

IPRA^{VIC} **Magazine**

Sandown – Still the Home of Horsepower



Winners are



Technical
Roll centre debunked

Spring 2015

www.ipravvic.com.au

2015 Highlight Events– IPRA Nationals & Go-kart Challenge
Wilson prevails....

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Spring 2015

Welcome!



Jason Fankhauser
Editor

Hi Everyone,

The year is ticking by at an alarming rate I reckon. Our Spring edition of the mag is our third of four for the year.

It looks like motorsport in Australia has started a metamorphous into something I don't think we really appreciate. We have hybrids, diesels and electric cars to be found in not just the industry market, but dripping also into the sport. Will this see a shift of emphasis from the car to drivers as we see something like a Toyota 86 class, and the final landing of the new Formula 4 category? Time will tell, but it raises many questions about Improved Production in Australia. Garry Mennell has written a piece on the future of our beloved class which is included in this edition.

This edition starts a series on abandoned race tracks in Australia. I was very surprised to learn we still have tracks in place, now covered with grass and cow dung. Hope you find it interesting.

Continuing the technical series, this month is roll centre. An engineering enigma. I see it as much as a black art as a science. Happy reading.

Stay safe on and off the track.

Jas

From the President *Gary McKay*

Well, here we are; four rounds down and one to go in the club championship. The last round to be held at Phillip Island in October will sort out our champs for all classes for the year.

Remember we do have two championships that are run and won. One is the Club Championship and the other is the State Championship with both having their place in history. The state championship dates back in time and has some great champs on the main plaque and even though it's smaller than yesteryear, it's still very important. The State Championship is made up of four races; two at Phillip Island and two at Sandown. We then have the Club Championship

which also is very important and has some great names inscribed on the plaque. This contest includes the four state rounds and Winton. We may see Winton become a round of the state championship in the future as the relationship between Winton and CAMS seems to be improving, so watch this space.

Then there is the one race a year that is just special. This meeting, as the name suggests, is magic, Island Magic! Whether it's because it's the last race of the year, the full grids it attracts or maybe it's the weather after a long winter in Victoria (mind you Island Magic can bring burning sun or arctic cold - sometimes all on the same weekend). Maybe it's because championships are over and the pressure that comes with point seeking is off the table. Or maybe it's to get your name on that Mathew Flinders Plate. Maybe it's because of the open armed greeting we offer our interstate guests that gives everyone a chance to catch up and talk about a common interest - racing. I don't know exactly what it is but it does seem to have an excitement about it. So if you have never done an Island Magic meeting, as a great man once said, do yourself a favour, and experience it.

Dates for next year's race meetings are still to be finalised but at this point it's looking like it will be much the same as this year. We will publish dates as soon as they become available.

Next year we hope to organise a social club day for members to enjoy. Perhaps a day at Broadford, Haunted hills or Go-karts? We are open to suggestions... with the emphasis being on fun.

Our annual general meeting and trophy presentation evening is booked for Saturday November 14 at the Knox Club. Keep an eye on your emails and our website for ticket details soon but be sure to book this in on your calendars now! Our end of year celebration is always a great way to reminisce about the year that was and a great time is held by all. We keep formalities to a minimum but of course, there is some official business that is carried out on the night, in particular our Committee for the following year will be announced. Committee nominations will be sought shortly so if you are interested in coming on board to help with the organisation of our club, please consider nominating for a role on the committee.

Cheers Pistons Rule !



Motorsport Calendar

DATE	EVENT	LOCATION
Mar 27–29	Shannons Nationals	Sandown Raceway
Apr 3–5	Superflow	Mount Panorama
May 15–17	Supercars	Winton Motor Raceway
May 16–17	Vic State Racing Championships	Sandown
May 22–24	Shannons Nationals	Phillip Island Grand Prix Circuit
Jun 12–14	Shannons Nationals	Winton Motor Raceway
Jun 19–21	Supercars	Hidden Valley Raceway
Jul 3–5	Shannons Nationals	Sydney Motorsport Park
Jul 10–12	IPRA Nationals	Hidden Valley
Jul 10–12	Supercars	Reid Park
July 18–19	Vic State Racing Championships	Sandown
Jul 31–Aug 2	Supercars	Queensland Raceway
Aug 7–9	Shannons Nationals	Queensland Raceway
Apr 17–19	Supercars	Barbagallo Raceway
Apr 17–19	Shannons Nationals	Mallala Motorsport Park
Apr 18–19	Vic State Racing Championships	Phillip Island
Aug 21–23	Supercars	Sydney Motorsport Park
Sep 11–13	Supercars	Sandown Raceway
Sep 18–20	Shannons Nationals	Phillip Island Grand Prix Circuit
Oct 8–11	Supercars	Mount Panorama
Oct 16–19	Shannons Nationals	Wakefield Park
Oct 23–25	Supercars	Surfers Paradise
Oct 24–25	Vic State Racing Championships	Phillip Island
Nov 6–8	Supercars	Pukekohe Park Raceway
Nov 14–15	PIARC Sprint	Phillip Island
Nov 13–15	Shannons Nationals	Sydney Motorsport Park
Nov 20–22	Supercars	Phillip Island Circuit
Nov 28–29	Island Magic	Phillip Island
Dec 4–6	Supercars	Sydney Olympic Park

This editions joke

Darryl comes home from the pub and sees Kylee watching Gordon Ramsay's cooking show on the telly. Darryl says; "What you watching that crap for? You can't cook to save yourself!." To which Kylee replies; "So what? You watch porn movies, don't you?"

Editor note: Apologies for the porn reference, as I thought it was a good one!.

Club News

Go Karts

pWell, what do you think would happen if you organise a 'fun' night go-karting for a group of racers? That's right, spins and wins with lots of bruisers and fun.

A good turnout of IPRA members took on the mini circuit at Karting Madness in Chirnside Park for what was described as "a future club points championship event".

Dominating the event was Scott Wilson who managed to hold a lead in most stages. Dave Stilwell and David Cocks with matching homologated weapons turned the final into a 'V8 utes' equivalent, with Mr Cocks coming a bruised 3rd place. Among the bruisers was Bill Schoots who confirmed indemnity forms as a necessity for the establishment.

Overall, the night was a massive success and the first of many to come.



VALE KELVIN TWIST



July 26 was the 12 month anniversary of Kelvin's passing. To me it hardly seems possible and I still think of him every day.

His spirit still lives on with us at the track as seldom a meeting goes by without someone mentioning his name to me.

Many of the cars are still running the Kelvin "In Our Thoughts" side window stickers. (There are plenty more available).

