory seatbelts resulted in a step decline in road deaths from 1973 to 1983, and again from 1989 to 1993. What's not clear in these trends is the influence of car safety design – airbags, ABS, crumple zones, etc. In the 2000's, a new wave of drug and alcohol enforcement was launched given the rise of things like methamphetamines and other nasties.

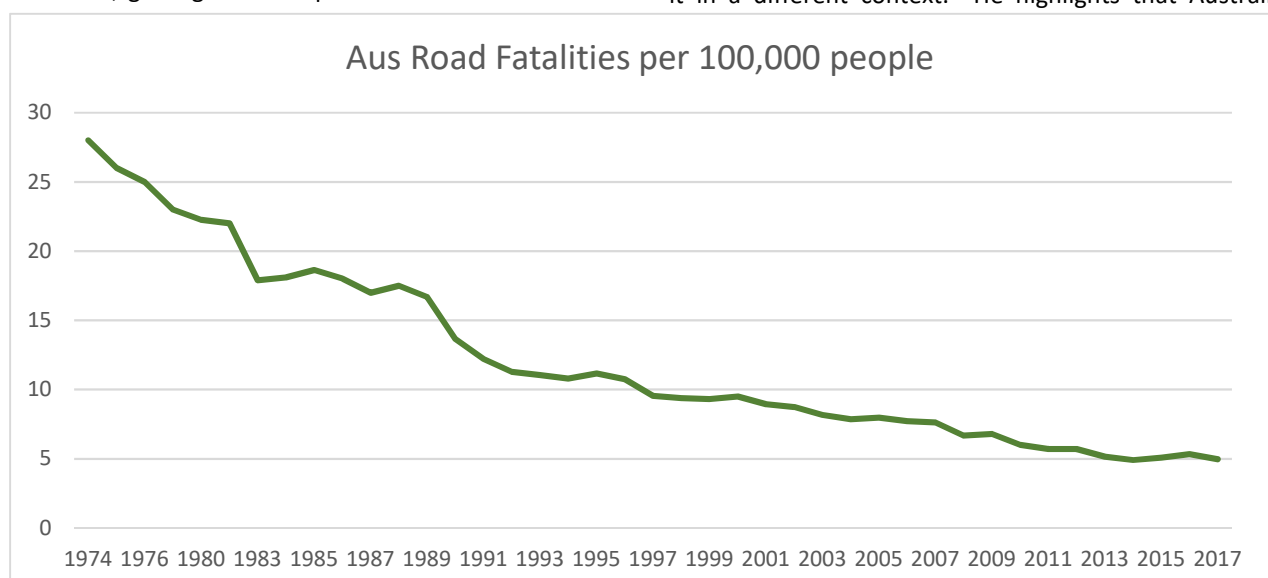
From 'breathos' to seat belts, most drivers abide with the laws of the day. However, the most political and controversial 'safety initiative' enforced by our governments would have to be speed. In 2016/17, Victorian speed camera revenue was \$323.3M. To balance the argument, the cost of road trauma was over \$3 billion. Speed is often tatted as the root cause of road fatalities on what seems like a nightly feature on commercial TV stations. However, in parallel, you will also be told that a microsleep, drugs, and alcohol also kill. So, which is it? Well, it could be either, but root cause analysis (RCA) theory says there can only be one (or a root) cause a 'failure'. With respect to road accidents, the failure is typically a 'choice' by a driver. A choice to do something dumb.... So, getting back to speed... IPRA Vic have had

races in the last year where there was no contact between cars, and, no one come off the track. Uncommon yes, however this is racing at well over 200kph on all tracks, and at times, millimetres apart. So, if speed is a single root cause of road fatalities, then why can IPRA Vic race 8 laps at Phillip Island without someone getting hurt? Well, the drivers are:

-) Alert and concentrating
-) Better skilled
-) Driving to conditions presented at any moment
-) Not Instagramming their new hairstyle

