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*Nationals are go for  
three grids!*



# **ipra<sup>VIC</sup>** **Magazine**



## **BATTLE OF THE BIG BANGERS**



**Technical: Knocking....**  
**Events: Presentation**  
**Night 2016**



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Winter 2016

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## From the President

*With Gary McKay*

Well, here I am sitting in the workshop office, early morning, heater on, writing this and it is blowing a gale and pissing down rain outside. I think its winter and I don't even have to look at the calendar to work that out!

Well three rounds down and two to go in the state rounds and hasn't it been fantastic. Good grids, close racing, car malfunction, time penalties, it's all happening! Certainly plenty of action to keep the spectators and the competitors guessing. The championship looks like a three horse race with an attack from the German manufactured BMW's of Nathan Geier and Nathan Robinson and an Aussie Commodore of Troy Lloyd, the points are close and there's nothing in it. Who will be the state champion??

Our next round will see us at Winton, making a welcome return to the state series this year and will be run on the long track. As it's part of the state championship and being held at a better time of the year than we have seen in the past, I am sure we will get a healthy field of cars. Then we will finish off the last round at Phillip Island. We have already seen really large grids all year and this will more than likely be the championship decider for all classes. Add to that the competitors coming down to blow away the cobwebs before Nationals and I'm sure this is going to be a huge round! If you want to enter this meeting, get in quick or you will most likely miss out!

National's planning is well underway. We are proud to announce Castrol Edge in conjunction with Yokohama as our event sponsors. We have secured three grids at Island Magic and will be offering 2 grids to over 2 Ltr cars and have a dedicated grid to U2L competitors. Registrations to the event have been underway and have almost 130 cars entered for this event, wow! This will be the biggest single category event the country has seen and will be a spectacular sight. Even if you're not racing we urge you to come along to witness this unprecedented event and enjoy the atmosphere.

Don't forget to mark Saturday 12 November 2016 in your calendar for the Victorian championship trophy presentation and annual general meeting. Being only two weeks out from Nationals, it will be a great opportunity to catch up with our IPRA Vic gang and celebrate the 2016 race year before we launch ourselves into the final two weeks of Nationals preparations.

A few tips for our racegoers on some issues that have been causing some problems:

- Tow hooks on cars - there have been some failures at past race meetings so scrutineers are hot on this topic. I'm not going to quote the rule, you all know it and if you don't then look it up or give me a ring
- Apparel is letting some down with random checks being performed. If you're not wearing the right gear, be prepared for penalty grid spot or a fine. This is not an idle threat from officials – Sandown was evidence of this, so make sure you have all the right gear and remember the rules are there to protect you.

Well, it's still blowing a gale outside and still pissing down but it's time to go do some work. See ya at the track!

Cheers

Pistons rule



## From the editor



Hi Everyone,

Lots of things going on around IPRA at the moment meaning there's lots to write about! Again, the Nationals features a lot in this edition, along with the Sandown rounds which held plenty of excitement.

Have put in a technical article on detonation which comes from my own experience this year which I hope you find interesting.

As always, I am open to feedback and ideas for the magazine. If you think of a technical topic or have an interesting story about a person, car or event, let me know.

Good to see Autoaction back on the stands which had a good summary of round 3. Without that, our 'hobby' would go undocumented to the general public. Which draws me to my current bugbear... Burnout competitions are gaining popularity with events getting 2000+ people through gates. These events are being run by professional promoters with smart advertising, merchandise, use of social media, and diversity of attractions. The takings at the gate with entry fees mean

promoters can offer prize money exceeding \$10,000 with the high end competitors sometimes often having their cars transported interstate for free.

Turn now to Sandown last round. Although cool, it was relatively fine on Sunday with 20-30 people in the grandstand, half of which probably entered using an entrants pit pass. We are fortunate to have many volunteers run our racing events. Entry fees's are kept at a minimum, with an emphasis on covering the track hire, some on costs, and then hopefully return a few bucks back to the organising club. Now the but... Is that approach helping build interest from outside the circle? Does it help gain respect from local residents, competing events, industry, lobby groups, etc. In many respect, it's a secular society, not encouraging outsiders to visit. Maybe that's ok? My thoughts on it? Well,...

