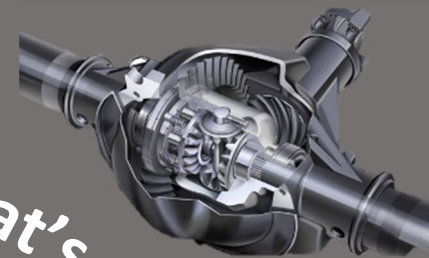


Bumper 29 page issue!

Tech - What's the diff?



ipra^{VIC}

Magazine

Milano gets his hat trick!



**Gnoo Blas Race Circuit
Round 5 wrap up
2015 AGM**



Summer 2015

www.ipravvic.com.au

Magic thunder at the Island

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Your IPRA Victoria key contacts

President/Eligibility	Gary McKay	gary.mckay@ipravic.com.au
Treasurer	Paul Rule	paul.rule@ipravic.com.au
Secretary	Julie Newman	Julie.newman@ipravic.com.au
Memberships	Brydan Darbyshire	brydan.darbyshire@ipravic.com.au
Magazine		magazine@ipravic.com.au
Editor	Jason Fankhauser	Jason.fankhauser@ipravic.com.au
Web Co-ordinator	David Cocks	david.cocks@ipravic.com.au
Points	Blair Coull	blair.coull@ipravic.com.au

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Welcome!



Jason Fankhauser
Editor

Hi Everyone,

Well, the racing year is finished. Bit sad I guess, particularly when we won't be back at the track until April. What we can be happy about though is the successes of our club this year. From dominant fields of entries, strong governance and membership and a terrific culture, we are the envy of motorsport clubs across the nation.

I have indicated before in the magazine the effort which goes on behind the scenes. My experience with clubs/associations is that they are ultimately run with 10% of the membership base. This percentage decreases as the following generations mature. The stability and robustness of any organisation is based on its depth. Keep this in mind next year as committee positions, support of the nationals or even cooking the snags becomes an option.

Although I've only been racing for 5 years, I have seen significant change in our clubs race cars. Next year, will in my opinion, solidify the direction of the category. I hope we get it right.

Be careful driving around the Xmas/New Year week, and best wishes to all our members and their precious families.

Jas

From the President *by Gary McKay*

Well here we are at the end of another year 2015 and all up it's been a good year for the club. Good sponsors, good competitors, great competition, but all good things come to an end...but hang on, it's just the end of a year, not the club, and next year promises to be bigger and better than this year!

We had a great celebration of the year at our Presentation Night and Annual General Meeting held at the Knox Club. Plenty of impressive silverware was handed out to our Club Champions. Club Awards were presented along with some gifts for our sponsors to acknowledge their support. A few frothies, some delicious food and plenty of laughs were shared amongst our IPRA gang and it was a terrific night.

Our new Committee has been formed for 2016 – we are fortunate to have a stable committee without too much change which really helps the administration of the Club. We thank John Perkins for his contribution as a general committee member for the last few years and welcome Tony Groves onto the Committee this year. Ben Schoots is remaining on the Committee as a general member but is stepping down from the State Delegates role that he has done so well for many, many years. We thank Ben for his time and contribution to this role.

2015 IPRA Vic Committee

President	Gary McKay
Vice President	Blair Coull
Treasurer	Paul Rule
Secretary	Peta McKay
Membership Secretary	Brydan Darbyshire
State Delegate	Scott Willing
Magazine Editor	Jason Fankhauser
Eligibility	Gary McKay
Website	David Cocks

General Committee

Michael Cruse	Rick Newman
Tony Groves	Scott Wilson
Wayne Twist	Ben Shoots

Club Awards

Kelvin Twist Club Person	Gary & Peta McKay
Presidents Award	Rick & Julie Newman
Best Presented	Troy Lloyd
Rookie of the Year	Troy Lloyd
Most Improved	Tony Groves
Hard Luck Award	Scott Wilson



On behalf of the Committee and Members, I would like to thank our sponsors for the year - VACC (OUR AUTO), Nuline Homes, Educational Living and DLL Photography and Design.

These sponsors have been helping us for some years now and the club and our members benefit from it, so when possible please help support them. I would also like to thank Traction Tyres for all their hard work on the tyre department. Their service is unbelievable, and sometimes we perhaps take it for granted.

A special thanks must go out to Dave Low (DLL Photography and Design) for the hours he puts in updating the web site and Facebook, and designing promotional material, his work is remarkable and the exposure the Club gets as a result is awesome.

I would also like to thank Peter Lyons for the Videos he produces for the club after each round. Lastly, a big thanks to the committee, for the tireless work that goes unnoticed behind the scenes; a good committee behind a great club.

So, enough about 2015, it's time to start thinking about next year. In 2016, we are looking forward to a five round State Series being the same as the club series with

Winton being included on the VSRS calendar for the first time in many years. The championship will consist of two rounds at Phillip Island, two rounds Sandown and one round at Winton. The dates are published below.

RACE DATES 2016

Round 1 Phillip Island	30 April / 1 May
Round 2 Sandown	21/22 May
Round 3 Sandown	23/24 July
Round 4 Winton	3/4 September
Round 5 Phillip Island	29/30 October
Nationals Phillip Island	26/27 November

Once the championship has been run and won we will be looking forward to the big one, hosting the Nationals at Phillip Island as a part of the Island Magic event. Much consideration was given to the venue for this event and to ensure we put on a good show we considered our options, but let's face it, Phillip Island is the best full time race track in Australia and sometimes we forget that because it's in our own back yard and we have the opportunity to run there all year round. A chat with interstateers soon makes you realise how lucky we are when you see them at the Island and the awestruck look that many have on their face when they experience the Island for the first time. So, I think running the Nationals at Phillip Island is a no brainer and if early feedback is anything to go by, I think it will be bigger than Ben Hur! An event of this size takes lots of work to get organised so we will be putting together a sub-committee to share the load and ensure the best Nationals are delivered. If anyone is interested in coming on board with the planning of the event we would love to hear from you. Email us at Gary.McKay@ipravic.com.au and we will let you know when our first meeting will take place.

Some of you may have come across promoters wanting to see a copy of your log books before accepting your entry. This is because cars need to be targeted for scrutineering. It is recommended that the cars be done

every 12 months or every four race meetings. This hasn't been done on some cars, and scrutineers are running short on man power to do it at race tracks, so it's best if you get it done before you get there. This can be a pain in the behind at times, but those that have been around long enough will remember the days of lining up Saturday and Sunday mornings waiting in a queue at scrutineering bay, will know that the current system is so much better. If your car is outside the guidelines of the target times, the promotor has the right to stop you going on the track until it does comply. So next year we plan on being proactive and will offer a scrutineering day at the GP Automotive workshop in Bayswater. We will have a scrutineer in attendance and together, we will give the cars a once over, while you enjoy a sausage or burger on the BBQ. Don't be concerned if you have any little secrets that are hidden away in your car that you don't want the general public to see - no one but you, me and the scrutineer will be looking. If you come along,

this will get you up to scratch for the rest of the year. This also goes a long way for the club showing that we are ahead of the other category's as far as organisation is concerned.

We will look to do this towards the end of March or early April so you will still have plenty of time to prep your cars for the new season before it kicks off at the end of April. The date of this will be posted in the New Year so keep an eye on your emails and the Facebook page for info. For those "Lucky Bastards" that are going to Bathurst, if you need this done before you head to the holy grail of Mt Panorama, give me a call and I will try to organise something for you (this will depend on numbers).

If you haven't already done so, please be sure to "like" the official IPRA Facebook group...this is where you will get the committee updates, the lowdown on club affairs and promos hot off the press!

So everyone, I hope you have a fantastic Christmas and a happy new year; stay safe out there, see you in 2016

Cheers Pistons Rule !



Motorsport Calendar

DATE	EVENT	LOCATION
30 April / 1 May	VSCRC Round 1	Phillip Island
21/22 May	VSCRC Round 2	Sandown
23/24 July	VSCRC Round 3	Sandown
3/4 September	VSCRC Round 4	Winton
29/30 October	VSCRC Round 5	Phillip Island
26/27 November	IPRA Nationals	Phillip Island

This editions joke

A highly successful share trader is proudly driving his brand-new Porsche Cayman GT4 around Toorak. On reaching his destination, he parks the car at the curb and gets out on the traffic side. Just as he opens the door, a taxi slams into it, ripping the door right off its hinges. The cabby drives off as if nothing extraordinary has occurred.

An off duty policeman who witnessed the whole thing runs up to the trader, who is now wailing loudly, "Ohhh myyy gaaawdd! Look what that idiot did to my new GT4! The cop looks at the trader, shakes his head, and says, "You guys are so damn materialistic! Here you are sooking about the car, and you don't even realise your arm was half torn off in the accident!" The share trader looks down at where his wrist used to be and begins to ball like baby, "Ohhhh myyy gaawd, my Rolllllleeeexxx is gone!"

Editor note: Not the best I know, but feel free to send in good ones!

Member Q&A

Although Graeme McPherson has recently put a new car on the track, he by no way is new to IPRA Vic, having been a racer and crew member for many years. At Round 5, we managed to get some more insight to a member we will likely be seeing a lot more of in the future.



<i>Name</i>	Graeme McPherson
<i>Born at</i>	Melbourne
<i>Currently residing in</i>	Bendigo
<i>I work for and as</i>	McPherson's Bendigo
<i>My favourite band is</i>	Queen
<i>My most prized procession is (family can be excluded!)</i>	RX3
<i>I'm most proud of</i>	My two boys
<i>I like</i>	Jack Daniels
<i>I don't like</i>	Annoying people
<i>Something on my bucket list is</i>	Race at Bathurst
<i>What makes me scared</i>	Nothing really

Left: Graeme with his number 1 fan, Jody


Club News

Merchandise

OFFICIAL IPRA VICTORIA MERCHANDISE
GET WRAPPED IN IPRA

WATERPROOF JACKETS	\$70
WATERPROOF JACKETS <i>with zip out vest</i>	\$120
HOODED TOPS	\$50
FLEECEY TOPS	\$50
LONG SLEEVE T-SHIRTS	\$30
SHORT SLEEVE T-SHIRTS	\$25
POLO TOPS	\$50
CAPS & BEANIES	\$15
STUBBY HOLDERS	\$5
STICKERS <i>from</i>	\$3

IF YOU REQUIRE ASSISTANCE OR THIS TRAILER IS UNATTENDED PLEASE CALL:
GARY 0414 343 147



IPRA Vic have a new range of attire including shirts, jackets, T-shirts and polo tops.