We recently had a committee meeting to discuss an upcoming significant event. Questions were asked on how we organised it and managed the finances last time. There were many blank faces until someone said "Oh Kelvin did that".

His car is still on the hoist in the workshop. It is untouched since he last drove it and still has his name on the windows. I guess it will be sold when the time is right. Each time I go out there I think of him and do my best so as not to let him down. We miss you Kelvin.

WAYNE TWIST

Nationals 2016

Planning is well underway for the Improved Production Nationals to be held in Victoria in 2016.

IPRA Vic is seeking volunteers to help with what will be a fantastic event. Support can be offered in many forms such as being on the committee, providing ideas, assisting with promotion or helping at the event. More details to come.

Sponsorship is often a key element of running a successful event, and anyone interested in contributing should contact Gary McKay (gary.mckay@ipravic.com.au).



Key Sponsor Profile



IPRA Vic are proud to have had a long term association with Nuline homes as a key club sponsor.

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Past Events

Round 4 – Sandown

Damian Milano again got all variables aligned to become a dominating force at Sandown, winning all races ahead of David Cocks who finished the round in a respectable 2nd place. Like the last round, the track tested many to the limit with mechanical failures and intimate meetings with circuit walls bringing many dreams to an end.



Above – Some close racing by Geoff Dunkin and Marioshaun Caligari

Qualifying saw Milano fastest with a 1:17.7 closely followed by Andrew Rhodes-Anderson with Troy Lloyd in 3rd position in his constantly improving new car.

Race 1 resulted in a mechanical failure for Rhodes-Anderson causing a weekend ending DNF. Milano had a comfortable win followed by David Cocks and Marioshaun Caligari in a Schoots RX7 showing that a V8 is not always a necessity to get a podium at Sandown.

Sunday saw Race 2 finish with 6 DNF's, one being our esteemed president who again will be dipping into the 44 gal of red

paint, and Graham McPherson needing more than a serious wheel alignment. Milano went out and put the pedal down resulting in a near lap record time of 1:15.87 before finishing again at number 1. David Cocks finished a consistent 2nd place in front of Lloyd.

Race 3 resulted in a photocopy of Race 2's order – Milano, Cocks and Lloyd. Some late night pit action resulted in both Gary McKay and McPherson fronting up to the start line to finish a respectable fifth and sixth finish. By the end of the race, 22 entrants past the chequered flag out from the 31 qualifiers.

Although confronted with some issues over the weekend, it was terrific to see the Dunkin family in their three nicely presented Commodores. A true family affair.

Photography By Rebecca Thompson

Acknowledgment to Rebecca Thompson for providing photos for the IPRA Vic magazine.

<http://www.photographybyrebeccathompson.com>

IPRA Nationals Darwin

An admirable seven IPRA Victoria members loaded cars onto trucks headed for Hidden Valley Raceway in Darwin for the 2015 IPRA Nationals. A big commitment by any standard loading up your pride and joy into the hands of others to make a 7,500km round trip across the country.

The event started with a Friday practice session seeing entrants get to know the track and dial their car in over three sessions. Saturday started with qualifying in a somewhat scientific sequence of odd/even numbered cars, then top and bottom 50%, and finally group heats.

By the end of the day, Ray Hislop had locked in pole position for over 3 litre with a 1:15.1 second lap. Of the Victorians, Damien Milano qualified 3rd overall with a 1:15.8 lap time, with Neil Crowe and Scott Wilson not finishing the heat.



Above – All loaded up for a 3750km trek north

Number	Entrant	Car
65	Chris Spiteri	VK Commodore
15	Phillip Showers	BMW M3
59	Andrew Butcher	BMW M3
90	Neil Crowe	VH Commodore
51	Scott Wilson	VP Commodore
88	Damien Milano	VY Commodore
64	John Angiolella	BMW


Above – Our Victorian Challenges

On Sunday, race sessions saw Milano drop his lap time to 1:14.7, equal to WA driver Matt Cherry with Mark Ruta and Ray Hislop taking out their respective group heats.

In the second round of races for the day, Ray Hislop declared he was not going to be second in the lap time department, running a 1:14.2 lap. Results of the second race mirrored the winners of Round 1 with Hislop and Ruta being each first over the line.


For the big final over 3 litre race, Ray Hislop again took out the heat followed by Kevin Ledger in a WRX and our own Damien Milano in a sure footed 3rd place. In 11th position was Neil Crowe leading a procession of Victorian drivers of Spiteri, Showers, Butcher and Wilson.

Race results can be found up the back of the magazine. Next year we see the Nationals come to Victoria and planning is well underway to ensure we make it a success.



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What's Old?

Hume Weir Racing Circuit *by Jason Fankhauser*

The magazine Muscle Cars has been investigating the history of past race tracks in Australia which has made fascinating reading. Remember Amaroo? Well, it's a housing estate now along with Surfers Paradise which is 'Emerald Lakes canal estate'. Well, did you know we had a 1.6km circuit at Hume Weir near the Vic/NSW boarder? Well, we did.

The Hume Weir Motor Racing Circuit is now disused and was built on the Victorian side of the Murray River at Lake Hume near Albury-Wodonga. The circuit was built in a disused quarry left over from the construction of the Hume Weir, which had taken place between 1919 and 1931. The first race was held there in 1959 with the last being in 1977.



Above – Overhead of how the circuit once looked



The lap record, set by Alfredo Costanzo driving a (Birrana), stands at 42.7 seconds. It was established during the third round of the 1975 Australian Formula 2 Championship on 15 June 1975. Not bad for a 1 mile dash.

After the final race meeting in 1977, the circuit continued to be used as part of stages in the Alpine Rally during the 1980s and into the early 1990s.

Left - Clearly a result of incorrect roll centre adjustment

Major races held at the circuit included:

Date	Race	Winning driver	Car
1973	Australian Formula 2 Championship (Round 1)	Leo Geoghegan	Birrana 272 Ford
1974	Australian Formula 2 Championship (Round 1)	Leo Geoghegan	Birrana 274 Ford
1975	Australian Formula 2 Championship (Round 3)	Alfredo Costanzo	Birrana 274 Ford
1976	Australian Formula 2 Championship (Round 2)	Peter Larnier	Elfin 700
1976	Australian Sports Car Championship (Round 4)	Alan Hamilton	Porsche Turbo



Above – How the circuit looks today

The circuit has been in a state of disrepair for many years with significant damage caused to the site in the mid-2000s after construction on the nearby dam wall which had been caused by fears that it may be moving. Its outline is only just visible from the air.

