

# **IPRA**<sup>VIC</sup>

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## Magazine

TECHNICAL

Stay cool.....



**SANDOWN**  
THE HOME OF HORSEPOWER

**ROUND  
REVIEWS**



## It's Poole versus Milano



### Bad Race Cars

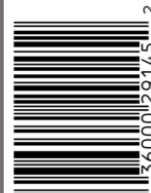


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Autumn 2021

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Gippsland Vehicle Collection | Eligibility Report



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## *From the President*



Ok, it's 2021 and we are back racing again, YAY! Ok, COVID plan restriction's are in place, but we are racing, and the number of entries in all category's suggest we have missed our motorsport. With three hundred entry's at Sandown, over two hundred at Winton, and a big entry is forming for Round 3 at Phillip Island, the State Series is looking good.

Of course, Improved Production is leading the way in category numbers. This also shows the health of our club with a high number of competitors that go to event after event, the new face's that have come to play with us and not to mention some old competitors coming back to see if they have still got it. These are all signs of a successful club, and we as a committee will try to keep it that way. This leads me to driver conduct. No one wants to go home with a bent car, but unfortunately, sometimes shit just happens, but we want to keep collisions and panel damage to a minimum. We have therefore formed a document highlighting some on track rules set out by Motorsport Australia.

We hope that this guide may help members understand some on track activities that have no place in IP. We have tried to explain our interpretation in simple terms as to what is required of the competitors on track. Remember this is not an Improved Production rule set, these are Motorsport Australia's rules and are to be obeyed by many categories.

I ask you to please sit back with a cup of coffee and read it. I think a lot of competitors will be surprised by what they read, and what the rules

actually say. As a group we are so used to sitting back with a beer, watching many forms of racing on TV or the internet, and then going out and effectively racing to their rules. However, rule sets we observe can sometimes can be quite different to the rules that govern our category. Hopefully with a fresh understanding of the rules and our obligations on track, car to car contact will be minimized and we can all take our cars home straight. I would like to take the opportunity to thank Jamie Augustine for taking on this initiative, a project that has taken much time and care to implement. Thanks Jamie!

Something you may have missed at the track is of course the BBQ, trust me it hasn't been forgotten or even ignored, but unfortunately, the current COVID plan doesn't include gatherings for a BBQ, but hopefully it will be back soon.

Blend Line TV live streaming is something new to the State Series this year and it's been a huge hit. But of course, just with all good things, it comes at a cost, and to cover that entry, fees have increased. The VSCRC group have done a great job in keeping entry fees the same for many years, even though prices have gone up around them, but with the cost of live streaming they had no choice but to increase entry fees and possibly remove Vic State Racer magazine from production. Ultimately, this will all be determined by the numbers, clearly the more entrants, the more money and the more they can do.

I ask you to take advantage of this live streaming to promote yourself and your sponsors. Please fill in your driver profile including your car and sponsors details to give the commentators something to talk about and keep audience entertained.

Most of you will have been missing the IP General Meetings over the last year, and of course this has been out of our control for obvious reasons. But we are back this year, with three general meetings planned (dates to be confirmed). These meetings will be held at Holinger Engineering - yes home of the gearbox we all want and which famous all over the world.



We are also off to Melbourne Performance Centre, and if you don't know who MPC is you may have been living under a rock. This company has grown from a small workshop to arguably Australia's leading performance centre for all sorts of race cars, especially known for their work on GT cars. This will be a great night to have a look at how they operate. We also plan to visit Crow Cams, who have moved to Knoxville in recent times. They have been producing cams and valve train gear for many years, so get your questions ready guys. Those that don't understand terms like overlap, duration, lift, lobe centre and spring rate, now's your time to ask the questions and get to understand it. I know some of you who drive rotary's find these

words foreign to you and probably never heard of these terms before, but maybe you can come along and find out what all the fuss is about.

See you at the track!

CHEERS

PISTONS RULE

*Gary McKay*

*Note: The Presidents article was submitted just before Lockdown episode 4 commenced. Ed.*



**Below:** Drag race – GM versus Nissan



## From the editor

Hi Everyone!

Well, the season is off to a better start than last year giving us some real things to write about! But... as I type this, we head into lockdown version 4. Grrr

After wrestling heating issues of my own, I thought I would do the tech article on engine cooling.

Continuing with the crap car theme, I found an interesting French race car to pick on this time.

With the last two rounds well discussed on Facebook and streamed by Blendline, I have just put a in a brief summary of the trackside excitement.

The wife and I dropped into the Gippsland Vehicle Collection museum which I thought was interesting, so you'll find some words on that. Anyway, hope you enjoy it.

Stay safe.

*Jason Fankhauser*



## Round review – Sandown

After a single round being run in 2020, 35 eager racers presented for qualifying at the first round of 2021 at Sandown. The session was disrupted resulting in a safety car (yes, not a common sight in qualifying), when Luke Grech-Cumbo Commodore had to be 'tilt trayed' back to the pits. The disruption resulted in two hot laps before a red flagged emerged, at which time Damian Milano and Jason Fankhauser had secured position 1 and 2, with Jarrod Tonks settling for position 3.

A debacle which started at the dummy grid resulted in Milano and Fankhauser being directed to start at the rear of the grid and pit lane respectively. This gave South Australian Adam Poole a much easier charge to turn 1, with Ian McLennan and Troy Lloyd in hot pursuit. By the chequered flag, Poole and a commanding lead followed by Ashley Wright and Troy Llyod. However, a penalty in qualifying resulted in Poole receiving a 15 second liability forcing a reallocation to second place.

For the analysts, 16 competitors lapped in the 1:21 to 1:23 minute range making some much closer racing than historically experienced at the home of horsepower.

Having started down near Dandenong Rd in Race 1, Milano worked his way to second place in race 2, behind Poole who seemingly had Sandown now mastered. Lloyd was chased into third position by Paul Cruse who showed Sandown isn't just for V8's. A growing list of DNF's meant 26 cars crossed the line, with some great racing mid pack from the likes of Mark Baldwin (Civic) and Andrew Tickner (Commodore) crossing the white line 0.3 seconds apart.

Fankhauser pulled the pin on the event after being penalised for noise and smoke screens, joining other DNF's loading trailers Graeme McPherson and Richard Valentich with engine problems.



By Race 3, Grech-Cumbo drove the backside out of the Commodore to lock in third behind Poole and Lloyd. Paul Cruse finished a well campaigned event in 4<sup>th</sup> in front of Jarrod Tonks.