All clothing is of excellent quality, and with updated styling. The easiest way to purchase is to go to the club trailer when at track. Receipts can be issued for those buying "work protective apparel".



AGM 2015

A terrific night of fun, recognition, and banter (thanks Chris Spiteri) was held at the Knox Club on the 14 November.

Winners were humbled gridders with Damien Milano taking out the over 2 litre club champion title for the third year in a row. A terrific effort. Tony Groves finished second following a highly consistent and reliable year on the track. Next on the club podium was David Cox who showed that turning up and finishing races is a key part of hoarding points.

Robert Wilson took out the 2 litre championship, and gave a heartfelt acceptance speech. Robert is a reminder about a club roots. You



don't have to run a supercar to have a good time and experience whilst being amongst people who enjoy same interests.

In a well-deserved crisscross of accolades, it was a dead heat for club person of the year with Garry and Peta McKay sharing a well-deserved award with Rick and Julie Newman. Both families have been long term IPRA Vic role models of what clubs are all about, and it all starts with commitment, enthusiasm and expression of the values which has made our club the envy of other states.

The Hard luck award went to Scott Wilson who maintained good spirit all year with a car wanting to eat crucial driveline components. For those who have not attended an AGM, it provides insight to the effort invested behind the scenes, and an opportunities to get to better know the people you are trying to not rub panels with.



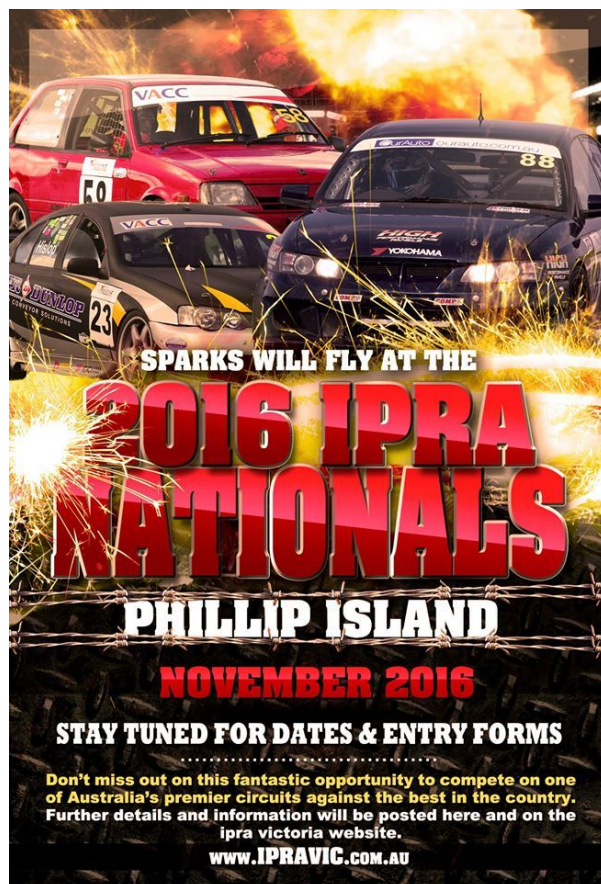
Race Magazine



Publisher/Editor Neil Roshier has supported IPRA well, profiling many of our member's cars. The current issue has a stalwart red Torana featured. Perhaps buy yourself a copy to read on Christmas Day after the mother in-law arrives.

Summer 2015

Nationals 2016 update



The Nationals is all but locked into be held at Phillip Island next year as part of the Island Magic event.

Following a review of options, Phillip Island was selected based on the facility, appeal to interstate racers, and terms and conditions offered by the event management.

The nationals is an opportunity for IPRA Vic to put its stamp on the national presence as being a strong and capable club. This is highly dependent on the support from members of the organisation and execution of what is an enormous yet exciting project.

More information on opportunities to help will be forth coming. In the meantime, if the opportunity to participate in this terrific event is of interest, be on the lookout for entry forms as they are expected to be filled like winning Tattsлото tickets.



IPRA Australia (IPRAA) National Administrator (NA) Vote by Blair Coull

Background

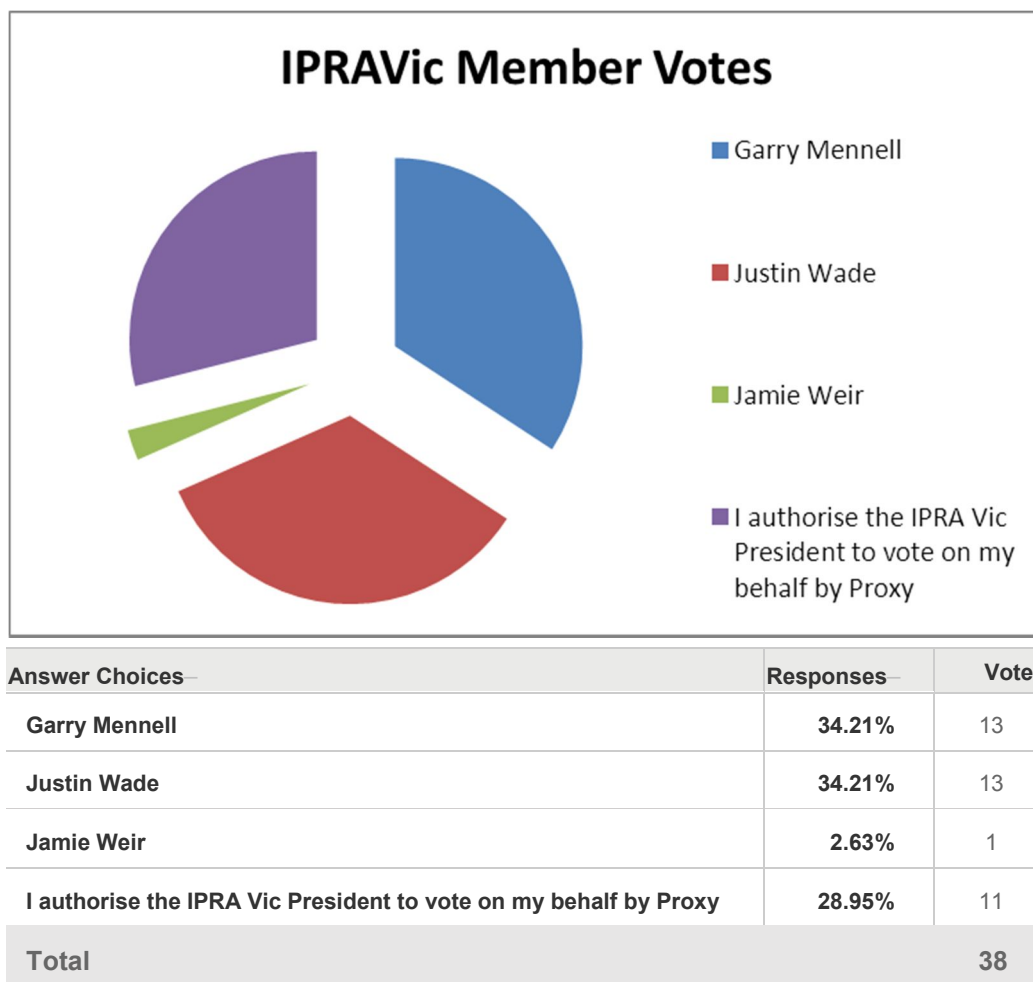
As you all know the IPRAA NA came up for re-election requiring a vote by the Association Members (ie the Clubs) by the end of November. Usually when it comes to these sort of issues we go to the membership in a regular meeting. However, we also recognise that not everyone gets to the meetings, in fact about half of the people there are usually on the committee so we wanted to make sure the wider club had an opportunity to contribute their thoughts. So we moved into the 21st century!

I checked off the names with the current membership list and ensured the membership status was valid. Remember that only competitive members who are the holders of a log book are eligible to vote.

Four of you didn't put your Membership Number in, naughty people; at least our editor admitted he didn't have the card with him! Of these, 2 Voted for Justin, 2 gave a proxy vote to the IPRAVic President, so there was no material change to the results and I left them in.

Results

So the results of the Survey were:



Most IPRAVic members are familiar with Garry and Justin, not so many with Jamie, so it doesn't come as too much of a surprise that support for Jamie was limited, however, it was great to see another name in the mix and hopefully Jamie will continue to be involved with the National Executive.

Some may think that 38 is not a lot of members, however, it is better than the average, which would only have 20 or so members involved. In fact, when compared to the last National ballot we are around double – good job guys!

Do you have any other comments, questions, or concerns?

The other important thing for the President was the comments made by some of the members, six of you helped us, I can't attribute comments to individuals, but they are un-edited so if you put something in you should see it here, even if you wrote No ☺ ;

1. No.
2. I believe that prior to becoming an NA a member should serve at least one year as a delegate so that they are across the current business and dynamic. There is very little delegate structure with regard to meetings, so it is important that time is managed efficiently. A new NA that is from outside of the delegate group cannot achieve this.
3. Very appreciative of Garry Mennell's contribution over many years, this time round time for some one new to step into the role.
4. Well done to Jamie Weir for nominating - great to have other candidates willing to put their hands up. I very much agree with Garry's and Justin's suggestions that IPRA needs to make some changes, especially in encouraging a more modern "fleet" of racecars. Who really thinks a 1986 model can be classed as "modern"? Many such cars could wear historic plates if driven on the road. Although I love (and have several) old school V8s, we clearly need to move into the 21st century and encourage forced induction rather than punishing it. I see Mini's having to use restrictors, for instance, so that they're less powerful than they were out of the factory. That makes no sense to me. I vote for Garry because of his significant experience and the fact he and Justin appear to have similar reform ideas - I hope Justin maintains his interest in taking a role in IPRA.
5. I think our President would be the person for the job. :)
6. This new survey is ace !