Given the effort and red tape involved in getting a new race circuit up these days like Tailem Bend, you can't help wonder if the motorsport community has let this history slip through its hands, or in some cases, are sitting on opportunities to go back to the past....

VICTORIAN STATE CIRCUIT RACING CHAMPIONSHIPS 2015

<p>SERIES WINNER 2014 Craig Miles</p>	<p>CHAMPION 2014 Jason Fankhauser</p>	<p>CHAMPION 2014 Rodney Earsman</p>	<p>CHAMPION 2014 Matt Stubbs</p>
<p>SERIES WINNER 2014 Chris Lewis-Williams</p>	<p>Presented by</p> <p>vicstateraceseries.com</p>		<p>CHAMPION 2014 Cade Southall</p>
<p>FIESTA SERIES WINNER 2014 Adrian Lazzaro</p>	<p>CHAMPION 2014 Steven McLaughlan</p>	<p>SERIES WINNER 2014 Richard Milligan</p>	<p>CHAMPION 2014 Dean Camm</p>

<p>Round 1 Phillip Island APRIL 18-19</p> <p><small>Geoff Bull geoff.bull@parc.com.au</small></p>	<p>Round 2 Sandown MAY 16-17</p> <p><small>David Vernal davidvernal@bigpond.com</small></p>	<p>Round 3 Sandown JULY 18-19</p> <p><small>Gale Smith VSCRC3@gmail.com</small></p>	<p>Round 4 Phillip Island OCTOBER 24-25</p> <p><small>Michael Holloway VSCRC4@gmail.com</small></p>
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Admission All Rounds • Weekend Pass \$30 • Sunday Pass \$25 • Saturday Pass \$20 • Kids under 16 Free

Championship Standings

Number	Driver	Car	Capacity	Sandown	Outright
Over 2 litre					
88	Damien Milano	Commodore VY	6000	120	280
80	Tony Groves	Mazda RX7	2340	6	241
96	Andrew Rhodes-Anderson	Holden VN SS Grp A	5700	0	186
28	David Cocks	Commodore VK 1986	6000	90	174
6	Troy Lloyd	Holden VN SS Grp A	6000	56	145
67	Bruce Henley	Mazda RX7	2354	26	136
85	Phil Kirkham	Eunos 30X	2500	7	125
44	Paul Rule	Holden Torana SS 1976	5000		110
19	Wayne Twist	BMW E46	3200	24	84
93	Nathan Robinson	BMW E36 M3	3200		65
7	David Bone	Datsun 1600	3740		50
99	Rolf Mamers	Mazda RX7	2348		50
78	Mario Caligari	Mazda RX7	2354	44	44
16	Brad Blunt	BMW M3	3200	10	42
63	Gary McKay	Torana LJ	3300	40	40
73	Brydan Darbyshire	Mazda RX7 1982	2648		34
82	Geoff Dunkin	Commodore VS	5700	32	33
21	Chris Jordan	Mini Cooper S JCW	2717		29
73	Graeme McPherson	Holden Commodore	6000	28	28
83	Craig Caspersz	Mazda RX7	2354		26
38	Adrian Taranto	Audi 80 Quattro	2800	3	14
33	Grant Ogle	Ford Focus XR5	4285.7	4	13
71	Paul Vuillermin	Falcon EA	4000	4	13
27	Brian Bourke	BMW E30	2500		12
68	Jim West	BMW E30	2500	3	12
10	Rod Lloyd	Mercedes 190E	2498	3	9
57	Glenn Campbell	Falcon AU	3960	3	9
2	Wayne Dekker	Audi 80 Quattro 1994	2600	3	6
9	Jacob Taylor	Ford Falcon EB	5000		4
50	Gary Pearce	BMW E30 325is	2500	0	4
48	Andrew Adams	BMW E30 325i	2500		3
52	Lachlan McBrien	Mini Cooper S	2720		3
74	Steven Theologou	Commodore VT	6000		3
91	Stuart Barlow	Mazda RX7	2340		3
15	Richard Valentich	Holden Torana	4980	2	2
98	Benjamin Dunkin	Holden VS	5700	2	2
12	Blair Coull	Ford Telstar 1994	2500		1
75	David Skilton	Mazda 323	2715	1	1
92	Phil Dunkin	Holden VH	5700	1	1
Under 2 litre					
58	Robert Wilson	Suzuki Swift GTI	1300	120	349
55	Michael Hopp	Toyota Starlet EP91R	1497		136
69	Simon Phillips	Datsun 1200 Coupe	1991		120
40	Bryce Peter-Budge	Peugeot	1998	30	30

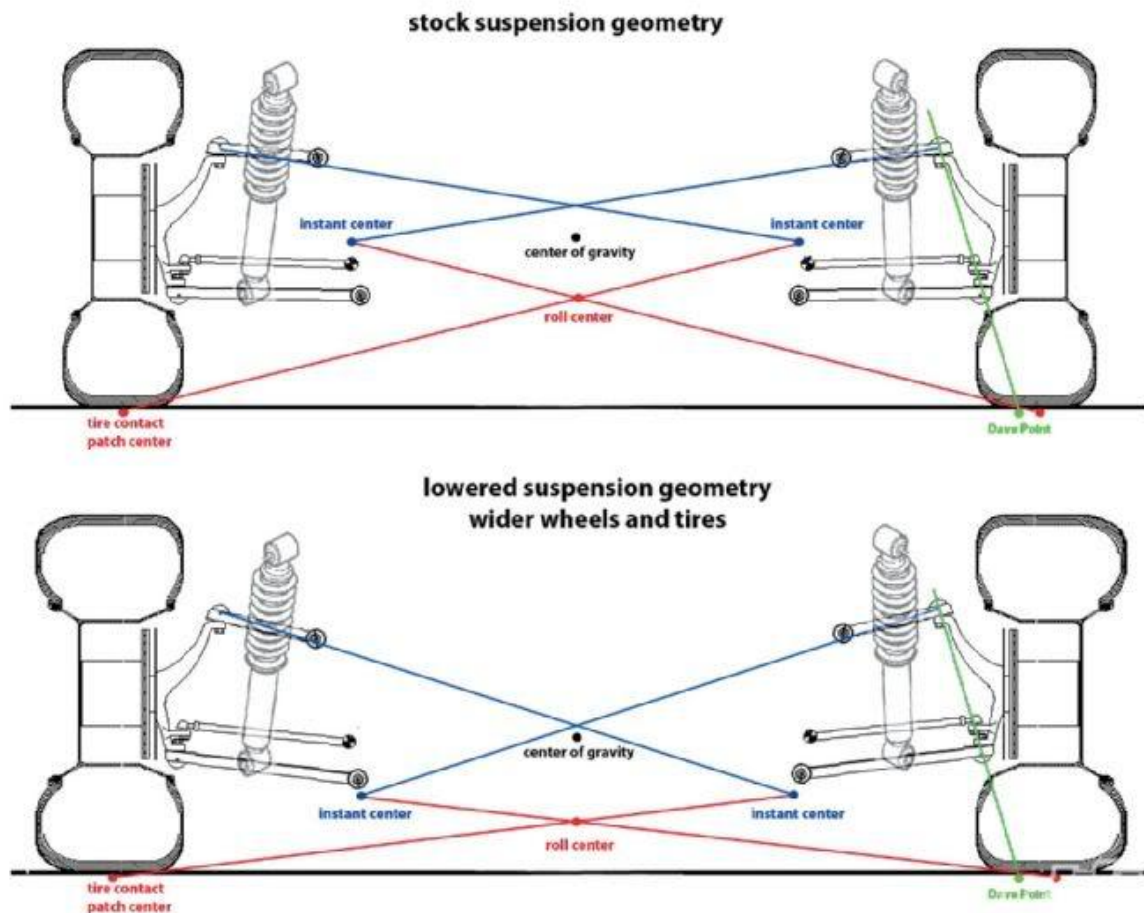
For a more detailed account of the championship standing, go www.ipravic.com.au