**Ed.**

## Championship Points

### Over 2l

Driver	Car	Cap	CLASS	R1	R2	R3	Total
Adam Poole	Holden Monaro	6000	3J(b) Over 3000cc	428	232	450	1110
Damien Milano	HSV VY R8	5967	3J(b) Over 3000cc	240	412	384	1036
Jarrold Tonks	VY Holden Commodore	6000	3J(b) Over 3000cc	224	272	288	784
Paul Cruse	Nissan Silvia	3400	3J(b) Over 3000cc	272	282	144	698
Andrew Butcher	BMW M3	3200	3J(b) Over 3000cc	0	320	252	572
Troy Lloyd	Commodore	6000	3J(b) Over 3000cc	352	176	0	528
Kaide Lehmann	Holden Commodore VE	6000	3J(b) Over 3000cc	72	192	228	492
Craig Piergrosse	XE Falcon	6000	3J(a) Over 3000cc	148	82	168	398
Robert Braune	BMW 325i E30	2860	3J(b) 2001-3000cc	96	0	240	336
Adrian Taranto	Audi S3	3200	3J(b) Over 3000cc	13	184	132	329
Daniel Timewell	VF Holden Commodore	6000	3J(b) Over 3000cc	152	124	1	277
David Cocks	Vk Commodore	6000	3J(a) Over 3000cc	136	108	0	244
Ian McLennan	Holden VZ Monaro	6000	3J(b) Over 3000cc	224	0	0	224
Ashley Wright	Holden VE Commodore	6000	3J(b) Over 3000cc	214	0	0	214
Gary McKay	Holden Torana XU1	3300	3J(a) Over 3000cc	0	80	102	182
Luke Grech-Cumbo	HSV VX Senator	6000	3J(b) Over 3000cc	168	0	0	168
Mathew Logan	VE Commodore	6000	3J(b) Over 3000cc	28	0	138	166
Brad Wyatt	VX Commodore	6000	3J(b) Over 3000cc	84	77	0	161
James Atkinson	Commodore	6000	3J(b) Over 3000cc	0	160	0	160
Daniel Vereker	Mazda RX7	2354	3J(a) 2001-3000cc	0	0	156	156
Mark Defanis	Holden VF Commodore	6000	3J(b) Over 3000cc	0	152	0	152
Andrew Rhodes-Anderson	VN Holden Commodore	6000	3J(b) Over 3000cc	0	88	42	130
Neil Crowe	VH Holden Commodore	5700	3J(a) Over 3000cc	0	0	96	96
Wayne Twist	BMW E46	3200	3J(b) Over 3000cc	20	44	30	94
Paul Vuillermin	EA Falcon	4000	3J(b) Over 3000cc	4	52	30	86
Andrew Tickner	Holden Commodore VH	5033	3J(a) Over 3000cc	36	0	39	75
Jamie Augustine	Nissan Silvia S14	3400	3J(b) Over 3000cc	60	0	0	60
Michael Hart	Holden VS Commodore	6000	3J(b) Over 3000cc	60	0	0	60
Graeme McPherson	VE Commodore	6000	3J(b) Over 3000cc	0	0	48	48
Tom Allen	Mazda RX7	2600	3J(a) 2001-3000cc	0	0	42	42
Shane Williams	maxda RX7	2354	3J(a) 2001-3000cc	0	0	31	31
Bryce Peter-Budge	BMW E36 M3	2999	3J(b) 2001-3000cc	0	26	4	30
Brad Blunt	BMW E36	3200	3J(b) Over 3000cc	0	0	30	30
Jason Fankhauser	VK Commodore	5800	3J(a) Over 3000cc	28	0	0	28
Malcolm Henley	Mazda RX7	2354	3J(a) 2001-3000cc	7	13	2	22
Anthony Johnson	BMW E90	4000	3J(b) Over 3000cc	19	0	2	21
Marco Timperio	Ford Falcon EA	3900	3J(b) Over 3000cc	4	9	2	15
Robert Baird	Mazda RX7	2354	3J(a) 2001-3000cc	0	0	13	13
Cam McKinnon (LM)	Ford Falcon	4000	3J(b) Over 3000cc	0	4	2	6
Wayne Dekker	Audi 80 Quattro	2600	3J(b) 2001-3000cc	3	3	0	6
Matt L'Estrange	BMW E30	3500	3J(b) Over 3000cc	3	3	0	6
Richard Opie	Mazda RX8	2340	3J(b) 2001-3000cc	3	0	2	5
David Bone	Datsun 1600	3400	3J(a) Over 3000cc	0	1	2	3
Bruce Henley	Mazda RX8	2354	3J(b) 2001-3000cc	2	0	0	2
John Perkins	Mazda RX7	2354	3J(a) 2001-3000cc	0	0	2	2
Paul Theologou	Commodore ve	6000	3J(b) Over 3000cc	0	0	2	2
Stuart Dearden	EA Falcon	3900	3J(b) Over 3000cc	1	0	0	1
Craig Caspersz	MAZDA RX7	2354	3J(a) 2001-3000cc	0	0	0	0
Richard Valentich	Holden Torana	4980	3J(a) Over 3000cc	0	0	0	0



## Under 2l Championship

Driver	Car	Cap	CLASS	Round1	Round2	Round 3	Cumulative
Mark Baldwin	Honda Civic	1796	3J(b) 1600-2000cc	450	412	0	862
Bryson Lloyd	Toyota Celica	1998	3J(b) 1600-2000cc	0	374	417	791
Paul Grziwotz	Honda Civic	1992	3J(b) 1600-2000cc	128	384	225	737
Malcolm Smith	Suzuki Sport FZ	1586	3J(b) Under 1600cc	0	0	360	360

### Round review – Winton

Not sure what it is about Winton and penalties. Is it the short track? Sharp slow turns? At this event, an unusually wet circuit? Well, by the end of race 3, a total of 106 seconds of penalties had been dished out by officials who were a little grumpy.

On a positive note, IPRA had its biggest field in years at Winton with 36 entrants making their way North.

Paul Cruse lapped a highly impressive 1:29.15 claiming pole. A time some 0.7 seconds faster than the lap record held by Christopher Brown in a Toyota Sprinter. Andrew Butcher found 2<sup>nd</sup> and Jarrod Tonks 3<sup>rd</sup> in front of Adam Poole.

People were looking for coats instead of sunscreen when a shower hit the area just before race 1. After a strong start, a light bump by Poole escorted Cruse off at turn 2. The all wheel drive of Adrian Taranto's Audi S3 was in its element on the greasy track, helping the driver get to 2<sup>nd</sup> place behind Milano who won the race. Former Club Champion James Atkinson finished a respectable 11<sup>th</sup> after many years away from the track in front of David Cocks.

It was a Milano P1 finish on Sunday morning, in front of Butcher and Cruse who had climbed his way back up to podium status. The last race for the weekend, and a 10 lapper, provided Cruse time to dominate the race, finishing a hard earned win for the Cruse team. Adam Poole managed to pass Milano to finish 2<sup>nd</sup>, with Butcher in 4<sup>th</sup>.

**Ed.**



## Bad race cars

### Citroen BX 4TC



In our ongoing tribute to crap cars, thought it was time to introduce a crap race car. I mean, we will all likely have a least favourite race car at the track. But what about a race car developed by a large European automobile manufacturer?

