Technical

Oils ain't oils?

ipra VIC Magazine

OUR BIGGEST EDITION YET!

Rule change update

Milano falls to a Toyota AE86?

Grech-Cumbo masters Phillip Island

Bruce McLaren – *the engineering racer*

Rd 2 and 3 Race Data

Free!

Winter 2017

www.ipravic.com.au

Magazine

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From the President

With Gary McKay

Well, well, well, it's not hard to tell that it's the middle of winter. Cold, cold cold, that's the word! Making like a bird and heading north looks very attractive at the moment. Who goes to a race meeting in the middle of winter, uhhh we do!!! I'm sitting in the office at work at 7.00am, it's 3 degrees, making a list of things that have to be done to the car before the round four Sandown meeting then thinking "what the hell am I doing here????". O.K. Got that off my chest!

So far this year the racing has been hot and action packed and no clear lead in the championship with a number in a position to run away with it. The last two rounds promise to be very exciting.

At our last round at Winton we had good fields and some fast and furious racing. The weather was absolutely fantastic, quite balmy for Winton in the Winter. There will be a full race report elsewhere in the mag on all the action.

This year has seen a lot of new cars make it to the grid and we welcome them with open arms. We've seen a number IPRA interstate racers joining our grids on a regular basis, and by all reports, they are enjoying the racing and atmosphere of our club. We are expecting more new faces in 2018 with a number of new IP cars being built at the moment.

Our general club meetings this year have had a fair turn out, perhaps the lure of the $1200 voucher to spend on rubber may be the cause, but certainly, we've had some healthy discussion and debate on changes for IPRA rules for the future and we would like more to come and give their 5 cents worth!

The more input we get, the better the decision we can make on rule proposals and changes. Our meetings also give you the opportunity to know what's going on within your club. Still lots to talk about so come along to our next meeting to be held on Wednesday 16 August 2017 – mark your diary now!

Our recent social club night out at the movies proved a popular event and was a great night for all that went. We had a private screening of the McLaren movie at Palace Cinemas in Balwyn. All enjoyed a chat with a beer or bubbles and nibbles before the movie. The movie documented the life of Bruce McLaren and his founding of

the very successful F1 team. It was a real eye opener for many that had little idea on how F1 McLaren started life. All in all it was a terrific night out.

Most of you will know, we normally incorporate our Annual General Meeting together with our trophy presentation for the IPRA Club Championship. This event is always difficult for many to attend as it's held at the onset of the silly season. This year, we are thinking of doing something entirely different. Under the Club rules, we are obliged to hold our AGM before the end of the year, so this year we are planning to hold this as a separate event; most likely mid-week at the Jag Car Club, as we do with our general meetings. We will then hold a family friendly social event for the presentation of our Club Championship and Club Trophies in the New Year which will incorporate a season launch for the 2018 racing year. Watch this space for dates and details as they come to hand.

Gary McKay

IPRA Vic Calendar

WHEN	WHAT
22-23 July	Victorian State Circuit Racing Championship Rd 1 at Sandown
16 August	General Meeting
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

From the editor

Hi Everyone!

Lots in this issue, including an article on engine oil. Thanks to David Cocks, we have more detailed race reports from Round 2 and 3. Scott Willing continues to do great work on the National front, and has provided an excellent update on rules and serious stuff.

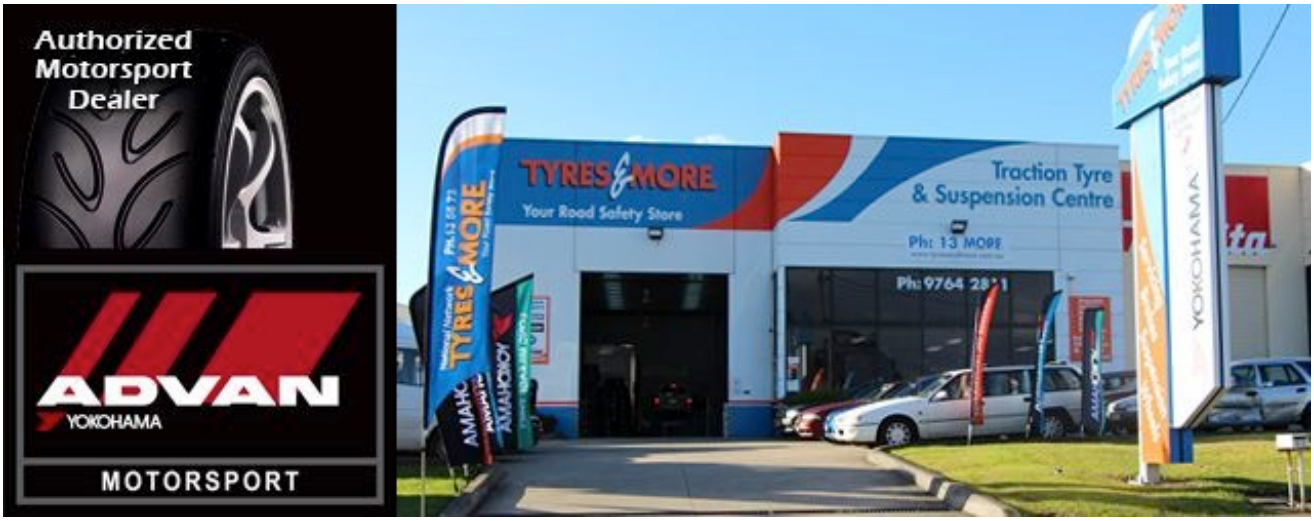
On a completely different topic, there's a lot of good work and campaigning in society re mental health. R U OK day is on 14th September. A great initiative focused on connecting and checking in with people. https://www.ruok.org.au/join-r-u-ok-day. What I like about this movement is the wording they use. Why do we have to put 'Mental' in front of health when we speak of such illnesses? Its alienating and I think we should just say Depression, Anxiety, etc. are all just illnesses.

Just finished a month long project up in far north Queensland near the town of Bowen (14 to 27 degrees!). What I found interesting was how noticeably supportive, friendly and considerate people were compared to many folk living in Melbourne. Within 2 days, the lady at the bakery remembers your name and coffee order for example. It makes me wonder why this disparity exists, and seemingly gets bigger….

Hope to see you all at Sandown at the BBQ. Will have the apron on, so direct all food poisoning issues to your local medical facility.

Stay safe everyone – on and off the track.

Jason Fankhauser



Championship Points

Under 2 litre

DRIVER	CAR	CAP	ROUND 1	ROUND 2	ROUND 3	TOTAL
Paul Grziwotz	Honda Civic	1998	120	80	110	310
Mark Baldwin	Honda Civic	1973	0	0	74	74
Doug Greenslade	Ford Fiesta XR4	1999	0	60	0	60
Wade Reynolds	Toyota AE86	2000	0	0	60	60
Jason Bockmann	Ford Mondeo MK1	2000	0	0	60	60
Velibor Tomic	Honda Integra	2000	0	0	54	54
Robert Wilson	Suzuki GTI	1298	0	0	0	0

Over 2 litre

DRIVER	CAR	CAP	ROUND 1	ROUND 2	ROUND 3	TOTAL
Luke Grech-Cumbo	HSV VX Senator	5700	90	104	36	230
Michael Cruse	Ford Escort	3400	68	84	72	224
Damien Milano	HSV VY R8	5967	120	0	100	220
Christopher Brown	Toyota Sprinter	3400	0	0	110	110
David Reaburn	Mitsubishi Evo	3400	28	64	0	92
Malcolm Henley	Mazda RX7	2354	52	9	30	91
Robert Braune	BMW 325i E30	2860	0	70	0	70
Paul Vuillermin	EA Falcon	3900	3	52	8	63
Wayne Twist	BMW E46	3200	16	18	16	50
Andrew Rhodes-Anderson	VN Holden Commodore	6000	44	0	0	44
Bruce Henley (LM)	Mazda RX8	2354	0	0	44	44
Paul Rule	Holden Torana SS	5000	0	0	44	44
Brydan Darbyshire	Mazda RX7	2648	40	0	0	40
Adrian Taranto	Audi	3400	0	30	2	32
Mathew Logan	Holden Commodore	6000	0	14	9	23
Grant Ogle	Ford Focus	4287.4	2	10	4	16
Andrew Johnson	Holden VL Commodore	5700	0	15	0	15
Richard Opie	Mazda RX8	2340	3	12	0	15
David Levy	BMW 325i E30	2500	14	0	0	14
Justin Kroussoratis	Mazda RX7	2340	5	9	0	14
Gary Pearce	BMW 325i E30	2500	3	3	6	12
Scott Willing	Subaru WRX	3400	0	0	12	12
Stephen O'Neill	Mitsubishi Lancer	3400	11	0	0	11
Cameron McKee	AU XR6	3998	3	3	2	8
David Shaw	Falcon ED XR6	3998	3	3	0	6
Jim West	BMW E30	2500	3	3	0	6
Marco Timperio	Ford Falcon EA	3900	3	2	0	5
Brad Wyatt	VX Commodore	6000	0	2	2	4
Rod Lloyd	Ford Falcon EA	3900	3	0	0	3
Shane Williams	Mazda RX7	2354	0	0	3	3
Wayne Dekker	Audi 80 Quattro	2600	0	0	3	3
Richard Valentich	Holden Torana	4980	0	2	0	2
Simon McDonald	Mazda 808	3060	2	0	0	2
Steven Theologou	Commodore VE	6000	0	2	0	2
Andrew Morris	VH Holden Commodore	5600	1	0	0	1
Simon Lyne	BMW 325i E30	2500	1	0	0	1
Scott Wilson	VP Commodore	5999	0	0	0	0
Tony Groves	Mazda RX7	2354	0	0	0	0

Race Report

Round 2, Phillip Island

With 29 cars on show, IPRA Vic won the diversity stakes with everything from Audi's to Hondas cutting laps in what were dubious looking conditions starting Friday.