Technical Stuff *by Jason Fankhauser*

Roll Centre

Having recently fitted a Watts link rear end to the old dunnidore, an obvious question arose. What do I set it to, and what will happen to the car if it's wrong? Well, some research soon highlighted that setting roll centre, and determining where it is requires a bit of science.

Roll centre is the geometrical point of a car's suspension system around which the car body rolls. The front and rear will have different roll centres, along with a different means of changing it. The amount that a chassis rolls in a corner depends on the position of the roll axis relative to the car's centre-of-gravity (CG). The closer the roll axis is to the centre of gravity, the less the chassis will roll in a corner. The chassis rolling at one end of the car or the other gives more grip to that end of the car. Typically, roll centre is below the vehicles centre of gravity, however the point will move during braking, acceleration and cornering.



To find out where your roll centre is for each end of the car, it's probably pretty easy. At rest, if the car has McPherson struts then the front roll centre is about 1/3 of the distance between the lower control arm's pivot point and the ground. If it has a live axle, then the roll centre is often right in the middle of the diff housing but can be moved by means of a Watts link, Panhard rod, etc. If it has a double wishbone set up, then it's very likely to be about level or slightly below the inner pivot for the lower arms.

For a car to handle well, the front roll centre must be about 1/2 to 2/3's of the height of the rear one. By lowering a car, you will often lower the roll centres, except if the car has a live axle because the roll centre is usually fixed in relation to the diff housing. This means that if you have an average rear wheel drive car that has a live axle, then you can actually make the handling worse by lowering it because then the front roll centre will be too low in relationship to the rear roll centre. In this scenario, the car will understeer into and during the turn, but exit with oversteer.

Adjusting roll centre can also be done by changing either end of a suspension arm. Sometimes it is easier to change the inner pivot point of the suspension arms (nearest the chassis), while other times it is easier to change the outer pivot point of the suspension arms (nearest the wheels). Of course, IPRA regulations restrict some modifications to suspension, so check with the eligibility officer if unsure.

Depending on what the car is doing, you will want one end or the other to roll more or less. You change the height of the roll centre accordingly to make it closer or further from the CG (which for all intents is a fixed point).

Front roll centre has most effect on on-throttle steering during mid-corner and corner exit.

Here is a guide to changing roll centre up or down at each end of the car:

LOWER front roll centre

- More on-throttle steering
- Car is less responsive
- Better on smooth, high grip tracks with long fast corners

HIGHER front roll centre

- Less on-throttle steering
- Car is more responsive
- Use in high grip conditions to avoid traction rolling
- Use on tracks with quick direction changes (chicanes)

LOWER rear roll centre

- More on-throttle grip
- Less grip under braking
- Use to avoid traction rolling at corner entry (increases rear grip)
- Use under low traction conditions
- Increases reaction, reduces rear tire wear

HIGHER rear roll centre

- Less on-throttle steering
- Car is more responsive
- Use in high grip conditions to avoid traction rolling
- Use on tracks with quick direction changes (chicanes)

What is clear, is if you get the above right along with sway bars, spring rates, dampers, camber, caster, tyre pressures, track, ride height, corner weights, pitch, etc etc, is that you will likely be successful on the track. Otherwise, you'll possibly go insane trying!.....



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Up the back

Letter from Gary Mennell

IPRA the future in Australian Motorsport

Dear IPRA member,

As my time as the IPRA National Administrator and as President & V. President in NSW I have seen both highs and some lows in this category and despite the odd contentious issue, generally things have been reasonably well managed both at state and national levels. I have noticed that the landscape of Australian Motorsport has changed in recent times and even more so the motor vehicle of today which is much more sophisticated and technically advised than 20 odd years ago when Club Cars first started.

The philosophy of Club Cars was that you could just about race any road registerable sedan, (2 or 4 door) with some limited modifications, and do it on a modest budget. It was aimed at the weekend racer who just wanted to get out and bang around a race track just like the professionals did and have a smile on your face while you were doing it. The rules were not too complicated which mirrored the cars being looked at to be turned into race cars and so it wasn't too hard to build a competitive car that wasn't going to send you bankrupt or through the divorce courts. As time evolved we grew to be one of the most popular categories around Australia at state level, we also changed our name to Improved Production and unsurprisingly over the years the rule book had a few more pages added to it.

It is my belief that, for Improved Production to maintain its position as a strong state level category across Australia and be "the" category that people want to race in, there are a number of basic principles and philosophies that need to be established by all that are involved, and for IP to continue to be around for many years to come. It's clear that we will never all agree 100% on everything but we as a group must start looking at things on a slightly more professional level and not what can be gained personally or what will be good for a small group of people.

Our governing body CAMS has changed both in management & structurally in recent times and how they see motorsport in Australia today is quite different to how CAMS viewed it a few years ago. We as a group within the CAMS organization need to recognize these changes and also need to move with them for our own wellbeing. It is also my opinion the CAMS want to see category's such as ours be proactive and show that we are able to move with the times and keep pace with evolution as we are not seen as a historic type class but rather a class that continues to evolve and keep in-step to a large degree with the current motorsport climate.

