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BATHURST 2017

Yes, it's Hislop again....



NEWS: DELEGATES MEETING AND FUTURE OF IPRA

IPRA^{VIC} Magazine



SANDOWN GRECH-CUMBO - HARDLY A ROOKIE



TECHNICAL STEELS
Let's Get Stressed
CLIPSAL ADELAIDE
No home for horsepower...



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The views expressed by individuals within the publication do not necessarily reflect that of IPRA Victoria including its committee.

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dllphotographydesign.com.au

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From the President

With Gary McKay

Well here we are, Easter's been and gone and a bunny has left his eggs everywhere. I can still feel the effects of eating too many hot cross buns!!! Now we're coming up to the second Vic state race meeting at Phillip island already and I know I say this all the time but where did that time go since Christmas.

It's been a busy year so far for Improved Production members, running in support events at the twelve hour race at Bathurst both in IP races and combined sedans. Victorian members were there in great numbers and most had a great time, except for the ones that were parking their cars in walls, or breaking something like a diff. But, as they say, that's motor racing and its times like that that you see the mateship come out within the club, mates helping mates to get back on the track. It's just great to see. Bring on next year (if it runs that is).



This was then followed up with a support race at the Clipsal 500 V8 super car weekend. By all reports that was a fantastic weekend also. Entrants were welcomed by IPRA SA with open arms in Adelaide.

The Club receives a lot of new enquires after these high profile race weekends. The exposure of the category is lifted to a whole new level with events of this nature. We should be very proud of the display our category is becoming famous for.

Behind the scenes, much talk has been had about rule changes starting with the State Delegates meeting held in April, then filtering down to the State committees and then being discussed and debated with the general membership at our general meeting.

I really encourage you the members to come along to the have your say at the general meetings. The committee act as representatives of the club which means, you, the members, so it's important that we have your opinions and feedback about changes and development in the category. In order for our committee to best represent our members on a national level, it is important that members understand the proposals for development and potential rule changes. Our general meetings are the perfect forum for discussion and debate where questions can be answered and face to face and misnomers and rumours can be dispelled. As an added incentive to come along to our meetings, we will be offering a door prize at each meeting. Any members that attend all three general meetings to be held this year will go into the draw to win a \$1200.00 tyre voucher (can be used on race or road tyres).

Our next general meeting dates as follows:

Wednesday 28th June 2017

Wednesday 16th August 2017

Clearly IP rules are not broken, but in some areas, are a little out dated, particularly, when it comes to later model cars. Keep in mind, "late models cars" that we generally see in the category are at least ten years old and this is not new, this has been the way it has been since the dawn of time in our category. In this day and age it's very hard to buy a car without stability control or traction control/ABS and will be harder in the future to buy a car that actually has a gearstick (paddle shift). Changes to the rules are necessary to cater for these cars, and cars of the future. To ensure longevity in our category, modification of the rules is inevitable. At the moment, our category has the opportunity to model these rule changes to best suit the class. It is not the intention to undermine existing cars or competitors but evolution of the category is necessary to encourage new competitors in the future. If our category (on a national level) is not proactive in developing these rules

within our own administration, we run the risk of having rule changes instituted by other parties, which is not the way we want to see things done.

Race calendar for this year is as follows:

Round 2 Phillip Island 6/7th May

Round 3 Winton 17/18th June

Round 4 Sandown 22/23RD July

Round 5 Phillip Island 30th Sept/1ST October

Nationals in Western Australia 21/ 22 October

Island magic last weekend of November

If you are intending to compete at Nationals this year, please ensure you complete your Nomination form as soon as possible to ensure IPRA WA can move forward with their planning for this event. Nomination forms can be found here: <http://www.iprawa.net/documents/2017-nationals-nomination-form>.

Just a reminder to all competitors, yes yes I'm going to say it again this year, stickers stickers stickers, we have very special sponsors to the club and we are going to look after them in every way we can

So no stickers no points, look I said it again, so it must mean I mean it, so enough said about that, I think you get the message!

We are very excited to announce VACC are also back on board as Our Auto naming rights sponsor this year and we are very happy to have their support again. A sincere thanks to Wayne Alway for his efforts to get this package over the line for another year! We are very grateful for his time spent on this.

We also welcome back to all of our other sponsors being Nuline Homes, we thank Rick and Julie Newman for their continued support to the category. To

Educational Living, we thank Lisa Valentich for her continued support. Finally, we thank David Low and DLL Photography and Design for his support. David is also our webmaster Dave Low is the man to see for your website, graphic design requirements and happy snaps at weddings and special occasions.

CHEERS

Pistons Rule

The banner features the IPRA VIC logo on the left and the text "IMPROVED PRODUCTION RACING ASSOCIATION of VICTORIA" and "2017 CHAMPIONSHIP SEASON" in large, bold letters. Below the text is a grid of five boxes, each representing a race round with its name, location, and dates. At the bottom of the banner is a collage of various racing cars in motion. Below the banner are five logos for sponsors: Educational Living, TRACTION (YOKOHAMA Motorsport TYRE & SUSPENSION CENTRE), OurAuto (smart reliable solutions), NULINE Homes Pty Ltd, and DLL PHOTOGRAPHY & DESIGN (photography • graphic design • websites).

Round 1 - Sandown March 4-5	Round 2 - Phillip Island May 6-7	Round 3 - Winton June 17-18	Round 4 - Sandown July 22-23	Round 5 - Phillip Island September 30-1
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From the editor



Hi Everyone!

A big start to the year with two interstate events prior to the first Victorian round. As they already seem a long time ago, a brief report is provided for them in the mag.

With the surging rise in IPRA popularity in Australian motorsport, it's great to see an equally thriving representation of IPRA related articles in online and print media. The rebirthed Autoaction is covering more third tier like categories, including profiling our members cars. Vicstate Racer also does a good job of piecing together a concise summary of the weekend.

This edition includes an article on steels. Its just a brief intro to terms and behaviour of metals, which I could have expanded to other materials, turning it into a thesis, but chose to keep some bookends on it.

Interesting to see some fresh faces up the pointy already this year in all states/events. I think the next year will be critical in IPRA. As an Association, we can embrace the momentum of the Nationals, and increase the exposure of the class in media and TV. Failure to do so will mean we run the risk of seeing a short term peak of popularity, followed by either the intervention by others, or key players dropping the ball. Fortunately, we have competent state delegates, who recently had an annual meeting. Scott Willing has written a terrific piece for the Mag found in this edition.

Anyway, happy reading and stay safe. On and off the track.

Jason Fankhauser

VICTORIAN STATE CIRCUIT RACING CHAMPIONSHIPS 2017
PRESENTED BY VICSTATERACESERIES.COM

CHAMPIONS:

- SPORTS SEDAN CHAMPION 2016:** JIM BOWLEY
- SPORTS CAR CHAMPION 2016:** STEVE MCCLAUSMAN
- IMPROVED PRODUCTION CHAMPION 2016:** NATHAN ADAMS
- NO HOLDS CHAMPION 2016:** ANDREW MCLEOD
- FORMULA AUSTRALIAN CHAMPION 2016:** JAMES DEAN
- FORMULA FORD 1600 CHAMPION 2016:** BRENDAN JONES
- FORMULA FORD 1600 CHAMPION 2016:** MAX HADAU
- PERFORMANCE CHALLENGE SERIES WINNER 2016:** VINCE MISTURACH
- CLASSIC AUSTRALIAN PRODUCTION CHAMPION 2016:** TIM GILFILLAN
- NSU SERIES WINNER 2016:** PHIL CHESTER
- SALOON CAR SERIES WINNER 2016:** TIM RUTANSE
- EMPER SERIES WINNER 2016:** ADAM BYWATER

ROUNDS:

- ROUND 1 - SANDOWN MAR 3 - MAR 5**
David Vennart - davidvennart@ozemail.com.au
- ROUND 2 - PHILLIP ISLAND MAY 6 - MAY 7**
Scott Bell - gregbell@ozemail.com.au
- ROUND 3 - WINTON JUN 16 - JUN 17**
Terry White - twhite@314jordan.net.au
- ROUND 4 - SANDOWN JUL 21 - JUL 23**
Glen Webb - GlenWebb@ozemail.com.au
- ROUND 5 - PHILLIP ISLAND SEP 30 - OCT 1**
Michael Hedderley - vicrvc@gmail.com

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

IPRA Vic Calendar

WHEN	WHAT
29-30 April	CAMS Victorian Supersprint Championship, Round 1, Phillip Island
6-7 May	Victorian State Circuit Racing Championship Rd 1 at Phillip Island
17-18 June	Victorian State Circuit Racing Championship Rd 1 at Winton
1 July	Winter Magazine
22-23 July	Victorian State Circuit Racing Championship Rd 1 at Sandown
1 September (tentative)	Spring Magazine
30 Sep – 1 Oct	Victorian State Circuit Racing Championship Rd 1 at Phillip Island
25-26 Nov	Island Magic at Phillip Island
20 Dec	Summer Magazine

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The Joke

A drunken man walks into a bar full of bikies, sits down and orders a drink. Looking around, he sees three men sitting at a corner table. He gets up, staggers to the table, leans over, looks the biggest, meanest, biker in the face and says: "I went by your grandma's house today and I saw her in the hallway stark naked. Man, she is one fine looking woman!" The biker looks at him and doesn't say a word. His buddies are confused, because he is one bad arse biker and would fight at the drop of a hat. The drunk leans on the table again and says: "I got it on with your grandma and she is good, the best I ever had!" The bikies buddies are starting to get really mad but the biker still says nothing. The drunk leans on the table one more time and says, "I'll tell you something else, boy, your grandma liked it!" At this point the biker stands up, takes the drunk by the shoulders looks him square in the eyes and says, "Grandpa. Go home, you're drunk".