There is no doubt about it, speed can be a root cause to a fatality. But it usually involves a bend in the road. Lets look at a scenario.... The Hume Highway. Australia's longest freeway. Speed limit – 110. What we are told is if this limit was increased, then people's lives would be at greater risk. Think about it. You are driving along at 110, and you increase your speed to 120. Still concentrating, observing all road rules re lane changing etc. What actual risk have you taken on? Well, if you now decide to look at the text you just got on your phone, and drift into the emergency lane where a speed camera car is parked, well, the extra 10kph will certainly make a bigger bang. But.... What is the root cause? Speed, or looking at the phone? Speed can certainly increase consequences of something going wrong. It's hard to envisage though how doing 10kph more on a freeway, switches to being life threatening compared to 110 which is apparently safe.

German has had autobahns with no speed restriction for decades. And yet, they have less fatalities per capita than Australia. Admittedly, there are 25% less cars per capita in German compared to Australia slightly distorting this statistic. Stephen Boyles, an assistant professor of transportation engineering at the University of Texas puts it in a different context. He highlights that Australian

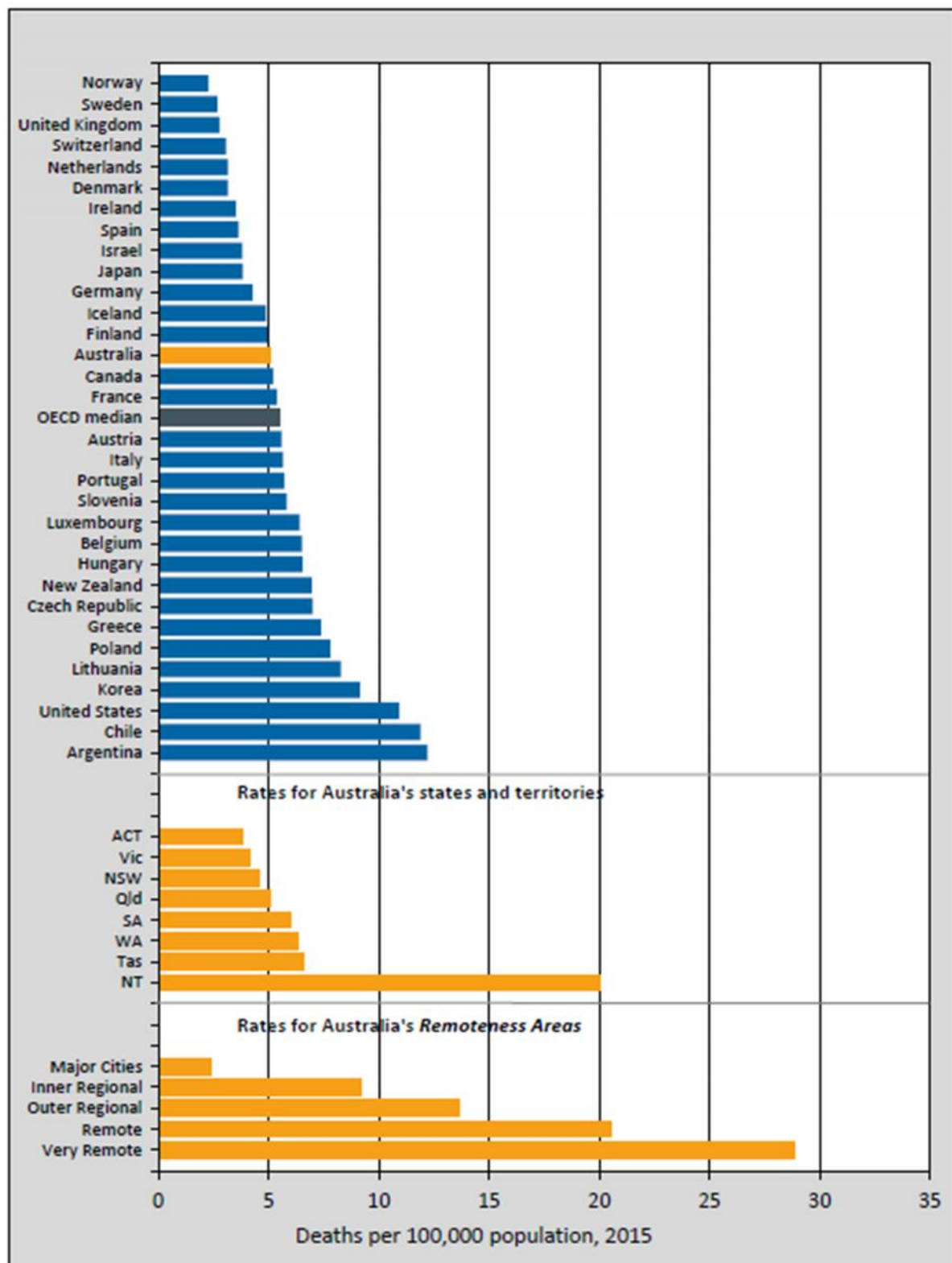


speed limits have been capped at 110 for over 40 years, yet cars and roads are safer. Professor Boyles states his belief in what causes freeway accidents saying “...difference in speeds is actually more dangerous than if everyone were driving at a faster speed”. His ideas on speed limits have been recently backed by research from the US Federal Highway Administration in that speed limits should be set at the 85th percentile of traffic speed. That means, only around 15 per cent of cars should be driving faster than the

speed limit. Any faster than that, then the speed limit should be raised.

What makes this debate difficult, is the conflicting research, opinions and even statistics on the topic.