At the last state delegates meeting it was agreed our current 3J rules do need a review, more in the way they are written and formatted rather than a re-write as such. EM rules (3Ja) have not really had any changes now for a number of years and it has been generally agreed they will not change in the future. LM (3Jb) was introduced a number of years ago and back then it was designed to encourage the more modern car to be able to race in IP, hence the name Late Model, these rules have been "tweaked" over the past few years.

The technology in the modern motor car of today is a far cry from the mid 1980's which is when the change over from EM to LM is effective. Unfortunately I believe we now find ourselves in a situation where our LM rules just are not in-step with the modern vehicle which is on the road today. As I said earlier, this category was all about racing current model cars with some improvements and doing it without having to spend too much of your hard earned dollars. In my opinion our current LM rules just aren't written with the modern car in mind and we need to look very closely at this as there are a number of factors to take into account.

The first thing I would point out is the first line in our 3J rule number 1. DEFINITIONS... A competitive vehicle derived from a registered production automobile, with limited modifications to improve performance and reliability in race or speed events

Now it's not hard to see that the intent is to "improve" a car from standard so that you can race it in 3J, I think we can all agree on that. The problem is that our current rules don't allow that, in fact in some cases they don't even allow or mention things like, body control modules that run DSG/ sequential shift gearboxes, B.C. modules for stability control, B.C. modules



for vehicle impact systems, G sensor traction control or even ABS which has been around since man took flight to the moon, we don't even allow a HSV 6.2 Commodore to run which has got to be the equivalent of the XU1Torana or GT Falcon in its day. So if you want to run a car with any of these systems in it you can't so that means removing it??? ... But under rule 2.5 it's pretty clear you cannot do this as it states, "The entire vehicle must remain unmodified except for specific freedoms allowed in these regulations...." And so we now find ourselves with a problem which clearly needs to be addressed or we are just not going to get many people that will be able to spend the dollars required to "override" all that technology and race the modern car.

One of the other factors is the competitor in the "Market Place" so to speak. We have a number of organizations that currently run motorsport events outside the CAMS umbrella and they all cater for the "IP type" car but don't have the rules to match so it's easy to run a standard car with modifications and do it hassle free, so to speak. Even the modern car in the CAMS 3E category can run with more freedoms when it comes to ECU/ Body control modules. This is not what IP needs nor should we be letting it happen and it's time to realize that if we don't act now we could find ourselves being the shadow of our former selves. The first step is to recognize that you have a problem, the second step is to work out how to fix it.

Do we have a problem with the current 3J rules regarding the more modern vehicle? If you ask me the answer is yes.

Can we fix it? My answer is most certainly YES, we just need to do it now before it's too late.

This category is a great category and has been for a number of years and I know some will totally disagree with me and that's fine, but I do believe we must move with the times and I'm not sure a 1986, 1987, 1988... car could be called a Late Model car these days. Food for thought.... maybe??

I would like to think that my time as your N/A has been seen as productive and hopefully one day I'll catch you at a track still smiling from ear to ear.

Yours,

Garry Mennell

gmontrack@hotmail.com

Past results

Sandown

Victorian State Circuit Racing Championships 2015 - Round 3 SANDOWN INTERNATIONAL MOTOR RACEWAY

Improved Production Cars Qualifying

Qualifying Q9 20 Mins
Scheduled Start 12:25

Page 1 Issue 1
Start Sat Jul 18 12:26
Elapsed Time 19:55

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	88	Damien Milano	Damien Milano	Holden Commodore VY	6000		6	3 1:17.7596*	
2	96	A. Rhodes-Anderson	Andrew Rhodes_Anderson	Holden VNSS Grp A	6000		10	7 1:19.6471	0:01.8875
3	6	Troy Lloyd	Troy Lloyd	Holen VNSS Group A	6000		9	8 1:20.8168	0:03.0572
4	28	David Cocks	David Cocks	Commodore VK	6000		7	3 1:20.8392	0:03.0796
5	78	Marioshaun Caligari	Bill Shoots	Mazda RX7	2354		11	11 1:21.6192	0:03.8596
6	65	Matthew Holt	Matthew Holtt	HSV GTS 2009	6000		11	11 1:21.9970	0:04.2374
7	46	Martin Millar	Kerry Millar	HSV VZ Clubsport	6000		12	11 1:22.4475	0:04.6879
8	63	Gary McKay	Gary McKay	Torana LJ XU1	3300		10	10 1:22.6267	0:04.8671
9	19	Wayne Twist	Wayne Twist	BMW E46	3200		11	7 1:24.4966	0:06.7370
10	67	Bruce Henley	Bruce Henley	Mazda RX7	2354		11	11 1:24.5335	0:06.7739
11	82	Geoff Dunkin	Geoff Dunkin	Commodore VS	5700		12	12 1:24.6569	0:06.8973
12	75	David Skilton	David Skilton	Mazda 323 GTX	2715		7	7 1:24.8432	0:07.0836
13	73	Graeme McPherson	Graeme McPherson	Holden Commodore VE	6000		11	6 1:25.6455	0:07.8859
14	16	Brad Blunt	Brad Blunt	BMW E36 M3	3200		12	9 1:26.0406	0:08.2810
15	33	Grant Ogle	Grant Ogle	Ford Focus XR5	2521		10	6 1:27.4349	0:09.6753
16	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon EA	3900		7	6 1:27.6692	0:09.9096
17	15	Richard Valentich	Richard Valentich	Holden Torana	4980		7	7 1:27.8937	0:10.1341
18	81	Sam Spear	Simon McDonald	Mazda 808 Coupe	3216		10	10 1:28.3550	0:10.5954
19	38	Adrian Taranto	Adrian Taranto	Audi 80 Quattro	2800		12	11 1:29.0849	0:11.3253
20	50	Gary Pearce	Gary Pearce	BMW 325is	2500		12	7 1:29.2612	0:11.5016
21	57	Glenn Campbell	Glenn Campbell	Ford Falcon AU	3998		9	6 1:29.3004	0:11.5408
22	98	Benjamin Dunkin	Benjamin Dunkin	Holden VS Commodore	5700		7	7 1:30.3583	0:12.5987
23	77	David Levy	David Levy	BMW E30	2500		12	8 1:30.5406	0:12.7810
24	66	Anton Bergman	Anton Bergman	BMW E30 325i	2994		5	4 1:30.7390	0:12.9794
25	58	Robert Wilson	Robert Wilson	Suzuki Swift GT1	1300		6	5 1:31.3348	0:13.5752
26	85	Phil Kirkham	Phil Kirkham	Mazda Eunos	2495		3	3 1:31.4141	0:13.6545
27	2	Wayne Dekker	Wayne Dekker	Audi 80 Quattro	2800		13	6 1:31.6354	0:13.8758
28	10	Rodney Lloy	Rodney Lloyd	Mercedes 190E	2498		12	6 1:33.8944	0:16.1248
29	68	Jim West	Jim West	BMW E30	2500		6	6 1:33.9184	0:16.1588
92		Phil Dunkin	Phil Dunkin	Holden VH Commodore	5700				
40		Bryce Peter-Budge	Bryce Peter-Budge	Peugeot	1998				