With a 1:44.36 set by the Supertune BMW rocket of Rob Braune's in qualifying, a challenge was put down for Michael Cruse and Luke Grech-Cumbo to push for who finished 2nd and 3rd fastest.

Unfortunately, bad luck struck Braune resulting in a DNS for race 1, and a firm win for Grech-Cumbo. Cruse owned 2nd position followed by David Raeburn in the EVO who fought off what's basically a Saloon Car driven by Paul Vuillermin.

Saturday night the skies over the Island decided we all needed a little bit of weeing on and really let us have it!

We all arrived at the track to see lakes of water everywhere and large dark clouds threatening to give us another drenching! The President had parked the Group A on the grass (actually more of a swamp) near turn 4 and it looked like if we had more rain then he might be there for a week! More on the entertaining drive out of the mud later on…

The news around the pits was that Rob Braun would be starting rear of field, as the elusive gearbox filler plug had been found sitting in the extractors? reinserted and gearbox filed with oil. Probably tie wired this time…

Andrew Johnson's dodgy lift fuel pump had been binned & without a spare the fuel plumbing was rerouted minus one pump. Hope the car's not too close to the minimum weight, Andrew…

Malcolm and Bruce Henley were both having a weekend to forget, with Bruce having to park up the RX8 and Malcolm also starting rear of grid from the morning's race.

The passing rain showers started to clear during the sports car race and held off long enough for the track to start to have some dry sections for the start of race 2, leaving the teams and drivers to finally go with a dry-ish setup.

Michael Cruse was hoping that no more rain would fall as his Turbo car was a little peaky and hard to keep the thing pointing the right way. Come on Michael it's an Escort - they were designed to go sideways! David Reburn was having a great weekend and was praying for rain, as was Paul Vuillermin who was having his best ever weekend and I don't think anything could wipe the smile from his face!

Lights Out!

Off the damp start, the Evo of Dave Reburn got an absolute ripper lead in front of both Luke Grech Cumbo and Michael Cruse down to turn 1, Luke & Mike were side by side (or rather slide by slide) through turns 1 and 2 but by turn 3 both Michael and Luke had made their way past Dave who must have got stage fright leading his first race at the Island and was having a real ding dong battle, which made for great viewing. It was difficult to know where to look as there were so many great battles going on throughout the field. With lots of clean hard racing and no safety cars the talent was obvious in the trying conditions.

Paul Vuillermin's grin could still be seen from up in the grandstand as he was having the weekend he will remember for a long, long time! 4th place in race 1, and a few new aero package bits seemed to be working a treat as he pushed the "All Ford Wreckers" EA Falcon as hard as it would let him and slowly reeled in Dave Reburn in the drying conditions to just miss out on another 4th place.

Luke appeared to have the measure of Michael across the back of the circuit gaining just enough power down advantage out of Siberia and through the Hayshed that Michael could not make up through turns 10, 11 & 12.

From the back of the field, Rob Braune was really flying with the angry face on. He managed somehow in the slippery damp conditions to blast past 15 cars on the opening lap, and would continue the rampage for the next 5 laps until the only car he could not catch was Luke in the GC Electrical, No Fear Security Senator. Adrian Taranto, in his new A3, was also having a stellar weekend starting out 4th on the grid, keeping the leading three in his sights for the majority of the race, coming home in a very respectable 6th. This will be a car to watch for the remainder of the championship.

Matthew Logan, 7th, in his recently acquired Kenwoth Trucks VE Commodore (Ex Grant Johnsons) appeared to have found a solution to the rear drive shaft failures that have plagued him and the absent Graeme McPherson's VE Commodores for the past few meetings. Logan, putting together fantastically close dicing with the current Victorian under 2 litre Champion Paul Grziwots in his "Electrical Automation solution" Honda Civic, both pushing each other to the limit, resulting in both producing their quickest lap of the race on the final lap with only 2/10ths separating them across the line!

Richard Opie in the "Bendigo Mazda" RX8 in 9th got the chocolates in "The Mazda Dealership showdown" with the "Ballart Mazda" RX7 of Justin Kroussoratis throwing the kitchen sink at Richard trying to make his way through the damp conditions, slipping & sliding off at Lukey and down into MG. Justin decided that for his first visit to the Island he probably should back up a bit and follow him home, although he had Wayne Twist in the "W.D.T Asset Management" BMW E46 giving him the hurry up trying to

make his way back into the top 10, closely followed Grant Ogle in the Beautifully turned out Ford Focus who produced his quickest lap on the final lap to finish less than a second behind Wayne.

Great to see Andrew Johnson's super clean VL Commodore's single fuel pump system working a treat as he managed to keep at bay one of our new members Brad Wyatt in his VX commodore & Gary Pierce who has upgraded the E30 to a very tidy & eye catching BMW 125i.

Cameron Mckee's AU XR6 Falcon finished a couple of places ahead of "Truckrite" teammate EB XR6 Falcon of David Shaw, with Richad Vaentich in his first outing in the VH Commodore.

Malcom Henly's day had not got much better, only managing to move up 5 places with a misbehaving & temperamental RX7, with a number of cars closing in on him in the last few laps. After missing a number of meetings Steven Theologou in the "Lakes Entrance Smash repairs" VE Commodore was having a ball moving up the field battling with Jim West E30 BMW, Doug Greenslade in the Ford Festiva X4 & Marco Timperio in the "Allform Industries" EA Falcon.

After the real excitement of race 2, we all anticipated the final race of the weekend would be an absolute cracker. Could Luke hold out Brauney and Mike for 10 laps for a clean sweep of the weekend or would the rain come down and give the Evo of Reburn the chance to get a long awaited race victory? Well, the sky started to clear and the sun tried to give everyone some hope that we were going to get that warm barmy 25C April day we all dreamed of… Keep dreaming, I guess. Question - why do the lights go out? Should they not go green? Just saying. Anyway lights out and off they go, Brauney got the hole shot and went like the preverbial cat. Mike Cruise must have thought he just won a round of the V8's as he left a huge cloud of tyre smoke to drift over the crowd as he struggled to get the Escort going forward, dropping back to 3rd. Further back in the pack Wayne Twist was off to a flyer, quickly moving through the field to find himself and Dave Reburn, going door handle to door handle lap after lap.

Richard Valentich's weekend came to a rather abrupt holt with huge electrical issues on lap 2 - think they are still

trying to find what's left of the alternator after number 1 piston knocked it of it's bracket. Not the result Richard was hoping for. Both Marco Timperio and Steven Theologou also had problems and failed to make it past lap 5.

The Honda Civic of Paul Grziwotz was having a difficult race slowly dropping through the field and on his way to turn 4 the front left wheel parted company, sending the Civic flying into the sand trap just short of hitting the wall.

Brauney's lead was slowly being eaten into as Mike Cruise made a great recovery from doing skids on the start and was getting closer every lap. With 2 laps to go, the lead was down from 7 seconds to less than 2 seconds and it was on! Could Mike wind up the Esky or was Brauney just taking it a little easy?

Then on the final lap things really got crazy! Wayne Twist and Dave Reburn, who were still having an epic battle, were on the edge and through turn 3 both cars were nose to tail. Wayne went for the brakes only to find the pedal was hard but he had NO brakes. Luckily, Dave also missed his braking point and ran wide into turn 4. Wayne speared past Dave and careered off into the sand trap narrowly missing Paul's Stranded Civic. Whilst this was taking place, Richard Opie's rather sick sounding RX8 and Brad Wyatt's Smokey Commodore also limped in at turn 4 to retire.

Brauney must have got word that he had a 5 second penalty coming his way; must have been that ripper of a start…as he had a crack on the last lap, crossing the line 5.4 seconds ahead of Mike getting the win! Luke had an uneventful race crossing the line 3rd, David Reburn had an easy half lap after Wayne's exit and cruised home in 4th. The Grinning Paul Vuilleman came flying home in 5th with Andrew Johnson right behind. Malcom Henley was the first of the RX-7's ahead of Adrian Taranto and Justin Kroussoratis in the second of the RX7's, then Matthew Logan rounded out the top 10 followed home by Grant Ogle, Gary Piece, Cameron McKee, David Shaw and Jim West.

With 2 wins for the Weekend Luke Grech-Cumbo won the round from Michael Cruise & David Reburn.

After the wild podium shenanigans Champion Spraying and Ricciardo style Shoey's it was time to pack up the IPRAVIC BBQ and sponsors retreat for the President to tow it all home. Only problem was the trusty 'clean as' Group A had slowly eased into the soggy ground & was not going anywhere quick… Gary managed to round up a few willing helpers and with the now not so clean Group A spraying a 50 foot rooster tail of fine Philip Island Mud over the trailer. No one was quick enough to get a photo whilst getting out of the way, to watch him drive of into the sunset… oh well, let's not the facts get in the way of a good story.

David Cocks

Rd 3 Winton Qualifying

Saturday morning 8.00am 0 degrees, ice everywhere and the sun peaking though the pea soup fog. Where else would you want to be… Welcome to Winton Raceway!

11.00 am, fogs cleared, and it's a stunning morning. Qualifying underway and its great to see many new faces and some making it out for a once a year appearance. Several interstate visitors also made the trek to see what country Victoria hospitality was all about.

Michael Cruise was the first to post a very respectable lap of 1.32.25 and then pulled into the pits, for a quick tyre pressure check before he headed back out only to see Damien Milano post a 1.32.18 going to the top.

Chris Brown in his cult following A86 on his maiden trip over from Adelaide was quickly getting acquainted with the track and after a quick turbo change overnight and dialling in a few damper tweaks, put in a time that no IP car has managed before - a Blistering 1.30.0901 so close to the Holly Grail! Was a sub 1.30 possible? We would need to stay tuned for race 1.

Bruce Henley had finally found the electrical gremlin that had been dogging the RX8 for the best part of the season and was putting in lap time (5th fastest) that made us wonder if W.A.D.A needed to be notified or had he slipped the 20B in overnight.