Club News

Delegate Update by Scott Willing

The start of the year has been an interesting and challenging one for IPRA State Delegates and this year will see some very necessary changes to the category rules. The aims are very much to increase the depth of our category, allow more modern cars to compete (**and comply with our rules**), and to allow production over 6 litre cars to compete. We are all well aware that IPRA has struggled with these items for many years and now the time has arrived for us to embrace some relevant items, whilst ensuring that the interests of our membership are retained.

Before we get into the details I will give you a little background that will cover the relevant sequences and discussion points.

In February last year the state delegates met with the Australian Motor Racing Commission (AMRC) in relation to the progression of IPRA's rule set. (At the AMRC's request). We were asked to consider ways to progress the class and forward rule changes for their consideration that would update the class (allowing new vehicle technologies) and cater for over 6 litre vehicles. They specifically restrained us to position ourselves between Production Cars and Sports Sedans and considered IPRA to be a feeding category from sprints into circuit racing.

As all should be aware, we made some slow progress towards some of these with the inclusion of ABS into our rule set. However, many other items were not agreed on and have remained as specific issues that required resolution.

As a result of a review by the AMRC, just prior to this year's delegates meeting IPRA Australia were presented with a directions paper for consideration. The background paper for this was prepared by Vince Ciccarello from SA for consideration by the AMRC. A summary of their considerations was prepared by board representative Graeme Emerton and forwarded onto IPRA Australia.

The directions paper specifically required us to amend our rules to cater for later model cars and over 6 litre cars. The inclusion of these items was not optional. A deadline of 1/1/18 was included. Whilst open for discussion, a suggested model was the formation of a 3J(c) rule set.

After a lengthy discussion amongst the delegates as to the best way forward for the class, a teleconference was held between the delegates and the Chairman of the AMRC, Mr Lyndon Punshon. During this meeting it was agreed that IPRA were able to present the necessary rules changes without the inclusion of another rule set,

so long as the objectives were met. It was also made clear that the category was not to be faster than its current benchmark and the category positioning was reiterated. .

So, that's lots of words, but we need to consider what it means for us moving forward.

Firstly, we could try and block everything that comes our way..... To be frank, that is exactly why IPRA has reached these cross roads. Whilst some of us have enjoyed and benefited from the stability of our rule set, the reality is that we have not progressed and evolved our rule set as we should have and it has cost us competitors. I have heard many times the rationale that "if they want to run with us then they have to put in the hard yards like everyone else" – even though we also knew that this means the rule structure is such that they can never be near the front..... Whilst that is all well and good as a protectionist measure, the reality is that weight and technology immersion into vehicles has meant that it simply is not that easy anymore and the cost to bring a car to the class and run remotely competitively is increasing dramatically with these constraints, without even contemplating compliance with our rules with the embedded technology. As an outcome, this is well outside the philosophy of IPRA as a club level category and some states' competitive numbers have declined, whilst others have not grown in any real number from where they were ten years ago. As an example, Tasmania is at a critical point with only three or four cars running in a combined class and NSW have overs numbers declining and are struggling to avoid combined grids with unders from a previous strong field. Some states are more vulnerable than others, so it is also important that we consider changes to grow the category as a whole, not just our own backyard.

So the real question everyone wants answered are what are all of these changes and how does it effect me..... Well, we aren't quite there yet, and that is a good thing!

Like all things IPRA, it is never that simple, as we need to balance the introduction of newer cars with different weights, technology, and capacity into our rules with our existing and very important competitor base.

Do we need to do it – in a simple answer, YES. I am well aware that some of you will be very defensive and say we don't need to change. That is completely understood, but I also appreciate that a lot do think we need to, including our governing body. To some extent we need to be prepared to take a leap of faith whilst ensuring that the changes we do make can be refined over time, unlike some of the current rules and structures that mean we all know there is a problem and a simple solution but it is too easy to scaremonger and stop it, despite the fact it has and continues to cost us many competitors.



I would ask that our membership take the perspective of **embracing changes that allow our rules to evolve in a manner that we want, not one that is imposed on us because we are too protectionist.**

Where to next.....

IPRA Vic committee are asking for your feedback. We would like input from our membership on how we can achieve the changes to introduce later model touring cars to our class, that fit with the model and philosophy of IPRA as a whole and the principles of our rule set that have and continue to serve us well.

We should consider any changes with some guiding principles:

1. Am I being fair to a potential new competitor to our class and their vehicle
2. Am I restricting what others can do, to benefit myself
3. Will the changes I propose repeat mistakes we have made in the past with our rules
4. Are the changes I propose consistent with our class and existing rule philosophies
5. Will the changes I propose assist in attracting new members and their cars to the class
6. Am I suggesting changes that are relevant to the financial capacity of our target competitor base

As a few examples:

- *Over 6 litre cars with air restrictors*
- *Over 6 litre cars with standard inlet systems*
- *Over 6 litre cars, where they are subject to model application and scrutiny, and then placed on an approved vehicle list*
- *Vehicle specific boost limits with blow off valves*
- *Vehicle specific boost limits with boost monitors*
- *Capacity based boost limits with blow off valves, so one specific model does not become favoured.*
- *Weight based restrictor tables*
- *Combinations of both boost limits and restrictors*
- *Allowing any form of stability and traction control where it remains standard*
- *Allowing any form of electronic stability and traction control system, including after market systems, if the characteristics were a feature of the car when produced*
- *Allowing any form of electronic stability and traction control system, including after market systems, if the characteristics were a feature of the car when produced, with the car racing at production weight plus X kg*
- *Allowing all IPRA cars to have traction control and electronic stability systems.*

- *Allow all IPRA cars that want to have traction control and electronic stability systems to run them, but with a minimum weight*
- *Allowing all IPRA cars to have sequential gearboxes*
- *Allowing only cars that are manufactured with dual clutch gearboxes to have sequential gearboxes*
- *Allowing all IPRA cars to have 6 speed gearboxes, or more where they are manufactured with a greater number*

These are just some examples, and NONE are actual rule proposals, but are provided as food for thought. We would like to hear from as many people as possible as to how we can achieve positive change.

Notwithstanding any of the points above, I am sure that some members would also like to express their reasons why we should not make any changes, or just specific changes to our class. We respect this as a right of our members and would like to allow this opportunity. However, let me be clear so that everyone appreciates the point that CAMS want changes to happen and they consider that we have not evolved our rules appropriately. If there are good reasons to not change a specific element, please ensure that you support it with rationale and reasoned thought and supporting points.

Please feel free to contact me on 0400 522427 or on my email at scott.willing@ipravic.com.au

I look forward to hearing from you, and remember that we would like as many as possible to have a say in the future of our class. We strongly encourage members to come to our club meetings to discuss these issues. The club meetings will be the first place these changes and the formation of them are considered in detail and will take priority over general information bulletins. We want members to become actively engaged in the running of the club and its future. Please have your say and look for positive ways to grow both our club and the national footprint of IPRA.

Cheers,

Scott

VACC back on board

Great to have on board VACC again as our main sponsor. Thanks go to Wayne Alway for managing this terrific outcome for the club.

Past Events

Bathurst 2017



Seventeen IPRA Vic members took on the Mountain at the Bathurst 12 hour In February, producing some exciting, successful and at times, heart breaking memories.

Practice did not go well for Damien Milano with issues causing him to not qualify.

With Ray Hislop locking in pole with a 2:22, the fastest Victorian was Nathan Robinson with a 2.28 followed by Scott Wilson with a 2:30 buying position 6. With virtually the same average speed as Wilson, Robert Braune in the BMW E30 qualified in the top ten in 8th position.

Race 1 was again a Hislop show, pushing his best time down to 2:19.8. 'Our' Damian Milano finished a highly admirable third after starting on the back of the grid, what felt like somewhere up near the chase. With his 600+hp Commodore in tune, Wilson climbed to places to finish in 5th position, and Braune claiming 6th position 6 seconds later. Nathan Robinson in the always nicely presented BMW claimed 8th, then our President Gary McKay finalised the top 10 list in the stalwart Torana. Following heavy contact at the top of the Mountain, three corners of David Cocks Commodore were heavily modified by the wall at "Brocks Skyline" whilst in 11th position at the time. Scott Willing making his Bathurst debut was making his way up the field with a great drive to finished 13th, Wayne Alway following in 16th, Graeme McPherson 21st, Chris Spiteri 24th, Phil Showers 26th closely followed by Brad Blunt. In 27th spot was Wayne Twist 29th and Grant Ogle finished in 30th.

A massive effort into the night saw the Cocks team (including Graeme McPherson) with help from the Bathurst TAFE team, have the VK in a running state for Race 2 which was a V8 top 3 with Hislop, Matt Cherry and Milano. Jordan Cox in the very fast Honda Civic made for great TV viewing, sparing with the big V8's by having a faster sector time across the top of the mountain (1s faster than Hislop). Nathan Robinson was really flying the BMW flag finishing strong 5th. Scott Willing rounded out the top ten.

Unfortunately, the arduous landscape of the Mountain took a toll, with 13 DNF's including 4 Victorians of Cocks, Braune, Wilson and Phillip Showers. Chris Spiteri was a DNS due to engine failure.