Fastest Lap Av.Speed Is 144kph, 130% Of First 1 Is 1:41.0875

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Issue# 1 - Printed Sat Jul 18 12:54:22 2015

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Victorian State Circuit Racing Championships 2015 - Round 3 SANDOWN INTERNATIONAL MOTOR RACEWAY

Improved Production Cars Race 1

Event R7 9 Laps
Scheduled Start 15:30

Page 1 Issue 1
Start Sat Jul 18 15:48
Elapsed Time 12:02

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race Time	Fastest... Lap
1	88	Damien Milano	Damien Milano	Holden Commodore VY	6000	9	12:02.4896	3 1:17.0110*
2	28	David Cocks	David Cocks	Commodore VK	6000	9	12:25.9317	3 1:20.8916
3	78	Marioshaun Caligari	Bill Shoots	Mazda RX7	2354	9	12:33.0043	8 1:21.4882
4	65	Matthew Holt	Matthew Holtt	HSV GTS 2009	6000	9	12:35.5163	3 1:22.0789
5	46	Martin Millar	Kerry Millar	HSV VZ Clubsport	6000	9	12:36.1249	3 1:22.2595
6	63	Gary McKay	Gary McKay	Torana LJ XU1	3300	9	12:36.3546	6 1:22.2195
7	82	Geoff Dunkin	Geoff Dunkin	Commodore VS	5700	9	12:44.4645	4 1:22.9810
8	73	Graeme McPherson	Graeme McPherson	Holden Commodore VE	6000	9	12:48.4890	4 1:22.5911
9	6	Troy Lloyd	Troy Lloyd	Holen VNSS Group A	6000	9	12:48.6292	8 1:20.0172
10	67	Bruce Henley	Bruce Henley	Mazda RX7	2354	9	12:53.4125	4 1:24.2661
11	19	Wayne Twist	Wayne Twist	BMW E46	3200	9	12:53.9411	8 1:23.9528
12	16	Brad Blunt	Brad Blunt	BMW E36 M3	3200	9	13:08.6013	9 1:25.2761
13	85	Phil Kirkham	Phil Kirkham	Mazda Eunos	2495	9	13:08.8830	6 1:24.7995
14	66	Anton Bergman	Anton Bergman	BMW E30 325i	2994	9	13:19.6878	9 1:26.2202
15	33	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	9	13:21.8676	8 1:27.2040
16	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon EA	3900	9	13:25.5674	5 1:26.9773
17	75	David Skilton	David Skilton	Mazda 323 GTX	2715	9	13:28.0629	4 1:24.2839
18	81	Sam Speer	Simon McDonald	Mazda 808 Coupe	3216	8	12:09.5633	8 1:27.9616
19	38	Adrian Taranto	Adrian Taranto	Audi 80 Quattro	2800	8	12:13.9394	6 1:29.0773
20	50	Gary Pearce	Gary Pearce	BMW 325is	2500	8	12:15.1789	7 1:28.6452
21	98	Benjamin Dunkin	Benjamin Dunkin	Holden VS Commodore	5700	8	12:25.2960	6 1:25.2186
22	57	Glenn Campbell	Glenn Campbell	Ford Falcon AU	3998	8	12:29.1880	6 1:30.2429
23	15	Richard Valentich	Richard Valentich	Holden Torana	4980	8	12:29.7998	7 1:27.5800
24	92	Phil Dunkin	Phil Dunkin	Holden VH Commodore	5700	8	12:32.2640	7 1:20.8512
25	77	David Levy	David Levy	BMW E30	2500	8	12:34.9630	5 1:30.1203
26	10	Rodney Lloy	Rodney Lloyd	Mercedes 190E	2498	8	12:46.6996	8 1:31.6818
27	2	Wayne Dekker	Wayne Dekker	Audi 80 Quattro	2800	8	12:47.1631	8 1:31.4207
28	68	Jim West	Jim West	BMW E30	2500	8	12:57.5182	5 1:32.8842
29	58	Robert Wilson	Robert Wilson	Suzuki Swift GT1	1300	8	13:21.6866	2 1:32.0522
30	40	Bryce Peter-Budge	Bryce Peter-Budge	Peugeot	1998	7	12:27.6202	3 1:35.3919
DNF	96	A. Rhodes-Anderson	Andrew Rhodes-Anderson	Holden VNSS Grp A	6000			

Fastest Lap Av.Speed Is 145kph, Race Av.Speed Is 139kph
Current Race Lap Record Is 1:15.3124 Set On 20/07/2014 By Ray Hislop In A Ford BF Falcon
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

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Victorian State Circuit Racing Championships 2015 - Round 3 SANDOWN INTERNATIONAL MOTOR RACEWAY