Paul Rule was way back in the field (14th) until a commentator was heard to say he needed to pull his finger out and have a crack, well that worked! Ruley's very next lap was his quickest & put him up to 6th. Scott Willing was having his first Victorian event in the WRX or "The Unicorn" as we have named the car and climbed up to 9th - the misfire had temporarily disappeared…

Wade Reynolds A86 had also made it across the Border and was having a trouble free qualifying and the first under 2 ltr cars in 11th . Marc Baldwin in his first run this year in his EG Civic made a great start to qualify only to have a couple of issues before landing in 16th, ahead of Shane Williams in his second outing the RX7.

Anyone who has raced at Winton raceway over the past 20 years would know that they are an absolute stickler for Rules & Regulations so when a Nude Honda Integra made it out for qualifying it created quite a stir. Later it was discovered the Integra belonged to Velibor Tomic who was dually handed the required number panel and sponsor sticker kit. He wound up in 18th.

With only a few seconds left in qualifying it seemed that the field was set, until Tony Groves RX7 the current 2-3 Lt lap record holder appeared to be on a flyer. Watching the sector times, Tony was on a sensational lap, carving his way through some of the cars on slow down lap. Groves was the final car to cross the line & posted a time that would put him on the front row with a 131.4884 alongside Chis Brown on Pole with a Blistering 1.30.0901.

David Cocks

Rd 3 Winton Race 1

Well after the excitement of qualifying, there was a buzz around the pit garages amongst the crews. Would Chris Brown break the seemingly untouchable 2012 lap record of Mark Ruta's Mazda 808 of1:30.8301, could Tony Groves break his own 2-3 Ltr Lap record or would Damian Milano, Michael Cruse, Bruce Henley or last round winner Luke Grech-Cumbo take up the challenge.

Once the lights went out Chris Brown got a great start and had a 3 car length lead going into turn. Grovesy and Bruce Henley got a shocker start and dropped back to fourth and eighth respectively, with both Damian and Michael making great starts with Damian slotting into second closely in followed by Michael. Tony Groves was trying to make up track position

after a tardy start and was ringing the rotors neck. Both Ruley and Luke were running side by side through the cleavage when Luke got a bit loose, hit the ripple and gave the wirily old Fox a little wheel to wheel bump and run… realising the bump and run is not looked at favourably by the stewards Luke waived Ruley though hoping this would help him not get a drive though… Meanwhile Grovesy was right onto the back of Michael and went for third gear coming out of turn 1 only to have a huge flames shoot out from under the car, not realising the danger he was in and out of sight of the team radio, continuing to chase the guys in front. With smoke and flames threating to engulf the car, the Commentator's started screaming into the microphone Tony! Pull over! Pull over!

With the fire crew lights flashing chasing the Mornington Mazda (and struggling to catch up) from turn three, four and into the sweeper, the team on the radio had got word to Tony to pull over and by the time he pulled up the fire had almost burnt itself out, and with the fire crew only seconds behind all danger was averted, it was later found a gear had jumped out the side of the Hollinger (ouch!)

The safety car evaporated Chris Brown's 6 second lead, and bought him back to the pack while Tony's RX7 was moved to a safe spot.

Chris Brown got a great restart and headed off in to see if he could grab the lap record, HANG ON! Hang on! What's happened Brownie's off! Chris Brown has run wide in turn 3 and into the sand trap! He managed to keep the tyres spinning and get back onto the track at turn four, loosing valuable track position Chris had dropped to 5th, with the laps running out could he catch Damien who had now inherited the lead!

Ruley must have been a little shocked having a little nudge, and appeared to either have a steering issue or after the million or so laps he had done at this track, had forgotten which way to go…as he kept going right at the left handers…

Bruce Henley was continuing his new-found speed and had made his way up to fourth, with Scott willing driving the wheels of the WRX and was up to 7th.

The entire field had close battles everywhere with Cameron Mckee missing his braking maker on the old back straight and went spearing off luckily not doing any damage. Wade Reynolds was making good progress and had broken into the top 10.

With only 2 Laps remaining Damian appeared to have built up a lead that no one would catch. WOW! 1.30.103 Chris Brown in the A86 has done it! He has smashed Mark Ruta's 7-year-old lap Record! Congratulations! Ripper drive!

On the final lap Chris closed in on Damian Milano but could not match the outright speed down the straight and Damian got the win by just over a second. Well done Damian and the team! Chris Brown came home second, with Michael Cruse in 3rd. Bruce Henley produced his fastest lap on the final lap to come in 4th, last round winner Luke Grech - Cumbo was gaining valuable points and crossed the line just in front of the fast finishing Scott Willing in the WRX. Paul Rule's ill handling SS Torana came in came home 7th. Malcolm Henley 8th was having a solid weekend after the disappointing previous round. Wayne Twist was 9th closely followed by the first under 2 Ltr car of Wade Reynolds in 10th. Matthew Logan 11th got the power down in the VE to out drag the second under 2 Ltr car of Paul Grziwotz in 12th. From 13 th to 20 was covered by less than 6 seconds with Paul Vuillermin heading the freight train, from Adrian Taranto, Brad Wyatt, Shane Williams, Velibor Tomic (in the now fully stickered Honda) Mark Baldwin, Jason Bockmann and Gary Pearce, a further 3 seconds back Grant Ogle finished ahead of the recovering Cameron Mckee and Wayne Decker.

Some huge congratulations must go to Chris Brown for the new outright lap record a 1.30.103. Also to Tony Groves for breaking the 2-3Ltr Lap record with a 1.32.8753. Great Team effort to those involved.

Cheers

David Cocks

Rd 3 Winton Summary

Round 3 at Winton resulted in a new lap record of 1:29.8996R by South Australia Chris Brown in an AE86 Toyota, who also got the points. Race 1 saw stalwart Victorian Damien Milano grab position 1 in front of the South Australian, followed by Mike Cruse in third.

Race 2 reversed the Race 1 top two positions, with Chris Brown taking 1 from Milano. Cruse held third over championship-focussed Luke Grech-Cumbo.

Race 3 was a similar act, with Brown, Milano, and Cruse staging a 1-2-3. But… to shake the championship tree up, Grech-Cumbo had a failed alternator.

The joke

Prison vs. work

IN PRISON.....you spend the majority of your time in a 10X10 cell.
AT WORK.....you spend the majority of your time in an 8X8 cubicle.

IN PRISON..... you get three meals a day.
AT WORK.....you get a break for one meal and you have to pay for it.

IN PRISON.....you get time off for good behaviour.
AT WORK.....you get more work for good behaviour.

IN PRISON.....the guard locks and unlocks all the doors for you.
AT WORK.....you're often required to carry a security card and open all the doors yourself.

IN PRISON.....you can watch TV and play games.
AT WORK.....you get fired for watching TV and playing games.

IN PRISON..... you get your own toilet.
AT WORK..... you share the toilet with some people who pee on the seat.

IN PRISON.....they allow your family and friends to visit.
AT WORK.....you're not supposed to even speak to your family.

IN PRISON..... all expenses are paid by the taxpayers.
AT WORK.....you pay all your expenses to get to work, and then they deduct taxes from your salary to pay for prisoners.

IN PRISON.....you spend most of your life inside bars wanting to get out.
AT WORK .....you spend most of your time wanting to get out and go inside bars.

IN PRISON .....you must deal with sadistic wardens.
AT WORK.....they're called managers.

Club News

McClaren Movie

On the 9th of July, a group of IPRAVic members attended the Palace Cinema for a screening of the new McLaren movie. Was a terrific night out for those lucky to get a seat.

Bruce McLaren

For those who could not make (Spoiler alert), the movie tracks the path of Bruce McLaren, founder of McClaren Automotive.

McClaren, a New Zealander, started hill climbing in a Austin 7 as a 14 year old before progressing to an Austin Healey then a F2 Cooper-Climax.

After winning the New Zealand Championship, he went to Europe racing F2, then F1 alongside Jack Brabham winning the 1959 United States Grand Prix at 22 years old.

Bruce McLaren died aged 32, when his Can-Am car crashed at Goodwood Circuit in England in 1970. He had been testing his new M8D when the rear bodywork came adrift at speed. The loss of aerodynamic downforce destabilised the car, which spun, left the track, and hit a bunker used as a flag station.

One very close Championship

Although the 2l Championship is near a done deal for Paul Grziwotz, only 10 points separate Luke Grech-Cumbo, Michael Cruse and Damien Milano for the over 2l group. With two rounds to go, the big gold trophy could be anyones, however the consistently finishing Green Senator of Grech-Cumbo will be hard to beat.

IPRA Technical Committee

The IPRA National Executive has established a National Technical Committee, which is intended to assist competitors and Eligibility Officers with consistent rule interpretation and practical application for competitors.

Whilst the committee is in the very early stages and the formal scope and processes are being defined and refined, a temporary process has been established to allow us to get a feel for the right way to do things. This has already allowed us to provide clarity on a number of items to competitors.

At this stage we have put in place a Chair and three (3) members for the committee. (may change)

The broad process is described below:

- All rule clarifications (where there is a dispute or an EO requires clarification) are to be forwarded to the committee (the channels and control mechanisms are to be finalised)
- All technical queries sent directly to CAMS from an IPRA member will also be forwarded to the committee for their consideration
- All determinations by CAMS and the IPRA Technical Committee will be formally recorded and published for all IPRA members on the National website.

As you would appreciate there are a lot of different details that sit inside this outline (that are being developed), however it is important that we have a cohesive and structured way of dealing with technical enquiries, where some dispute or different interpretation has or may arise. It is also important that we create an audit trail and history for our interpretations, so in years to come there is clarity of the rationale and intent, rather than guesswork or an individuals recollection.

We hope that members will recognise the value of the committee in providing a consistent ***interpretation and application*** of our rules. The current process of individuals making random requests on interpretation of our rules to CAMS officers reflects poorly on the class as a whole and we believe that establishing a structured approach that provides consistency will assist all of our current and future members.