In the end, we don't like receiving demerit points via Aus Post, and revenue needs to be found to pay for people's poor choices. So, the safety design of the car we drive, the skills we have, and the quality of new roads will never really be big influencers in the debate. Pity really... *JF*



Rd 1 Race results

Qualifying Over 2L

Pos	Car	Driver	Vehicle	Cap	Laps	Fast Lap	Fastest Lap
1	86	Robert Braune	BMW E30	2860	6	6	01:20.23
2	43	Mathew Logan	Holden VE Commodore	6000	5	5	01:20.56
3	28	David Cocks	Holden VK Commodore	6000	10	7	01:21.03
4	37	Daniel Pullens	Nissan S14 Silvia	3400	10	10	01:21.62
5	61	Andrew Morris	Holden VH Commodore	6000	10	8	01:21.77
6	78	Tim Playford	Mazda 808	3100	8	7	01:22.07
7	3	Tony Moloney	Holden HQ	5700	8	8	01:22.35
8	63	Gary McKay	Holden Torana LJ	3300	11	6	01:22.52
9	77	David Levy	BMW M3	3000	10	10	01:23.59
10	54	Glenn Kenneday	BMW E30	3200	4	4	01:23.60
11	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	10	7	01:24.14
12	48	Brad Wyatt	Holden Commodore VX	6000	6	4	01:24.38
13	22	Justin Kroussoratis	Mazda RX7	2340	7	7	01:24.76
14	30	Grant Ogle	Ford Focus XR5	2521	10	2	01:24.80
15	56	Malcolm Henley	Mazda RX7	2354	9	6	01:24.81
16	19	Wayne Twist	BMW E46	3200	10	7	01:24.88
17	96	Andrew Rhodes-Anders	Holden Commodore VN	5700	5	3	01:25.03
18	83	Craig Caspersz	Mazda RX7	2354	8	6	01:25.39
19	75	Richard Opie	Mazda RX8	2340	10	9	01:25.59
20	16	Bradley Blunt	BMW E36 M3	3200	8	3	01:25.62
21	38	Adrian Taranto	Audi S3	3200	10	7	01:26.23
22	21	Peter Dixon	Holden V2 Monaro	6000	10	9	01:27.35
23	4	Simon Lyne	BMW E30	2500	7	3	01:27.97
24	73	Graeme McPherson	Holden Sedan	6000	4	2	01:28.95
25	50	Gary Pearce	BMW 125i	2995	9	8	01:29.31
26	9	Anthony Johnson	BMW M3	3000	10	8	01:29.60
27	94	David Shaw	Ford EB XR6	3998	9	8	01:31.58
28	2	Wayne Dekker	Audi 80 Quattro	2600	9	9	01:31.60
29	29	Marco Timperio	Ford EA	3900	8	5	01:32.59
30	68	James West	BMW E30	2500	9	8	01:33.92
31	14	Cameron Mckee	Ford AU XR6	3998	3	2	01:34.18
32	27	Stephen Gorman	BMW 325i e30	2498	7	7	01:34.98
33	71	Paul Vuillermin	Ford Falcon	3900	2	2	01:39.47