- Introduce some variety motorsport or noisy things to see in between races or at lunchtime
- Put on displays of race cars, club cars, hot rods, etc
- Merge the event with something else
- Have guided tours which explain classes, preparation, track rules, etc
- Consider the use of a promotor to work with running organisations to build spectatorship and followers
- Hook up with schools, youth support groups, and other learning organisations
- Push the events in local papers
- Survey potential attendees as to what would make it more interesting/enticing to spend \$20 to walk in
- Better segregate spectators to make it safer, and channel them to the things worth seeing, etc
- Survey the member re entry fees. Would some competitors pay \$20 more if it returned prizes or prizes money?
- Introduce more retail vendors, demonstrations, etc



*Above: Jamie Whincup on the nightly news won more fans for doing a burnout at Summernats than when he won his 3<sup>rd</sup> Supercar title. Why?*

The biggest change to hit Sandown in the last two years was a coffee van behind the pits. It was not there in the last round...

Anyway, the future of the sport is under a bit of a cloud re next generations. Some classes have youth coming in which is terrific. Some have average ages in the late 40's early 50's.

At the end of the day, the state series and IPRA Vic are strong which the main thing is. I just hope 'we' as a group are heading in a good direction. Not floating into an abyss.

Stay safe everyone. On and off the track. *Jason Fankhauser*

## Motorsport Calendar

WHEN	WHAT
<b>21-22 May</b>	<b>Victorian State Circuit Racing Championship Round 2 at Sandown</b>
10 to 12 June	Shannons Nationals at Winton
17-19 June	V8 Supercars at Hidden Valley, NT
25-26 June	PIARC Supersprints at Phillip Island
1-3 July	Shannons Nationals at Sydney Motorsport Park
8-10 July	V8 Supercars at Townsville
22-24 July	V8 Supercars at Queensland Raceway
<b>23-24 July</b>	<b>Victorian State Circuit Racing Championship Round 3 at Sandown</b>
29-31 July	Shannons Nationals at Queensland Raceway
30-31 July	Victorian 6 Hour Regularity Relay at Phillip Island
12-14 August	V8 Supercars at Kuala Lumpur
26-28 August	V8 Supercars at Sydney Motorsport Park (includes Australian
<b>3-4 September</b>	<b>Victorian State Circuit Racing Championship Round 4 at Winton</b>
9-11 September	Shannons Nationals at Phillip Island
16-18 September	V8 Supercars at Sandown Park
6-9 October	Bathurst 1000
21-23 October	V8 Supercars at Surfers Paradise
21-23 October	World Moto GP at Phillip Island
28-30 October	Australian GT Endurance Series
<b>29-30 October</b>	<b>Victorian State Circuit Racing Championship Round 5 at Phillip Island</b>
29-30 October	Muscle Car Masters
4-6 November	V8 Supercars at Pukekohe
11-13 November	Shannons Nationals at Sydney Motorsport Park
12-13 November	PIARC Supersprints at Phillip Island
22 November	IPRA Vic Presentation Night, Knox Club
<b>26-27 November</b>	<b>Island Magic at Phillip Island, IPRA Nationals</b>
2-4 December	V8 Supercars at Sydney Olympic Park
<b>3-5 February 2017</b>	<b>Bathurst 12 Hour Race</b>

## The Joke

A truck with two drivers was about to head up the Hume to Sydney in a B double, when they realised they had to drive through South Melbourne under various bridges. The first bridge they come to had a sign that read CLEARANCE 4.4m . So, they got out and measured their rig. It was 4.7m. "What do you think?" the passenger truckie asked the driver. The driver looked around carefully, got in the truck and then shifted into first as he said, "Well, there's not a cop in sight. Let's go for it!"



## Club News

### 2016 AGM and Presentation Night

Saturday 12 November 2016 has been set for the 2016 Annual General Meeting and Presentation Night. Will be held again at the Knox Club.