I am sure Gary would be less than thrilled at the idea of being the NA himself, and thanks to the member who loves the survey, I bet it will not be the last time we roll it out!

Next

As mentioned above we had to get the Vic vote in by 30 of November, so we closed the survey around lunch on the 30th and I gave the results to Gary, as the number of proxy votes cast to him as President the final choice was going to be his. Gary cast the vote from IPRA Vic in support of Garry Mennell, there were a number of reasons behind this.

One of the previous concerns IPRA Vic had with Garry as NA was his membership on the IPRA NSW committee, which could be a potential conflict of interest, however, he had indicated that he was stepping down in 2016, resolving this. There was also a concern that Justin had not been on the National Executive before, so IPRA Vic suggests that maybe he should sit on in the future so he can gain the relevant experience, with Garry there was no such concern.

Regardless of all that IPRA Vic's first choice would be Ben Schoots, and it would have been the choice of many other states, but someone thought this year would be a good time to become a father and work away from home, so he didn't nominate – and he has yet to be forgiven!

Past Events

Round 5 – Phillip Island

The last round of the year was greeted with fine weather at Phillip Island which saw Damien Milano take the round out even although not finishing Race 2.

Looking at the buoyant 42 entrant list, the variety of IPRA was typically well defined with over 40 years between manufacturing dates, 4, 6 & 8 cylinders, rotary's, and European, Australian and Japanese Manufacturers.

Qualifying saw Milano at 1 with a 1:43.22, interstater Graeme Maitland in position 2 with a 1:45.19 followed by a Scott Wilson with a PB of 1:45.98.


With a lap time range of 5 seconds between 10th and 30th fastest, close racing was a surety for the mid field in Race 1. Many of the top 10 however fell to Sandown-like reliability problems, with only 30 finishes from 42 qualifiers. By lap 2, 7 entrants had done a parade lap down pit lane to pick up a DNF listing. With Milano in for a service, Maitland crossed the line 1st, closely followed by Scott Wilson picking up a long waited podium. After some absence from the circuit, Wayne Always placed the RX7 in a respectable 3rd, ahead of a long travelled NSW entrant Matt Skinner in another RX7.



Above: No, its not a reverse grid race. A series of mechanical misfortune in Race 2 mixed the race order up for Race 3 making for some excellent racing.

Below: A minor oil slick lead to some evasive driving strategies around the Island's first turn 1.






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Thanks!

Acknowledgement goes to David Low for taking some terrific photos at the track which are found on the IPRA Vic Facebook page, and within the club magazine.



With what looked like a reverse grid marshalled up on the dummy grid for Race 2, Race 2 was set for an interesting start. Still buzzed with a second place, the naughty Commodore of Wilson decided to hiccup a gearbox, closing down the racer's weekend. A group of racers decided there was an alternative race line to be trialled around the outside turn 1, with 7 cars in a row throwing up lawn clippings.

Maitland drove the Nissan well to finish in first place with Milano closing the gap to second after coming through the field from the back of the grid. Also having driven through the crowd, Adam Allan in the Bluebird followed by Skinner set up the 3 NSW visitors in the top 4.

Damien Milano was chased by the Nissan and Bluebird respectively but triumphed with a 1st place. Another batch of DNF's helped push the mid field up the tree with David Cocks, Gary McKay and Andrew Butcher completing the top 10 finishers. The E30 gang showed what close racing is with Brian Bourke and Stan Armstrong finishing 3/10ths apart completing a trend over the weekend. With 27 finishers for the weekend, 15 cars were trailered back over the bridge requiring some repairs.

Other than an a remorseful and accidental rub between a Torana and a Commodore, the weekend saw good clean racing and strong comradery including a growing respect for our NSW cohorts.



Educational Living Pty. Ltd.
RTO Code 3784

Level One
Beaconsfield Central
27-33 Wood Street
Beaconsfield, VIC, 3807, Australia

PO Box 287
Beaconsfield, VIC, 3807, Australia

T: 61 3 9769 5155
F: 61 3 9769 5556

Island Magic

The weather is kind to IPRA most years really at Phillip Island, and Island Magic was no exception.

With a super field of 45 starters, more than 15 had made the pilgrimage from interstate.

With a whisper of tyre issues potentially now being resolved at the circuit, stop watches were poised for Ray Hislop's supercar sounding Falcon, and how hard Damian Milano would chase down the Tasmanian.



Having double entered in Sports Sedans, Hislop went out to qualify the Falcon up the top of the starter's notes with a lap record smashing 1:40.44. Ben Schoots, Grameme Watts and Damien Milano followed, all sharing near identical 1:43 something qualifying times. The performance of our controlled tyre and the relative new surface was highlighted with the top 30 qualifiers out of 45 lapping under 1:50.

Race 1 included some nasty windscreen and radiator after Graeme Watts Nissan hiccupped its lunch at turn 2 causing people to run to the hills. By the end of the race, Hislop had a 19 second lead over Milano who was not happy with his machines handling. Grant Maitland fell into third position followed by Scott Wilson and Tony Groves. Gary McKay was glowing with a new PB time albeit, but following a 'sister' LJ Torana of John Angiolella. Graeme McPherson continued with his improvement campaign, achieving a 13 position finish behind a five car Mazda convoy.

Hislop squeezed the Falcon some more in Race two to break the lap record again with a 1:40.14. A spectacular time for an IP car which will like stick for a long time on the honours board. Damian Milano, still not satisfied with number 88's handling selected second position again in front of Grant Maitland. Supporting the interstate contingent, Leigh Forest drove the yellow Celica into a strong fourth position. Scott Wilson chased the Honda Civic of Jordan Cox, joining Graham McPherson in the personal best stakes. Paul Rule drove the Torana with a vengeance to finish 18 after starting at

the back of the grid. By the races end, 38 finishes had managed to achieve a record breaking maximum lap time of 1:56.

After changing a rear main seal on Saturday night, the shiny Commodore of Milano's oil excretion issue reappeared resulting in a disappointing DNS for the club champion. Hislop, obviously trying to break into the 30's, could not beat the his Race 2 track record but finished in a dominating first position being 17 seconds ahead of Maitland. After a ripper start and near rubbing Hislops bumper with Holden DNA at turn 4, the Commodore of Wilson decided it would rearrange some gear teeth in the gearbox resulting in tow back to the pits. Paul Rule and Wayne Alway flied the Victorian flag, both with strong finishes in 7th and 10th respectively. Bryan Darbyshire completed a consistent weekend in 20th position. Bottom 10 finishers including Wayne Twist, Sebastian

Downie, Paul Vuillermin and Grant Ogle were bottom 10 finishing status did not do them justice given the new found speed of the top 10, and the excellent clean racing they put on show all showed.

After some weird sensations coming through the drivers hands, the front right tyre of the McPherson Commodore decided to become a two part component ending the drivers weekend in a parking bay on the main straight.

A combination of fine weather, terrific interstate competition, large fields and a lap record meant the Island Magic was a complete success for IPRA and out club. The growing success of IPRA Vic was well acknowledged by official Geoff Bull who in particularly praising the attitude and behaviour of our drivers on and off the track. Well done to everyone including those helping off the tarmac such as at the Sunday BBQ.

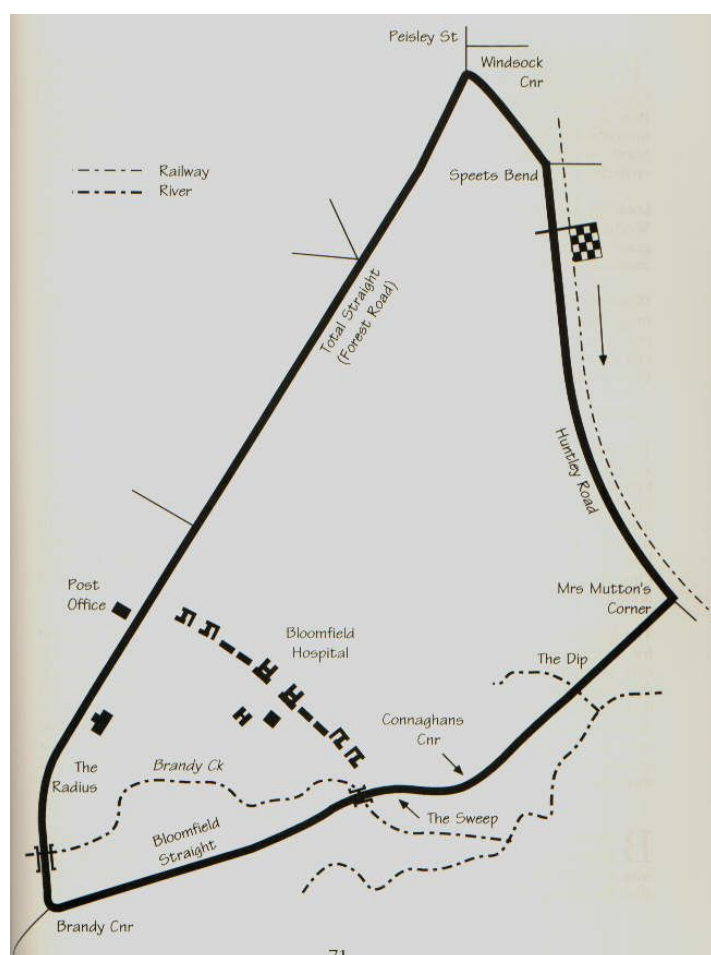


What's Old?

Gnoo Blas *by Jason Fankhauser*



Hospital and what is now known as Sir Jack Brabham Park. They were reconstructed and sealed with a light coat of bitumen, the work paid for by the Cherry Blossom Management Committee. It was 6.03 km long. The name came from the Aboriginal name for nearby Mount Canobolas.



Continuing battles with New South Wales Police Force who authorised motor racing through the Speedway Act eventually forced the track's closure October 1961.

The locally based Gnoo Blas Classic Car Club now hold an annual classic car show at the site.

Promoted as being a rival to the Bathurst track, Gnoo Blas (pronounced Noo Blah) was a scarily fast road circuit in Orange, New South Wales. The circuit was planned by a group of people associated with the Orange Cherry Blossom Festival in April 1952 with the support of the Australian Sporting Car Club who had had a falling out with Mt Panorama, Bathurst.