Qualifying Under 2L

Pos	Car	Driver	Vehicle	Cap	Laps	Fast Lap	Fastest Lap
1	72	Velibor Tomic	Honda Integra	1998	9	5	01:25.49
2	12	Blair Coull	Nissan Pulsar	1998	10	7	01:26.74
3	17	Stephen Zourkas	Subaru BRZ	1998	9	7	01:27.85
4	14	Cameron Mckee	Ford AU XR6	3998	9	9	01:28.12
5	45	Paul Grziwotz	Honda Civic	1998	8	2	01:29.44
6	87	Kevin Coulson	Honda Civic	1998	3	3	01:31.02
7	46	Bryson Lloyd	Toyota Celica	1796	9	9	01:31.56
8	58	Robert Wilson	Suzuki Swift GT	1300	4	3	01:34.18
9	13	Callum Jenson	Nissan Pulsar	1998	2	2	04:01.60

Race 1 – Over 2L

Pos	Car	Driver	Vehicle	Cap	Laps	Fastest Lap	Fastest Time
1	86	Robert Braune	BMW E30	2860	8	2	01:20.87
2	28	David Cocks	Holden VK Commodore	6000	8	6	01:21.16
3	43	Mathew Logan	Holden VE Commodore	6000	8	4	01:21.42
4	73	Graeme McPherson	Holden Sedan	6000	8	6	01:21.05
5	1	Luke Grech-Cumbo	HSV Senator	6000	8	6	01:20.66
6	78	Tim Playford	Mazda 808	3100	8	4	01:22.61
7	63	Gary McKay	Holden Torana LJ	3300	8	3	01:22.85
8	37	Daniel Pullens	Nissan S14 Silvia	3400	8	5	01:22.67
9	77	David Levy	BMW M3	3000	8	6	01:23.83
10	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	8	5	01:23.67
11	61	Andrew Morris	Holden VH Commodore	6000	8	8	01:22.58
12	30	Grant Ogle	Ford Focus XR5	2521	8	5	01:25.25
13	83	Craig Caspersz	Mazda RX7	2354	8	7	01:25.15
14	22	Justin Kroussoratis	Mazda RX7	2340	8	8	01:24.67
15	21	Peter Dixon	Holden V2 Monaro	6000	8	8	01:24.81
16	38	Adrian Taranto	Audi S3	3200	8	7	01:25.63
17	19	Wayne Twist	BMW E46	3200	8	6	01:25.77
18	16	Bradley Blunt	BMW E36 M3	3200	8	8	01:25.58
19	75	Richard Opie	Mazda RX8	2340	8	8	01:25.61
20	56	Malcolm Henley	Mazda RX7	2354	8	6	01:25.43
21	9	Anthony Johnson	BMW M3	3000	8	6	01:29.76
22	50	Gary Pearce	BMW 125i	2995	8	6	01:29.79
23	2	Wayne Dekker	Audi 80 Quattro	2600	7	6	01:31.10
24	94	David Shaw	Ford EB XR6	3998	7	4	01:31.35
25	68	James West	BMW E30	2500	7	2	01:33.81
26	29	Marco Timperio	Ford EA	3900	7	6	01:30.90
27	27	Stephen Gorman	BMW 325i e30	2498	7	3	01:35.81
DNF	3	Tony Moloney	Holden HQ	5700	6	2	01:21.44
DNF	54	Glenn Kenneday	BMW E30	3200	3	2	01:21.53
DNF	71	Paul Vuillermin	Ford Falcon	3900	3	3	01:28.38
DNF	14	Cameron Mckee	Ford AU XR6	3998	2	2	01:28.57
DNF	48	Brad Wyatt	Holden Commodore VX	6000	1	1	01:37.93