French company Citroen decided in 1986 that it would hit the Group B rallying championships hard. With what? A BX. You will be with large company thinking "What the hell is a BX?". Best way to describe is by thinking of cross breeding a 1984 Toyota Camry with a Holden Piazza. The later being highly promoted by Tony Barber on Sale of the Century.



If those two cars don't ring a bell, then check the BX out in the photo above. Race pedigree? Mmmm.... Nope. And that is what had Citroen racing peers intrigued.

Anyway, Citroen started with a dubious base then did some really weird shXX to it. First, they needed to spin the motor 90 degrees to make it north south. Trouble was, it didn't fit in the engine bay. So, the front had to be extended forward. The nose ended up so far forward it was a wonder that the mass of the driving lights didn't lift the rear tyres clear off the tarmac.

Plus, the engine was too big in capacity. It was 2155cc, which with the 1.4 multiplication factor for the turbo, made it 13.5cc over the class spec. The only option was to sleeve all the engine bores. Of brand new engines....

Another big challenge for Citroen was that to get a guernsey in Group B, you needed to sell 200 road going units. This turned out to be the company's biggest challenge – selling a weird looking car you had just spent a lot of money making look.... well... weirder.



Things like a Concorde require some imagination. They also require a nerdy engineer to ensure it just doesn't blow up at the start of the runway. Ignoring that philosophy, Citroen were convinced that normal springs and dampers were too mainstream, so they elected to fit self-levelling hydropneumatic suspension to the machine. A success? Nope.



Group B did not run for very long. Largely because big turbo's and wings on substandard chassis resulted in the odd pilot being killed. In its race career, the BX4tc competed in 3 events, with six place being its best finish by 1986. Unlike a Commodore or Falcon winning Bathurst, six place was not a good marketing campaign, and by 1986 only 62 road going white beauty's were sold. The 62 caused more problems outside motorsport for Citroen. They were terribly unreliable, and Citroen realised that crap looking cars didn't really do their brand much good at motor shows. Unlike many who would invest a few million in developing something better to recover their bad reputation, Citroen went one better, and established a buy back campaign to reverse the sales to get the cars more quickly to the crusher. With the cars gone, the only thing left was to change history. So, all references to the 4TC were deleted within the corporate identity, including its results in rallying. Proud folks those French....



## Eligibility update

The 2021 season has started off with great field numbers, and some well-built new cars. As part of trying to ensure that everyone is playing by the same rules, compliance checks have been made at each round. Thanks to all the drivers out there who have been very accommodating in letting me check their cars for compliance.

Some cars have had a reasonably thorough going over to ensure that they comply with the 3J rules. Apart from the specific vehicle checks, there have also been spot checks on

- 1) Racing Weight (all cars at Winton)
- 2) Spoilers, rear wings and splitters (ongoing)
- 3) Tyres being inside the guards (Phillip Island)

Please remember that if you are asked to go to the scales after a session that you are required to the scales as soon as you complete your session (Qualifying or Race). When you get to the scales, you need to stay with your car, and not accept or permit any items to be added or removed from your car. The racing weight includes the car, and you, the driver with all of your racing gear. If your car has a minimum weight and think that it may be close to the minimum racing weight, it is recommended that you take your car to the circuit scales over the weekend and check its weight. It was great to see that ever car in the class met their required minimum weights when checked at Winton.

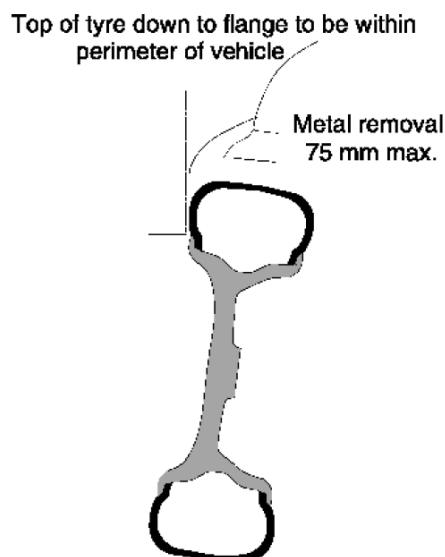
It is important to realise that we do not race open wheeler cars, and there is a requirement that all cars have all 4 wheels covered by the guards.



The regulation is as follows:

### 9.11 Wheel Track

*The track dimension is free save that the upper part of the tyre, down to the flange over the wheel hub centre must be within the perimeter of the Automobile when viewed vertically from above (see diagram 3).*



**Diagram 3.**

To check your car, place the car on a level surface, and turn the steering wheel to straight ahead. Drop a plumb bob off the top of your guard above the wheel, and the plumb bob should not touch any part of the tyre or rim above the centre line of the wheel. If the plumb bob touches the rim or tyre, then the car is not compliant. If your car is a late model car, you are not permitted to deform the guards from their factory shape to create this coverage. The shape and position of the front guards must remain as they are fitted to a standard car and will also be checked. The cars found not in compliance at Phillip Island round were log booked this time around. There is no guarantee that at a future round that a car will only be log booked if found in contravention of this rule. Having wider track than permitted could be considered a performance advantage and more severe penalties may be applied in the future.

*Jamie Augustine*

## Gippsland Vehicle Collection

Whilst travelling north east to a holiday destination, the wife and I detoured off highway one at Sale to head north. The destination was Maffra, where sits perhaps the most impressive vehicle collection and facility in Victoria.

The Gippsland Vehicle Collection is housed in a very historic 2200m<sup>2</sup> building, constructed to support the second world war as part of a vegetable drying process plant. It's since housed a number of operations post war, including badminton courts through to storage of butter. After turning derelict, it was eventually nurtured back into life 16 years ago by several enthusiasts who drew a number of collectable cars to display. The operation simply grew from there into what can only be described now as impressive.

Fortunately, we met some key people behind the operation including a founder, and they were insightful when telling us about the history and future plans for the museum. These include re-laying some the rail system and restoring one of the original rail wagons to become part of the kiosk facility at the original platform beside the building.



**Above:** The first and last model Commodore side by side showed just how much it grew over its 40 odd production years!

The museum operates with specific themes which are rotated through every couple of months or so. Our visit was quite timely, as it was an Australian 'first and last' theme with cars including the Commodore and Falcon.

The collection includes a number of motorbikes and a personal collection of some 3000+ model cars which could be a museum in itself.



**Above:** The facility includes a large café and some vehicles under restoration. **Below:** All modes of transport are well catered for, along with a very historic Maffra building.



In some respect, we felt it was a bit sad that it is so far away from Melbourne. However, they have club and group bookings running through all the time and as we were leaving, a motorcycle club was just arriving for a function.

Melbourne citizens are encouraged to ride/drive down the south Gippsland Highway to the museum, then roll back down the Princes Highway home (or similar) to make a day of it.

In any respect, this is a tribute to what a few dedicated people can achieve, validated by the support from Shannon's. As we drove away, we wondered what will happen when these dedicated enthusiasts move on, as I'm, not sure the younger iPhone folk get it.