The Committee set about raising nine 100 pound debentures so the new track could be furnished with a public address system and amenities for spectators. This was 18 days before the first race!

The circuit was formed from rural roads and highways outside of the town, around the grounds of Bloomfield Hospital and what is now known as Sir Jack Brabham Park. They were reconstructed and sealed with a light coat of bitumen, the work paid for by the Cherry Blossom Management Committee. It was 6.03 km long. The name came from the Aboriginal name for nearby Mount Canobolas.

The road was never very wide but most of Australia's best drivers raced at Gnoo Blas at one time or another, including Jack Brabham, who ran a variety of cars and who held the lap record until the final meeting. Other drivers included Bob Jane, Len Lukey and Leo and Ian Geoghegan.

The first race meeting was held on 24 to 26 January 1953, and was organized by the Australian Sporting Car Club, the former promoters of the Easter car races at the Mount Panorama Circuit, Bathurst. The circuit played a crucial part in the growth of Australian open wheel racing in the post war era but faded before the peak created by the Tasman Series.

Gnoo Blas also held the inaugural Australian Touring Car Championship event in 1960 which was won by David McKay driving a Jaguar Mark 1 3.4-litre.



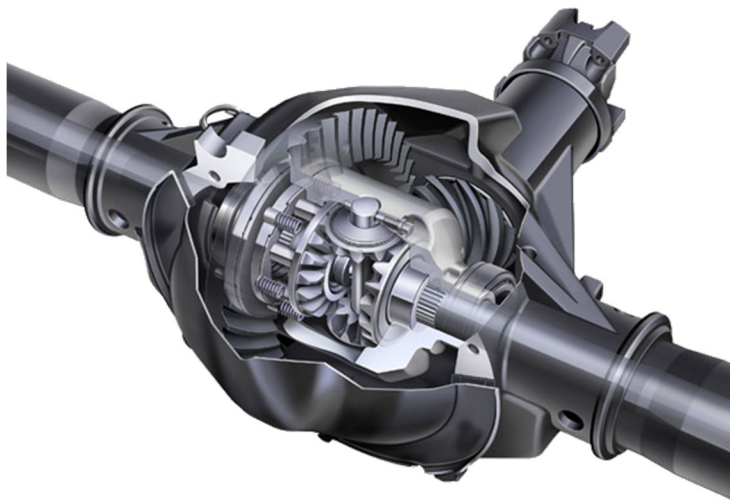
Above: No need for barriers and kitty litter in 1960.

Technical Stuff *by Jason Fankhauser*

Differentials

Differentials as we know them in vehicles date back to 1827 when patented by watch maker Onésiphore Pecqueur. A differential basically allows drive to be directed to the rear wheels of a vehicle, but not necessarily at the same speed. When a vehicle undergoes a turn, the inside wheel runs over a smaller arc than the outside meaning it turns at a slower speed.

This is all terrific for a standard vehicle, except when traction is lost on one side often resulting in a vehicle going nowhere (like on wet grass). Having experienced such issues on a Grand Prix car, Ferdinand Porsche commissioned the engineering firm ZF to design a limited-slip differential in 1935. Such a system uses springs and discs like a clutch to preload the gear mechanism resulting in a locked differential arrangement up to a predefined torque.

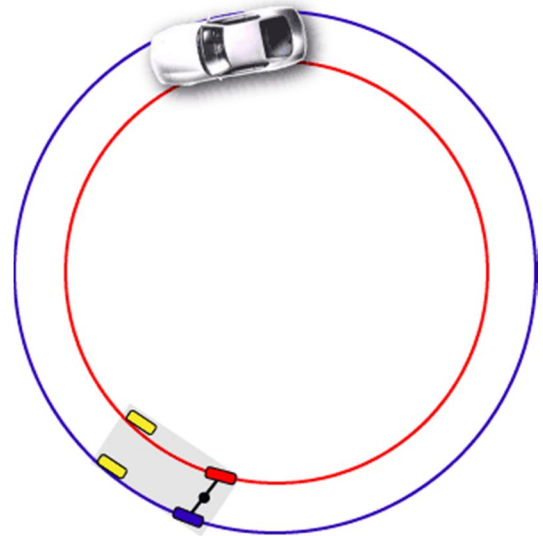


For a race car, an open differential means that with weight transfer loading up the outer wheels in a turn, tractive drive to the inside wheel is compromised resulting in wheel spin. The standard means of fixing this is to use a 'spool' which basically replaces the planet gears, and locks the left and right hand axles together. Great for straight line traction, not handy when pushing the car around the pits.

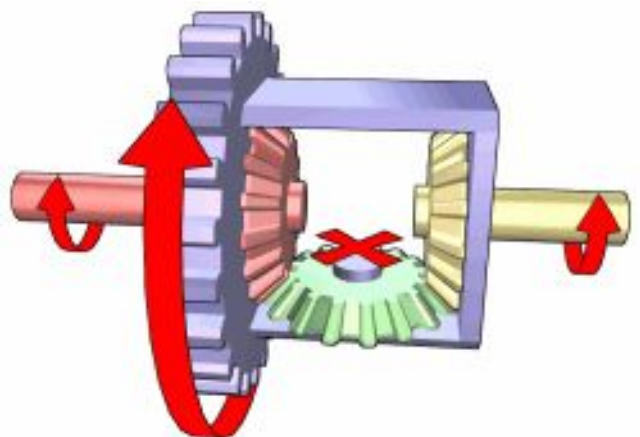
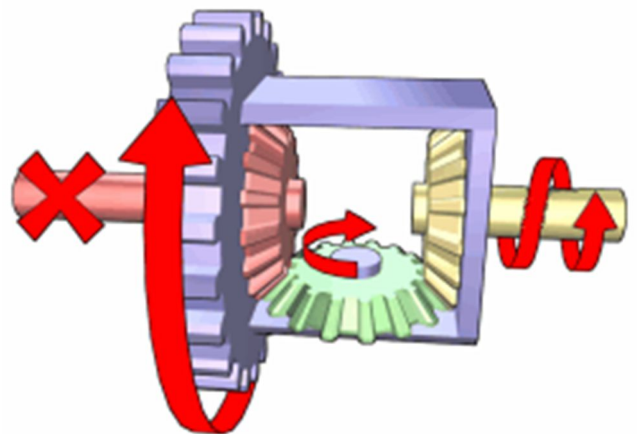
The best type of differential used on a car depends on many factors such as budget, vehicle setup, and driving style. In terms of ability to transfer torque to each drive wheel in a circuit car, here is what some experts suggest is the most effective:

1. Open differential, if it can be used
2. Automatic Torque Biasing Differential (TrueTrac)
3. Salisbury type differential (mechanical limited slip)
4. Viscous or Hydraulic differential
5. Spool
6. Detroit Locker



Many competition devices have been designed as a compromise between a locked and open differential.



Above: The inside wheels of a car rotate slow than the outside as the circumferences of the turn radius' are different. Below: The principle of an open differential contained in the differential housing.



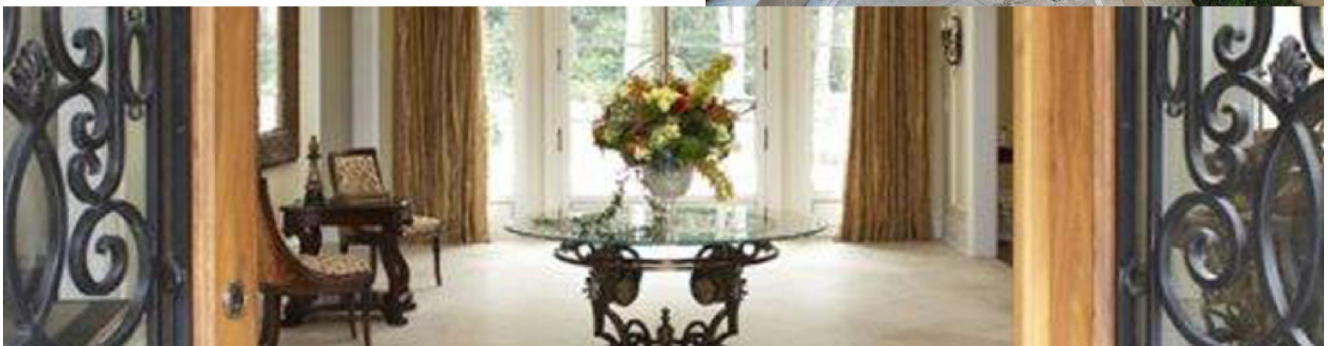
Type	Image	Suitability for circuit racing
Standard 'Open' differential The traditional differential system as used on vehicles for over 100 years.		As helpful as an ash tray on a motor bike at the track for most race cars. Weight transfer adds the inside wheel to spin at exit. Starts also can result in one wheel spinning. If wheel spin is not an issue, the open traditional differential is still the smoothest, most reliable and accurate torque distributing device.
Mechanical limited slip differential An improvement of the open differential above by adding friction plates (or clutches) which effectively 'desensitises' the assembly. Designed originally to ensure both wheels would drive on slippery services. More modern units include a ramp effect where the unit locks at a preset torque differential between the wheels.		Works fine in low torque applications, however additional preload is required for more strenuous duty. Requires maintenance and regular adjustment for different conditions. Popular in low to mid horsepower applications as they are common in late model road cars.
Automatic lockers (Detroit locker) Popular amongst drag racers and some street cars. Basically a 'dog' engagement system which self-locks on when under drive, and releases with no drive.		Designed for performance applications. Highly durable, however not a smooth transition from open to locked modes. Helps entry into turns, however acts like a locked differential at exit causing understeer.
Automatic Torque Biasing (TrueTrac) Designed by US company Eaton. System uses a series of helical planet gears which rotate free when both wheels are turning at the same speed. During a turn, they bind, causing torque to be transferred to the low traction side.		Becoming popular due to a smoother operation than a Detroit locker. Requires some preload for high duty applications. Can shift torque distribution from 50/50 to 20/80 and vice versa. A downside is the unit requires a minimum of 20% of wheel load on the inside wheel to transfer 100% drive. Otherwise there is loss ie. 20/55% distribution.