Further details including ticket options will be released shortly.

### Nationals 2016 update

Since the last magazine, a number of achievements have been made in establishing the IPRA Nationals as a premium event. First round offers and deposits confirmed 84 Over 2l, and 38 Under 2l entrants locked in.



After a significant amount of discussion, negotiation and advocacy, PIARC come on board by agreeing to a 3 grid field – two grids of over 3 litre cars, and a dedicated under 2 litre grid. This achievement means:

- The quantity of competitors missing out is minimised
- The 2 litre class is given a boost and some limelight
- IPRA is showcased as a strong and growing class that it is

Well done to our organising committee on this achievement.

Another key achievement is having Castrol come on board as a sponsor. Castrol is a long standing and prominent supporter of motorsport in Australia. However, that doesn't mean getting their endorsement is easy, and it further highlights the current success of the class in which such a corporation is prepared to support it. Again thanks go to the committee, in particularly Tony Groves who advocated our interest.

### Vic State Racer

Most will know that the Vic State Racer magazine is available online and features a good race report and photography from the last round.

<http://vicstate.realviewtechnologies.com/#folio=1>



### Racers & Rascals Pinot Noir



Named in honour of the 'Rascals', being members of the Vintage Sports Car Club of Victoria who held their first meeting in January 1946 on the Killara Park property using a ¼ mile sprint. The grapes for this Pinot are all grown from the Seville East estate.

Typical of Upper Yarra Valley Pinot Noir, this wine displays a wonderful array of red berries and violets on the nose. The palate is balanced with strawberry, cherry and forest floor characteristics.

Not often one enjoys a nice wine dedicated to motorsport enthusiasts.

#### Tribute - #95 Kelvin Twist

Was 2 years on 26<sup>th</sup> July that the Twist family and IPRA community lost Kelvin. Always missed. Never forgotten....

## Past Events

### Round 2 – Sandown

Troy Lloyd continued to confirm that reliability and race wins build championship points, taking out all 3 races at Sandown. Fine conditions favoured the bigger horsepower cars, however the top 5 lap times from the weekend include those from rotary and German 6 cylinder machines.

Qualifying saw Lloyd grab pole position with a 1:19.8 followed by Cameron Van Den Dungen in the RX7 completing an impressive 1:20.6. Robert Braune was hot on the pace in his BMW E30, completing a 3<sup>rd</sup> position time of 1:20.89.

Race 1 saw Van Dan Dungen beat Lloyd off the start, however the excitement was short lived after running wide at turn 1. Jason Fankhauser who missed qualifying, blasted through from the back of the grid to be in 2<sup>nd</sup> before running wide onto the straight allowing Groves to pass and get second. Nathan Geier also took advantage of the mishap ending up third.

A nasty incident between the Commodores of Chris Spiteri and Graeme MacPherson resulted in both being parked up with substantial damage. Robert Braun experienced braking issues while the blue RX7 of Van Dan Dugen also pitted.



**Above:** Many thrills and spills at Rd 2 made for exciting spectating and a few trips to the panel shop. **Below:** The best racing was found through the midfield of the most diverse range of cars in Australian motorsport.



Lloyd went on to take out the race with ease in front of Tony Groves and Nathen Grier.

Race 2 saw the return of Graeme McPherson who with the help of his crew repaired the Commodore overnight. A terrific effort. Lloyd again took the lead at turn 1, and Fankhauser's massive effort in Race 1 was lost with engine issues forcing the Commodore into the trailer for the rest of weekend. The well prepared RX7 of Groves also detoured off into the pits with a gremlin.

By the end, Lloyd took position 1 in front of Luke Grech-Cumbo and Mark Jewell in the Torana. The BMW's of Nathan Robinson and Geier finished in 4<sup>th</sup> and 5<sup>th</sup> position. Interesting statistic from race 2 was the fastest lap times from position 10 to 30 were within 3 seconds.