Forty-four starters for race 3 led to a repeat run to the podium including Milano being the highest placing Victorian in third. Braune was next in line for Victorian honours in position 10, whilst Scott Willing in the WRX finished without much fuss in 11th. Wilson nearly landed a top 10 from the back of the grid, finishing in 12th. Gary

McKay finished in 14th, loading a running and hardly marked Torana for the trip home. David Cocks tried driving the wheels off the battered VK to finish 17th from 43rd, whilst Wayne Alway finished a consistent and reliable weekend in 20th. Nathan Robinson's gearbox finally gave up on lap 4 whilst well inside the top10. Graeme MacPherson experienced a failed drive shaft shortly followed by a blown tire on Conrod straight, but managed to slow the Commodore into the chase without incident. An unfortunate finish to a good weekend. Victorian RACE 3 finishers included Brad Blunt (22nd), Wayne Twist (26th) and Grant Ogle in 30th.



Above: After two hard hits to the front and rear, the Cocks team had #28 turned around for Race 1 overnight. **Below:** Even neat winners are gridders at Bathurst - Damien Milano owned third position all weekend.



From rotary to a V10

Member Ben Schoots had the pleasure of co-driving the big Dodge Viper in the Bathurst 12hr with Jamie Augustine and Dean Lillie.

The newly built Viper settled into a good start until a differential failure parked it in the garage for a rapid repair. Finishing in 30th position was still a good result considering 19 cars DNF'd.

Certainly a lot of potential in the car and team for hopefully another attempt....



Clipsal Adelaide

The opening round of Supercars (note, we can't call them V8 Supercars anymore) turned into a promotional video for IPRA with highly entertaining action between a Toyota, Honda, Mazda and Mitsubishi.

In the end, Ben Shoots finished as the highest placing Victorian. Nathan Robinson was a top contender before the BMW hit the pit wall in Race 3, causing a lot of damage to the Championship winner car.

The 3rd Victorian entrant, Bruce Henley, circulated without such drama finishing the last race in 23rd.

Bathurst was undoubtedly a negative force against large number for this event, however applause must go to Jordan Cox (Honda Civic, NSW) and Chris Brown (Toyota Sprinter, SA) how combined interstate rivalry and authentic like IPRA cars to do the category proud on a national stage.



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Round 1 – Sandown

Bit unusual being at Sandown in early March which could have been a real Melbourne stinker, however the weather was mild and sunny for most events.

Fear of Bathurst and other conflicting events steeling some numbers, 27 entrants lined up to qualify. Much down on last year, however more than many Winton first rounds, and still a strong grid compared to other categories.

Back from a successful Bathurst, Damien Milano unleashed the Commodore to qualify ahead of Scott Wilson with a 1:18.49. Luke Grech-Cumbo is seemingly out to quickly shed his rookie status of 2016, with the green Commodore constantly being developed into a championship contender. Michael Cruise showed that a non V8 can mix it up, with Wilson, Cumbo and Cruise qualifying within 0.3 of a second of one another. IPRA diversity was at its best between RX7's, a Honda, BMW's and Fords with a 1.5 second spread between 8th and 14th position. By the end of qualifying, 3 cars were declared nonstarters for Race 1.

Race 1 resulted in Wilson's Commodore protesting on the start line with an electrical fault leading to a DNF. Andrew Rhodes-Anderson had a safe and intune run up to 3rd behind the Commodores of Milano and Grech-Cumbo. The RX7's of Malcolm Henley and Brydan Darbyshire had a bumper to bumper race of their own all weekend with Henley being the leader.



Race 2 started and finished in similar fashion to 1 with Scott Wilson remaining on the start line with engine issues, and Milano and Grech-Cumbo getting the 1-2 podiums. Michael Cruise however managed to get the nimble Escort in between the Commodore pack, finishing a rewarding third. The mid pack duelling was where the action panned

out between 4wd Evo's of David Raeburn and Stephen O'Neil, sparing with BMW's of Wayne Twist and David Levy. Twenty two cars crossed the line with 2 entrants deciding to pit prior.



There was no doubt really who was going to win race 3 and Grech-Cumbo had 2nd position with his name on it, so it was 3rd up for grabs, and secured by Cruise after a DNF by Rhodes-Anderson. Other than Raeburn, O'Neil and David Shaw who held race 2 positions, the rest of the field finished in a complete random location making it good viewing.

In all, the weekend had finish rate of 81.4% finish rate, and no damage making for a good lead in to Round 2 at Phillip Island.



2017 Championship Points

Over 2 litre						
DRIVER	CAR	CAP	RACE 1	RACE 2	RACE 3	TOTAL
Damien Milano	HSV VY R8	5967	40	40	40	120
Luke Grech-Cumbo	HSV VX Senator	5700	30	30	30	90
Michael Cruse	Ford Escort	3400	24	20	24	68
Malcolm Henley	Mazda RX7	2354	16	16	20	52
A.Rhodes-Anderson	Holden VN Commodore	6000	20	24	0	44
Bryan Darbyshire	Mazda RX7	2648	12	12	16	40
David Reaburn	Mitsubishi Evo	3400	8	8	12	28
Wayne Twist	BMW E46	3200	6	6	4	16
David Levy	BMW 325i E30	2500	2	4	8	14
Stephen O'Neill	Mitsubishi Lancer	3400	4	1	6	11
Justin Kroussoratis	Mazda RX7	2354	1	2	2	5
David Shaw	Falcon ED XR6	3998	1	1	1	3
Gary Pearce	BMW 325i E30	2500	1	1	1	3
Jim West	BMW E30	2500	1	1	1	3
Marco Timperio	EA Falcon	3900	1	1	1	3
Paul Vuillermin	EA Falcon	3900	1	1	1	3
Richard Opie	Mazda RX8	2340	1	1	1	3
Rod Lloyd	Ford Falcon EA	3900	1	1	1	3
Grant Ogle	Ford Focus	4287.4	0	1	1	2
Simon McDonald	Mazda 808	3126.3	0	1	1	2
Simon Lyne	BMW 325i E30	2500	1	0	0	1
Mathew Logan	Holden Commodore	6000	0	0	0	0
Scott Wilson	VP Commodore	5999	0	0	0	0
Under 2 litre						
DRIVER	CAR	CAP	RACE 1	RACE 2	RACE 3	TOTAL
Paul Grziwotz	Honda Civic	1998	40	40	40	120
Robert Wilson	Suzuki GTI	1298	0	0	0	0



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Technical

Steels are not steels by Jason Fankhauser

You've likely heard at the track, at work or read in an article terms like 'high tensile', 'ductility', 'fatigue' and other technical terms surrounding metals. But what do they really mean? Well, in this editions technical article, we explore the fundamentals of metals, how they behave, and what materials exist on the market.

In real terms, the main attribute people select a metal for is strength. Sure there are other factors like ductility, density, cost, corrosion resistance, machinability, and many more. Before we get too far into behaviour of metals, lets outline some basic terms:

Term	Unit	Description
Stress	Pascal	Stress is the ratio of force divided by area. The force can be acting as a compression or as a tension. Using imperial terms, if you had a 1" square bar and compressed it with 1000 pounds, the compressive stress in the bar would be 1000 PSI (pounds/sq in). Most of the world now use the metric system in engineering other than pockets of the UK and USA.
Yield Stress	Pascal	Metals are rated and selected on the basis of yield strength. It is the maximum point a metal can be stressed before it deforms plastically. In other words, you can work (or strain) a metal to this point and it will return to its original shape. See figure 1.
Ultimate stress	Pascal	At the ultimate stress, the metal fractures (fails). See figure 1.
Toughness	Joules/m ³	A measure of how much energy is needed to facture a material.
Strain	Unitless	A measure of how much a material deforms when stressed, relative to its original shape.
Deflection	m (or mm)	Deflection refers largely to beams, and is a measure of how much a section bends when loaded. In structures, members are often sized to suit deflection limits over stress requirements.
Density	kg/m ³	The density of a material refers to how much it weighs for a defined volume (normally a cubic meter). For example, steel has a density of 7,850kg/m ³ , whilst aluminium is 2800kg/m ³ .
Ductility	Unitless	Ductility refers to how much a material stretches when subjected to tensile stress. A material which has high ductility is very malleable. High strength steels are typically less ductile than plain steels.
Fatigue	Cycles	Fatigue is a reference to how many times a material can be worked (stressed). As a material is cycled, the molecular structure is affected, and eventually an indication is established from which a crack propagates. Generally, a fully utilised plain steel will fail after millions of cycles.



So, lets use a plastic 300mm ruler as an example. As you deflect it (bend it), you are working it through it up to its yield. When you deflect it so it discolours and no longer is flat, you have yielded it and damaged it. You have taken it to the top of the curve in Figure 1.

If you just keep bending it so it snaps, then you have stressed it past its ultimate capacity. Make sense?