Type	Image	Suitability for circuit racing
Locked (spool) The classic racer's approach to locking a differential other than pouring lead into the carrier. Cheap and light.		Locked rear drive means the rear drive will tend to drive the car in a straight line (understeer). This can be compensated for, to a degree, with spring and sway bar changes.
Viscous Differential Many modern cars are using viscous like couplings and differentials in drivelines. The system relies on friction plates and a particular oil to cause a hydrodynamic lock.		Not as efficient as other designs, but can work very well.

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Up the back

Championship Standings

OVER 2 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
88	Damien Milano	Commodore VY	80	360
80	Tony Groves	Mazda RX7	70	311
28	David Cocks	Commodore VK 1986	32	206
6	Troy Lloyd	Holden VN SS Grp A	52	197
96	Andrew Rhodes-Anderson	Holden VN SS Grp A	0	186
85	Phil Kirkham	Eunos 30X	16	141
93	Nathan Robinson	BMW E36 M3	74	139
67	Bruce Henley	Mazda RX7	0	136
44	Paul Rule	Holden Torana SS 1976	0	110
19	Wayne Twist	BMW E46	14	98
63	Gary McKay	Torana LJ	13	53
99	Rolf Mamers	Mazda RX7	1	51
7	David Bone	Datsun 1600	0	50
16	Brad Blunt	BMW M3	3	45
78	Mario Caligari	Mazda RX7	0	44
51	Scott Wilson	Holden Commodore VP 1992	40	40
82	Geoff Dunkin	Commodore VS	2	35
73.1	Brydan Darbyshire	Mazda RX7 1982	0	34
9.1	Wayne Always	Mazda RX7	54	54
21	Chris Jordan	Mini Cooper S JCW	0	29
73.2	Graeme McPherson	Holden Commodore	0	28
59	Andrew Butcher	BMW M3	26	26
83	Craig Caspersz	Mazda RX7	1	27
33	Grant Ogle	Ford Focus XR5	3	16
71	Paul Vuillermin	Falcon EA	2	15
27	Brian Bourke	BMW E30	3	15
38	Adrian Taranto	Audi 80 Quattro	0	14
68	Jim West	BMW E30	0	12
10	Rod Lloyd	Mercedes 190E	2	11
57	Glenn Campbell	Falcon AU	0	9
2	Wayne Dekker	Audi 80 Quattro 1994	3	9
50	Gary Pearce	BMW E30 325is	3	7
52	Lachlan McBrien	Mini Cooper S	3	6
91	Stuart Barlow	Mazda RX7	2	5
9.2	Jacob Taylor	Ford Falcon EB	0	4
48	Andrew Adams	BMW E30 325i	0	3
74	Steven Theologou	Commodore VT	0	3
15	Richard Valentich	Holden Torana	0	2
98	Benjamin Dunkin	Holden VS	0	2
12	Blair Coull	Ford Telstar 1994	0	1
75	David Skilton	Mazda 323	0	1
92	Phil Dunkin	Holden VH	0	1
30	Sebastian Downie	Subaru Impreza WRX	1	1
77	David Levy	BMW E30	0	0
72	Neil Anderson	BMW E30	0	0
13	Sebastian Hammond	BMW E30	0	0

UNDER 2 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
58	Robert Wilson	Suzuki Swift GTI	80	429
55	Michael Hopp	Toyota Starley EP91R	0	136
69	Simon Phillips	Datsun 1200 Coupe	0	120
40	Bryce Peter-Budge	Peugeot	0	30
3JA OVER 3 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
28	David Cocks	Commodore VK 1986	120	330
7	David Bone	Datsun 1600	0	120
63	Gary McKay	Torana LJ	60	120
44	Paul Rule	Holden Torana SS 1976	0	120
15	Richard Valentich	Holden Torana	0	54
92	Phil Dunkin	Holden VH	0	20
3JB OVER 3 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
88	Damien Milano	Commodore VY	80	360
6	Troy Lloyd	Holden VN SS Grp A	74	318
19	Wayne Twist	BMW E46	52	266
16	Brad Blunt	BMW M3	26	232
96	Andrew Rhodes-Anderson	Holden VN SS Grp A	0	204
93	Nathan Robinson	BMW E36 M3	84	176
b	Grant Ogle	Ford Focus XR5	20	144
71	Paul Vuillermin	Falcon EA	12	120
57	Glenn Campbell	Falcon AU	0	72
82	Geoff Dunkin	Commodore VS	12	70
59	Andrew Butcher	BMW M3	60	60
73.2	Graeme McPherson	Holden Commodore	0	48
51	Scott Wilson	Holden Commodore VP 1992	40	40
74	Steven Theologou	Commodore VT	0	26
98	Benjamin Dunkin	Holden VS	0	10
30	Sebastian Downie	Subaru Impreza WRX	2	2
9	Jacob Taylor	Ford Falcon EB	0	0
3JA 2-3 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
80	Tony Groves	Mazda RX7	100	490
67	Bruce Henley	Mazda RX7	0	282
99	Rolf Mamers	Mazda RX7	20	146
91	Stuart Barlow	Mazda RX7	40	100
83	Craig Caspersz	Mazda RX7	20	92
73	Brydan Darbyshire	Mazda RX7 1982	0	84
78	Mario Caligari	Mazda RX7	0	80
9	Wayne Always		80	80
3JB 2-3 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
85	Phil Kirkham	Eunos 30X	120	560
21	Chris Jordan	Mini Cooper S JCW	0	255
27	Brian Bourke	BMW E30	78	239
38	Adrian Taranto	Audi 80 Quattro	0	236
2	Wayne Dekker	Audi 80 Quattro 1994	48	174
52	Lachlan McBrien	Mini Cooper S	84	154

68	Jim West	BMW E30	0	138
10	Rod Lloyd	Mercedes 190E	24	138
50	Gary Pearce	BMW E30 325is	60	93
48	Andrew Adams	BMW E30 325i	0	40
75	David Skilton	Mazda 323	0	30
12	Blair Coull	Ford Telstar 1994	0	8
77	David Levy	BMW E30	0	0
72	Neil Anderson		0	0
13	Sebastian Hammond		0	0
3JA 1.6-2 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
69	Simon Phillips	Datsun 1200 Coupe	0	120
3JB Under 1.6-2 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
40	Bryce Peter-Budge	Peugeot	0	40
3JB Under 1.6 LITRE CHAMPIONSHIP				
No.	DRIVER	CAR	ROUND	TOTAL
58	Robert Wilson	Suzuki Swift GTI	80	450
55	Michael Hopp	Toyota Starley EP91R	0	146

Points are as of Round 5 Phillip Island – Updated 18/11/15



Past results

Round 5 - Qualifying

Qualifying Q7 15 Mins

Start Sat Oct 24 11:33

Elapsed Time 13:36

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest	Lap
1	88	Damien Milano	Elite Balancing	Commodore VY	6000		6	4	
2	62	Grant Maitland	Titanium Design	Nissan Silvia	3400		8	3	01:452
3	51	Scott Wilson	Wilson Homes	Commodore VP	5996		6	4	01:460
4	92	Adam Allan	Allan Engineering	Nissan Bluebird	3400		7	6	01:465
5	80	Tony Groves	Mornington Mazda Racing	Mazda RX7	2340		6	2	01:466
6	93	Nathan Robinson	Boxretail Australia	BMW E36 M3	3200		7	4	01:476
7	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354		6	4	01:478
8	22	Matt Skinner	Autobarn Maitland	Mazda RX7	2354		7	6	01:483
9	26	Simon O'Dell-Fontana	MacGregor Mechanical Repairs	Mazda RX7	2354		4	4	01:486
10	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200		4	4	01:487
11	63	Gary McKay	GP Automotive	Torana LJ XU1	3300		7	3	01:493
12	73	Graeme McPherson	Sandhurst Cleaning Service	Commodore VE	6000		7	7	01:495
13	99	Rolf Mamers	V-consult	Mazda RX7	2348		7	7	01:496
14	28	David Cocks	Bullas Building Consultants	Commodore VK	6000		5	4	01:498
15	85	Phil Kirkham	Declan Kirkham Racing	Mazda Eunox	2495		6	4	01:499
16	19	Wayne Twist	WDT Asset Management	BMW E46	3200		7	6	01:499
17	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700		6	6	01:509
18	66	Anton Bergman	Tonco Construction/Bell Motors	BMW E30	2994		7	6	01:509
19	16	Brad Blunt	Harris HMC/donateyourcar.org.au	BMW E36 M3	3200		6	6	01:516
20	6	Troy Lloyd	Sheppcitybearings.com.au	VN Group A	6000		7	5	01:516
21	13	Sebastian Hammond	Windford Engeering	BMW E30	2500		4	4	01:516
22	8	David Reaburn		Mitsubishi Evo	1998		7	7	01:521
23	72	Neil Anderson	Northern Steel Sales	BMW E30	2900		6	4	01:523
24	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900		5	4	01:540
25	70	Michael Reimann		Mazda 808	3100		4	3	01:540
26	91	Stuart Barlow	RX Performance / Acbron Motors	Mazda RX7	2340		7	7	01:542
27	52	Lachlan McBrien	Bee-Ems Car Service, Treloar R	Mini Cooper S	1600		7	6	01:542
28	31	Sean Bell	Bell Motorsport	BMW E30	2500		7	6	01:545
29	27	Brian Bourke	TransRock / U Panel	BMW E30	2500		7	4	01:546
30	33	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521		6	5	01:550
31	24	Geoff Bowles		BMW E30	2500		7	6	01:555
32	12	Stan Armstrong	Bell Motorsport	BMW E30	2500		7	4	01:556
33	50	Gary Pearce	TAG Technologies	BMW 325is	2500		7	6	01:560
34	77	Clint Sharp	Cooper Auto Electrics	Toyota Corolla	3400		2	2	01:566
35	2	Wayne Dekker	Bay-Tech Automotive	Audi 80 Quattro	2800		6	4	01:568
36	38	Adrian Taranto	Team Audvolks	Audi 80 Quattro	2800		7	4	01:574
37	83	Craig Caspersz		Mazda RX7	2354		4	4	01:575
38	17	Simon O'Keefe	Audvolks	Audi 80	28000		6	6	01:583
39	58	Robert Wilson		Suzuki Swift GTi	1300		6	3	01:591
40	30	Sebastian Downie		Subaru WRX	1994		3	3	01:597
41	10	Rodney Lloyd	Laurie Ogle Motors Geelong	Mercedes 190E	2498		6	5	02:012
42	18	Greg Faggotter		Nissan Bluebird	3060		1	1	02:22.0