*Editor*



## Gippsland Vehicle Collection

Cars | Motorbikes | Trucks | Memorabilia

**OPEN:** Fri, Sat, Sun, Mon 10am to 4pm  
Anytime by appointment - Adults \$15 - Concession \$10  
Under 15 Free - 1A Sale Rd, Maffra, Victoria, 3860  
**OPEN ALL SCHOOL HOLIDAYS**

## Technical

### Keep your cool.

Race cars. They are really like children. They misbehave in public to the point you consider just leaving them behind. Then, when they look good in the school concert, we are proud as punch.

When IP started, we grabbed a road car, then 'tweaked' it so it went around in large circles quicker. In 1988, it involved an aluminium roll cage, maybe a new cam, and the number plates had to be screwed on tight. In 2021, IP has now evolved into stripped acid dipped shell build ups with 700+hp engines, ignition cut gear shifts, and 500km's of Motec related wires.

In building the machinery, some things are just thrown in a bin. Brake rotors, callipers and synchromesh gearboxes get priority. Then, things start falling into what breaks at a circuit meet, and what you will order on Monday off Ebay and/or Rocket Industries.

In the struggle of what's still hanging on, versus what we have set fire too, are engine cooling systems. You see, cooling of an engine is much like advising a new homeowner as to how many split systems they need. If you leave the windows open on a Victorian 40C day, do a workout on the old cross trainer wearing a jumper grandma hand knitted, then some sweat will drop off the old nose, then you will likely have that Fujitsu AC in meltdown.

Enough of the literacy. Let's get down to the science. Australia presents as one of maybe 3 of the world's best test grounds for challenging a car's cooling system. People with white coats from overseas stick cars in tents at Copper Pedy, then record on clipboards when they go bang in a cloud of steam. The Japanese had this approach down pat, and that's why they got known to be a rare and first importer into Australia, having cars where the aircon's still worked when the sun was shining.

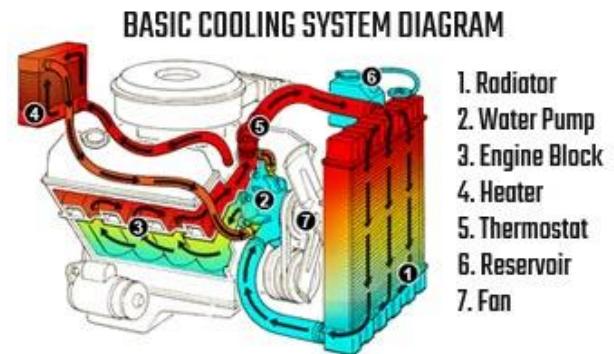
Anyway, so a racer selects a car to abuse on the bitumen, upgrades the brakes, puts some special springs and tyres on the old girl but find it vomits green fluid on the ground after three laps of Winton. Why? It's not too much to ask really. You have dragged off a couple of WRX's at the lights and it didn't spit nothing. So WTF is going on? Well, its basic thermodynamics. Have a glance at the table below with some indicative values.

Specification	As designed	Circuit car
Engine output	130kW	300kW
Air intake velocity (kph)	0-100	70-250
Water flow (RPM)	2000-4000	4000-7000
Radiator material	Copper	Aluminium
Heat injected into water	35kW	100kW
Thermostat	80-90C	Removed

**Above:** See a difference in circumstances?

OK, so there are some increases in demand there. However, they compound. You see, the old Commodore and Nissan had a cooling system designed to cater to local conditions. Parking the beast on the Monash for an hour each day, cruising at 15km/hr.

Let's now dissect the race car. Well, a production car is designed to shed its heat when standing still. When standing still, the engine might be putting out 10kw. At the kinder pick up, traffic lights, or accessing the MCG off Punt Rd, the cooling system is attacking this challenge as its designed. Its fan kicks in (if electric), the thermostat is open, and the heat is getting blown away.



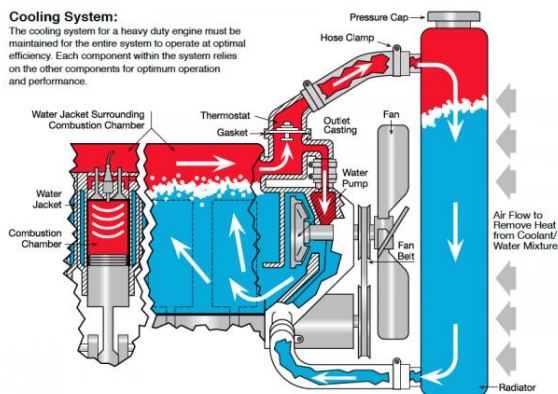
Now, the race car. It starts up and starts showing some temperature. Off to the dummy grid we go. It warms up well sitting there, everything looks good. Out into turn 1 at Phillip Island and still it's all good. Until we dawdle around to the start line, and things start getting a bit hot. You are hoping for that red light to come and go... Two laps in, the relief of some flow through the radiator is now turning to anxiety. The dam thing is getting hot. Why - Simple. Everything is opposite. Let's break that down.

A cooling system is technically a convection (air) and conduction (fluid) system. More of either does not always give you what you are looking for. Why? Because both heat transfer processes require a specific time. Too fast a time, and energy transfer is not achieved. Too slow a time, and you overheat the cooling medium, which then starts injecting higher potential energy back into things like the engine block. Make sense? Well, a crude example is if you quickly touch your finger on an electric hot plate, you'll likely be unscathed. Hold it there for a couple of seconds, and bits start frying.



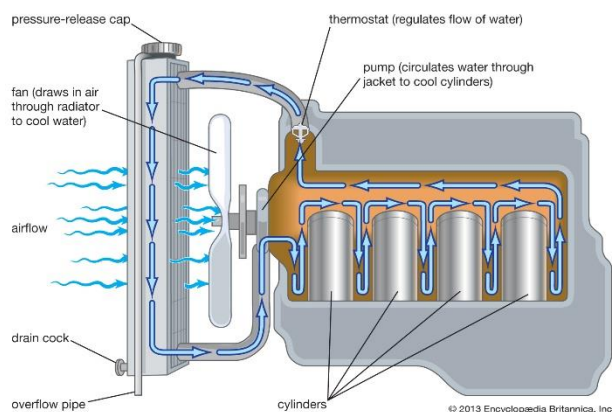
#### Cooling System:

The cooling system for a heavy duty engine must be maintained for the entire system to operate at optimal efficiency. Each component within the system relies on the other components for optimum operation and performance.



So, the race car. Its travelling at high speed so the high air flow will do two things – one it will travel too fast through the radiator, and not pass on enough heat transfer. Or, it will start finding an easier way to go, like around the radiator.

Whilst the air is not working, the engine is doing twice the average design RPM, so the water velocity is doubled. Same thing, its moving that fast that there is inadequate time for it to conduct the heat out of the engine metals. With all this going on, you take the thermostat out at lunch time, so the engine runs cooler. Wrong. Now the water flow rate is even higher, with even less heat transfer.