Race 3 saw Tony Groves weave through the field from the rear of the grid to reach position 7 by the race end. Lloyd maintained a dominating number 1 slot in front of the two Nathans BMW's being Geier and Robinson. Grech-Cumbo finished fourth with the third E36 of Andrew Butchers securing 8<sup>th</sup> spot.

The weekend saw 1/3 of competitors run wide at turn 1, with some making their own new Gymkhana course after the third time. A number of touches led to damage of various degrees, some drawing interest from race officials.

New comers Daniel Pullens in a Nissan S14 Silvia and Callum Jensen in a Peugeot 306 GTI6 made a good entrance with consistent placings.

Class	Driver	Rd 2 Pts
Over 2l	Troy Lloyd	120
	Nathan Geier	74
	Luke Grech-Cumbo	66
Under 2l	Paul Grziwotz	100
	Bryce Peter-Budge	94
	Jason Bockmann	68



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## Round 3 – Sandown

Sandown may be known as the home of horsepower, but not so when it gets a coating of water on it. The dry and wet conditions mixed things up between the V8's, rotaries and everything in-between making for questionably the most interesting category of the round.

Qualifying 1<sup>st</sup>, Jason Fankhauser recorded a 1:20.3 with Nathan Robinson in the BMW E36 less than 0.1 of a second behind. With less than a second between them Troy Lloyd, Anthony Groves, Nathan Grier, Robert Braune then Luke Grech-Cumbo booked positions 3 to 7 respectively. In fact, the top 27 positions had less than 10 seconds between them in lap times. Making an impressive cameo in Tony Groves qualifying footage was Richard Opie showing how much faster an RX8 can go backwards up the back straight than the older RX7.



**Above:** Something you don't see often is a car pass you while doing a 360 up the back straight of Sandown. I guess the RX7

By race 1, the track had a fresh set of wet zones, reducing lap times and bringing the non v8's up into the rankings. Demonstrating aggressive driving of a balanced car, Nathan Grier taking out number 1, with Fankhauser looking for dry lines to get 2<sup>nd</sup> position in front of Groves in 3rd. Much of the action spanned from 4<sup>th</sup> to 9<sup>th</sup> positions with a mix of a cars including a BMW, EVO, Magna and Commodores respectively. Although Race 1 goes down as the first race for the year, or longer, with no DNF's, there was a number of exchanges of paint including Mitsubishi red on Fankhauser's rear quarter panel.

A dry track for Race 2 allowed Fankhauser to drop 2 seconds of his lap times to 1:18.3 and establish a commanding lead to the finish. Lloyd also took advantage of the dry straight lines to build a 2nd place buffer. An oversteering moment by Stephen O'Neill resulted in some more bumper bar colour changes between Commodores of Grech-Cumbo and Graeme McPherson. A safety car bunched the field back up to relocate the yellow E36 of Grier's, leading to the end of a strong start to the weekend.

Quickly finding his feet and pace in the HSV Commodore, Grech-Cumbo claiming 3<sup>rd</sup> in front of Groves.



**Above:** A big field of IP cars sprint to turn 1 after a clean start. **Below** The misfortunes of some combined with a partial wet track provided some great racing within the top 15 round 3 finishers.



Race 3 started like Race 2 for Fankhauser, gaining a substantial lead by lap 5 before losing an oil pump drive belt resulting in a DNF. Lloyd dug in to hold a lead in front of Robinson taking out 1<sup>st</sup> and 2<sup>nd</sup> respectively. Grech-Cumbo finished a consistent weekend with a proud 3<sup>rd</sup>. But.... a 5 second penalty was slapped on Lloyd for moving on the start line, resulting in a revised 3<sup>rd</sup> position and a race win to Robinson. Anton Bergman and Tony Maloney had a coming together resulting in a DNF.

Many racers ended up with fines re apparel and not taking a straight route to scrutineering after race 2. The officials were serious, with some fines showing 4 digits....

DNF aside, Fankhauser took out the round with Lloyd claiming the VSCRC round by 1 point over Groves.