It needs to be clarified that this does not in any way remove the rights of the member to lodge a formal protest with the stewards of the meeting, in accordance with the CAMS manual, but rather provides us with some internal processes to manage our own business activities.

Delegates Update – July 2017

To everyone that submitted ideas, concepts and feedback to the committee, we would like to say thank you for your input and interest. It is a difficult task trying to balance out the desires, needs and wants with such a diverse group, whilst taking into account a national perspective with the necessity of actually being able to achieve something. That said, we are making progress, both within Victoria and with other states and members should be congratulated for taking such an open minded approach to the process. Maintaining momentum in the negotiations of the changes over the next two months is critical to the success of the process, so we ask for your ongoing support. To ensure that we step gently towards our targets, we undertake that nothing in the scope of the changes will revolutionise the category.

The below is a summary of membership consultation and our last general membership meeting with regard to our national rules revision process. IPRAVic have taken the direction of progressing and agreeing to the concepts and principles, rather than any specific numbers associated with some changes, to avoid distraction from the intent of the changes. More detailed progress and negotiation with other states is the next step of the process on behalf of our membership. We asked for your ongoing support to enable us to do this, with the interests and integrity of the class at heart.

Whilst outside of the rules process, it is also pertinent for members to note that we have also commenced the process of establishing a technical committee to bring greater consistency in rule interpretation and application for the members. There is a lot to sort in regard to its scope and function but please have a read of the summary in the magazine for this one.

This year also will see the completion of our current tyre contract. We will once again be putting the contract out to the market, with an anticipated start date of 1/1/18. We will do what we can to keep everyone abreast of the process as it progresses.

Shortly you will also find a copy of minutes from the delegates meeting on our website. I add that most but not all states responded to the minutes when requested by the National Administrator, however those that didn't did not lodge any objection either. Victoria agreed with the contents and as such they are there for the members and we have decided to

publish them notwithstanding the lack of some state's formal sign off. The reality is that a significant number of items are actually in action already through different processes.

As always, please feel free to contact me to discuss any item.

E: scott.willing@ipravic.com.au

Traction Control

IPRAVic acknowledges the complexity of enforcement associated with traction control systems and particularly in relation to wording of our regulations (which will have to change). Rather than focusing on how to word the regulations, we are providing consideration of the intent of what we would like to see in IPRA whilst acknowledging what people are already doing in IPRA.

IPRAVic acknowledges that where production ECUs and body control systems are retained a vehicle should be eligible for IPRA. We add that the body wiring loom must be retained.

We also acknowledge that we cannot enforce the firmware or software of those modules and the potential exists for competitors to flash the hardware to a non manufacturer specification.

IPRA Vic considers that where a vehicle retains its factory ECU, body systems and hardware, it should be able to utilise the factory traction control. Where an ECU is replaced, all body control systems MUST be removed.

Agreed in principle - where traction control is a production feature of the vehicle it may be retained, but only where original ECU, body modules and wiring looms are retained.

Further considerations:

- The use of drive by wire throttles is already in existence in IPRA and they are production items on newer vehicles.
- Electronic diffs– this impacts both existing awd vehicles, but also most newer performance vehicles. Eg Focus. Electronic diffs are already in use in IPRA and will have much greater exposure to IPRA in the near future. The use of electronics diffs is currently free and consistent with our current Differential rules (where they are not linked to other closed loop elements forming a traction control system).
- Traction control is currently illegal and we manage to operate with a very poorly worded definition that provides no clarity.

Should all vehicles be allowed to have traction control, or should we allow only "standard" cars to have it, or should we allow some intermediate step? (if we can find a description for it)

The freedom for all vehicles to use traction control would be considered a major step for IPRA nationally from our current position. We acknowledge the difficulty associated with enforcement, albeit that does not represent any change from our current position, and is no different to the philosophy we have taken on ABS, DSG, Traction Control and stability control, where "standard" units are used, so we need to consider why would we treat this differently.

Whilst the committee discussed this and it did not believe it was the right direction at this stage, it was raised at the General Meeting as it was input provided by members. The membership discussed the potential for consideration of traction control across the class, in recognition of the difficulties of enforcement and allowing new cars to have it. It received broad based acceptance. If the use of factory traction control systems ultimately provides a significant advantage this **will** require further consideration by other states.

Whilst it is acknowledged that inclement weather may change the dynamic, this is already the case with the breadth of cars within IPRA and this is an integral part of our diversity. The last round at Phillip Island was an excellent representation of this when a different group of competitors within our membership were able to enjoy higher finishing positions than they normally would. This actually created great interest and enjoyment for those members, so in many respects a clinical approach may need to be softened or these occasions may not exist. We also recognise that the addition of traction control will add further cost to competitors.

We acknowledge that broad based application of traction control may or may not be the desired direction for the class but believe it should be acknowledged and placed on a monitoring platform as part of a review of this current rule program to determine if there is a need to improve the balance across the class.

- Allow vehicles with factory systems (as above) to run with IPRA; and
- To further explore specific traits and sources of traction control and determine if any are able to be utilised by IPRA competitors or to open traction control rules up

Stability Control systems

We acknowledge that many vehicles currently have this as part of their body control modules. We consider that this is to be treated the same as traction control.

Recommendation:

To be allowed only where all of the standard factory electronic systems and wiring looms are retained. We acknowledge that there is no capability to enforce the software running on the factory hardware.

Where an ECU is swapped, all body control systems must also be removed.

Over 6 litre vehicles (Naturally Aspirated Only)

We have considered three different options for naturally aspirated vehicles.

1. ***Maximum throttle body size and minimum weight:***

The combination of a maximum throttle body size and minimum weight provides a level of surety and flexibility for potential competitors entering IPRA, whilst retaining the existing benchmark performance levels, safeguarding existing competitors. This option also removes any potential for bias both for or against an application for a vehicle to join an eligibility list, including any criteria, as every vehicle is treated the same. It also removes an administrative requirement to manage an approval and criteria process. There is no need to have any maximum capacity as the horsepower level is capped by the maximum size, however competitors may only use this provision if the standard engine capacity is retained.

As an example, an HSV Commodore with a 6.2 litre engine comes standard with a 90mm throttle body. This size is also commonly used on competitive/highly developed IPRA vehicles. Use of this throttle body size would prevent power in excess of those cars currently at the front of IPRA. If this was combined with a minimum weight, it would allow these vehicles to run within IPRA, and protect the integrity of those currently running.

Where a vehicle over six litres operates with a multi-throttle set up (either standard or after market) the competitor would be required to fit an inlet restrictor of a nominated maximum size within a prescribed distance from the first throttle plate. Alternatively, competitors could affix trumpets to provide the same maximum inlet surface area as a single throttle body.

A minimum weight would be used in conjunction to prevent any lighter weight vehicles gaining an advantage. An example would be to set a minimum 1650kg racing weight. This is higher than current front running IPRA cars. (Pls note weight is an example only)

2. ***Individual vehicle approval list:***

We note the potential application of an individual vehicle approvals list. However, having considered this, there is no objective tests that have been proposed to date and no real performance characteristics are known with respect to items other than air inlet size and weight. We consider a preset criteria a critical element of any 'homologation' or 'eligibility' process, to prevent the subjective assessment of an application. If an objective test was developed we consider this approach may be viable, however we remain concerned at the ability of IPRA to provide a level playing field to appropriately assess each configuration in a timely and objective manner.

3. Standard Inlet:

The consideration of limiting inlet systems (retained in their entirety) is not supported as it promotes a ready opportunity to cheat for those who are prepared to flout the rules. An eligibility officer will have great difficulty establishing both the originality of parts and ultimately only with an engine strip down could determine if more in depth cheating was being undertaken. Eg valve cuts, valve size, camshaft lift and duration, discreet polishing etc. We consider this complexity simply unnecessary and potentially complicated given the breadth of IP cars and the alternatives available. If consideration is given to the potential sources for IPRA cars (sprints or car clubs), most will have changed elements of their inlet system already. If a production touring car was used, they can still run with standard inlets, but will have additional freedoms to develop their engines if using a maximum throttle size/weight is used, which is consistent with the position of IPRA between sports sedans and production cars.

In line with the philosophy of improved production, we propose that members would be allowed to develop their engines to provide the most efficient platform they desire, whilst protecting existing members with a simple, effective, enforceable element.

Recommendation:

Over six litre vehicles (Naturally Aspirated only covered here) are to be allowed, where:

- *A restriction on maximum throttle size or use of a restrictor to the same size.*
- *A minimum weight is applied to all over six litre vehicles.*
- *No provision exists for capacity allowance.*
- *Only applies to vehicles manufactured at capacity greater than 6 litres.*

For the first stage, provision is ONLY made for normally aspirated vehicles.

Turbo charged vehicles of effective capacity over six litres are referred to elsewhere. (restrictor table).

Broader application of maximum throttle or restrictor size for over 5 litre vehicles.

Also raised by our membership was the use of a restrictor on all over 5 litre vehicles. Every other subcategory in IPRA has a restriction on their potential performance. Rotary Engines have Bridgeport restrictions, Turbo cars have restrictors, and the over 5 litre vehicles have none. The membership discussed the potential to apply a maximum restrictor or throttle body size to all vehicles as a way of containing costs, levelling the playing field (HP side) and looking for opportunities to promote a closer racing environment.

We recognise that this may not be welcomed by some, but hasten to add that with an appropriate size it will have no impact with all but a few of our existing members. With an appropriately selected figure we would not be impacting on the vast majority of vehicles to the benefit of the category as a whole.

Turbo Restrictors

Turbo restrictors are considered by IPRAVic to be the most reliable, easy to validate way of expanding the current turbo car options in the class, in the short term.

Our membership overwhelmingly supports this position.