Improved Production Cars Race 2

Event R16 9 Laps
Scheduled Start 11:40

Page 1 Issue 1
Start Sun Jul 19 11:55
Elapsed Time 12:00

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race Time	Fastest... Lap
1	88	Damien Milano	Damien Milano	Holden Commodore VY	6000	9	12:00.8258	4 1:15.8787*
2	28	David Cocks	David Cocks	Commodore VK	6000	9	12:11.2546	3 1:19.5296
3	6	Troy Lloyd	Troy Lloyd	Holen VNSS Group A	6000	9	12:36.8789	7 1:20.2584
4	65	Matthew Holt	Matthew Holtt	HSV GTS 2009	6000	9	12:40.1903	6 1:22.0280
5	78	Marioshaun Caligari	Bill Shoots	Mazda RX7	2354	9	12:45.2570	6 1:20.6639
6	82	Geoff Dunkin	Geoff Dunkin	Commodore VS	5700	9	12:49.0876	3 1:23.5531
7	67	Bruce Henley	Bruce Henley	Mazda RX7	2354	9	12:56.5040	7 1:24.3845
8	46	Martin Millar	Kerry Millar	HSV VZ Clubsport	6000	9	12:59.7878	6 1:21.7971
9	19	Wayne Twist	Wayne Twist	BMW E46	3200	9	13:00.3031	6 1:23.9171
10	85	Phil Kirkham	Phil Kirkham	Mazda Eunos	2495	9	13:14.8014	4 1:24.4831
11	16	Brad Blunt	Brad Blunt	BMW E36 M3	3200	9	13:25.8699	8 1:24.9371
12	66	Anton Bergman	Anton Bergman	BMW E30 325i	2994	9	13:25.8854	5 1:26.2097
13	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon EA	3900	8	12:07.2853	2 1:28.3963
14	33	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	8	12:09.3604	6 1:27.5778
15	98	Benjamin Dunkin	Benjamin Dunkin	Holden VS Commodore	5700	8	12:11.1127	8 1:26.0672
16	81	Sam Speer	Simon McDonald	Mazda 808 Coupe	3216	8	12:14.1978	4 1:27.1136
17	50	Gary Pearce	Gary Pearce	BMW 325is	2500	8	12:15.2881	8 1:28.6588
18	57	Glenn Campbell	Glenn Campbell	Ford Falcon AU	3998	8	12:15.7721	5 1:28.0346
19	38	Adrian Taranto	Adrian Taranto	Audi 80 Quattro	2800	8	12:21.4221	5 1:28.3534
20	15	Richard Valentich	Richard Valentich	Holden Torana	4980	8	12:26.3917	7 1:26.8768
21	58	Robert Wilson	Robert Wilson	Suzuki Swift GT1	1300	8	12:32.5267	3 1:30.2127
22	77	David Levy	David Levy	BMW E30	2500	8	12:32.8638	6 1:30.7078
23	2	Wayne Dekker	Wayne Dekker	Audi 80 Quattro	2800	8	12:40.4661	8 1:31.5755
24	10	Rodney Lloy	Rodney Lloyd	Mercedes 190E	2498	8	12:42.0020	7 1:31.4806
25	68	Jim West	Jim West	BMW E30	2500	8	12:52.8479	6 1:32.5588
DNF	92	Phil Dunkin	Phil Dunkin	Holden VH Commodore	5700	5	6:59.6686	3 1:20.3914
DNF	73	Graeme McPherson	Graeme McPherson	Holden Commodore VE	6000	3	4:36.1017	2 1:26.4417
DNF	80	Tony Groves	Tony Groves	Mazda RX7	2340	2	3:10.9314	2 1:25.5967
DNF	63	Gary McKay	Gary McKay	Torana LJ XU1	3300			
DNF	75	David Skilton	David Skilton	Mazda 323 GTX	2715			
DNF	40	Bryce Peter-Budge	Bryce Peter-Budge	Peugeot	1998			

Fastest Lap Av.Speed Is 147kph, Race Av.Speed Is 139kph
Current Race Lap Record Is 1:15.3124 Set On 20/07/2014 By Ray Hislop In A Ford BF Falcon
R=under lap record by greatest margin, r=under lap record, *=fastest lap time

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Photography By Rebecca Thompson

Acknowledgment to Rebecca Thompson for providing photos for the IPRA Vic magazine.
<http://www.photographybyrebeccathompson.com>

Victorian State Circuit Racing Championships 2015 - Round 3
SANDOWN INTERNATIONAL MOTOR RACEWAY

Improved Production Cars Race 3

Event R24 11 Laps
 Scheduled Start 15:00

Page 1 Issue 1
 Start Sun Jul 19 15:21
 Elapsed Time 18:48

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Race Time	Fastest...Lap
1	88	Damien Milano	Damien Milano	Holden Commodore VY	6000	11	18:48.5524	7 1:17.1009*
2	28	David Cocks	David Cocks	Commodore VK	6000	11	19:02.1810	7 1:20.4624
3	6	Troy Lloyd	Troy Lloyd	Holden VNSS Group A	6000	11	19:10.2780	7 1:20.7940
4	65	Matthew Holt	Matthew Holtt	HSV GTS 2009	6000	11	19:19.9442	6 1:22.2865
5	63	Gary McKay	Gary McKay	Torana LJ XU1	3300	11	19:25.8722	10 1:22.6508
6	73	Graeme McPherson	Graeme McPherson	Holden Commodore VE	6000	11	19:32.1355	11 1:22.9595
7	19	Wayne Twist	Wayne Twist	BMW E46	3200	11	19:34.7566	8 1:23.9365
8	67	Bruce Henley	Bruce Henley	Mazda RX7	2354	11	19:35.3074	11 1:23.8407
9	80	Tony Groves	Tony Groves	Mazda RX7	2340	11	19:48.5431	7 1:21.6809
10	16	Brad Blunt	Brad Blunt	BMW E36 M3	3200	11	19:53.7878	9 1:25.7766
11	66	Anton Bergman	Anton Bergman	BMW E30 325i	2994	11	20:01.8435	9 1:26.0866
12	81	Sam Speer	Simon McDonald	Mazda 808 Coupe	3216	11	20:08.8083	5 1:28.0932
13	33	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	11	20:12.2923	8 1:27.4172
14	57	Glenn Campbell	Glenn Campbell	Ford Falcon AU	3998	10	18:48.5049	7 1:29.1530
15	38	Adrian Taranto	Adrian Taranto	Audi 80 Quattro	2800	10	18:48.9842	10 1:28.9892
16	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon EA	3900	10	18:56.2165	7 1:28.3008
17	50	Gary Pearce	Gary Pearce	BMW 325is	2500	10	18:56.9173	10 1:28.5072
18	58	Robert Wilson	Robert Wilson	Suzuki Swift GT1	1300	10	19:08.1150	6 1:31.2951
19	77	David Levy	David Levy	BMW E30	2500	10	19:10.3888	10 1:31.3300
20	2	Wayne Dekker	Wayne Dekker	Audi 80 Quattro	2800	10	19:10.8608	10 1:30.3314
21	68	Jim West	Jim West	BMW E30	2500	10	19:25.2584	10 1:32.6846
22	10	Rodney Lloy	Rodney Lloyd	Mercedes 190E	2498	10	19:27.2297	6 1:32.4498
DNF	98	Benjamin Dunkin	Benjamin Dunkin	Holden VS Commodore	5700	7	14:20.1926	7 1:26.0501
DNF	85	Phil Kirkham	Phil Kirkham	Mazda Eunos	2495	6	12:35.5554	5 1:26.4344
DNF	78	Marioshaun Caligari	Bill Shoots	Mazda RX7	2354	5	11:02.7031	5 1:24.1119
DNF	40	Bryce Peter-Budge	Bryce Peter-Budge	Peugeot	1998	4	10:04.3605	4 1:34.4032
DNF	82	Geoff Dunkin	Geoff Dunkin	Commodore VS	5700			
DNF	15	Richard Valentich	Richard Valentich	Holden Torana	4980			