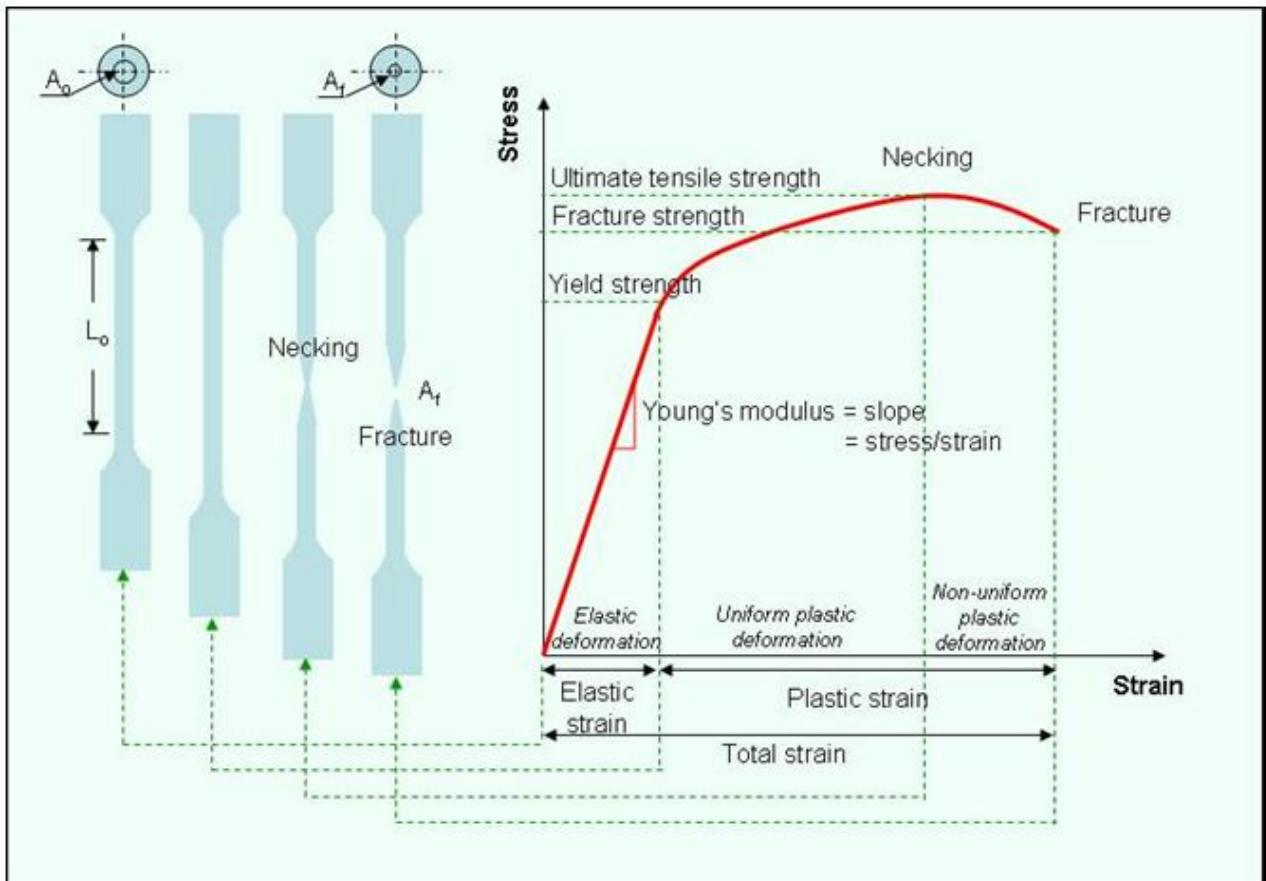


Figure 1 - Stress strain curve

In design, we usually apply safety factors of 1.5 to 2.5 so things never 'snap'. If we consider race cars, how much safety factor we are consuming on the track to what the vehicle was designed for? Where a differential gear or axle was designed for an infinite life (will never fatigue), we are exceeding the design stress by applying more torque making it fatigue sensitive. Meaning it has a finite life, and often less than a race season!

Material	Yield (MPa)	Ultimate (MPa)	Density (kg/m ³)
Mild steel	250-300	400-450	7850
Aluminium	150-220	250-380	2800
Alloyed steel (eg Chrome Moly)	350-480	640-1200	7800-7900
Titanium	800	1000	4430

So that's a lot of jargon to absorb. What really matters is you know there are different grades of each metal, and they behave in different ways. Bolts is a good example. They are graded by strength, and should be marked accordingly. Graded bolts come in 4.6, 8.8, 10.9 and 12.9. A 4.6 for example means it has an ultimate stress of 400MPa, and the yield is 60% of the ultimate (240MPa).

Never use materials in critical locations unless you know what they are. Bolts are again are a good example. If it's not marked or come with any form of certification, throw it away. Only use gal bolts and screws in non-critical applications. If someone is selling you an 'Alloy' roll cage, ask them what material they are using, and where they bought it.

Happy to take questions or provide advice. Email me on jason.fankhauser@ipravic.com.au or have a chat at the track.

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Race results

Bathurst 2017 – Qualifying

Pos	Nbr	Name	Cls	PIC	Fastest	In	Gap	Diff	Laps	Km/h
1	2	Ray Hislop	O2L	25	2:22.323	5			7	157.16
2	44	Matt Cherry	O2L	26	2:22.972	5	0.649	0.649	8	156.44
3	11	Kerry Wade	O2L	1	2:28.408	3	6.085	5.436	7	150.71
4	93	Nathan Robinson	O2L	27	2:28.445	7	6.122	0.037	8	150.67
5	3	Jordon Cox	U2L	1	2:28.676	8	6.353	0.231	8	150.44
6	51	Scott Wilson	O2L	28	2:30.051	4	7.728	1.375	5	149.06
7	12	Ashley Barnett	O2L	29	2:30.089	7	7.766	0.038	8	149.02
8	86	Robert Braune	O2L	30	2:30.611	4	8.288	0.522	8	148.51
9	7	Justin Wade	O2L	31	2:31.318	4	8.995	0.707	5	147.81
10	49	Bruce Worgan	O2L	3	2:32.847	7	10.524	1.529	7	146.33
11	54	Tony Alford	O2L	4	2:33.001	7	10.678	0.154	8	146.19
12	14	Joseph Lenthall	O2L	5	2:33.230	5	10.907	0.229	6	145.97
13	123	Beric Lynton	O2L	6	2:33.424	7	11.101	0.194	7	145.78
14	4	Leigh Forrest	O2L	7	2:33.695	5	11.372	0.271	7	145.53
15	32	Peter Ingram	O2L	8	2:34.132	7	11.809	0.437	7	145.11
16	63	Gary McKay	O2L	9	2:34.277	7	11.954	0.145	8	144.98
17	74	Dan Ridley	O2L	32	2:34.973	5	12.650	0.696	5	144.33
18	25	Brian Anderson	O2L	33	2:35.096	6	12.773	0.123	6	144.21
19	23	Matthew Ingram	O2L	10	2:35.170	8	12.847	0.074	8	144.14
20	94	Jason Wilson	O2L	11	2:35.476	7	13.153	0.306	7	143.86
21	38	Adrian Taranto	O2L	34	2:35.792	5	13.469	0.316	7	143.57
22	28	David Cocks	O2L	12	2:36.130	8	13.807	0.338	8	143.26
23	41	Scott Willing	O2L	13	2:36.192	5	13.869	0.062	7	143.20
24	26	Michael King	O2L	14	2:36.460	6	14.137	0.268	7	142.96
25	90	Wayne Alway	O2L	15	2:36.751	7	14.428	0.291	7	142.69
26	21	Scott Hunter	U2L	2	2:37.517	6	15.194	0.766	6	142.00
27	5	Phillip Showers	O2L	16	2:38.582	5	16.259	1.065	6	141.04
28	24	Brad Blunt	O2L	35	2:38.614	7	16.291	0.032	8	141.01
29	89	David Rodgers	O2L	36	2:39.012	6	16.689	0.398	6	140.66
30	176	William Harris	U2L	9	2:39.476	4	17.153	0.464	8	140.25
31	147	Andrew McMaster	O2L	37	2:40.060	2	17.737	0.584	4	139.74
32	144	Daniel Clift	O2L	38	2:40.310	4	17.987	0.250	7	139.52
33	43	Robert Vanderkamp	O2L	17	2:41.543	5	19.220	1.233	6	138.46
34	19	Wayne Twist	O2L	18	2:42.269	7	19.946	0.726	7	137.84
35	112	Anthony Norris	U2L	3	2:42.361	7	20.038	0.092	7	137.76
36	73	Graham McPherson	O2L	39	2:42.958	2	20.635	0.597	4	137.25
37	30	Grant Ogle	O2L	19	2:43.642	2	21.319	0.684	6	136.68
38	87	Barry Smith	O2L	20	2:45.014	7	22.691	1.372	7	135.54
39	65	Chris Spiteri	O2L	40	2:45.058	4	22.735	0.044	5	135.51
40	88	Scott Dean	U2L	10	2:45.149	5	22.826	0.091	6	135.43
41	76	Brett Batterby	O2L	41	2:45.268	1	22.945	0.119	4	135.34
42	70	Ian Price	U2L	4	2:45.332	6	23.009	0.064	7	135.28
43	130	Graham Bohm	U2L	11	2:45.381	5	23.058	0.049	5	135.24
44	33	Jamie Weir	O2L	21	2:47.092	7	24.769	1.711	7	133.86
45	47	Craig Manuel	O2L	22	2:47.632	6	25.309	0.540	7	133.43
46	177	John Newman	U2L	5	2:47.663	5	25.340	0.031	7	133.40
47	17	Mark Hyde	U2L	6	2:47.857	5	25.534	0.194	6	133.25
48	132	Phillip Andrawos	O2L	42	2:48.131	2	25.808	0.274	3	133.03
49	55	Kyle Alford	O2L	23	2:49.413	7	27.090	1.282	7	132.03
50	61	Geoff Duckworth	U2L	7	2:51.826	7	29.503	2.413	7	130.17
51	77	Richard Mork	U2L	8	2:52.107	5	29.784	0.281	7	129.96
52	95	Taylor Herford	O2L	24	2:58.813	6	36.490	6.706	6	125.08
<i>Not Qualified</i> Qualification maxima (130% of 2:22.323) = 3:05.019 Qualification minima : 3 Laps										
DNC	8	Damien Milano	O2L		2:29.994	2	7.671		2	149.12
DNC	6	Steven Jukes	O2L						1	0.00
DNC	16	Michael Naguib	O2L						1	0.00