We have retained our position of providing a broad level of equality with weights seen in 3J(a) cars. A comparison weight of 1000kg (common weight amongst competitive cars) will be used. Cars below 1000kg will retain an advantage. It is **not** proposed and has never been our preference to lower the reference weight and utilise a smaller than 36mm restrictor.

The membership discussed the principles of a separate table for 3JB or combining the table to treat all cars the same.

The membership vote was to apply a single table of weight to restrictor size to all 3J(a) and 3J(b) to remove any historical EM and LM considerations.

Recommendation:

To have a weight to restrictor size table for all turbocharged vehicles and remove 3J(a) vs 3J(b) separation. This will have the potential to open up the category to a broad array of vehicles.

Restrictor for UNDER 2 litre Turbocharged vehicles. 3J(a) and 3J(b)

Turbocharged engines of under 2 Litre effective capacity are currently required to use the mandated 36mm restrictor. IPRAVic have previously considered and voted to amend this provision.

We acknowledge that a 36mm restrictor does not reduce the engine output sufficiently to be comparable to the levels of the best NA 2 litre engines.

We do not consider that anyone has fully exploited this position as yet and it is an appropriate time to amend the regulations. The target is to reduce the restrictor size to commensurate power levels with NA cars.

Recommendation:

To implement a restrictor for under 2 litre (effective capacity) turbocharged vehicles.

Gearboxes – 6 speed

Current rules allow only 3J(b) vehicles that are manufactured with 6 speed gearboxes to use them.

This is inconsistent with the principles in 3J(a) where all vehicles can run a 5 speed gearbox.

There is no actual basis for the differentiation across 3J(b) cars. Eg A car may weigh more but be limited based on its manufactured configuration. It is considered that this is a poorly constructed rule as it also fails to recognise that many vehicles coming into ipra are also likely to have been upgraded with later model 6 speed gearboxes, just as those 3JA cars were upgraded. It represents and unnecessary obstacle to some competitors.

Spare parts availability for both stock and gearset upgrades are widely available for 6 speed gearboxes and 5 speed options are reducing and will contract further over time.

Consideration was given for all vehicles to run 6 speed gearboxes.

The membership voted for all 3J(b) vehicles to have the option to run 6 speed gearboxes.

Feedback has also been received about running sequential gearboxes due to the growth in suppliers and lower running cost.

Membership at the meeting supported the retention of H pattern gearboxes only. A lower level of support was received for the 3J(B) cars to utilise sequential gearboxes.

Recommendation:

To allow all 3J(b) cars to utilise 6 speed H pattern gearboxes.

Boost Based Turbo Cars

IPRA Vic committee does **not** support the broad application of **production based boost limits** and we do so for specific and considered reasons.

One of the basic principles of IPRA is to attempt to provide a broadly level playing field across the breadth of our competitor base. We acknowledge that we are not talking about absolute parity, but rather to provide all competitors with a fair racing platform. Utilising a production based boost limit provides a specific advantage to some models of car compared to others and we consider this extremely undesirable. This is replicating the current issue with restrictor size vs weight with a different methodology and not learning from our mistakes.

We are a category where people do not upgrade their cars regularly, but rather they evolve them over time, and generally they bring the car to the category. We see no reason why some cars should be provided with a distinct advantage. It is contrary to our categories general philosophy.

For clarity: where two vehicles have the same capacity and same weight, but one has a production boost 10 psi higher than the other, we see no reason why one ought to have such an advantage. It is patently unfair and against our general club level philosophies of having to buy specific vehicles to be competitive. People can and are welcome to do that, in other classes.

We propose that in the short term the broader application restrictor table is used and its effectiveness monitored. The use of this restrictor table will allow all production based turbo cars to run in the category, meeting CAMS objective.

The membership do not support the use of a boost based position until we see the impact of a broad based restrictor table.

For notation only at this stage, the Committee considered that the category could look towards developing a table for boost based turbo cars. As an example, a table may have a correlation of vehicle capacity vs weight vs boost limit.

It would allow a competitor to fully develop all elements of their vehicle, consistent with IPRA rules and philosophies and removes many potential issues/complexities associated with eligibility enforcement. This philosophy will also allow every vehicle to be competitive regardless of their weight or capacity or manufacturing configuration. An element of this would be the use of a mechanical blow off valve, allowing eligibility checking. This would provide the primary tool. A secondary provision for boost logging may be demanded to allow further investigation where appropriate. We need to further explore the appropriate use of a blow off valve (impact of positioning and calibration potential for different boost levels) before we consider this as a viable option across the class.

Boost logging is NOT considered a viable or appropriate tool for our category that is incredibly diverse and spread across the country. We DO NOT support this as an appropriate tool for the class to use.

Recommendation:

To monitor the application of a broad-based restrictor table and determine if further change is required after an appropriate window.

DSG Gearbox Cars

The use of DSG in cars that came with it has been discussed many times and is supported by IPRA Vic.

It is not supported to allow aftermarket gear sets in these gearboxes and the vehicles must retain the standard ECUs, gear control modules and looms.

We support the use of up-rated clutches for reliability.

Recognising the freedoms associated with other parts of IPRA regulations diffs that are part of the gearbox are to be free.

Recommendation:

Allow the use of a DSG gearbox, where factory fitted, and the vehicle retains standard control modules and gear sets. Clutches and Diffs in a DSG based gearbox are to be free.

EM bumpers

This concept was received from South Australia – For discussion by IPRAVic

It is recongised that parts for many 3J(a) cars are becoming either scare or very expensive. Whilst this is actually a way of evolving the class and recognising that many of these cars are now 40 years old, they still form part of the IPRA landscape and retaining these cars is also important to IPRA.

The proposal is to replicate the 3J(b) provisions and allow a replacement front bumper that has the same shadow line as the original.

IPRAVic Consideration

An alternate consideration is to allow a replica bumper to be used on 3J(a) cars. They are to be physically externally identical to the production items but may be made of composite. The use of composite bumpers is already allowed in 3J(b).

The meeting considered that allowing either consistency with 3JB rules or allowing composite copies of existing bumpers were both acceptable outcomes.

Recommendation:

Allow the replacement of front bumpers or integration with front splitters, in line with existing constraints for 3J(b) cars.

EM V8 wheels

The below was received from South Australia - For discussion by IPRAVic

Where a V8 is in excess of 1350kg, they be allowed to use 17x8 wheels.

The stated aim is to reduce the number of tyre failures seen with these vehicles and potentially bring back competitors who have left for these reasons. They anticipate a minor performance lift.

This was discussed and did not receive any support at all from the membership.

Recommendation:

Nil

The next steps.....

IPRAVic's next stage is to continue discussions with other states to determine common ground for a rule submission. As part of this, it may prove necessary for IPRAVic to negotiate some points that have been discussed, whilst retaining the intent of the clubs recommendations.

These negotiations will include sizing of restrictors and weights and throttle body sizes for over six litre cars, in line with the intent and as voted by the club.

We continue to request feedback from members on both our progress and any considerations/ideas that you may have.

We hope to be able to report significant progress by our next General Meeting, so please ensure you come along and support the club.

Cheers

Scott Willing

Technical

Oils ain't oils. Or are they?

Remember the Castrol GTX ad from the 1980's with the moto "Oils ain't oils"? Well, not much has changed re the marketing budget of the big few, but the diversity and range of products available now is near the point of ridiculous. It's near impossible to get unbiased advice in the industry, and if you do, it will be contradicted the next day from some 'expert'.

The marketing rubbish is remarkably similar to Shampoo. Everyone product promises to do the near impossible, like a shampoo which can "revive the DNA in your hair". Whilst we know hair cells are dead.

Here's a few statements from some big oil brands:

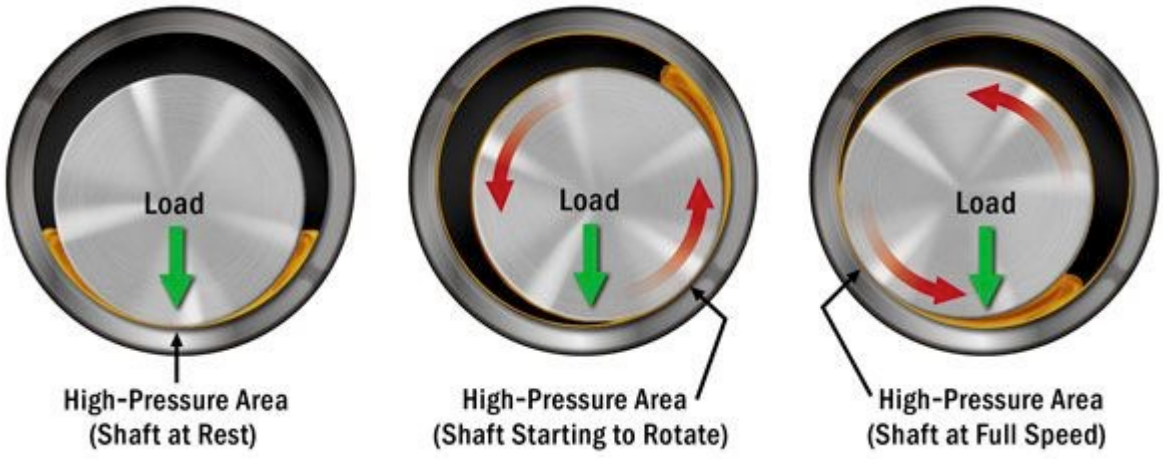
- *LOW FRICTION for maximum power*
- *PREMIUM 100% PAO and ESTER full*
- *Ultra Platinum™ Full Synthetic Motor Oil with PurePlus® Technology delivers COMPLETE PROTECTION*
- *Horsepower Protection: Helps protect engines from loss of power*

What? Have you got horsepower protection? How possibly could an oil in an engine help 'protect' the engine from loss of power? Perhaps by having oil in the sump, it can prevent the engine slowing down because it's seizing up. Bold statements sound appealing until you think about it for a minute.

At the end of the day, engines rarely fail because they had the 'wrong' oil. They usually fail because there was not enough oil pressure, something let go or wasn't screwed together properly.