Fastest Lap Av.Speed Is 155kph, 130% Of First 1 Is 2:14.1766

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

Round 5 - Race 1

8 Laps

Start Sat Oct 24 15:07

Elapsed Time 14:13

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fas	test...Lap
1	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	8	3	1:44.4468*
2	51	Scott Wilson	Wilson Homes	Holden Commodore	5996	8	2	01:46.4
3	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354	8	2	01:47.5
4	22	Matt Skinner	Autobarn Maitland	Mazda RX7	2354	8	2	01:47.8
5	93	Nathan Robinson	Boxretail Australia	BMW E36 M3	3200	8	5	01:46.9
6	80	Tony Groves	Mornington Mazda Racing	Mazda RX7	2340	8	2	01:46.5
7	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	8	4	01:49.2
8	6	Troy Lloyd	Sheppcitybearings.com.au	Holden VN Group A	6000	8	7	01:47.4
9	28	David Cocks	Bullas Building Consultants	Commodore VK	6000	8	4	01:48.8
10	70	Michael Reimann		Mazda 808	3100	8	5	01:50.0
11	19	Wayne Twist	WDT Asset Management	BMW E46	3200	8	7	01:48.9
12	85	Phil Kirkham	Declan Kirkham Racing	Mazda Eunox	2495	8	7	01:50.9
13	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	8	7	01:50.3
14	66	Anton Bergman	Tonco Construction/Bell Motors	BMW E30	2994	8	7	01:49.6
15	16	Brad Blunt	Harris HMC/donateyourcar.org.a	BMW E36 M3	3200	8	6	01:50.5
16	8	David Reaburn		Mitsubishi Evo	1998	8	7	01:51.9
17	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	8	3	01:53.5
18	33	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	7	01:54.2
19	27	Brian Bourke	TransRock / U Panel	BMW E30	2500	8	7	01:54.1
20	12	Stan Armstrong	Bell Motorsport	BMW E30	2500	8	6	01:53.8
21	91	Stuart Barlow	RX Performance / Acbron Motors	Mazda RX7	2340	8	7	01:53.1
22	52	Lachlan McBrien	Bee-Ems Car Service, Treloar R	Mini Cooper S	1600	8	5	01:55.3
23	24	Geoff Bowles		BMW E30	2500	8	5	01:55.1
24	31	Sean Bell	Bell Motorsport	BMW E30	2500	8	2	01:55.6
25	50	Gary Pearce	TAG Technologies	BMW 325is	2500	8	4	01:56.0
26	2	Wayne Dekker	Bay-Tech Automotive	Audi 80 Quattro	2800	8	4	01:56.5
27	58	Robert Wilson		Suzuki Swift GTI	1300	7	2	01:59.7
28	10	Rodney Lloyd	Laurie Ogle Motors Geelong	Mercedes 190E	2498	7	4	01:59.5
29	30	Sebastian Downie		Subaru Impreza WRX	b	7	2	02:03.6
30	83	Craig Caspersz		Mazda RX7	2354	7	3	01:54.4
DNF	72	Neil Anderson	Northern Steel Sales	BMW E30	2900	7	7	01:52.1
DNF	26	Simon O'Dell-Fontana	MacGregor Mechanical Repairs	Mazda RX7	2354	5	4	01:47.9
DNF	99	Rolf Mamers	V-consult	Mazda RX7 Series	2348	4	3	01:49.4
DNF	17	Simon O'Keefe	Audvolks	Audi 80	2800	4	4	01:56.4
DNF	13	Sebastian Hammond	Windford Engineering	BMW E30	2500	3	2	01:53.4
DNF	92	Adam Allan	Allan Engineering	Nissan Bluebird	3400	2	2	01:46.6
DNF	73	Graeme McPherson	Sandhurst Cleaning Service	Holden Commodore	6000	2	2	01:50.3
DNF	88	Damien Milano	Elite Balancing	Holden Commodore	6000	1	1	01:52.4
DNF	18	Greg Faggotter		Nissan Bluebird	3060	1	1	02:14.5
DNF	63	Gary McKay	GP Automotive	Torana LJ XU1	3300			
DNF	77	Clint Sharp	Cooper Auto Electrics	Toyota Corolla	3400			
DNF	38	Adrian Taranto	Team Audvolks	Audi 80 Quattro	2800			

Fastest Lap Av.Speed Is 153kph, Race Av.Speed Is 150kph

Current Race Lap Record Is 1:42.4178 Set On 25/11/2012 By Ray Hislop In A Falcon BF

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

Round 5 – Race 2

6 Laps

Start Sun Oct 25 11.31

Elapsed Time 10.51

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fast Lap	Fastest Lap
1	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	6	4	01:46.5
2	88	Damien Milano	Elite Balancing	Commodore VY	6000	6	6	1:43.7862*
3	92	Adam Allan	Allan Engineering	Nissan Bluebird	3400	6	4	01:46.3
4	22	Matt Skinner	Autobarn Maitland	Mazda RX7	2354	6	4	01:48.6
5	93	Nathan Robinson	Boxretail Australia	BMW E36 M3	3200	6	6	01:49.0
6	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354	6	4	01:50.2
7	80	Tony Groves	Mornington Mazda Racing	Mazda RX7	2340	6	6	01:49.5
8	70	Michael Reimann		Mazda 808	3100	6	6	01:49.9
9	77	Clint Sharp	Cooper Auto Electronics	Toyota Corolla	3400	6	6	01:48.4
10	6	Troy Lloyd	Sheppcitybearings.com.au	Holden VN Grp A	6000	6	6	01:49.0
11	26	Simon O'Dell-Fontana	MacGregor Mechanical Repairs	Mazda RX7	2354	6	4	01:48.9
12	28	David Cocks	Bullas Building Consultants	Commodore VK	6000	6	6	01:49.9
13	85	Phil Kirkham	Declan Kirkham Racing	Mazda Eunos	2495	6	5	01:50.6
14	19	Wayne Twist	WDT Asset Management	BMW E46	3200	6	6	01:50.2
15	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	6	6	01:51.0
16	63	Gary McKay	GP Automotive	Torana LJ XU1	3300	6	3	01:50.1
17	16	Brad Blunt	HMC/donateyourcar.org.au	BMW E36 M3	3200	6	4	01:52.7
18	99	Rolf Mamers	V-consult	Mazda RX7	2348	6	5	01:51.0
19	66	Anton Bergman	Tonco Construction/Bell Motors	BMW E30	2994	6	4	01:52.1
20	18	Greg Faggotter		Nissan Bluebird	3060	6	6	01:52.1
21	52	Lachlan McBrien	Bee-Ems Car Service, Treloar R	Mini Cooper S	1600	6	6	01:55.2
22	33	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	6	3	01:56.2
23	8	David Reaburn		Mitsubishi Evo	1998	6	4	01:55.4
24	91	Stuart Barlow	RX Performance / Acbron Mtrs	Mazda RX7	2340	6	4	01:54.3
25	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	6	4	01:56.2
26	12	Stan Armstrong	Bell Motorsport	BMW E30	2500	6	4	01:55.5
27	27	Brian Bourke	TransRock / U Panel	BMW E30	2500	6	6	01:55.7
28	24	Geoff Bowles		BMW E30	2500	6	6	01:55.4
29	31	Sean Bell	Bell Motorsport	BMW E30	2500	6	6	01:54.7
30	50	Gary Pearce	TAG Technologies	BMW 325is	2500	6	5	01:57.1
31	17	Simon O'Keefe	Audvolks	Audi 80	2800	6	5	01:58.7
32	2	Wayne Dekker	Bay-Tech Automotive	Audi 80 Quattro	2800	6	6	01:57.5
33	58	Robert Wilson		Suzuki Swift GTI	1300	6	6	02:00.0
34	10	Rodney Lloyd	Laurie Ogle Motors Geelong	Mercedes 190E	2498	6	6	02:00.5
DNF	73	Graeme McPherson	Sandhurst Cleaning Service	Commodore VE	6000	4	3	01:49.8
DNF	13	Sebastian Hammond	Windford Engineering	BMW E30	2500	4	2	01:56.3
DNF	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	3	3	01:55.6
DNF	51	Scott Wilson	Wilson Homes	Commodore VP	5996			
DNF	83	Craig Caspersz		Mazda RX7	2354			

Fastest Lap Av.Speed Is 154kph, Race Av.Speed Is 148kph

Current Race Lap Record Is 1:42.4178 Set On 25/11/2012 By Ray Hislop In A Falcon BF