Bathurst – Race 1

Pos	Nbr	Name	Cls	PIC	Gap	Total time	Fastest	In	Avg. Speed
1	2	Ray Hislop	O2L	1	-- 7 laps --	16:33.957	2:19.843	4	157.51
2	3	Jordon Cox	U2L	1	56.041	17:29.998	2:28.978	6	149.11
3	8	Damien Milano	O2L	2	1:02.452	17:36.409	2:29.022	6	148.20
4	4	Leigh Forrest	O2L	3	1:06.558	17:40.515	2:29.226	5	147.63
5	51	Scott Wilson	O2L	4	1:10.965	17:44.922	2:30.516	3	147.02
6	86	Robert Braune	O2L	5	1:16.030	17:49.987	2:29.831	4	146.32
7	7	Justin Wade	O2L	6	1:25.351	17:59.308	2:32.686	3	145.06
8	93	Nathan Robinson	O2L	7	1:27.142	18:01.099	2:31.741	7	144.82
9	54	Tony Alford	O2L	8	1:38.398	18:12.355	2:33.363	6	143.33
10	63	Gary McKay	O2L	9	1:43.088	18:17.045	2:34.085	5	142.71
11	28	David Cocks	O2L	10	1:44.517	18:18.474	2:34.614	4	142.53
12	32	Peter Ingram	O2L	11	1:45.274	18:19.231	2:34.133	7	142.43
13	23	Matthew Ingram	O2L	12	1:47.608	18:21.565	2:34.001	6	142.13
14	41	Scott Willing	O2L	13	1:48.679	18:22.636	2:34.255	6	141.99
15	26	Michael King	O2L	14	1:48.984	18:22.941	2:33.644	6	141.95
16	12	Ashley Barnett	O2L	15	1:53.317	18:27.274	2:31.761	6	141.39
17	9	Wayne Alway	O2L	16	1:59.356	18:33.313	2:35.675	4	140.63
18	38	Adrain Taranto	O2L	17	2:04.052	18:38.009	2:37.086	4	140.04
19	25	Brian Anderson	O2L	18	2:04.370	18:38.327	2:36.516	4	140.00
20	14	Joseph Lenthall	O2L	19	2:06.368	18:40.325	2:37.873	5	139.75
21	73	Graham McPherson	O2L	20	2:23.368	18:57.325	2:37.099	4	137.66
22	43	Robert Vanderkamp	O2L	21	2:25.832	18:59.789	2:39.577	5	137.36
23	112	Anthony Norris	U2L	2	2:26.339	19:00.296	2:39.028	6	137.30
24	65	Chirs Spiteri	O2L	22	2:28.335	19:02.292	2:39.324	5	137.06
25	94	Jason Wilson	O2L	23	2:28.870	19:02.827	2:38.797	4	137.00
26	5	Phillip Showers	O2L	24	2:32.572	19:06.529	2:38.774	6	136.55
27	24	Brad Blunt	O2L	25	2:41.543	19:15.500	2:41.277	4	135.49
28	176	William Harris	U2L	3	-- 6 laps --	16:34.771	2:41.546	6	134.90
29	19	Wayne Twist	O2L	26	1.528	16:36.299	2:41.738	2	134.69
30	30	Grant Ogle	O2L	27	9.382	16:44.153	2:43.669	5	133.64
31	21	Scott Hunter	U2L	4	11.378	16:46.149	2:38.985	2	133.38
32	88	Scott Dean	U2L	5	15.329	16:50.100	2:44.887	5	132.85
33	33	Jamie Weir	O2L	28	18.234	16:53.005	2:44.073	3	132.47
34	55	Kyle Alford	O2L	29	18.733	16:53.504	2:42.472	6	132.41
35	130	Graham Bohm	U2L	6	20.174	16:54.945	2:44.476	6	132.22
36	144	Daniel Clift	O2L	30	30.846	17:05.617	2:44.306	6	130.84
37	76	Brett Batterby	O2L	31	31.300	17:06.071	2:43.768	6	130.79
38	177	John Newman	U2L	7	45.187	17:19.958	2:48.510	6	129.04
39	77	Richard Mork	U2L	8	46.097	17:20.868	2:49.967	6	128.93
40	61	Geoff Duckworth	U2L	9	46.784	17:21.555	2:48.798	3	128.84
41	95	Taylor Herford	O2L	32	1:02.186	17:36.957	2:50.397	3	126.96
42	47	Craig Manuel	O2L	33	2:07.979	18:42.750	2:48.179	2	119.52

Bathurst – Race 2

Pos	Nbr	Name	Cls	PIC	Gap	Total time	Fastest	In	Avg Speed
1	2	Ray Hislop	O2L	1	-- 10 laps --	23:41.238	2:18.843	3	157.37
2	44	Matt Cherry	O2L	2	44.466	24:25.704	2:21.124	6	152.60
3	8	Damien Milano	O2L	3	55.509	24:36.747	2:24.683	2	151.45
4	3	Jordan Cox	U2L	1	1:15.050	24:56.288	2:27.979	3	149.48
5	93	Nathan Robinson	O2L	4	1:34.912	25:16.150	2:29.600	4	147.52
6	23	Matthew Ingram	O2L	5	1:52.690	25:33.928	2:31.355	4	145.81
7	7	Justin Wade	O2L	6	1:59.306	25:40.544	2:32.085	4	145.18
8	26	Michael King	O2L	7	2:04.353	25:45.591	2:32.387	8	144.71
9	54	Tony Alford	O2L	8	2:06.372	25:47.610	2:33.354	3	144.52
10	41	Scott Willing	O2L	9	2:08.056	25:49.294	2:32.429	10	144.36
11	32	Peter Ingram	O2L	10	2:09.181	25:50.419	2:30.640	8	144.26
12	63	Gary McKay	O2L	11	2:21.836	26:03.074	2:34.578	7	143.09
13	11	Kerry Wade	O2L	12	2:22.763	26:04.001	2:30.282	7	143.01
14	112	Anthony Norris	U2L	2	2:30.348	26:11.586	2:34.301	9	142.31
15	144	Daniel Clift	O2L	13	2:39.518	26:20.756	2:34.882	4	141.49
16	9	Wayne Alway	O2L	14	2:41.513	26:22.751	2:35.221	4	141.31
17	25	Brian Anderson	O2L	15	-- 9 laps --	23:41.604	2:34.587	6	141.60
18	147	Andrew McMaster	O2L	16	9.105	23:50.709	2:34.743	5	140.70
19	21	Scott Hunter	U2L	3	11.411	23:53.015	2:34.729	3	140.47
20	24	Brad Blunt	O2L	17	22.711	24:04.315	2:37.859	7	139.37
21	176	William Harris	U2L	4	35.953	24:17.557	2:39.894	6	138.10
22	12	Ashley Barnett	O2L	18	45.165	24:26.769	2:29.762	9	137.24
23	19	Wayne Twist	O2L	19	1:00.015	24:41.619	2:41.102	9	135.86
24	70	Ian Price	U2L	5	1:03.894	24:45.498	2:41.535	7	135.51
25	30	Grant Ogle	O2L	20	1:04.795	24:46.399	2:42.057	4	135.42
26	33	Jamie Weir	O2L	21	1:06.207	24:47.811	2:41.399	4	135.30
27	76	Brett Batterby	O2L	22	1:06.793	24:48.397	2:41.319	7	135.24
28	17	Mark Hyde	U2L	6	1:22.934	25:04.538	2:43.654	8	133.79
29	177	John Newman	U2L	7	1:29.389	25:10.993	2:43.438	6	133.22
30	38	Adrain Taranto	O2L	23	1:36.767	25:18.371	2:45.993	4	132.57
31	95	Taylor Herford	O2L	24	1:37.724	25:19.328	2:44.827	9	132.49
32	61	Geoff Duckworth	U2L	8	2:05.586	25:47.190	2:45.931	5	130.10
33	73	Graham McPherson	O2L	25	2:25.010	26:06.614	2:34.024	4	128.49
34	77	Richard Mork	U2L	9	2:31.053	26:12.657	2:51.409	9	128.00
Not Classified Did not Finish Or Classification limit (75% of 10 Laps) = 8 Laps									
DNF	86	Robert Braune	O2L		-- 9 laps --	23:34.235	2:30.130	5	142.33
DNF	43	Robert Vanderkamp	O2L		-- 9 laps --	23:39.116	2:36.330	3	141.84
DNF	51	Scott Wilson	O2L		4.057	23:45.661	2:29.437	6	141.19
DNF	14	Joseph Lenthall	O2L		-- 8 laps --	20:56.459	2:32.673	4	142.41
DNF	130	Graham Bohm	U2L		1:20.117	22:16.576	2:42.068	4	133.87
DNF	4	Leigh Forrest	O2L		-- 5 laps --	12:30.708	2:26.680	3	148.97
DNF	55	Kyle Alford	O2L		59.817	13:30.525	2:36.578	3	137.97
DNF	88	Scott Dean	U2L		1:24.083	13:54.791	2:42.019	4	133.96
DNF	94	Jason Wilson	O2L		-- 4 laps --	11:01.080	2:36.197	3	135.33
DNF	123	Beric Lynton	O2L		-- 3 laps --	8:33.961	2:38.399	2	130.55
DNF	28	David Cocks	O2L		23.273	8:57.234	2:50.101	3	124.89
DNF	5	Phillip Showers	O2L		1:10.856	9:44.817	2:43.946	2	114.73
DNF	47	Craig Manuel	O2L		-- 2 laps --	6:41.945			111.29