Race I – Under 21

Pos	Car	Driver	Vehicle	Cap	Fastest Lap	Fastest Time
1	72	Velibor Tomic	Honda Integra	1998	8	01:26.48
2	12	Blair Coull	Nissan Pulsar	1998	8	01:26.50
3	13	Callum Jensen	Peugeot GTi6		8	01:27.42
4	45	Paul Grziwotz	Honda Civic	1998	8	01:27.45
5	14	Mark Baldwin	Honda Civic		8	01:29.70
6	46	Bryson Lloyd	Toyota Celica	1796	8	01:31.21
DNF	17	Stephen Zourkas	Subaru BRZ	1998	7	01:27.91
DNF	87	Kevin Coulson	Honda Civic	1998	2	01:28.25

Race 2

Pos	Car	Driver Competitor/Team	Vehicle	Cap	Laps	Fastest Lap	Fastest time
1	1	Luke Grech-Cumbo	HSV Senator	6000	8	5	01:19.59
2	28	David Cocks	Holden VK Commodore	6000	8	4	01:20.14
3	86	Robert Braune	BMW E30	2860	8	2	01:20.61
4	43	Mathew Logan	Holden VE Commodore	6000	8	3	01:21.04
5	61	Andrew Morris	Holden VH Commodore	6000	8	5	01:21.06
6	78	Tim Playford	Mazda 808	3100	8	3	01:21.57
7	37	Daniel Pullens	Nissan S14 Silvia	3400	8	3	01:21.51
8	3	Tony Moloney	Holden HQ	5700	8	4	01:20.95
9	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	8	4	01:24.25
10	22	Justin Kroussoratis	Mazda RX7	2340	8	4	01:24.25
11	83	Craig Caspersz	Mazda RX7	2354	8	4	01:24.42
12	77	David Levy	BMW M3	3000	8	4	01:24.66
13	16	Bradley Blunt	BMW E36 M3	3200	8	4	01:24.81
14	19	Wayne Twist	BMW E46	3200	8	6	01:25.59
15	38	Adrian Taranto	Audi S3	3200	8	3	01:25.75
16	75	Richard Opie	Mazda RX8	2340	8	3	01:25.56
17	72	Velibor Tomic	Honda Integra	1998	8	4	01:25.98
18	56	Malcolm Henley	Mazda RX7	2354	8	4	01:25.27
19	87	Kevin Coulson	Honda Civic	1998	8	5	01:28.00
20	63	Gary McKay	Holden Torana LJ	3300	8	3	01:22.64
21	71	Paul Vuillermin	Ford Falcon	3900	8	5	01:27.33
22	45	Paul Grziwotz	Honda Civic	1998	8	3	01:28.15
23	9	Anthony Johnson	BMW M3	3000	8	5	01:28.27
24	14	Cameron Mckee	Ford AU XR6	3998	8	3	01:28.32
25	96	Andrew Rhodes-Anders	Holden Commodore VN	5700	8	4	01:23.90
26	50	Gary Pearce	BMW 125i	2995	8	5	01:29.18
27	29	Marco Timperio	Ford EA	3900	7	4	01:28.30
28	17	Stephen Zourkas	Subaru BRZ	1998	7	4	01:28.20
29	94	David Shaw	Ford EB XR6	3998	7	5	01:31.47
30	46	Bryson Lloyd	Toyota Celica	1796	7	4	01:31.18
31	2	Wayne Dekker	Audi 80 Quattro	2600	7	5	01:31.38
32	68	James West	BMW E30	2500	7	3	01:33.28
33	27	Stephen Gorman	BMW 325i e30	2498	7	4	01:34.24
34	141	Mark Baldwin	Honda Civic		6	3	01:29.08
DNF	73	Graeme McPherson	Holden Sedan	6000	5	4	01:21.07
DNF	30	Grant Ogle	Ford Focus XR5	2521	5	4	01:24.98
DNF	13	Callum Jensen	Peugeot GTi6		5	4	01:26.79
DNF	12	Blair Coull	Nissan Pulsar	1998	3	3	01:26.98
DNF	48	Brad Wyatt	Holden Commodore VX	6000			