Class	Driver	Rd 3 Pts
Over 2l	Jason Fankhauser	70
	Troy Lloyd	66
	Tony Groves	64
Under 2l	Phil Morriss	120
	Bryce Peter-Budge	68
	Jason Bockmann	64



## Technical

### Engine Detonation by Jason Fankhauser

#### Introduction

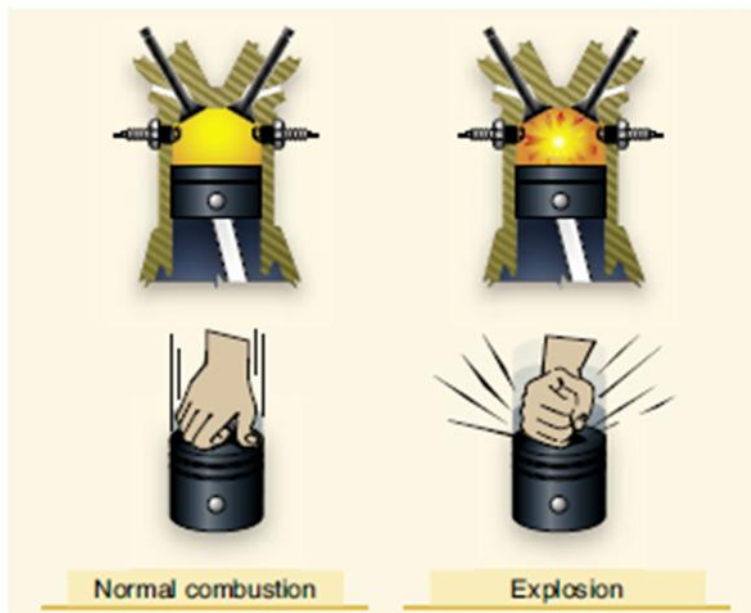
Pinging, knock, detonation, pre ignition, pinking,... Common terms referring to two different things, both which can turn engines into shrapnel.

In researching this article, it was intriguing to see a lot of inconsistency in articles, particularly in the likes of public forums where things get a bit off track by self-certified engineers. Basically, there are two different types of combustion failure in an engine – detonation (also known as knock or pinging) and pre ignition. Both are caused by similar things, can be mitigated by the same things, but have different elements of risk.

Between 1915 and 1920, failure of aircraft engines were common as people come to terms with different air pressures leaning engines out. A guy by the name of Harry Ricardo studied many of these failures, and identified a phenomena he called detonation.

#### Detonation explained

Detonation is caused by an unstable combustion process. It is not easy to explain the chemistry of it, so will break it down as this: Basically it is when a pocket of air/fuel explodes outside of the conventional flame front of the combustion process. This causes a local shockwave, suddenly and significantly increasing the cylinder pressure. Local, means that this pressure may span the size of a 20c piece, not the whole piston area. The detonation is also extremely high temperature, so when combined with high pressure, you get things like holes in pistons.



**Above:** An old school but simplistic picture re the difference of normal combustion apply a distrusted pressure to the piston versus a sudden and localised



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Common causes of detonation include:

- Octane rating too low
- Ignition timing too advanced
- Mixture too lean
- Inadequate turbulence of the mixture on entry
- A combination of the above

Modern engines can have knock sensors plumbed into engine management systems to automatically adjust the above variables. For many racers, it comes back to a timing light and a lambda meter. Using ethanol is becoming more common with its octane rating of 105+. However, if not stored correctly and tested, it can change the tune of an engine through variance in 98 unleaded and absorption of water.

Interestingly, knock in diesels is common and accepted by manufacturer's and often referred to as diesel rattle. The slow burning fuel means the detonation process takes longer with a slightly lower heat signature. The engineers just design the hardware to suit.