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

Round 5 – Race 3

9 Laps

Start Sun Oct 25 15:13

Elapsed Time 15:58

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fas	test...Lap
1	88	Damien Milano	Elite Balancing	Holden Commodore VY	6000	9	2	1:44.8959*
2	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	9	2	01:45.0
3	92	Adam Allan	Allan Engineering	Nissan Bluebird	3400	9	2	01:45.3
4	77	Clint Sharp	Cooper Auto Electrics	Toyota Corolla	3400	9	2	01:48.5
5	80	Tony Groves	Mornington Mazda Racing	Mazda RX7	2340	9	2	01:48.7
6	6	Troy Lloyd	Sheppcitybearings.com.au	Holden VN Group A	6000	9	9	01:49.3
7	93	Nathan Robinson	Boxretail Australia	BMW E36 M3	3200	9	8	01:48.6
8	28	David Cocks	Bullas Building Consultants	Commodore VK	6000	9	3	01:49.6
9	63	Gary McKay	GP Automotive	Torana LJ XU1	3300	9	7	01:50.3
10	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	9	9	01:50.2
11	70	Michael Reimann		Mazda 808	3100	9	7	01:49.8
12	85	Phil Kirkham	Declan Kirkham Racing	Mazda Eunos	2495	9	4	01:50.3
13	66	Anton Bergman	Tonco Construction/Bell Motors	BMW E30	2994	9	6	01:50.6
14	18	Greg Faggotter		Nissan Bluebird	3060	9	6	01:50.5
15	19	Wayne Twist	WDT Asset Management	BMW E46	3200	9	8	01:50.6
16	73	Graeme McPherson	Sandhurst Cleaning Service	Holden Commodore VE	6000	9	8	01:53.4
17	52	Lachlan McBrien	Bee-Ems Car Service, Treloar	Mini Cooper S	1600	9	4	01:55.0
18	27	Brian Bourke	TransRock / U Panel	BMW E30	2500	9	2	01:55.2
19	12	Stan Armstrong	Bell Motorsport	BMW E30	2500	9	7	01:54.3
20	33	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	9	4	01:55.8
21	31	Sean Bell	Bell Motorsport	BMW E30	2500	9	7	01:55.7
22	24	Geoff Bowles		BMW E30	2500	9	7	01:56.0
23	17	Simon O'Keefe	Audvolks	Audi 80	2800	9	4	01:56.5
24	50	Gary Pearce	TAG Technologies	BMW 325is	2500	8	7	01:56.2
25	2	Wayne Dekker	Bay-Tech Automotive	Audi 80 Quattro	2800	8	4	01:57.0
26	16	Brad Blunt	Harris HMC/donateyourcar.org.au	BMW E36 M3	3200	8	2	01:52.0
27	10	Rodney Lloyd	Laurie Ogle Motors Geelong	Mercedes 190E	2498	8	8	01:59.6
DNF	91	Stuart Barlow	RX Performance / Acbron Motors	Mazda RX7	2340	8	7	01:53.2
DNF	13	Sebastian Hammond	Windford Engeering	BMW E30	2500	5	3	01:55.0
DNF	99	Rolf Mamers	V-consult	Mazda RX7 Series 3	2348	4	4	01:49.8
DNF	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	3	3	01:53.1
DNF	22	Matt Skinner	Autobarn Maitland	Mazda RX7	2354	2	2	01:50.8
DNF	9	Wayne Alway	Allford Wreckers/WPS Racing	Mazda RX7	2354	2	2	01:53.3
DNF	26	Simon O'Dell-Fontana	MacGregor Mechanical Repairs	Mazda RX7	2354			
DNF	8	David Reaburn		Mitsubishi Evo	1998			
DNF	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900			
DNF	83	Craig Caspersz		Mazda RX7	2354			

Fastest Lap Av.Speed Is 153kph, Race Av.Speed Is 150kph

Current Race Lap Record Is 1:42.4178 Set On 25/11/2012 By Ray Hislop In A Falcon BF

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

Island Magic – Qualifying

Start Sat Nov 28 11:43
Elapsed Time 16:42

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fas	test...Lap
1	23	Ray Hislop	Fenner Dunlop	Falcon BF	6000		4	3	1:40.4482*
2	78	Ben Shoots	WPS Racing Products	Mazda RX7	2340		5	2	01:43.5
3	15	Graeme Watts		Nissan Silvia	3400		4	4	01:43.6
4	88	Damien Milano	Elite Balancing	Commodore VY	6000		7	2	01:43.7
5	62	Grant Maitland	Titanium Design	Nissan Silvia	3400		8	4	01:44.1
6	70	Mark Ruta	Boostworx Eng. / Pullman	Mazda 808	3168		6	5	01:44.6
7	51	Scott Wilson	Wilson Homes/123 Plumbing	Commodore VP	5990		6	3	01:45.9
8	26	Simon O'Dell-Fontana	Macgregor Mechanical Repairs	Mazda RX7	2039		4	4	01:45.9
9	80	Tony Groves	Mornington Mazda Racing / PIAR	Mazda RX7	2340		7	3	01:45.9
10	18	David Waldon	Electromaster Brisbane	Mazda RX8	2400		5	5	01:46.0
11	10	Jordan Cox	JC Auto Services	Honda Civic	1998		6	6	01:46.2
12	16	Michael Naguib	Southern Homes	Datsun 1600	3393		8	2	01:46.2
13	17	Chris Thomas	T-PT A&A Plant Hire	Torana LJ	3300		9	5	01:46.8
14	8	Leigh Forrest		Toyota Celica	3400		8	4	01:47.0
15	25	Brian Anderson	Targa Racing	BMW E92 M3	4000		8	5	01:47.1
16	34	John Woodberry	Mitsi-Bits	Mitsubishi Magna	4000		6	3	01:47.4
17	22	Paul White	R Build	Mazda RX7	2354		8	4	01:47.5
18	11	Joseph Lenthall	Armour Motorsport	Mazda RX7	2354		8	3	01:47.5
19	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354		5	2	01:47.8
20	94	Graeme McPherson	Sandhurst Cleaning Services	Commodore VE	6000		4	3	01:48.1
21	24	Matthew Ingram	O7 Polishing	Mazda RX7	2354		7	4	01:48.2
22	4	Bob Jowett	Intune Motorsport	Honda Civic	2000		7	3	01:48.6
23	47	Andrew McMaster	Beers R US/New Era Autos	BMW E30	2996		8	8	01:48.9
24	63	Gary McKay	G P Automotive / PIARC	Torana LJ	3300		8	5	01:49.2
25	44	Paul Rule	Highbury Automotive / PIARC	Torana SS	5800		2	2	01:49.4
26	7	David Bone	Top Line Timbers / PIARC	Datsun 1600	3740		7	4	01:49.5
27	64	John Angiolella	JKL Constructions P/L	BMW E36	3200		8	4	01:49.8
28	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200		8	4	01:49.9
29	67	Bruce Henley	Stawell Cartage	Mazda RX7	2345		8	8	01:49.9
30	13	Sebastian Hammond		BMW E30	2500		5	2	01:49.9
31	5	Lachlan McBrien	Bee-Ems Car Service / Treloar	Mini Cooper S	2716		7	4	01:52.8
32	45	Jeffrey Hanson	MHD Manufacturing/Zero Toleran	Datsun Sunny Coupe	1998		7	2	01:53.0
33	60	Craig Wildridge	Wildridge Fabrications	Ford Escort Mk1	1997		7	7	01:53.1
34	73	Brydan Darbyshire	Alan Lennox Motors	Mazda RX7	2354		8	7	01:53.5
35	61	George Michell		Datsun 1600	2000		7	6	01:54.1
36	37	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521		7	3	01:54.5
37	89	Scott Dean	Carselling.com.au	Toyota Yaris	1900		6	5	01:54.6
38	71	Paul Vuillermin	Allford Motors Wreckers	Falcon EA	4000		6	6	01:55.1
39	77	Ian Price	Vantage Auutomotive	Ford Escort	1998		8	2	01:55.8
40	30	Sebastian Downie	Zoom Garage	Subaru Impreza WRX	1994		7	6	01:56.0
41	48	Craig Manuel	Bselect Glenelg	Mazda RX3	2400		8	7	01:57.9
42	32	Craig Bengtsson	Arcadia Hills Earthworks	Toyota Celica	1998		7	6	01:58.6
43	69	Michael Hazelton		Mazda RX7			1	1	02:15.4
44	52	Philip Andrawos	Bselect Glenelg	BMW E36	3200		1	1	02:16.9
57		John Perkins	Superior Rigging Services	Mazda RX7	2354				

Island Magic – Race 1

8 laps

Sat Nov 28 15:50

Elapsed Time 15:50

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	test...Lap
1	23	Ray Hislop	Fenner Dunlop	Falcon BF	6000	8	1:41.3362R
2	88	Damien Milano	Elite Balancing	Commodore VY	6000	8	01:44.5
3	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	8	01:43.8
4	51	Scott Wilson	Wilson Homes/123 Plumbing	Commodore VP	5990	8	01:45.8
5	80	Tony Groves	Mornington Mazda Racing / PIAR	Mazda RX7	2340	8	01:46.1
6	10	Jordan Cox	JC Auto Services	Honda Civic	1998	8	01:45.7
7	8	Leigh Forrest		Toyota Celica	3400	8	01:47.1
8	18	David Waldon	Electromaster Brisbane	Mazda RX8	2400	8	01:47.4
9	22	Paul White	R Build	Mazda RX7	2354	8	01:46.1
10	11	Joseph Lenthall	Armour Motorsport	Mazda RX7	2354	8	01:46.6
11	24	Matthew Ingram	O7 Polishing	Mazda RX7	2354	8	01:47.6
12	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354	8	01:48.0
13	94	Graeme McPherson	Sandhurst Cleaning Services	Commodore VE	6000	8	01:47.8
14	47	Andrew McMaster	Beers R US/New Era Autos	BMW E30	2996	8	01:48.2
15	63	Gary McKay	G P Automotive / PIARC	Torana LJ	3300	8	01:48.9
16	17	Chris Thomas	T-PT A&A Plant Hire	Torana LJ	3300	8	01:48.2
17	64	John Angiolella	JKL Constructions P/L	BMW E36	3200	8	01:49.1
18	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	8	01:50.2
19	16	Michael Naguib	Southern Homes	Datsun 1600	3393	8	01:46.2
20	73	Brydan Darbyshire	Alan Lennox Motors	Mazda RX7	2354	8	01:50.5
21	13	Sebastian Hammond		BMW E30	2500	8	01:50.9
22	4	Bob Jowett	Intune Motorsport	Honda Civic	2000	8	01:49.0
23	52	Philip Andrawos	Bselect Glenelg	BMW E36	3200	8	01:50.0
24	5	Lachlan McBrien	Bee-Ems Car Service / Treloar	Mini Cooper S	2716	8	01:52.8
25	57	John Perkins	Superior Rigging Services	Mazda RX7	2354	8	01:48.9
26	67	Bruce Henley	Stawell Cartage	Mazda RX7	2345	8	01:52.0
27	61	George Michell		Datsun 1600	2000	8	01:51.8
28	37	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	01:54.7
29	77	Ian Price	Vantage Auutomotive	Ford Escort	1998	8	01:54.0
30	89	Scott Dean	Carselling.com.au	Toyota Yaris	1900	8	01:54.3
31	60	Craig Wildridge	Wildridge Fabrications	Ford Escort Mk1	1997	8	01:53.5
32	30	Sebastian Downie	Zoom Garage	Subaru Impreza WRX	1994	8	01:53.8
33	48	Craig Manuel	Bselect Glenelg	Mazda RX3	2400	8	01:53.2
34	71	Paul Vuillermin	Allford Motors Wreckers	Falcon EA	4000	8	01:54.7
35	32	Craig Bengtsson	Arcadia Hills Earthworks	Toyota Celica	1998	7	02:02.3
DNF	34	John Woodberry	Mitsi-Bits	Mitsubishi Magna	4000	7	01:47.1
DNF	7	David Bone	Top Line Timbers / PIARC	Datsun 1600	3740	7	01:52.0
DNF	25	Brian Anderson	Targa Racing	BMW E92 M3	4000	6	01:47.8
DNF	70	Mark Ruta	Boostworx Eng. / Pullman	Mazda 808	3168	4	01:46.5
DNF	26	Simon O'Dell-Fontana	Macgregor Mechanical Repairs	Mazda RX7	2039	3	01:48.7
DNF	15	Graeme Watts		Nissan Silvia	3400		
DNF	44	Paul Rule	Highbury Automotive / PIARC	Torana SS	5800		
DNF	45	Jeffrey Hanson	MHD Manufacturing/Zero Toleran	Datsun Sunny Coupe	1998		