PENALTY APPLIED

Competitor# 6 5 Seconds Penalty
 Competitor# 33 5 Seconds Penalty

Fastest Lap Av.Speed Is 145kph, Race Av.Speed Is 109kph
 Current Race Lap Record Is 1:15.3124 Set On 20/07/2014 By Ray Hislop In A Ford BF Falcon
 R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Darwin – Improved Production National Finals

2015 Australian Improved Production Nationals Hidden Valley Raceway

Improved Production Under 2 Litre Final

Event R19 18 Laps
Scheduled Start 14:35
Track Fine and Warm

Page 1 Issue 2
Start Sun Jul 12 14:36
Elapsed Time 24:21

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	24	James McKinnell (A)	James McKinnell (WA)	Honda Integra	1997	U2L	18	24:21.8372	2 1:19.8205*
2	20	Shane Satchwell (C)	Shane Satchwell (QLD)	Datsun 1200	1998	U2L	18	24:22.4679	5 1:20.2021
3	76	Bill Harris (B)	William Harris (NSW)	Suzuki	1298	U2L	18	24:49.2280	12 1:21.5055
4	74	Bill Harris (D)	Brad Harris (NSW)	Suzuki	1298	U2L	18	24:51.0924	11 1:21.2901
5	34	Craig Wright (C)	Craig Wright (NT)	Ford Escort MK1	2000	U2L	18	25:03.8410	8 1:22.1182
6	41	Keith Schulz (B)	Keith Schulz (NT)	Honda Civic	2000	U2L	18	25:24.7650	7 1:23.3229
7	77	John Newman (D)	John Newman (NT)	Toyota Corolla	1998	U2L	18	25:49.7256	10 1:23.5526
8	37	Ebone Coats (D)	Ebone Coats (NT)	Holden Gemini	1998	U2L	17	24:35.5689	17 1:25.1477
9	4	Clayton Ottley (A)	Clayton Ottley (NT)	Ford Escort	2000	U2L	17	25:49.4541	2 1:26.8473
DNF	46	Grant Gellan (A)	Grant Gellan (WA)	Ford Escort	1998	U2L	13	17:50.7994	3 1:20.9608

Fastest Lap Av.Speed Is 129kph, Race Av.Speed Is 127kph

Current Race Lap Record Is 0:04.7898 Set On 13/05/2012 By Bruce McLeod (NT) In A EL Ford Falcon

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

Issue# 2 - Printed Sun Jul 12 16:39:23 2015 Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1
Official



HIDDEN VALLEY

2015 Australian Improved Production Nationals Hidden Valley Raceway

Improved Production Over 2L Final

Event R20 18 Laps
Scheduled Start 15:30
Track Fine and Warm

Page 1 Issue 2
Start Sun Jul 12 15:31
Elapsed Time 22:53

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
1	23	Ray Hislop (C)	Ray Hislop (TAS)	Ford BF Falcon	6000	O2L	18	22:53.7202	6 1:15.0077*
2	1	Kevin Ledger (B)	Kevin Ledger (WA)	Subaru WRX	2677	O2L	18	22:58.9093	3 1:15.4780
3	88	Damien Milano (A)	Damien Milano (VIC)	VY Commodore	6000	O2L	18	23:09.8578	4 1:15.8608
4	44	Matt Cherry (B)	Matt Cherry (WA)	Holden Monaro	4375	O2L	18	23:11.1853	4 1:16.0433
5	11	Kerry Wade (C)	Kerry Wade (WA)	BMW E30	2990	O2L	18	23:29.2186	3 1:16.8318
6	2	Mark Ruta (A)	Mark Ruta (SA)	Mazda 808	3168	O2L	18	23:37.3581	8 1:16.1471
7	45	Kyle Organ-Moore (D)	Kyle Organ-Moore (QLD)	Holden Commodore VS	6000	O2L	18	23:57.1123	3 1:17.2932
8	91	Graeme Wilkinson (B)	Graeme Wilkinson (QLD)	Ford Escort	2400	O2L	18	24:09.0228	5 1:18.8901
9	7	Chris Thomas (C)	Chris Thomas (NSW)	LJ Torana	3300	O2L	18	24:14.2976	14 1:19.6716
10	22	Ian Statham (B)	Ian Statham (SA)	Mitsubishi Magna	4000	O2L	17	23:08.2375	4 1:20.1716
11	90	Neil Crowe (D)	Neil Crowe (VIC)	VH Commodore	5700	O2L	17	23:08.4710	17 1:18.3469
12	65	Chris Spiteri (D)	Chris Spiteri (VIC)	VK Commodore	5967	O2L	17	23:27.1501	4 1:20.8193
13	15	Phillip Showers (C)	Phillip Showers (VIC)	BMW M3	3200	O2L	17	23:33.5204	6 1:21.0105
14	59	Andrew Butcher (C)	Andrew Butcher (VIC)	BMW M3 IE36 M3	3200	O2L	17	23:36.1557	17 1:21.2139
15	51	Scott Wilson (D)	Scott Wilson (VIC)	VP Commodore	5999	O2L	17	23:44.1376	2 1:21.2959
16	5	Glen Melling (A)	Glen Melling (WA)	Commodore	6000	O2L	17	24:06.9654	4 1:22.4351
17	54	Wayne Chrystal (C)	Wayne Chrystal (WA)	VE Commodore	6000	O2L	17	24:15.4569	5 1:21.0394
DNF	6	Michael Naguib (A)	Michael Naguib (SA)	Datsun 1600	3393	O2L	14	18:11.2695	9 1:16.7354
DNF	18	Craig Kroonstuiver (C)	Craig Kroonstuiver (NT)	Mazda RX7	2600	O2L	11	23:42.4465	9 1:18.1589
DNF	87	Barry Smith (B)	Barry Smith (NT)	Holden VP Commodore	5700	O2L			

PENALTY APPLIED

Competitor# 18 30 Seconds Penalty

Fastest Lap Av.Speed Is 138kph, Race Av.Speed Is 135kph

Current Race Lap Record Is 0:04.7898 Set On 13/05/2012 By Bruce McLeod (NT) In A EL Ford Falcon

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

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Car 18-30 Second Penalty



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