Race 3

Pos	Car	Driver Competitor/Team	Vehicle	Cap	Laps	Fastest Lap	Fastest time
1	1	Luke Grech-Cumbo	HSV Senator	6000	10	2	01:19.49
2	28	David Cocks	Holden VK Commodore	6000	10	4	01:20.69
3	86	Robert Braune	BMW E30	2860	10	3	01:20.53
4	43	Mathew Logan	Holden VE Commodore	6000	10	4	01:21.11
5	3	Tony Moloney	Holden HQ	5700	10	4	01:20.83
6	61	Andrew Morris	Holden VH Commodore	6000	10	3	01:20.80
7	78	Tim Playford	Mazda 808	3100	10	9	01:22.28
8	37	Daniel Pullens	Nissan S14 Silvia	3400	10	9	01:22.30
9	77	David Levy	BMW M3	3000	10	3	01:24.37
10	16	Bradley Blunt	BMW E36 M3	3200	10	4	01:24.43
11	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	10	8	01:24.19
12	48	Brad Wyatt	Holden Commodore VX	6000	10	9	01:23.39
13	83	Craig Caspersz	Mazda RX7	2354	10	3	01:23.84
14	19	Wayne Twist	BMW E46	3200	10	9	01:24.80
15	75	Richard Opie	Mazda RX8	2340	10	9	01:25.14
16	38	Adrian Taranto	Audi S3	3200	10	4	01:25.25
17	56	Malcolm Henley	Mazda RX7	2354	10	6	01:25.18
18	72	Velibor Tomic	Honda Integra	1998	10	7	01:25.50
19	14	Cameron Mckee	Ford AU XR6	3998	10	4	01:26.60
20	12	Blair Coull	Nissan Pulsar	1998	10	9	01:26.91
21	29	Marco Timperio	Ford EA	3900	9	9	01:29.47
22	50	Gary Pearce	BMW 125i	2995	9	4	01:29.27
23	9	Anthony Johnson	BMW M3	3000	9	6	01:29.41
24	46	Bryson Lloyd	Toyota Celica	1796	9	5	01:29.69
25	17	Stephen Zourkas	Subaru BRZ	1998	9	5	01:29.20
26	94	David Shaw	Ford EB XR6	3998	9	5	01:30.75
27	45	Paul Grziwotz	Honda Civic	1998	9	2	01:31.60
28	68	James West	BMW E30	2500	9	3	01:33.98
29	27	Stephen Gorman	BMW 325i e30	2498	9	4	01:35.63
DNF	2	Wayne Dekker	Audi 80 Quattro	2600	8	5	01:30.79
DNF	87	Kevin Coulson	Honda Civic	1998	5	4	01:29.03
DNF	22	Justin Kroussoratis	Mazda RX7	2340	4	4	01:24.34
DNF	73	Graeme McPherson	Holden Sedan	6000			