Next event, you have the big new aluminium radiator in place. And, things are worse. Why, aluminium has about half the thermal conductivity coefficient to that of copper. What? Well, it doesn't conduct heat as easy meaning you need twice the contact area for it to be as effective as copper.

Can it get worse? Yep. You see a combustion engine is terribly inefficient. It's around 30% but for simplicity, let's say 33%. This means for the energy content in the 98 or E85 gets converted 3 ways. 33% goes through the flywheel. The other 66%? About half of that goes out the exhaust, and the other half – yep, through the radiator.

So if you have an engine putting out 400hp up the back straight of Sandown, then it is putting out 100kw through the radiator. Say the same as 40 2.4kW electric heaters.

The above shows the extremes involved between in motor racing and road cars, and how original design is tested. Ultimately, it's about ducting air, and choking water flow until the temp gauge stays in

some safe range. There is no simple equation to apply. Race cars are so different re power, radiator size, water velocity, speed, air flow, engine block material, etc.

In short, overheating is not solved with a linear solution like more flow, bigger radiator area etc. It involves some science and R&D....

*Editor*

## Side impact accidents

It is always unnerving when you see or even hear of an accident at the track. Things hit home further when you learn it's a hard-working committee member driving what is quickly becoming a collectible car from the 80's.

David Cocks exited a bit sooner than anticipated just before turn 1 in the first race at PI, resulting in an extremely hard side impact into a tyre barrier. Whilst managing to climb out of the car, Cocks points to his wrap around race seat as too why he managed to walkway just a bit winded. A strong reminder and example of how important safety equipment is. Whilst rules require a minimum standard, it's a good idea to just buy the best gear you can afford. Perhaps a seat with a wraparound head restraint as a priority.....



## ***Round Review – Phillip Island***

As usual, Phillip Island highlighted it had its own ecological system with wet weather and winds making for some challenging track conditions.

Qualifying sorted out those embracing wet conditions with Damian Milano in pole in front of Adam Poole in the SA Monaro. Jarrod Tonks who's year continues with top three finishes, fell into third and Kaide Lehmann had a terrific stretch of the legs to get fourth.

Race 1 was shown a red flag, after a nasty incident involving David Cocks which resulted in the VK Commodore being significantly damaged and thankfully David walking away.

Sunday morning, race 2, saw Poole hit the first turn in the lead being chased by Milano. A safety car compacted the field after a somewhat lucky ending for Brad Wyatt and Daniel Timewell who tested the turn 1 run off asphalt. With some thought time Poole launched into Race 3 with Milano edging in front but on the outside of turn 1. In the end, Poole was too fast and took out round 3 and the round in full in front of Milano. Robert Braune finished a highly respectful 3<sup>rd</sup> in the all mighty BMW in front of Mr Consistent, Andrew Butcher. 2014 Club Champion finished a strong 7<sup>th</sup> behind the ever-improving Kaide Lehrman in 6<sup>th</sup>.

Whilst the top few are mentioned above, the highlight of the weekend was the racing in the mid pack including the XE Falcon of Craig Piergrosse, former champion Neil Crow, Club President Gary McKay and Adrian Toranto in the grippy Audi S3.

For a more detailed read, check the Vic State Racer Mag out by clicking this:

[www.vicstate.partica.online/vicstate/vic-state-racer-3-2021/flipbook/3](http://www.vicstate.partica.online/vicstate/vic-state-racer-3-2021/flipbook/3)



## Race Results

### Round I - Sandown

#### Qualifying

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast time
1	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	8	2	01:18.9
2	32	Jason Fankhauser	Powerhouse Engines	Holden Commodore	5925	7	7	01:19.4
3	91	Jarrold Tonks	RODD & GUNN	Holden IPRA Commodor	6000	7	7	01:19.6
4	115	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	7	7	01:20.2
5	13	Paul Cruse		Nissan S13	3400	8	8	01:20.3
6	86	Robert Braune	Braune Supa Tune	BMW E30	2860	7	7	01:20.3
7	22	Adam Poole	TRP Ductwork	Holden Monaro	6000	7	2	01:20.7
8	76	Ashley Wright	BROWNDAVIS MOTORSPORT	Holden VE Commodore	5998	8	8	01:20.8
9	28	David Cocks	Bullas Building Consultants/Tr	Commodore VK	6000	7	7	01:20.8
10	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	7	7	01:20.9
11	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	7	7	01:21.0
12	43	Mathew Logan	Mack Trucks/Castrol	Holden VE Commodore	6000	7	7	01:21.1
13	48	Brad Wyatt	Douglas Parade Motors/Race Ima	Holden Commodore VX	6000	7	7	01:21.4
14	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	8	8	01:21.5
15	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group A	6000	7	7	01:22.8
16	73	Graeme McPherson	Mcpersons Bendigo / Manche	Holden Sedan	6000	7	7	01:22.8
17	105	Michael Hart		Holden VS Commodore	6000	8	8	01:23.6
18	14	Mark Baldwin		Honda Civic EG	1998	8	8	01:24.2
19	155	James Augustine	WGMS	Nissan Silvia S14	1999	7	7	01:24.7
20	4	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	8	8	01:26.0
21	19	Wayne Twist	WDT Asset Management	BMW E46	3200	7	2	01:26.5
22	51	Anthony Johnson		BMW M3	4000	7	2	01:26.6
23	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	7	7	01:28.5
24	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	7	7	01:31.0
25	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	7	7	01:31.2
26	56	Malcolm Henley		Mazda RX7	2354	7	7	01:31.6
27	29	Marco Timperio	Allform Industries	Ford EA	3900	7	7	01:33.0
28	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	6	6	01:33.7
29	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	7	7	01:34.0
30	10	Stuart Dearden	FORD	Falcon EA Saloon	4000	7	7	01:37.1
31	111	Matthew L'Estrange		BMW E30	3500	7	7	01:38.1
32	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	7	7	01:46.0
33	7	David Bone	Racetec	Datsun 1600	3740	6	2	01:52.2
34	5	Richard Valentich	rpv electrics/educational livi	holden lh torana	4980	1		
	1	Luke Grech-Cumbo	GC Electrical Services/No Fear	HSV Senator	6000			