So let's try to cut through the fancy statements and gets some basics on the table…..

The purpose of a lubricant is basic really – keep two independently moving parts separated so they don't rub on one another. Oil is delivered to components either by forced delivery (under pressure) or through splash of gravity feed.



The figure above helps show a few things:

1. In journal applications (like a crankshaft) lubricants perform best at speed
2. Clearances in machining is very important – no clearance, no lubricant
3. That wear can occur at start-up

Point 3 above is best proven by the taxi industry where engine life far exceeds the average household school run vehicle as they stop/start less per km, and when they start the oil is closer to optimal operating temperature, and quickly comes up to pressure.

Without going into the theory of journal bearing design, it's important to note that:

- the higher the speed, the more volume you need
- the higher the loads, the more pressure you need

So, if you think of a road car engine putting out 150kW. It then gets all 'go fast' bits added to it, cams, exhaust, fancy heads, bigger injectors etc and now it's making 250kW and its turns 1500RPM faster. It goes out on the track and completely explodes. Why? Well it likely did not have the oil pressure, volumetric flow rate, and/or the correct grade to match the temperatures in the crankcase.

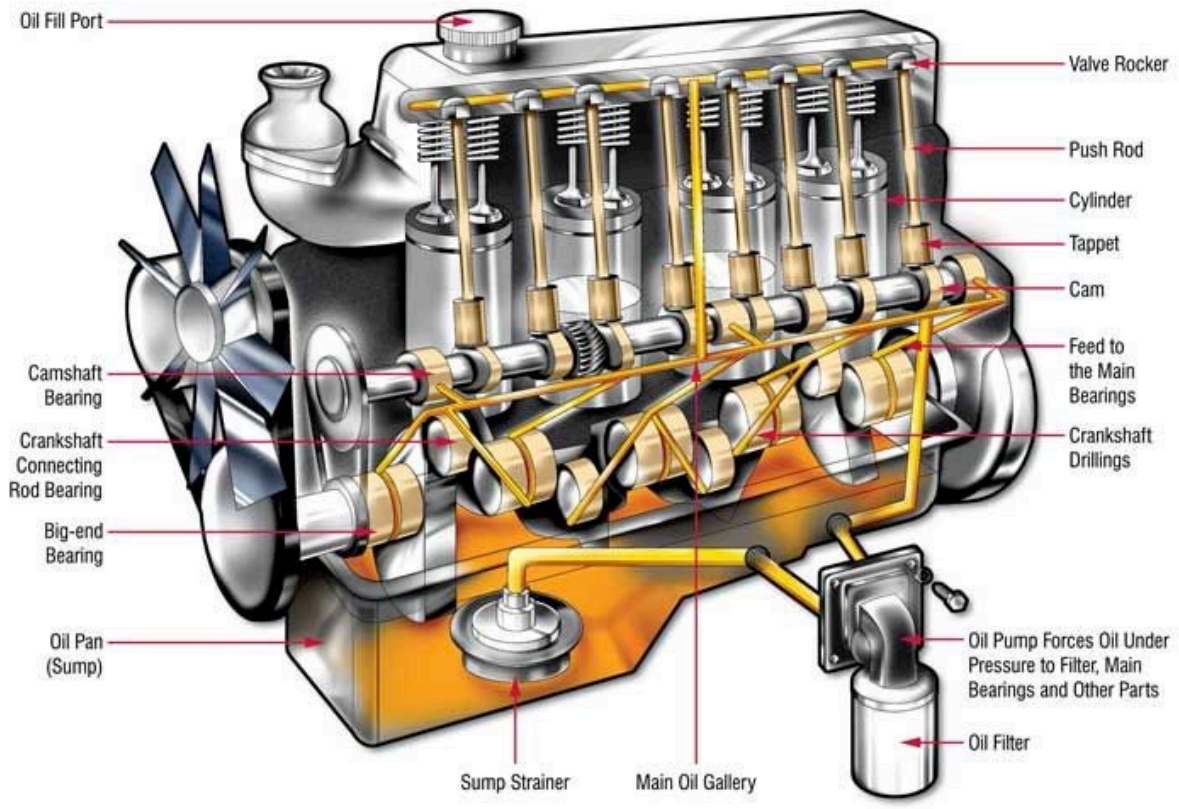


Figure 1 - An older style engine and oil supply system

Before anyone would get picky about which type of oil to put in an engine, the first thing is to ensure that the engine at least sees a constantly adequate oil pressure, all the time, and doesn't wait for 10 seconds for oil pressure to come up. Oil systems, dry sumps etc is an article on its own, but… you will often see people spinning an external oil pump by hand before starting a cold race engine.

So, are there oils and oils? Absolutely. An oil needs to be selected to suit an oil system, or the system modified to suit the oil. Additionally, some additives in oils do suit various engine designs.

To start with the basics, all good quality oils running at the nominated temperature range and pressure requirement will largely achieve the same results. Engine builders and the like might be getting slightly red cheeks at this comment, and it's true that some exotic extremely high-performance engines may be better suited to a particularly brand oil than another.

If we narrow it right down, choosing oils presents two main considerations – A. Mineral or synthetic, and B. What grade. Most things around that are less influential assuming you are not buying cheap rubbish from Coles intended for your ride on mower.

Key differences between mineral and synthetic oil involve how they behave cold, and the level of maintenance they require (life span in an engine).

To help get savvy about oil, here is a laymen's guide to terms which you likely need to know, without the shampoo commercial hysteria!

Term	Description
Grade	The grade of an oil refers to the viscosity of an oil based on a Society of Engineers (SAE) measurement scale, and it often referred to as a weight. Examples 0W, 5W, 10E, 20W, etc. The oil is 'graded' based on the temperature for which it passes the viscosity test. Single graded oils were called exactly that – Single Grade. For simplicity, let's call this the cold test. ie. How does the engine perform in winter on start up? But then a 'multi grade' was released. Using different additives and refining, oils matured to behave differently as temperatures increased. So, a new scale was created and two ratings where applied. The first being the single grade above, then the second a rating for how the oil behaves at 100 degree C. Now you have two factors to rationalise. What do I pick? Well, have a look at the specification on the manufacturer's web site. How hot are you running the oil? Can it survive those temps? If you can't prime or heat your system, then perhaps don't choose a high cold weight. If you run conventional temperatures (90-110C) and pressures (40-60PSI) then don't get tied up in knots.
Viscosity	Basically, viscosity is a measurement of how fluid a liquid is. The higher the viscosity, the slower it flows at a given temperature compared to a lower rated viscosity. So, higher the better right? Wrong. If you put a high grade oil in your Briggs and Stratton mower, you will likely kill it in winter, as it's a splash feed. Oil stuck to the crankcase isn't going to splash much is it? Same thing goes for your valve train, riming chains, etc.
Fuel compatibility	There are some oils which get upset when mixed with ethanol and some race fuels. Some oils are also good at separating from fuel, which is good if your 'carby' engine gets a little thirsty… Check the label.
Additives	As mentioned above, all good oils have additives to achieve a grade. If running a flat tappet cam, then it has been proven that zinc provides a stronger boundary layer. Otherwise, focus on the grade, type and compatibility really.
Synthetic	Synthetic oil is not made form mineral petroleum oil. It's made from chemicals which simulate a mineral oil. Synthetic can have benefits over mineral oils, but ultimately, a quality correct grade mineral oil will do the job. Note: Perhaps don't moisturise your hands with synthetic oils, as they really are a nasty collection of exotic chemicals that humans are designed for.
Mineral	Adversely to the above, mineral oils are made from a crude oil base, with some additives.
Semi Synthetic	As it says, a blend to make like more confusing.

One point not mentioned above. Many complex grades of oils are not good performers at ambient temperature. Even at the correct grade. Marketers are good at advertising how they work well under extreme temperatures and the like, but omit that they can fry an engine at cold temps if worked hard. Why? Well, the performance oils are designed for performance. Not driving through the scrutineering bay. They are chemical cocktails designed to work at 120C, not 20C. That's why a heater on your sump or in your dry sump tank is a good investment.

Jason Fankhauser

2017 IPRA NATIONALS

OCTOBER 21st - 22nd

BARBAGALLO RACEWAY

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(entry for below categories via WASCC)

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Historic Touring Cars	WA GT
Hyundai Series	Formula Classic
Formula 1000 & 6SR Sports Cars	

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IPRA W.A. IMPROVED PRODUCTION RACING ASSOCIATION

YOKOHAMA

Up the back

Next Round

Entry List

Number	Driver Name		Car	Colour
4	Mark	Baldwin	Honda Civic EG	BLACK
5	Ryan	How	Mini Copper	White/black
10	Rodney	Lloyd	Ford Falcon EA	White/Yellow/Black
12	Blair	Coull	Ford Telstar	Orange
14	Cameron	Mckee	Ford AU XR6	Red
19	Wayne	Twist	BMW E46	White
24	Shane	Williams	Mazda Rx7	Charcoal
25	Luke	Grech-Cumbo	HSV Senator	HSV Green
29	Marco	Timperio	Ford EA	White/green
30	Grant	Ogle	Ford Focus XR5	Black
31	Michael	Cruse	Ford Escort	White
37	Daniel	Pullens	Nissan S14 Silvia	Shiraz
38	Adrian	Taranto	Audi S3	Blue
42	John	Dawson	HOLDEN HQ	Red
43	Mathew	Logan	Holden VE Commodore	Black
45	Paul	Grziwotz	Honda Civic	Blue
48	Brad	Wyatt	Holden Commodore VX	White
49	Andrew	Johnson	Holden VL Group A	Orange
50	Gary	Pearce	BMW 125i	Black
55	Damien	Moore	Datsun 1200 coupe	Yellow
56	Malcolm	Henley	Mazda RX7	Yellow/Blue
58	Robert	Wilson	Suzuki swift gti	Red
63	Gary	McKay	Holden Torana LJ	Red