### Pre-ignition

Now, that's detonation. Some of you might be saying, "isn't that just pre ignition?". Well, no. Pre ignition is just that. It's a normal and stable combustion occurring too early. Like any fire, you need a fuel, oxygen and heat. Lighting the old barby, we supply heat through a burning flame in the form of matches or a fancy piezo spark lighter. The fact is, a red hot piece of metal would do the same thing. So, think of a poorly finished metal surface (say a burr or sharp edge) of an engine combustion chamber where after combustion it stays hot enough so when the new fuel mixture arrives, it lights it up before the spark plug. Heard of the term 'dieseling'? Yep, you know when you turn the key to off, but the dam thing just keeps going? Yep. That's pre-ignition. Can be mitigated by addressing the same things as detonation, but if the engine is not built correctly, you will be throwing away horsepower for potentially the wrong reasons.

### Both at once?

If detonation isn't bad enough, it often leads to pre-ignition as well. Having too hotter spark plug can do it, but another example is say a faulty fuel injector increasing cylinder temperature, causing mild detonation which over time gets nastier triggering pre ignition. Poor old piston cops a

wack while coming to the party, then another one on arrival. Ouch!

### My experience...

Racers are often cagey when talking about their engine specs and issues. However I felt compelled to share my experience on this occasion. The engine in #32 runs ethanol at 14:1 compression.

The engine went from the dyno to car (in a hurry) as is on the Saturday of Rd 2. In the car, the engine gets fed air via ducting. More air means leaner mix. No sensors, computers, wires, etc on this thing. Just a driver watching the track. So, it was running near the lean side with full 'dyno spec' ignition timing. Enough for it to detonate and crack 7 new pistons and a hole in one of them, up the back straight of Sandown.



**Right:** Even a high end forged piston has no chance against extreme pressure and high temperature. What more intriguing, it the piece went out the exhaust without a mark on the seat.

Interestingly, with two jet sizes up on the old Holley, 2 degrees less timing, a safe setup cost 5hp. Pretty good insurance premium I reckon, and one I usually have taken out..... JF



## Up the back

### 2016 Championship Standings - Over 2l

Driver	Car	Capacity	Class	Round 3 - Sandown				Chmp Total
				R1	R2	R3	Rd	
Nathan Geier	BMW M3	3200	3J(b) Over 3000cc	40	0	0	40	208
Nathan Robinson	BMW M3	3200	3J(b) Over 3000cc	8	16	40	64	204
Troy Lloyd	Commodore	6000	3J(b) Over 3000cc	12	30	24	66	202
Tony Groves	Mazda RX7	2354	3J(a) 2001-3000cc	24	20	20	64	156
Robert Braune	BMW 325i E30	2860	3J(b) 2001-3000cc	16	8	16	40	128
Luke Grech-Cumbo	HSV VX Senator	5700	3J(b) Over 3000cc	6	24	30	60	126
Jason Fankhauser	VK Commodore	5800	3J(a) Over 3000cc	30	40	0	70	122
Graeme McPherson	Commodore	6000	3J(b) Over 3000cc	4	12	12	28	70
Andrew Butcher	BMW M3	3200	3J(b) Over 3000cc	1	1	6	8	55
Matthew Holt	HSV GTS	6000	3J(b) Over 3000cc				0	38
Danny Pullens	S14 Silvia	3400	3J(b) Over 3000cc	1	1	0	2	32
Stephen O'Neill	Mitsubishi Lancer	3400	3J(b) Over 3000cc	20	0	1	21	28
Stuart Barlow	Mazda RX7	2340	3J(a) 2001-3000cc	1	6	8	15	26
Brad Blunt	BMW E36	3200	3J(b) Over 3000cc	1	0	0	1	26
Wayne Twist	BMW E46	3200	3J(b) Over 3000cc	1	1	1	3	20
Cameron Van den Dungen	MAZDA RX7	2354	3J(a) 2001-3000cc				0	17
David Reaburn	Mitsubishi Evo	3400	3J(b) Over 3000cc	1	1	4	6	16
Bruce Henley (Both cars)	Mazda RX7 and RX8	2354	3J(b) 2001-3000cc	1	1	1	3	13
David Shaw	Falcon ED XR6	3998	3J(b) Over 3000cc	1	1	1	3	9
Grant Ogle	Ford Focus	4287	3J(b) Over 3000cc	1	1	1	3	9
Malcolm Henley	Mazda RX7	2354	3J(a) 2001-3000cc	1	1	2	4	9
Rod Lloyd	Benz 190e	2498	3J(b) 2001-3000cc	1	1	1	3	9
Brendan Nicholls	Mitsubishi EVO V11	3400	3J(b) Over 3000cc	2	2	1	5	8
Brian Bourke	BMW	2500	3J(b) 2001-3000cc				0	6
Cameron McKee	AU XR6	3998	3J(b) Over 3000cc				0	6
Wayne Dekker	Audi 80 Quattro	2600	3J(b) 2001-3000cc	1	1	1	3	6
Richard Opie	Mazda RX8	2340	3J(b) 2001-3000cc	1	0	0	1	5
Tony Moloney	HOLDEN HQ	5700	3J(a) Over 3000cc	1	4	0	5	5
George Clarke	BMW 325i E30	2500	3J(b) 2001-3000cc				0	3
Paul Theologou	Commodore ve	6000	3J(b) Over 3000cc				0	3
Gary Pearce	BMW 325i E30	2500	3J(b) 2001-3000cc	1	1	1	3	3
David Bone	Datsun 1600	3400	3J(a) Over 3000cc				0	2