**SANDOWN**  
**THE HOME OF HORSEPOWER**



## Race 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fast lap	Fast time
1	76	Ashley Wright	BROWNDAVIS MOTORSPORT	Holden VE Commodore	5998	7	3	01:18.19
2	22	Adam Poole	TRP Ductwork	Holden Monaro	6000	7	3	01:16.91
3	6	Troy Lloy	sheppcitybearings.com.au	Holden VN SS Group A	6000	7	2	01:18.80
4	115	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	7	3	01:20.34
5	13	Paul Cruse		Nissan S13	3400	7	4	01:20.37
6	88	Damien Milano	Milano Racing Team	Holden (HSV) Commo	6000	7	2	01:17.50
7	91	Jarrold Tonks	RODD & GUNN	Holden IPRA Commodor	6000	7	2	01:20.44
8	28	David Cocks	Bullas Building Consultant	Commodore VK	6000	7	2	01:20.55
9	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	7	2	01:20.40
10	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	7	5	01:20.76
11	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	7	7	01:20.68
12	48	Brad Wyatt	Douglas Parade Motors/Race	Holden Commodore VX	6000	7	4	01:21.48
13	155	James Augustine	WGMS	Nissan Silvia S14	1999	7	6	01:21.74
14	4	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	7	3	01:23.42
15	14	Mark Baldwin		Honda Civic EG	1998	7	6	01:23.83
16	105	Michael Hart		Holden VS Commodore	6000	7	2	01:23.10
17	86	Robert Braune	Braune Supa Tune	BMW E30	2860	7	6	01:19.73
18	43	Mathew Logan	Mack Trucks/Castrol	Holden VE Commodore	6000	7	2	01:20.48
19	32	Jason Fankhauser	Powerhouse Engines	Holden Commodore	5925	7	3	01:20.56
20	19	Wayne Twist	WDT Asset Management	BMW E46	3200	7	5	01:25.36
21	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	7	2	01:26.48
22	56	Malcolm Henley		Mazda RX7	2354	7	4	01:25.06
23	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	7	2	01:26.72
24	29	Marco Timperio	Allform Industries	Ford EA	3900	7	5	01:27.69
25	51	Anthony Johnson		BMW M3	4000	7	3	01:26.53
26	38	Adrian Taranto	Team Audvolks	Audi S3	3200	7	3	01:24.44
27	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	6	3	01:30.17
28	10	Stuart Dearden	FORD	Falcon EA Saloon	4000	6	6	01:31.09
29	111	Matthew L'Estrange		BMW E30	3500	6	4	01:31.24
30	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	6	4	01:31.48
DNF	73	Graeme McPherson	Mcphersons Bendigo	Holden Sedan	6000	3	3	01:22.79
DNF	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	2	2	01:34.44
DNF	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	1	1	01:55.67

PENALTY APPLIED

Competitor# 22 15 Seconds Penalty

Competitor# 86 30 Seconds Penalty

## Race 2

Pos		Car	Driver	Competitor/Team	Vehicle	Cap	CL Laps	Fast lap	Fast time
1		22	Adam Poole	TRP Ductwork	Holden Monaro	6000	7	2	1:16.4887*
2		88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	7	2	01:16.69
3		6	Troy Lloyd	sheppcitybearings.com.au	Holden VN SS Group A	6000	7	3	01:18.58
4		13	Paul Cruse		Nissan S13	3400	7	6	01:18.60
5		91	Jarrold Tonks	RODD & GUNN	Holden IPRA Commodore	6000	7	7	01:18.69
6		115	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	7	4	01:18.59
7		76	Ashley Wright	BROWNDAVIS MOTORSPORT/WUR	Holden VE Commodore	5998	7	5	01:18.83
8		1	Luke Grech-Cumbo	GC Electrical Services/No	HSV Senator	6000	7	6	01:18.72
9		28	David Cocks	Bullas Building Consultan	Commodore VK	6000	7	3	01:20.09
10		124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	7	3	01:20.03
11		164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	7	2	01:20.20
12		86	Robert Braune	Braune Supa Tune	BMW E30	2860	7	4	01:19.90
13		32	Jason Fankhauser	Powerhouse Engines	Holden Commodore	5925	7	4	01:20.59
14		48	Brad Wyatt	Douglas Parade Motors/Rac	Holden Commodore VX	6000	7	4	01:20.36
15		105	Michael Hart		Holden VS Commodore	6000	7	4	01:20.74
16		43	Mathew Logan	Mack Trucks/Castrol	Holden VE Commodore	6000	7	5	01:20.78
17		4	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	7	7	01:22.87
18		14	Mark Baldwin		Honda Civic EG	1998	7	7	01:22.61
19		155	James Augustine	WGMS	Nissan Silvia S14	1999	7	4	01:20.44
20		38	Adrian Taranto	Team Audvolks	Audi S3	3200	7	3	01:24.12
21		51	Anthony Johnson		BMW M3	4000	7	6	01:24.73
22		75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	7	7	01:25.52
23		56	Malcolm Henley		Mazda RX7	2354	7	3	01:25.84
24		29	Marco Timperio	Allform Industries	Ford EA	3900	7	5	01:26.95
25		111	Matthew L'Estrange		BMW E30	3500	6	6	01:30.43
26		2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	6	4	01:30.68
DNF		19	Wayne Twist	WDT Asset Management	BMW E46	3200	4	3	01:24.97
DNF		45	Paul Grziwotz	Electrical Automation Sol	Honda Civic	1998	3	2	01:40.98
DNF		5	Richard Valentich	rpv electrics/educational	holden lh torana	4980	1	1	01:56.22
DNF		26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000			
DNF		71	Paul Vuillermine	JD Pro	Ford Falcon	3900			
DNF		67	Bruce Henley	Stawell CARTage	Mazda RX8	2354			

### Race 3

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	Fast time
1	22	Adam Poole	TRP Ductwork	Holden Monaro	6000	10	3	1:16.6310*
2	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group A	6000	10	5	01:17.75
3	1	Luke Grech-Cumbo	GC Electrical Services/No Fear	HSV Senator	6000	10	6	01:18.27
4	13	Paul Cruse		Nissan S13	3400	10	4	01:18.85
5	91	Jarrold Tonks	RODD & GUNN	Holden IPRA Commodore	6000	10	3	01:19.09
6	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	10	3	01:19.44
7	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	10	5	01:19.52
8	115	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	10	6	01:19.49
9	86	Robert Braune	Braune Supa Tune	BMW E30	2860	10	6	01:18.79
10	88	Damien Milano	Milano Racing Team	Holden (HSV) Commmodo	6000	10	5	01:17.30
11	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	10	3	01:19.72
12	28	David Cocks	Bullas Building Consultants/Tr	Commodore VK	6000	10	3	01:20.38
13	48	Brad Wyatt	Douglas Parade Motors/Race Ima	Holden Commodore VX	6000	10	3	01:20.49
14	155	James Augustine	WGMS	Nissan Silvia S14	1999	10	3	01:19.77
15	105	Michael Hart		Holden VS Commodore	6000	10	5	01:20.97
16	51	Anthony Johnson		BMW M3	4000	9	7	01:25.11
17	19	Wayne Twist	WDT Asset Management	BMW E46	3200	9	6	01:24.65
18	38	Adrian Taranto	Team Audvolks	Audi S3	3200	9	4	01:25.30
19	56	Malcolm Henley		Mazda RX7	2354	9	6	01:24.78
20	29	Marco Timperio	Allform Industries	Ford EA	3900	9	7	01:26.77
21	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	9	6	01:26.09
22	14	Mark Baldwin		Honda Civic EG	1998	9	6	01:22.39
23	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	9	6	01:29.42
24	111	Matthew L'Estrange		BMW E30	3500	9	5	01:29.94
25	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	3	01:30.55
26	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	9	5	01:25.70
DNF	4	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	7	6	01:22.68
DNF	76	Ashley Wright	BROWNDAVIS MOTORSPORT/WURTH/RA	Holden VE Commodore	5998			