Bathurst – Race 3

Pos	Nbr	Name	Cls	PIC	Gap	Total time	Fastest	In	Speed
1	2	Ray Hislop	O2L	1	-- 10 laps --	24:09.921	2:20.331	3	154.26
2	44	Matt Cherry	O2L	2	1.292	24:11.213	2:21.376	2	154.12
3	8	Damien Milano	O2L	3	50.242	25:00.163	2:26.768	2	149.09
4	3	Jordan Cox	U2L	1	51.913	25:01.834	2:29.044	2	148.92
5	11	Kerry Wade	O2L	4	1:21.049	25:30.970	2:31.052	5	146.09
6	12	Ashley Barnett	O2L	5	1:23.212	25:33.133	2:30.218	6	145.88
7	7	Justin Wade	O2L	6	1:23.440	25:33.361	2:31.394	2	145.86
8	23	Matthew Ingram	O2L	7	1:26.296	25:36.217	2:31.305	6	145.59
9	26	Michael King	O2L	8	1:30.530	25:40.451	2:32.415	7	145.19
10	86	Robert Braune	O2L	9	1:34.898	25:44.819	2:30.752	3	144.78
11	41	Scott Willing	O2L	10	1:37.321	25:47.242	2:32.905	8	144.55
12	51	Scott Wilson	O2L	11	1:43.308	25:53.229	2:32.832	2	144.00
13	32	Peter Ingram	O2L	12	1:48.336	25:58.257	2:34.108	9	143.53
14	63	Gary McKay	O2L	13	1:59.945	26:09.866	2:34.707	4	142.47
15	54	Tony Alford	O2L	14	2:07.389	26:17.310	2:36.526	8	141.80
16	144	Daniel Clift	O2L	15	2:20.262	26:30.183	2:36.872	6	140.65
17	28	David Cocks	O2L	16	2:20.824	26:30.745	2:36.016	4	140.60
18	74	Dan Ridley	O2L	17	2:21.411	26:31.332	2:35.793	8	140.55
19	94	Jason Wilson	O2L	18	2:32.999	26:42.920	2:37.171	10	139.53
20	9	Wayne Alway	O2L	19	2:35.258	26:45.179	2:36.867	9	139.34
21	25	Brian Anderson	O2L	20	2:38.687	26:48.608	2:38.225	9	139.04
22	24	Brad Blunt	O2L	21	-- 9 laps --	24:15.961	2:39.786	3	138.26
23	55	Kyle Alford	O2L	22	8.879	24:24.840	2:37.152	5	137.42
24	176	William Harris	U2L	2	10.278	24:26.239	2:40.930	5	137.29
25	43	Robert Vanderkamp	O2L	23	18.828	24:34.789	2:39.241	5	136.49
26	19	Wayne Twist	O2L	24	29.853	24:45.814	2:41.940	9	135.48
27	76	Brett Batterby	O2L	25	46.884	25:02.845	2:43.222	9	133.94
28	112	Anthony Norris	U2L	3	53.968	25:09.929	2:37.044	3	133.31
29	33	Jamie Weir	O2L	26	56.398	25:12.359	2:44.168	5	133.10
30	30	Grant Ogle	O2L	27	56.999	25:12.960	2:45.154	9	133.05
31	17	Mark Hyde	U2L	4	1:10.600	25:26.561	2:45.501	3	131.86
32	61	Geoff Duckworth	U2L	5	1:21.346	25:37.307	2:45.963	4	130.94
33	130	Graham Bohm	U2L	6	1:21.359	25:37.320	2:45.527	3	130.94
34	95	Taylor Herford	O2L	28	1:33.551	25:49.512	2:47.220	4	129.91
35	177	John Newman	U2L	7	1:58.845	26:14.806	2:50.681	4	127.82
36	77	Richard Mork	U2L	8	2:38.524	26:54.485	2:50.690	3	124.68
fied Did not Finish Or Classification limit (75% of 10 Laps) = 8 Laps									
DNF	73	Graham McPherson	O2L		-- 7 laps --	18:44.201	2:37.189	4	139.27
DNF	70	Ian Price	U2L		-- 5 laps --	14:18.566	2:45.081	3	130.25
DNF	147	Andrew McMaster	O2L		-- 4 laps --	10:42.072	2:37.985	2	139.34
DNF	93	Nathan Robinson	O2L		42.018	11:24.090	2:34.124	2	130.78
DNF	38	Adrain Taranto	O2L		-- 2 laps --	5:26.820	2:43.067	2	136.87
DNF	21	Scott Hunter	U2L		45.254	6:12.074			120.22
DNF	47	Craig Manuel	O2L		1:08.352	6:35.172			113.20

Clipsal Adelaide – Practice

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Fas	test...Lap
1	11	Bilstein - NSW	Jordan Cox (NSW)	Honda Civic EG	2000	U2L	12	6	1:33.122
2	17	Tonsley Crash Repairs / MDR	Myles Bond (SA)	Datsun 1200	3400	O2L	12	4	01:33.5
3	86	Nulon / Fastune	Chris Brown (SA)	Toyota Sprinter	3400	O2L	10	9	01:34.4
4	99	SpeedSocket	Andy Sarandis (SA)	Mitsubishi Evo 8	3865	O2L	7	7	01:34.7
5	11 1	Bilstein - NSW	Graeme Cox (NSW)	Honda Integra	2000	U2L	11	9	01:35.0
6	2	WPS Racing Products / Harrop E	Ben Schoots (Vic)	Mazda RX7	2354	O2L	11	10	01:35.0
7	16	Andrawos Auto	Michael Naguib (SA)	Datsun 1600	3400	O2L	12	2	01:35.3
8	93	BOXRETAIL Shopfitting and Cust	Nathan Robinson (Vic)	BMW M3	3200	O2L	12	3	01:35.5
9	38	Nulon / Willall Racing	James Sutton (SA)	Mazda R100	2354	O2L	2	2	01:36.0
10	62	Titanium Design	Grant Maitland (SA)	Nissan S13 Silvia	3400	O2L	12	12	01:36.2
11	9		Michael DeLuca (SA)	Mazda RX7	2354	O2L	11	5	01:36.4
12	46	Grimmo's Garage	Kyle Organ-Moore (Qld)	Holden Commodore VS	6000	O2L	12	3	01:36.5
13	4	JLArt / Armour Motorsport Serv	Joseph Lenthall (NSW)	Mazda RX7	2354	O2L	10	2	01:36.7
14	92	Adelaide Vehicle Centre	Adam Allan (SA)	Nissan Bluebird	3400	O2L	11	9	01:36.8
15	21	Classic Speed Shop / Amour Mot	Dan Ridley (NSW)	Holden Commodore VK	5700	O2L	11	10	01:37.2
16	7	"Midas Car Care, Car Craft Gro	Justin Wade (Qld)	BMW M3	4000	O2L	8	3	01:37.4
17	78	Burson Auto Parts Yarrowonga	Tim Playford (NT)	Mazda 808	3100	O2L	11	9	01:37.8
18	19	Now Global Logistics P/L	Ian Eldridge (SA)	Holden Torana	6000	O2L	7	5	01:38.2
19	44	Mitsibits	Ian Statham (SA)	Mitsubishi Magna		O2L	7	3	01:38.4
20	12	Grand Auto Wreckers	Anthony Norris (SA)	Datsun 1200	3400	O2L	11	10	01:38.5
21	32	Andrawos Auto / Bselect Glenel	Philip Andrawos (SA)	BMW 135	3000	O2L	6	5	01:39.2
22	85	LBD Projects	Stratton Limberis (SA)	Toyota Corolla KE70	3350	O2L	9	2	01:39.8
23	10	PM Engines / Bob Jane Modbury	Steven Engelhardt (SA)	Holden Commodore VH	6000	O2L	11	3	01:39.9
24	96	Minus paints / Adelaide Docksi	Sean Wynbergen (SA)	Ford Cortina Mk1	3010	O2L	11	6	01:40.6
25	88	Carselling.com.au	Scott Dean (Qld)	Toyota Yaris	1900	U2L	8	6	01:43.2
26	51	Metropolitan Fresh Findon	Brenton Clift (SA)	Holden Torana	5800	O2L	11	8	01:43.4
27	61		George Michell (SA)	Datsun 1600	3400	O2L	10	5	01:44.4
28	43	South Coast Marine	Robert VanderKamp (SA)	Ford Falcon XY GT	5800	O2L	1	1	01:44.7
29	3	Australian Outdoor Living	Jamie Weir (SA)	Datsun Stanza	3400	O2L	10	6	01:44.9
30	67	Stawell CARTage	Bruce Henley (Vic)	Mazda RX8	2354	O2L	5	1	02:07.1