PENALTY APPLIED

Competitor# 16 5 Seconds Penalty

Fastest Lap Av.Speed Is 158kph, Race Av.Speed Is 135kph

Current Race Lap Record Is 1:42.4178 Set On 25/11/2012 By Ray Hislop In A Falcon BF

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

Island Magic – Race 2

5 laps

Start Sun Nov 29 10:54

Elapsed Time 8:38

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fast Lap	test...Lap
1	23	Ray Hislop	Fenner Dunlop	Falcon BF	6000	5	2	1:40.1456R
2	88	Damien Milano	Elite Balancing	Commodore VY	6000	5	3	01:43.4
3	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	5	4	01:44.1
4	8	Leigh Forrest		Toyota Celica	3400	5	5	01:46.0
5	10	Jordan Cox	JC Auto Services	Honda Civic	1998	5	4	01:45.9
6	51	Scott Wilson	Wilson Homes/123 Plumbing	Commodore VP	5990	5	5	01:45.1
7	18	David Waldon	Electromaster Brisbane	Mazda RX8	2400	5	4	01:46.4
8	70	Mark Ruta	Boostworx Eng. / Pullman	Mazda 808	3168	5	5	01:43.9
9	11	Joseph Lenthall	Armour Motorsport	Mazda RX7	2354	5	4	01:46.4
10	24	Matthew Ingram	O7 Polishing	Mazda RX7	2354	5	3	01:47.1
11	80	Tony Groves	Mornington Mazda Racing /	Mazda RX7	2340	5	5	01:47.1
12	9	Wayne Alway	Allford Wreckers/WPS Raci	Mazda RX7	2354	5	5	01:46.9
13	22	Paul White	R Build	Mazda RX7	2354	5	2	01:46.8
14	94	Graeme McPherson	Sandhurst Cleaning Servic	Commodore VE	6000	5	2	01:46.9
15	16	Michael Naguib	Southern Homes	Datsun 1600	3393	5	2	01:46.1
16	17	Chris Thomas	T-PT A&A Plant Hire	Torana LJ	3300	5	4	01:46.7
17	47	Andrew McMaster	Beers R US/New Era Autos	BMW E30	2996	5	4	01:47.9
18	44	Paul Rule	Highbury Automotive / PIA	Torana SS	5800	5	4	01:47.2
19	34	John Woodberry	Mitsi-Bits	Mitsubishi Magna	4000	5	3	01:48.2
20	63	Gary McKay	G P Automotive / PIARC	Torana LJ	3300	5	3	01:49.3
21	25	Brian Anderson	Targa Racing	BMW E92 M3	4000	5	4	01:47.8
22	52	Philip Andrawos	Bselect Glenelg	BMW E36	3200	5	5	01:48.7
23	4	Bob Jowett	Intune Motorsport	Honda Civic	2000	5	5	01:48.4
24	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	5	3	01:49.6
25	73	Brydan Darbyshire	Alan Lennox Motors	Mazda RX7	2354	5	4	01:50.7
26	13	Sebastian Hammond		BMW E30	2500	5	2	01:50.4
27	61	George Michell		Datsun 1600	2000	5	5	01:51.0
28	5	Lachlan McBrien	Bee-Ems Car Service / Tr	Mini Cooper S	2716	5	4	01:52.7
29	7	David Bone	Top Line Timbers / PIARC	Datsun 1600	3740	5	2	01:52.0
30	57	John Perkins	Superior Rigging Services	Mazda RX7	2354	5	3	01:49.2
31	89	Scott Dean	Carselling.com.au	Toyota Yaris	1900	5	4	01:53.6
32	71	Paul Vuillermin	Allford Motors Wreckers	Falcon EA	4000	5	4	01:54.5
33	60	Craig Wildridge	Wildridge Fabrications	Ford Escort Mk1	1997	5	4	01:52.7
34	77	Ian Price	Vantage Auutomotive	Ford Escort	1998	5	4	01:53.0
35	45	Jeffrey Hanson	MHD Manufacturing/Zero To	Datsun Sunny Coupe	1998	5	5	01:53.0
36	48	Craig Manuel	Bselect Glenelg	Mazda RX3	2400	5	3	01:54.4
37	37	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	5	5	01:55.0
38	30	Sebastian Downie	Zoom Garage	Subaru Impreza WRX	1994	5	4	01:56.0
DNF	67	Bruce Henley	Stawell Cartage	Mazda RX7	2345	3	3	01:55.1
DNF	32	Craig Bengtsson	Arcadia Hills Earthworks	Toyota Celica	1998			

Fastest Lap Av.Speed Is 160kph, Race Av.Speed Is 154kph

Current Race Lap Record Is 1:41.3362 Set On 28/11/2015 By Ray Hislop In A Falcon BF

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

Island Magic – Race 3

10 laps

Start Sun Nov 29 15:37

Elapsed Time 17:14

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fas	test...Lap
1	23	Ray Hislop	Fenner Dunlop	Falcon BF	6000	10	3	1:41.7395*
2	62	Grant Maitland	Titanium Design	Nissan Silvia	3400	10	4	01:44.6
3	10	Jordan Cox	JC Auto Services	Honda Civic	1998	10	10	01:45.5
4	8	Leigh Forrest		Toyota Celica	3400	10	9	01:46.0
5	70	Mark Ruta	Boostworx Eng. / Pullman	Mazda 808	3168	10	10	01:44.2
6	16	Michael Naguib	Southern Homes	Datsun 1600	3393	10	8	01:45.9
7	44	Paul Rule	Highbury Automotive / PIARC	Torana SS	5800	10	9	01:46.1
8	11	Joseph Lenthall	Armour Motorsport	Mazda RX7	2354	10	3	01:46.9
9	24	Matthew Ingram	O7 Polishing	Mazda RX7	2354	10	5	01:46.8
10	9	Wayne Alway	Allford Wreckers/WPS Racing/PI	Mazda RX7	2354	10	9	01:46.8
11	17	Chris Thomas	T-PT A&A Plant Hire	Torana LJ	3300	10	5	01:47.1
12	25	Brian Anderson	Targa Racing	BMW E92 M3	4000	10	3	01:46.7
13	22	Paul White	R Build	Mazda RX7	2354	10	7	01:47.2
14	80	Tony Groves	Mornington Mazda Racing / PIAR	Mazda RX7	2340	10	10	01:47.5
15	4	Bob Jowett	Intune Motorsport	Honda Civic	2000	10	3	01:47.4
16	47	Andrew McMaster	Beers R US/New Era Autos	BMW E30	2996	10	3	01:47.8
17	63	Gary McKay	G P Automotive / PIARC	Torana LJ	3300	10	7	01:49.3
18	52	Philip Andrawos	Bselect Glenelg	BMW E36	3200	10	3	01:48.9
19	64	John Angiolella	JKL Constructions P/L	BMW E36	3200	10	7	01:50.2
20	73	Brydan Darbyshire	Alan Lennox Motors	Mazda RX7	2354	10	7	01:51.2
21	7	David Bone	Top Line Timbers / PIARC	Datsun 1600	3740	10	3	01:51.0
22	5	Lachlan McBrien	Bee-Ems Car Service / Treloar	Mini Cooper S	2716	9	3	01:52.8
23	77	Ian Price	Vantage Auutomotive	Ford Escort	1998	9	3	01:53.2
24	60	Craig Wildridge	Wildridge Fabrications	Ford Escort Mk1	1997	9	9	01:51.4
25	19	Wayne Twist	W.D.T Asset Management	BMW E46	3200	9	9	01:51.0
26	89	Scott Dean	Carselling.com.au	Toyota Yaris	1900	9	4	01:53.4
27	61	George Michell		Datsun 1600	2000	9	3	01:52.1
28	45	Jeffrey Hanson	MHD Manufacturing/Zero Toleran	Datsun Sunny Coupe	1998	9	6	01:54.0
29	30	Sebastian Downie	Zoom Garage	Subaru Impreza WRX	1994	9	6	01:54.2
30	71	Paul Vuillermin	Allford Motors Wreckers	Falcon EA	4000	9	6	01:54.5
31	37	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	9	8	01:55.0
DNF	18	David Waldon	Electromaster Brisbane	Mazda RX8	2400	9	3	01:45.6
DNF	94	Graeme McPherson	Sandhurst Cleaning Services	Commodore VE	6000	6	2	01:47.2
DNF	48	Craig Manuel	Bselect Glenelg	Mazda RX3	2400	6	5	01:54.4
DNF	67	Bruce Henley	Stawell Cartage	Mazda RX7	2345	3	2	01:52.4
DNF	13	Sebastian Hammond		BMW E30	2500	3	3	01:53.6
DNF	51	Scott Wilson	Wilson Homes/123 Plumbing	Commodore VP	5990			

Fastest Lap Av.Speed Is 157kph, Race Av.Speed Is 155kph

Current Race Lap Record Is 1:40.1456 Set On 29/11/2015 By Ray Hislop In A Falcon BF

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

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