## Round 2 - Winton

### Qualifying

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast time
1	13	Paul Cruse		Nissan S13	3400	7	4	1:29.1570*
2	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	9	3	01:32.05
3	91	Jarrold Tonks	RODD & GUNN	Holden Commodore	6000	7	6	01:32.07
4	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	9	2	01:32.82
5	6	Troy Lloyd	sheppcitybearings.com.a	Holden VN SS Group A	6000	6	3	01:33.81
6	28	David Cocks	"Bullas Building Consul	Commodore VK	6000	7	1	01:33.83
7	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	8	4	01:33.84
8	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	8	7	01:34.13
9	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	5	5	01:34.19
10	153	James Atkinson	National Leisure Financ	Holden Commodore	6000	8	4	01:34.34
11	96	Andrew Rhodes-Ander	Tyres And More Pakenham	Holden Commodore	6000	9	5	01:34.69
12	88	Damien Milano	Milano Racing Team	HSV Clubsport VY	6000	2	2	01:34.79
13	33	Mark Defanis		Holden VF SS	6000	8	5	01:35.45
14	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	4	4	01:36.08
15	38	Adrian Taranto	Team Audvolks	Audi S3	3200	7	4	01:36.19
16	63	Gary Mckay	GP Automotive	Holden Torana LJ	3300	9	8	01:36.42
17	114	Mark Baldwin		Honda Civic EG	1998	9	4	01:36.56
18	19	Wayne Twist	WDT Asset Management	BMW E46	3200	9	4	01:36.99
19	48	Brad Wyatt	"Douglas Parade Motors,	Holden Commodore VX	6000	4	4	01:37.09
20	7	David Bone	Racetec	Datsun 1600	3740	8	6	01:37.28
21	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	7	7	01:37.70
22	45	Paul Grziwotz	Electrical Automation S	Honda Civic	1998	4	3	01:37.78
23	83	Craig Caspersz	H.E.S RACING.	Mazda RX7	2354	4	3	01:37.87
24	56	Malcolm Henley		Mazda RX7	2354	9	9	01:37.92
25	73	Graeme McPherson	Mcphersons Bendigo /	Holden Sedan	6000	7	7	01:38.19
26	46	Bryson Lloyd	2 State Electrical	Toyota Celica	1796	6	6	01:38.79
27	89	Bryce Peter-Budge		BMW M3	2994	8	6	01:39.65
28	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	6	4	01:39.88
29	29	Marco Timperio	Allform Industries	Ford EA	3900	8	6	01:40.93
30	85	Ryan Gilroy	Sieders Racing Team	Toyota 86	1998	8	7	01:41.39
31	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	8	7	01:43.10
32	111	Matthew L'Estrange		BMW E30	3500	8	8	01:44.06
33	24	Stephen Stockdale		Toyota 86 GTS	1996	8	8	01:44.64



## Race 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	Fast time
1	88	Damien Milano	Milano Racing Team	HSV Clubsport VY	6000	9	8	01:35.27
2	38	Adrian Taranto	Team Audvolks	Audi S3	3200	9	9	01:38.03
3	91	Jarrold Tonks	RODD & GUNN	Holden Commodore	6000	9	9	01:35.60
4	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	9	8	01:36.05
5	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	9	8	01:35.89
6	6	Troy Lloyd	sheppcitybearings.com.au	Holden VN SS Group A	6000	9	9	01:36.77
7	63	Gary Mckay	GP Automotive	Holden Torana LJ	3300	9	9	01:36.85
8	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	9	9	01:37.80
9	48	Brad Wyatt	"Douglas Parade Motors,	Holden Commodore VX	6000	9	9	01:37.57
10	96	Andrew Rhodes-Ander	Tyres And More Pakenham	Holden Commodore	6000	9	9	01:37.83
11	153	James Atkinson	National Leisure Financ	Holden Commodore	6000	9	9	01:37.87
12	28	David Cocks	"Bullas Building Consul	Commodore VK	6000	9	8	01:38.05
13	46	Bryson Lloyd	2 State Electrical	Toyota Celica	1796	9	9	01:41.37
14	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	9	9	01:41.45
15	13	Paul Cruse		Nissan S13	3400	9	8	01:36.31
16	19	Wayne Twist	WDT Asset Management	BMW E46	3200	9	8	01:40.63
17	89	Bryce Peter-Budge		BMW M3	2994	9	9	01:40.53
18	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	9	8	1:34.3288*
19	45	Paul Grziwotz	Electrical Automation S	Honda Civic	1998	9	9	01:39.76
20	114	Mark Baldwin		Honda Civic EG	1998	9	9	01:39.86
21	29	Marco Timperio	Allform Industries	Ford EA	3900	9	8	01:42.94
22	85	Ryan Gilroy	Sieders Racing Team	Toyota 86	1998	9	9	01:43.00
23	33	Mark Defanis		Holden VF SS	6000	9	9	01:36.99
24	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	9	9	01:36.49
25	7	David Bone	Racetec	Datsun 1600	3740	9	9	01:40.97
26	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	9	01:43.56
27	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	9	8	01:48.34
28	111	Matthew L'Estrange		BMW E30	3500	9	9	01:46.08
29	56	Malcolm Henley		Mazda RX7	2354	9	9	01:46.83
30	24	Stephen Stockdale		Toyota 86 GTS	1996	9	9	01:47.58
DNF	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	8	7	01:49.21
DNF	73	Graeme McPherson	Mcphersons Bendigo /	Holden Sedan	6000	3	2	01:58.34