Clipsal Adelaide – Race 1

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	Class	Laps	Fastest	F/time
1	86	Nulon / Faustune	Chris Brown (SA)	Toyota Sprinter	3400	O2L	7	2	1:32.833
2	11	Bilstein - NSW	Jordan Cox (NSW)	Honda Civic EG	2000	U2L	7	4	01:33.6
3	99	SpeedSocket	Andy Sarandis (SA)	Mitsubishi Evo 8	3865	O2L	7	2	01:35.3
4	2	WPS Racing Products / Harrop E	Ben Schoots (Vic)	Mazda RX7	2354	O2L	7	2	01:35.1
5	62	Titanium Design	Grant Maitland (SA)	Nissan S13 Silvia	3400	O2L	7	4	01:35.4
6	92	Adelaide Vehicle Centre	Adam Allan (SA)	Nissan Bluebird	3400	O2L	7	4	01:35.4
7	111	Bilstein – NSW	Graeme Cox (NSW)	Honda Integra	2000	U2L	7	3	01:35.8
8	9		Michael DeLuca (SA)	Mazda RX7	2354	O2L	7	2	01:35.4
9	93	BOXRETAIL Shopfitting and Cust	Nathan Robinson (Vic)	BMW M3	3200	O2L	7	5	01:35.4
10	16	Andrawos Auto	Michael Naguib (SA)	Datsun 1600	3400	O2L	7	4	01:35.3
11	21	Classic Speed Shop / Amour Mot	Dan Ridley (NSW)	Holden Commodore VK	5700	O2L	7	4	01:37.2
12	46	Grimmo's Garage	Kyle Organ-Moore (Qld)	Holden Commodore VS	6000	O2L	7	3	01:37.8
13	19	Now Global Logistics P/L	Ian Eldridge (SA)	Holden Torana	6000	O2L	7	4	01:38.8
14	78	Burson Auto Parts Yarrowonga	Tim Playford (NT)	Mazda 808	3100	O2L	7	7	01:39.9
15	12	Grand Auto Wreckers	Anthony Norris (SA)	Datsun 1200	3400	O2L	7	3	01:37.5
16	44	Mitsibits	Ian Statham (SA)	Mitsubishi Magna	4000	O2L	7	3	01:39.4
17	7	"Midas Car Care, Car Craft Gro	Justin Wade (Qld)	BMW M3	4000	O2L	7	2	01:38.7
18	32	Andrawos Auto / Bselect Glenel	Philip Andrawos (SA)	BMW 135	3000	O2L	7	2	01:40.7
19	85	LBD Projects	Stratton Limberis (SA)	Toyota Corolla KE70	3350	O2L	7	3	01:40.6
20	10	PM Engines / Bob Jane Modbury	Steven Engelhardt (SA)	Holden Commodore VH	6000	O2L	7	2	01:41.0
21	4	JLArt / Armour Motorsport Serv	Joseph Lenthall (NSW)	Mazda RX7	2354	O2L	7	2	01:39.5
22	96	Minus paints / Adelaide Docksi	Sean Wynbergen (SA)	Ford Cortina Mk1	3010	O2L	7	2	01:40.7
23	51	Metropolitan Fresh Findon	Brenton Clift (SA)	Holden Torana	5800	O2L	7	7	01:41.2
24	67	Stawell CARTage	Bruce Henley (Vic)	Mazda RX8	2354	O2L	7	6	01:42.1
25	3	Australian Outdoor Living	Jamie Weir (SA)	Datsun Stanza	3400	O2L	7	2	01:43.7
26	43	South Coast Marine	Robert VanderKamp (SA)	Ford Falcon XY GT	5800	O2L	7	2	01:42.1
27	88	Carselling.com.au	Scott Dean (Qld)	Toyota Yaris	1900	U2L	6	2	01:42.8
DNF	17	Tonsley Crash Repairs / MDR Mo	Myles Bond (SA)	Datsun 1200	3400	O2L	5	5	01:35.3
DNF	55	Boostworx	Tony Wallis (SA)	Nissan 200SX	2713	O2L	4	2	01:39.5
DNF	74	JWM Motorsports	Wade Reynolds (SA)	Toyota Sprinter	2000	U2L			

Clipsal Adelaide Race 2

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL L	Laps	Fastest	F/Lap
1	86	Nulon / Faustune	Chris Brown (SA)	Toyota Sprinter	3400	O2L	8	4	1:31.44
2	11	Bilstein - NSW	Jordan Cox (NSW)	Honda Civic EG	2000	U2L	8	3	01:32.6
3	99	SpeedSocket	Andy Sarandis (SA)	Mitsubishi Evo 8	3865	O2L	8	6	01:34.0
4	2	WPS Racing Products / Harrop E	Ben Schoots (Vic)	Mazda RX7	2354	O2L	8	4	01:33.8
5	62	Titanium Design	Grant Maitland (SA)	Nissan S13 Silvia	3400	O2L	8	4	01:33.8
6	92	Adelaide Vehicle Centre	Adam Allan (SA)	Nissan Bluebird	3400	O2L	8	4	01:34.4
7	93	BOXRETAIL Shopfitting and Cust	Nathan Robinson (Vic)	BMW M3	3200	O2L	8	4	01:34.4
8	17	Tonsley Crash Repairs / MDR Mo	Myles Bond (SA)	Datsun 1200	3400	O2L	8	8	01:33.2
9	9		Michael DeLuca (SA)	Mazda RX7	2354	O2L	8	4	01:34.6
10	21	Classic Speed Shop / Amour Mot	Dan Ridley (NSW)	Holden Commodore VK	5700	O2L	8	5	01:36.9
11	7	"Midas Car Care, Car Craft Gro	Justin Wade (Qld)	BMW M3	4000	O2L	8	3	01:37.4
12	78	Burson Auto Parts Yarrowonga	Tim Playford (NT)	Mazda 808	3100	O2L	8	5	01:37.3
13	19	Now Global Logistics P/L	Ian Eldridge (SA)	Holden Torana	6000	O2L	8	4	01:36.0
14	12	Grand Auto Wreckers	Anthony Norris (SA)	Datsun 1200	3400	O2L	8	5	01:36.0
15	46	Grimmo's Garage	Kyle Organ-Moore (Qld)	Holden Commodore VS	6000	O2L	8	5	01:38.4
16	10	PM Engines / Bob Jane Modbury	Steven Engelhardt (SA)	Holden Commodore VH	6000	O2L	8	4	01:38.7
17	51	Metropolitan Fresh Findon	Brenton Clift (SA)	Holden Torana	5800	O2L	8	6	01:39.5
18	3	Australian Outdoor Living	Jamie Weir (SA)	Datsun Stanza	3400	O2L	8	4	01:40.6
19	43	South Coast Marine	Robert VanderKamp (SA)	Ford Falcon XY GT	5800	O2L	8	3	01:41.2
20	67	Stawell CARTage	Bruce Henley (Vic)	Mazda RX8	2354	O2L	8	5	01:39.1
21	88	Carselling.com.au	Scott Dean (Qld)	Toyota Yaris	1900	U2L	7	3	01:41.7
22	32	Andrawos Auto / Bselect Glenel	Philip Andrawos (SA)	BMW 135	3000	O2L	6	4	01:38.4
DNF	96	Minus paints / Adelaide Docksi	Sean Wynbergen (SA)	Ford Cortina Mk1	3010	O2L	7	5	01:38.8
DNF	85	LBD Projects	Stratton Limberis (SA)	Toyota Corolla KE70	3350	O2L	6	4	01:38.3
DNF	111	Bilstein - NSW	Graeme Cox (NSW)	Honda Integra	2000	U2L	5	4	01:33.9
DNF	4	JLArt / Armour Motorsport Serv	Joseph Lenthall (NSW)	Mazda RX7	2354	O2L	1	1	01:56.4
DNF	44	Mitsibits	Ian Statham (SA)	Mitsubishi Magna	4000	O2L	1	1	03:02.9
DNF	16	Andrawos Auto	Michael Naguib (SA)	Datsun 1600	3400	O2L			

Clipsal Adelaide Race 3

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL L	Laps	F/lap	F/time
1	86	Nulon / Faustune	Chris Brown (SA)	Toyota Sprinter	3400	O2L	8	4	1:31.739
2	17	Tonsley Crash Repairs / MDR Mo	Myles Bond (SA)	Datsun 1200	3400	O2L	8	7	01:31.9
3	2	WPS Racing Products / Harrop E	Ben Schoots (Vic)	Mazda RX7	2354	O2L	8	6	01:32.6
4	99	SpeedSocket	Andy Sarandis (SA)	Mitsubishi Evo 8	3865	O2L	8	3	01:33.0
5	11	Bilstein - NSW	Jordan Cox (NSW)	Honda Civic EG	2000	U2L	8	2	01:32.3
6	62	Titanium Design	Grant Maitland (SA)	Nissan S13 Silvia	3400	O2L	8	3	01:32.9
7	92	Adelaide Vehicle Centre	Adam Allan (SA)	Nissan Bluebird	3400	O2L	8	3	01:34.0
8	9		Michael DeLuca (SA)	Mazda RX7	2354	O2L	8	3	01:34.7
9	21	Classic Speed Shop / Amour Mot	Dan Ridley (NSW)	Holden Commodore VK	5700	O2L	8	3	01:35.1
10	7	Midas Car Care, Car Craft Gro	Justin Wade (Qld)	BMW M3	4000	O2L	8	4	01:36.9
11	12	Grand Auto Wreckers	Anthony Norris (SA)	Datsun 1200	3400	O2L	8	2	01:36.9
12	10	PM Engines / Bob Jane Modbury	Steven Engelhardt (SA)	Holden Commodore VH	6000	O2L	8	3	01:37.5
13	16	Andrawos Auto	Michael Naguib (SA)	Datsun 1600	3400	O2L	8	8	01:36.1
14	78	Burson Auto Parts Yarrowonga	Tim Playford (NT)	Mazda 808	3100	O2L	8	8	01:37.9
15	4	JLArt / Armour Motorsport Serv	Joseph Lenthall (NSW)	Mazda RX7	2354	O2L	8	8	01:36.4
16	111	Bilstein - NSW	Graeme Cox (NSW)	Honda Integra	2000	U2L	8	8	01:36.5
17	38	Nulon / Willall Racing	James Sutton (SA)	Mazda R100	2354	O2L	8	7	01:35.9
18	46	Grimmo's Garage	Kyle Organ-Moore (Qld)	Holden Commodore VS	6000	O2L	8	2	01:37.5
19	85	LBD Projects	Stratton Limberis (SA)	Toyota Corolla K E70	3350	O2L	8	8	01:37.8
20	32	Andrawos Auto / Bselect Glenel	Philip Andrawos (SA)	BMW 135	3000	O2L	8	4	01:36.8
21	96	Minus paints / Adelaide Docks	Sean Wynbergen (SA)	Ford Cortina Mk1	3010	O2L	8	7	01:39.3
22	44	Mitsibits	Ian Statham (SA)	Mitsubishi Magna	4000	O2L	8	7	01:39.6
23	43	South Coast Marine	Robert VanderKamp (SA)	Ford Falcon XY G T	5800	O2L	8	7	01:40.5
24	61		George Michell (SA)	Datsun 1600	3400	O2L	8	7	01:38.7
25	67	Stawell CARTage	Bruce Henley (Vic)	Mazda RX8	2354	O2L	8	8	01:39.0
26	3	Australian Outdoor Living	Jamie Weir (SA)	Datsun Stanza	3400	O2L	8	3	01:41.5
7	88	Carselling.com.au	Scott Dean (Qld)	Toyota Yaris	1900	U2L	8	4	01:42.0
DNF	93	BOXRETAIL Shopfitting and Cust	Nathan Robinson (Vic)	BMW M3	3200	O2L	4	3	01:33.1
DNF	19	Now Global Logistics P/L	Ian Eldridge (SA)	Holden Torana	6000	O2L	4	4	01:35.9
DNF	51	Metropolitan Fresh Findon	Brenton Clift (SA)	Holden Torana	5800	O2L	4	4	01:40.7