## 2016 Championship Standings - Under 2l

Driver	Car	Capacity	Class	Round 3 - Sandown				Chmp Total
				R1	R2	R3	Rd	
Paul Grziwotz	Honda Civic	1998	3J(b) 1600-2000cc	30	30	0	60	270
Bryce Peter-Budge	Peugeot 405	1998	3J(b) 1600-2000cc	24	24	20	68	232
Jason Bockmann	Ford Mondeo MK1	2000	3J(b) 1600-2000cc	20	20	24	64	192
Phil Morriss	Datsun 1600	1998	3J(a) 1600-2000cc	40	40	40	120	160
Doug Greenslade	Ford Fiesta XR4	1999	3J(b) 1600-2000cc				0	78
Jordan Greenslade	Ford Fiesta Zetec	1558	3J(b) Und 1600cc				0	56
Callum Jensen	Peugeot 306 GT16	1998	3J(b) 1600-2000cc	16	0	30	46	46



### VICTORIAN STATE CIRCUIT RACING CHAMPIONSHIPS 2016



**HISTORIC TOURING CARS**  
Series Winner 2015  
Darren Smith



**IMPROVED PRODUCTION**  
Champion 2015  
Damien Milano



**HQ HOLDENS**  
Champion 2015  
Rodney Earsman



**FORMULA VEE**  
Champion 2015  
James Dean



**PORSCHE 944 CHALLENGE**  
Series Winner 2015  
Cameron Beller

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**VICTORIAN STATE RACE SERIES**  
*setting the pace*



**FORMULA FORD 1600**  
Champion 2015  
Brendan Jones



**FORMULA FORD**  
Fiesta Series Winner 2015  
Damon Strongman



**SPORTS CAR**  
Champion 2015  
Jamie Augustine



**M.G.**  
Series Winner 2015  
Glen Wood



**SPORTS SEDAN**  
Champion 2015  
Ian Cowley



Round 1 • Phillip Island  
April 30 - May 1  
Geoff Bull • [geoff.bull@piarc.com.au](mailto:geoff.bull@piarc.com.au)



Round 2 • Sandown  
May 21 - 22  
David Vernal • [davidvernal@bigpond.com](mailto:davidvernal@bigpond.com)



Round 3 • Sandown  
July 23 - 24  
Gale Smith • [galeesmith@hotmail.com](mailto:galeesmith@hotmail.com)



Round 4 • Winton  
September 3 - 4  
Terry Wade • [t.wade@bigpond.net.au](mailto:t.wade@bigpond.net.au)



Round 5 • Phillip Island  
October 29 - 30  
Michael Holloway • [VSCRC4@gmail.com](mailto:VSCRC4@gmail.com)

Admission All Rounds • Weekend Pass \$30 • Sunday Pass \$25 • Saturday Pass \$20 • Kids under 16 Free