Race results

Rd 2 Phillip Island Qualifying

Qualifying Q3 20 Mins
Start Sat May 06 10:00
Elapsed Time 19:28

Pos	Car	Driver	Competitor/Team	Vehicle	Cap CL	Laps	Fas	F/Lap
1	86	Robert Braune		BMW E30	2860	7	4	1:44.3670*
2	31	Michael Cruse		Escort MK2	3400	8	3	01:46.0
3	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	7	5	01:46.2
4	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	11	11	01:50.2
5	17	David Reaburn		Mitsubishi Evo	2000	10	6	01:50.7
6	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	7	01:50.8
7	43	Mathew Logan	Mack Trucks	Commodore	6000	10	6	01:50.9
8	71	Paul Vuillermin	ALL Ford Wreckors / Allform In	Falcon EA	4000	5	4	01:51.8
9	37	Chris Seidler	Seidler Homes / PIARC	BMW M3	3200	9	9	01:52.3
10	75	Richard Opie	Bendigo Mazda	Mazda RX 8	2340	8	3	01:52.5
11	30	Grant Ogle		Ford Focus XR5	2521	8	6	01:52.6
12	22	Justin Kroussoratis	Ballarat Mazda	Mazda RX-7	2340	10	7	01:52.7
13	4	Wade Reynolds	JWM Motorsport	Toyota Sprinter	1998	5	5	01:53.1
14	38	Adrian Taranto		Audi S3	2800	10	6	01:53.5
15	56	Malcolm Henley	PIARC	Mazda RX7	2354	10	9	01:53.8
16	48	Brad Wyatt	Douglas Parade Motors / Race I	Commodore VX	6000	8	7	01:54.0
17	14	Cameron McKee	truckrite.com.au / Navarone Pa	Falcon AU XR6	3998	9	9	01:54.4
18	50	Gary Pearce	Tag Technologies	BMW 125i	2995	10	7	01:54.6
19	49	Andrew Johnson	Valid Technologies/Tru-Line Ki	Commodore VL SS Grou	5700	9	7	01:54.8
20	47	Doug Greenslade	Stretch Car Freighters	Ford Fiesta XR4	1998	10	7	01:56.2
21	74	Steven Theologou	Lakes Entrance Smash Repairs /	Commodore VE	6000	6	6	01:56.9
22	94	David Shaw	truckrite.com / Navarone Car C	Falcon EB XR6	4000	10	10	01:58.7
23	15	Richard Valentich	RPV Electrics Pty Ltd	Commodore VH	5000	9	6	02:01.1
24	68	Jim West	Yogi Bear Racing	BMW E30	2500	9	9	02:02.4
25	2	Tim Yates	Tiny Town Cars	Hyundai Excel	1500	9	7	02:03.3
26	29	Marco Timperio	Allform Industries	Falcon EA	3900	4	4	02:08.1

Fastest Lap Av.Speed Is 153kph, 130% of First 1 Is 2:15.6771

Rd 2 Phillip Island Race 1

Event R3 8 Laps
Start Sat May 06 14:00
Elapsed Time 15:50

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast	F/Lap
1	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	8	8	01:52.5
2	31	Michael Cruse		Escort MK2	3400	8	8	1:51.9620*
3	17	David Reaburn		Mitsubishi Evo	2000	8	7	01:55.5
4	71	Paul Vuillermin	ALL Ford Wreckors / Allform In	Falcon EA	4000	8	8	01:55.0
5	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	8	01:54.9
6	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	8	8	01:53.3
7	38	Adrian Taranto		Audi S3	2800	8	8	01:56.5
8	30	Grant Ogle		Ford Focus XR5	2521	8	8	01:56.7
9	75	Richard Opie	Bendigo Mazda	Mazda RX 8	2340	8	8	01:56.6
10	43	Mathew Logan	Mack Trucks	Commodore	6000	8	8	01:55.3
11	37	Chris Seidler	Seidler Homes / PIARC	BMW M3	3200	8	7	02:00.6
12	49	Andrew Johnson	Valid Technologies/Tru-Line Ki	Commodore VL SS Grou	5700	8	8	01:57.3
13	48	Brad Wyatt	Douglas Parade Motors / Race I	Commodore VX	6000	8	8	01:56.9
14	14	Cameron McKee	truckrite.com.au / Navarone Pa	Falcon AU XR6	3998	8	7	01:57.6
15	47	Doug Greenslade	Stretch Car Freighters	Ford Fiesta XR4	1998	8	7	01:57.4
16	22	Justin Kroussoratis	Ballarat Mazda	Mazda RX-7	2340	8	8	01:57.4
17	50	Gary Pearce	Tag Technologies	BMW 125i	2995	8	8	01:58.4
18	94	David Shaw	truckrite.com / Navarone Car C	Falcon EB XR6	4000	8	8	02:02.2
19	68	Jim West	Yogi Bear Racing	BMW E30	2500	8	7	02:05.2
20	15	Richard Valentich	RPV Electrics Pty Ltd	Commodore VH	5000	8	8	02:03.0
21	74	Steven Theologou	Lakes Entrance Smash Repairs /	Commodore VE	6000	8	8	02:02.7
22	29	Marco Timperio	Allform Industries	Falcon EA	3900	7	7	02:11.9
DNF	56	Malcolm Henley	PIARC	Mazda RX7	2354	3	3	02:19.0
DNF	86	Robert Braune		BMW E30	2860			
DNF	67	Bruce Henley	Stawell Cartage	Mazda RX8	2354			

Fastest Lap Av.Speed Is 143kph, Race Av.Speed Is 135kph
Current Race Lap Record Is 1:39.8873. Set on 27/11/2016 by Ray Hislop in a Falcon BF

Rd 2 Phillip Island Race 2

Event R12 6 Laps

Start Sun May 07 09:59

Elapsed Time 11:14

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fas	F/Lap
1	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSv Senator	6000	6	6	01:47.3
2	86	Robert Braune		BMW E30	2860	6	4	1:47.1157*
3	31	Michael Cruse		Escort MK2	3400	6	6	01:47.9
4	17	David Reaburn		Mitsubishi Evo	2000	6	6	01:52.8
5	71	Paul Vuillermin	ALL Ford Wreckors / Allform In	Falcon EA	4000	6	6	01:53.1
6	38	Adrian Taranto		Audi S3	2800	6	5	01:52.7
7	43	Mathew Logan	Mack Trucks	Commodore	6000	6	6	01:52.1
8	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	6	6	01:52.9
9	75	Richard Opie	Bendigo Mazda	Mazda RX 8	2340	6	6	01:52.1
10	37	Chris Seidler	Seidler Homes / PIARC	BMW M3	3200	6	6	01:53.5
11	22	Justin Kroussoratis	Ballarat Mazda	Mazda RX-7	2340	6	6	01:52.2
12	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	6	6	01:52.5
13	30	Grant Ogle		Ford Focus XR5	2521	6	6	01:53.8
14	49	Andrew Johnson	Valid Technologies/Tru-Line Ki	Commodore VL SS Grou	5700	6	5	01:55.2
15	48	Brad Wyatt	Douglas Parade Motors / Race I	Commodore VX	6000	6	5	01:55.0
16	50	Gary Pearce	Tag Technologies	BMW 125i	2995	6	5	01:54.7
17	14	Cameron McKee	truckrite.com.au / Navarone Pa	Falcon AU XR6	3998	6	6	01:55.6
18	15	Richard Valentich	RPV Electrics Pty Ltd	Commodore VH	5000	6	6	01:56.3
19	94	David Shaw	truckrite.com / Navarone Car C	Falcon EB XR6	4000	6	6	02:02.5
20	56	Malcolm Henley	PIARC	Mazda RX7	2354	6	5	01:58.0
21	74	Steven Theologou	Lakes Entrance Smash Repairs /	Commodore VE	6000	6	6	02:00.1
22	68	Jim West	Yogi Bear Racing	BMW E30	2500	6	6	02:04.3
23	47	Doug Greenslade	Stretch Car Freighters	Ford Fiesta XR4	1998	6	6	02:04.2
24	29	Marco Timperio	Allform Industries	Falcon EA	3900	5	5	02:07.2

Fastest Lap Av.Speed Is 150kph, Race Av.Speed Is 143kph

Current Race Lap Record Is 1:39.8873 . Set on 27/11/2016 by Ray Hislop in a Falcon BF

Rd 2 Phillip Island Race 3

Event R21 10 Laps
Start Sun May 07 13:25
Elapsed Time 18:07

Pos	Car	Driver	Competitor/Team	Vehicle	Cap CL	Laps	Fas	F/Lap
1	86	Robert Braune		BMW E30	2860	10	2	1:44.9076*
2	31	Michael Cruse		Escort MK2	3400	10	2	01:47.2
3	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSv Senator	6000	10	2	01:47.4
4	17	David Reaburn		Mitsubishi Evo	2000	10	8	01:49.7
5	71	Paul Vuillermin	ALL Ford Wreckors / Allform In	Falcon EA	4000	10	3	01:51.9
6	49	Andrew Johnson	Valid Technologies/Tru-Line Ki	Commodore VL SS Grou	5700	10	9	01:50.8
7	56	Malcolm Henley	PIARC	Mazda RX7	2354	10	8	01:50.9
8	38	Adrian Taranto		Audi S3	2800	10	9	01:51.4
9	22	Justin Kroussoratis	Ballarat Mazda	Mazda RX-7	2340	10	8	01:50.3
10	43	Mathew Logan	Mack Trucks	Commodore	6000	10	7	01:50.3
11	30	Grant Ogle		Ford Focus XR5	2521	10	8	01:52.5
12	37	Chris Seidler	Seidler Homes / PIARC	BMW M3	3200	10	2	01:52.9
13	50	Gary Pearce	Tag Technologies	BMW 125i	2995	10	8	01:55.5
14	14	Cameron McKee	truckrite.com.au / Navarone Pa	Falcon AU XR6	3998	10	3	01:55.5
15	94	David Shaw	truckrite.com / Navarone Car C	Falcon EB XR6	4000	9	2	01:59.6
16	68	Jim West	Yogi Bear Racing	BMW E30	2500	9	2	02:04.1
DNF	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	9	8	01:48.9
DNF	75	Richard Opie	Bendigo Mazda	Mazda RX 8	2340	9	2	01:51.5
DNF	48	Brad Wyatt	Douglas Parade Motors / Race I	Commodore VX	6000	9	8	01:51.8
DNF	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	7	7	01:51.7
DNF	74	Steven Theologou	Lakes Entrance Smash Repairs /	Commodore VE	6000	5	4	02:00.4
DNF	29	Marco Timperio	Allform Industries	Falcon EA	3900	2	2	02:07.2
DNF	15	Richard Valentich	RPV Electrics Pty Ltd	Commodore VH	5000	1	1	02:10.0