Round 1 – Sandown Qualifying

Pos	Car	Driver	Vehicle	Cap CL	Laps	Fas	test...Lap
1	88	Damien Milano	Holden (HSV) Commodore	6000	4	4	1:18.4986*
2	51	Scott Wilson	Holden Commodore VP	5996	5	2	01:20.0
3	25	Luke Grech-Cumbo	HSV Senator	6000	7	4	01:20.2
4	31	Michael Cruse	Ford Escort	3400	10	10	01:20.3
5	43	Mathew Logan	Holden VE Commodore	6000	6	5	01:22.5
6	56	Malcolm Henley	Mazda RX7	2354	12	12	01:23.5
7	70	Brydan Darbyshire	Mazda RX7	2354	9	6	01:24.1
8	96	A. Rhodes-Anderson	Holden Commodore SS	6000	4	4	01:24.5
9	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	12	9	01:25.0
10	45	Paul Grziwotz	Honda Civic	1998	12	11	01:25.0
11	17	David Reaburn	Mitsubishi Evo	1998	11	4	01:25.0
12	19	Wayne Twist	BMW E46	3200	11	7	01:25.4
13	22	Justin Kroussoratis	Mazda RX7	2340	12	8	01:25.6
14	71	Paul Vuillermin	Ford Falcon	3900	6	5	01:25.8
15	77	David Levy	BMW M3	3	8	2	01:26.0
16	30	Grant Ogle	Ford Focus XR5	2521	11	10	01:28.1
17	36	Simon McDonald	Madza 808	1839	8	4	01:30.0
18	61	Andrew Morris	Holden VH Commodore	6	2	2	01:30.9
19	14	Cameron Mckee	Ford AU XR6	3998	4	4	01:31.2
20	94	David Shaw	FORD EB XR6	3998	9	5	01:32.0
21	4	Simon Lyne	BMW E30	3	5	5	01:32.1
22	75	Richard Opie	Mazda RX8	2340	2	2	01:33.3
23	50	Gary Pearce	BMW 125	2996	11	4	01:33.7
24	68	James West	BMW E30	2500	11	11	01:33.8
25	58	Robert Wilson	Suzuki Swift GTI	1300	3	3	01:36.0
26	44	Marco Timperio	Ford EA	3900	11	10	01:36.2
27	10	Rodney Lloyd	Ford Falcon EA	3900	11	9	01:36.8

Note: Competitor/Team details not available from Natsoft

Round 1 – Sandown Race 1

Pos	Car	Driver	Vehicle	Cap	CL Laps	F/Lap	F/time
1	88	Damien Milano	Holden (HSV) Commodore	6000	8	5	01:17.3
2	25	Luke Grech-Cumbo	HSV Senator	6000	8	3	01:20.0
3	96	A. Rhodes-Anderson	Holden Commodore SS	6000	8	6	01:19.8
4	31	Michael Cruse	Ford Escort	3400	8	5	01:20.1
5	56	Malcolm Henley	Mazda RX7	2354	8	6	01:24.4
6	70	Brydan Darbyshire	Mazda RX7	2354	8	6	01:24.5
7	17	David Reaburn	Mitsubishi Evo	1998	8	4	01:25.3
8	19	Wayne Twist	BMW E46	3200	8	8	01:25.0
9	77	David Levy	BMW M3	3	8	7	01:24.6
10	22	Justin Koussoratis	Mazda RX7	2340	8	7	01:25.0
11	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	8	8	01:24.9
12	71	Paul Vuillermin	Ford Falcon	3900	8	5	01:25.7
13	45	Paul Grziwotz	Honda Civic	1998	8	8	01:27.0
14	75	Richard Opie	Mazda RX8	2340	8	8	01:26.8
15	30	Grant Ogle	Ford Focus XR5	2521	8	4	01:28.2
16	14	Cameron Mckee	Ford AU XR6	3998	8	6	01:29.0
17	94	David Shaw	FORD EB XR6	3998	7	5	01:30.1
18	50	Gary Pearce	BMW 125	2996	7	6	01:32.3
19	36	Simon McDonald	Mazda 808	1839	7	4	01:30.4
20	68	James West	BMW E30	2500	7	5	01:34.0
21	10	Rodney Lloyd	Ford Falcon EA	3900	7	6	01:36.6
22	44	Marco Timperio	Ford EA	3900	7	5	01:34.6
DNF	58	Robert Wilson	Suzuki Swift GTI	1300	3	3	01:34.7
DNF	4	Simon Lyne	BMW E30	3	2	1	02:00.5

Note: Competitor/Team details not available from Natsoft

Round 1 – Sandown Race 2

Pos	Car	Driver	Vehicle	Cap	CL Laps	F/Lap	F/time
1	88	Damien Milano	Holden (HSV) Commodore	6000	10	4	1:16.5058*
2	25	Luke Grech-Cumbo	HSV Senator	6000	10	4	01:21.0
3	31	Michael Cruse	Ford Escort	3400	10	7	01:21.4
4	96	A. Rhodes-Anderson	Holden Commodore SS	6000	10	5	01:21.6
5	56	Malcolm Henley	Mazda RX7	2354	10	6	01:24.8
6	70	Brydan Darbyshire	Mazda RX7	2354	10	5	01:25.3
7	17	David Reaburn	Mitsubishi Evo	1998	10	9	01:25.9
8	19	Wayne Twist	BMW E46	3200	10	10	01:25.3
9	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	10	9	01:25.1
10	77	David Levy	BMW M3	3	10	10	01:25.0
11	71	Paul Vuillermin	Ford Falcon	3900	10	9	01:27.0
12	22	Justin Kroussoratis	Mazda RX7	2340	10	10	01:26.2
13	45	Paul Grziwotz	Honda Civic	1998	10	10	01:27.1
14	61	Andrew Morris	Holden VH Commodore	6	10	5	01:24.6
15	4	Simon Lyne	BMW E30	3	9	7	01:29.3
16	75	Richard Opie	Mazda RX8	2340	9	6	01:29.0
17	94	David Shaw	FORD EB XR6	3998	9	9	01:31.4
18	14	Cameron Mckee	Ford AU XR6	3998	9	6	01:31.5
19	50	Gary Pearce	BMW 125	2996	9	6	01:32.3
20	68	James West	BMW E30	2500	9	8	01:35.4
21	10	Rodney Lloyd	Ford Falcon EA	3900	9	8	01:36.6
22	44	Marco Timperio	Ford EA	3900	9	8	01:35.7
DNF	43	Mathew Logan	Holden VE Commodore	6000	8	6	01:22.4
DNF	36	Simon McDonald	Madza 808	1839	2	1	02:25.4
DNF	51	Scott Wilson	Holden Commodore VP	5996			

Note: Competitor/Team details not available from Natsoft

Round 1 – Sandown Race 3

Pos	Car	Driver	Vehicle	Cap	CL Laps	F/Lap	F/time
1	88	Damien Milano	Holden (HSV) Commodore	6000	10	4	01:17.4
2	25	Luke Grech-Cumbo	HSV Senator	6000	10	4	01:21.4
3	31	Michael Cruse	Ford Escort	3400	10	3	01:21.8
4	56	Malcolm Henley	Mazda RX7	2354	10	3	01:24.9
5	70	Brydan Darbyshire	Mazda RX7	2354	10	5	01:25.2
6	17	David Reaburn	Mitsubishi Evo	1998	10	5	01:25.2
7	77	David Levy	BMW M3	3	10	6	01:25.0
8	69	Stephen O'Neill	Mitsubishi EVO 8RS	2325	10	6	01:24.7
9	19	Wayne Twist	BMW E46	3200	10	6	01:24.9
10	22	Justin Koussoratis	Mazda RX7	2340	10	7	01:25.1
11	45	Paul Grziwotz	Honda Civic	1998	9	4	01:26.1
12	71	Paul Vuillermin	Ford Falcon	3900	9	6	01:26.8
13	75	Richard Opie	Mazda RX8	2340	9	5	01:27.3
14	30	Grant Ogle	Ford Focus XR5	2521	9	4	01:28.2
15	14	Cameron Mckee	Ford AU XR6	3998	9	5	01:30.4
16	94	David Shaw	FORD EB XR6	3998	9	3	01:30.9
17	50	Gary Pearce	BMW 125	2996	9	6	01:31.2
18	36	Simon McDonald	Mazda 808	1839	9	4	01:30.1
19	44	Marco Timperio	Ford EA	3900	9	9	01:34.3
20	68	James West	BMW E30	2500	9	4	01:35.1
21	10	Rodney Lloyd	Ford Falcon EA	3900	9	6	01:36.1
DNF	4	Simon Lyne	BMW E30	3	4	2	01:29.8
DNF	96	A. Rhodes-Anderson	Holden Commodore SS	6000			

Note: Competitor/Team details not available from Natsoft

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