PENALTY APPLIED
Competitor# 30 5 Seconds Penalty
Competitor# 86 5 Seconds Penalty

Fastest Lap Av.Speed Is 153kph, Race Av.Speed Is 147kph

Rd 3 Winton Qualifying

Qualifying Q8 20 Mins
Scheduled Start 11:25
Start Sat Jun 17 11:29
Elapsed Time 20:04

Pos	Car	Driver	Competitor/Team	Vehicle	Cap CL	Laps	Fast	Fast Lap
1	86	Christopher Brown	Nulon / Fastune	toyota AE86 Sprinter	2000	10	8	1:30.0901*
2	80	Anthony Groves	Mornington Mazda	Mazda RX-7	2340	11	11	01:31.5
3	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	7	3	01:32.2
4	31	Michael Cruse	Michael Cruse	Ford Escort	3400	11	2	01:32.3
5	67	Bruce Henley	Stawell CARtage	Mazda RX8	2354	10	9	01:32.8
6	44	Paul Rule	Highbury Automotive Service	Holden Torana SS	5800	12	12	01:33.4
7	25	Luke Grech-Cumbo	GC Electrical Services	HSV Senator	6000	8	3	01:33.9
8	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	12	11	01:34.0
9	41	Scott Willing	Scott Willing	Subaru GC8 STI 555	3400	8	7	01:34.3
10	19	Wayne Twist	Wayne Twist	BMW E46	3200	8	7	01:35.1
11	74	Wade Reynolds	Born Again Restorations	Toyota AE86 Corolla	2000	9	6	01:35.7
12	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	7	7	01:36.0
13	45	Paul Grziwotz	Electrical Automation	Honda Civic	1998	11	4	01:37.4
14	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	8	3	01:38.0
15	38	Adrian Taranto	Team Audvolks	Audi S3	3200	7	5	01:38.1
16	14	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	10	6	01:38.2
17	24	Shane Williams	Zenam Racing	Mazda Rx7	4237	11	7	01:38.4
18	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	6	6	01:38.6
19	48	Brad Wyatt	Douglas Parade Motors	Holden Commodore VX	6000	6	6	01:39.0
20	11	Cameron Mckee	Truckrite.com/ Navarone	Ford AU XR6	3998	5	4	01:39.4
21	50	Gary Pearce	Tag Technologies	BMW 125i	2995	9	9	01:39.5
22	97	Jason Bockmann	Robs Mechanical	Ford Mondeo	2000	12	8	01:39.6
23	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	10	5	01:40.5
24	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	10	9	01:43.2

Fastest Lap Av.Speed Is 120kph, 130% of first 1 Is 1:57.1171

Rd 3 Winton Race 1

Event R7 8 Laps
Scheduled Start 15:00
Start Sat Jun 17 15:15
Elapsed Time 14:10

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast	test...Lap
1	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	8	2	01:31.4
2	86	Christopher Brown	Nulon / Faustune	toyota AE86 Sprinter	2000	8	7	1:30.1035R
3	31	Michael Cruse	Michael Cruse	Ford Escort	3400	8	2	01:32.1
4	67	Bruce Henley	Stawell CARtage	Mazda RX8	2354	8	8	01:33.6
5	25	Luke Grech-Cumbo	GC Electrical Services	HSV Senator	6000	8	6	01:35.5
6	41	Scott Willing	Scott Willing	Subaru GC8 STI 555	3400	8	8	01:34.9
7	44	Paul Rule	Highbury Automotive Service	Holden Torana SS	5800	8	8	01:35.0
8	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	8	8	01:36.2
9	19	Wayne Twist	Wayne Twist	BMW E46	3200	8	8	01:36.7
10	74	Wade Reynolds	Born Again Restorations	Toyota AE86 Corolla	2000	8	8	01:36.6
11	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	8	8	01:36.8
12	45	Paul Grziwotz	Electrical Automation Sol	Honda Civic	1998	8	8	01:37.4
13	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	8	8	01:37.5
14	38	Adrian Taranto	Team Audvolks	Audi S3	3200	8	8	01:38.5
15	48	Brad Wyatt	Douglas Parade Motors	Holden Commodore VX	6000	8	8	01:38.6
16	24	Shane Williams	Zenam Racing	Mazda Rx7	4237	8	6	01:39.4
17	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	8	7	01:39.8
18	14	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	8	2	01:39.2
19	97	Jason Bockmann	Robs Mechanical	Ford Mondeo	2000	8	7	01:39.4
20	50	Gary Pearce	Tag Technologies	BMW 125i	2995	8	8	01:39.8
21	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	8	01:40.9
22	11	Cameron Mckee	Truckrite.com/ Navarone	Ford AU XR6	3998	8	7	01:40.9
23	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	8	7	01:42.4
DNF	80	Anthony Groves	Mornington Mazda	Mazda RX-7	2340	2	2	01:32.9

Fastest Lap Av.Speed Is 120kph, Race Av.Speed Is 102kph

Rd 3 Winton Race 2

Event R17 7 Laps
Scheduled Start 10:30
Start Sun Jun 18 10:47
Elapsed Time 10:43

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast	Fast Lap
1	86	Christopher Brown	Nulon / Faustune	toyota AE86 Sprinter	2000	7	7	1:30.2400*
2	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	7	3	01:31.8
3	31	Michael Cruse	Michael Cruse	Ford Escort	3400	7	3	01:32.5
4	25	Luke Grech-Cumbo	GC Electrical Services	HSV Senator	6000	7	7	01:33.9
5	44	Paul Rule	Highbury Automotive Service	Holden Torana SS	5800	7	7	01:33.3
6	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	7	6	01:33.9
7	67	Bruce Henley	Stawell CARtage	Mazda RX8	2354	7	2	01:34.4
8	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	7	7	01:35.2
9	19	Wayne Twist	Wayne Twist	BMW E46	3200	7	7	01:35.6
10	45	Paul Grziwotz	Electrical Automation	Honda Civic	1998	7	7	01:37.1
11	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	7	6	01:36.6
12	24	Shane Williams	Zenam Racing	Mazda Rx7	4237	7	6	01:37.9
13	14	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	7	2	01:38.7
14	48	Brad Wyatt	Douglas Parade Motors	Holden Commodore VX	6000	7	7	01:39.1
15	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	7	2	01:37.9
16	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	7	4	01:40.3
17	50	Gary Pearce	Tag Technologies	BMW 125i	2995	7	6	01:39.8
18	97	Jason Bockmann	Robs Mechanical	Ford Mondeo	2000	7	7	01:39.7
19	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	7	5	01:43.8
20	38	Adrian Taranto	Team Audvolks	Audi S3	3200	6	2	01:38.0
DNF	41	Scott Willing	Scott Willing	Subaru GC8 STI 555	3400	3	2	01:35.8
DNF	11	Cameron Mckee	Truckrite.com/ Navarone	Ford AU XR6	3998	3	2	01:41.4
DNF	74	Wade Reynolds	Born Again Restorations	Toyota AE86 Corolla	2000	00:00.0	2	01:37.8

Fastest Lap Av.Speed Is 120kph, Race Av.Speed Is 117kph

Rd 3 Winton Race 3

Event R28 10 Laps
Scheduled Start 15:00
Start Sun Jun 18 14:50
Elapsed Time 19:10

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast	Fast Lap
1	86	Christopher Brown	Nulon / Faustune	toyota AE86 Sprinter	2000	10	8	1:29.8996R
2	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	10	2	01:31.3
3	31	Michael Cruse	Michael Cruse	Ford Escort	3400	10	8	01:32.0
4	44	Paul Rule	Highbury Automotive Services	Holden Torana SS	5800	10	9	01:33.0
5	67	Bruce Henley	Stawell CARtage	Mazda RX8	2354	10	3	01:34.0
6	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	10	10	01:34.9
7	19	Wayne Twist	Wayne Twist	BMW E46	3200	10	9	01:36.1
8	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	10	01:36.8
9	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	10	9	01:37.3
10	14	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	10	9	01:38.6
11	50	Gary Pearce	Tag Technologies	BMW 125i	2995	10	10	01:39.2
12	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	10	8	01:40.4
13	24	Shane Williams	Zenam Racing	Mazda Rx7	4237	10	8	01:39.1
14	97	Jason Bockmann	Robs Mechanical	Ford Mondeo	2000	10	2	01:41.1
15	11	Cameron Mckee	Truckrite.com/ Navarone	Ford AU XR6	3998	10	8	01:39.5
16	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	10	9	01:43.7
17	74	Wade Reynolds	Born Again Restorations	Toyota AE86 Corolla	2000	10	9	01:35.9
18	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	9	2	01:35.2
DNF	25	Luke Grech-Cumbo	GC Electrical Services	HSV Senator	6000	6	3	01:34.6
DNF	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	2	2	01:39.6
DNF	48	Brad Wyatt	Douglas Parade Motors	Holden Commodore VX	6000			

PENALTY APPLIED
Competitor# 74 30 Seconds Penalty