### PENALTY APPLIED

Competitor# 8 30 Seconds Penalty

Competitor# 13 10 Seconds Penalty

Competitor# 33 28 Seconds Penalty

Competitor#164 28 Seconds Penalty

## Race 2

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	Fast time
1	88	Damien Milano	Milano Racing Team	HSV Clubsport VY	6000	9	2	01:32.82
2	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	9	2	01:32.41
3	13	Paul Cruse		Nissan S13	3400	9	9	01:30.62
4	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	9	9	01:31.90
5	91	Jarrold Tonks	RODD & GUNN	Holden Commodore	6000	9	5	01:32.16
6	6	Troy Lloyd	sheppcitybearings.com.au	Holden VN SS Group A	6000	9	3	01:33.68
7	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	9	5	01:33.91
8	153	James Atkinson	National Leisure Financ	Holden Commodore	6000	9	5	01:34.23
9	33	Mark Defanis		Holden VF SS	6000	9	5	01:34.57
10	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	9	9	01:33.89
11	48	Brad Wyatt	"Douglas Parade Motors,	Holden Commodore VX	6000	9	6	01:35.52
12	164	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	9	3	01:34.96
13	38	Adrian Taranto	Team Audvolks	Audi S3	3200	9	3	01:36.39
14	63	Gary McKay	GP Automotive	Holden Torana LJ	3300	9	8	01:35.78
15	96	Andrew Rhodes-Ander	Tyres And More Pakenham	Holden Commodore	6000	9	7	01:35.23
16	28	David Cocks	"Bullas Building Consul	Commodore VK	6000	9	5	01:35.16
17	19	Wayne Twist	WDT Asset Management	BMW E46	3200	9	6	01:36.17
18	114	Mark Baldwin		Honda Civic EG	1998	9	9	01:34.76
19	45	Paul Grziwotz	Electrical Automation S	Honda Civic	1998	9	8	01:35.63
20	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	9	8	01:38.30
21	46	Bryson Lloyd	2 State Electrical	Toyota Celica	1796	9	5	01:38.44
22	56	Malcolm Henley		Mazda RX7	2354	9	6	01:37.76
23	89	Bryce Peter-Budge		BMW M3	2994	9	9	01:38.08
24	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	9	5	01:39.50
25	85	Ryan Gilroy	Sieders Racing Team	Toyota 86	1998	9	4	01:39.46
26	29	Marco Timperio	Allform Industries	Ford EA	3900	9	6	01:39.19
27	111	Matthew L'Estrange		BMW E30	3500	9	6	01:40.85
28	24	Stephen Stockdale		Toyota 86 GTS	1996	9	4	01:41.68
29	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	9	01:41.36
DNF	73	Graeme McPherson	Mcphersons Bendigo /	Holden Sedan	6000	4	3	01:37.12
DNF	7	David Bone	Racetec	Datsun 1600	3740	2	2	01:40.07
DNF	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	1	1	01:57.72

### PENALTY APPLIED

Competitor# 89 5 Seconds Penalty

### Race 3

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	Fastest
1	13	Paul Cruse		Nissan S13	3400	10	9	1:30.5532*
2	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	10	6	01:31.94
3	88	Damien Milano	Milano Racing Team	HSV Clubsport VY	6000	10	2	01:32.11
4	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	10	2	01:32.65
5	91	Jarrold Tonks	RODD & GUNN	Holden Commodore	6000	10	3	01:33.25
6	153	James Atkinson	National Leisure Finance	Holden Commodore	6000	10	2	01:33.89
7	28	David Cocks	"Bullas Building Consultants,	Commodore VK	6000	10	6	01:34.23
8	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commo	6000	10	5	01:34.11
9	164	Craig Piergrosse	Accelerated Excavations / Wilm	Ford Falcon	6000	10	2	01:34.78
10	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS	6000	10	2	01:33.43
11	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commod	6000	10	3	01:35.19
12	96	Andrew Rhodes-Ander	Tyres And More Pakenham / Yoko	Holden Commodore	6000	10	3	01:35.62
13	38	Adrian Taranto	Team Audvolks	Audi S3	3200	10	8	01:36.48
14	114	Mark Baldwin		Honda Civic EG	1998	10	8	01:36.08
15	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	7	01:34.69
16	33	Mark Defanis		Holden VF SS	6000	10	2	01:34.89
17	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	10	2	01:38.77
18	19	Wayne Twist	WDT Asset Management	BMW E46	3200	10	2	01:38.07
19	89	Bryce Peter-Budge		BMW M3	2994	10	5	01:38.98
20	46	Bryson Lloyd	2 State Electrical	Toyota Celica	1796	10	6	01:39.06
21	85	Ryan Gilroy	Sieders Racing Team	Toyota 86	1998	10	5	01:38.95
22	56	Malcolm Henley		Mazda RX7	2354	10	10	01:36.70
23	29	Marco Timperio	Allform Industries	Ford EA	3900	10	8	01:39.12
24	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	9	5	01:40.21
25	111	Matthew L'Estrange		BMW E30	3500	9	5	01:41.24
26	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	5	01:41.83
27	24	Stephen Stockdale		Toyota 86 GTS	1996	9	5	01:42.07
28	48	Brad Wyatt	"Douglas Parade Motors, Race I	Holden Commodore	6000	9	7	01:35.83
DNF	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	2	2	01:40.37

PENALTY APPLIED

Competitor# 24 5 Seconds Penalty



## Round 3 - Phillip Island

### Qualifying

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fastest
1	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodo	6000	4	3	2:04.46
2	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	5	3	02:06.11
3	91	Jarrold Tonks	Rodd & Gunn	Holden IPRA Commodor	6000	4	2	02:06.38
4	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	4	2	02:09.44
5	13	Paul Cruse		Nissan S13	3400	3	2	02:11.24
6	38	Adrian Taranto	Team Audvolks	Audi S3	3200	5	2	02:12.17
7	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	4	2	02:14.61
8	48	Brad Wyatt	"Douglas Parade Motors, Race I	Holden Commodore VX	6000	4	2	02:14.83
9	16	Bradley Blunt	Melbourne Car Kennel	BMW E36 M3	3200	4	2	02:16.41
10	71	Paul Vuillermin	Allform industries and O?Conne	Ford Falcon	3900	4	2	02:16.57
11	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	4	2	02:17.74
12	640	Craig Piergrosse	Accelerated Excavations	Ford Falcon	6000	4	2	02:18.19
13	19	Wayne Twist	WDT Asset Management	BMW E46	3200	4	2	02:18.80
14	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	4	2	02:19.87
15	96	Andrew Rhodes- Anders	Tyres And More Pakenham / Yoko	Holden Commodore VN	6000	4	2	02:20.29
16	24	Shane Williams	Zenam Racing	Mazda Rx7	2354	4	2	02:20.32
17	57	John Perkins	Superior Rigging Services	Mazda RX 7	2354	4	2	02:21.06
18	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	5	2	02:21.36
19	89	Bryce Peter-Budge		BMW M3	2994	4	2	02:21.51
20	98	Daniel Vereker	Vereker Bros Smash Repairs	Mazda RX 7	2354	3	2	02:22.09
21	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	4	2	02:22.29
22	28	David Cocks	"BBC Inspections, Track Perf	Commodore VK	6000	3	2	02:22.49
23	63	Gary Mckay	GP Automotive	Holden Torana LJ	3300	4	2	02:22.50
24	43	Mathew Logan	"Mack Trucks, Castrol"	Holden VE Commodore	6000	4	2	02:24.58
25	73	Graeme McPherson	Mcphersons Bendigo / Manche	Holden Sedan	6000	4	2	02:25.22
26	62	Thomas Allen	Custom Built Gazebos	Mazda Rx7 Series 1	3000	4	2	02:25.28
27	29	Marco Timperio	Allform Industries	Ford EA	3900	4	2	02:25.45
28	177	Robert Baird	BRAP Motorsport	Mazda RX 7	1308	4	2	02:25.92
29	86	Robert Braune	Braune Supa Tune	BMW E30	2860	4	2	02:28.18
30	90	Neil Crowe	Buildlook Pre-Purchase Inspect	Holden Commodore VH	5700	4	2	02:29.17
31	56	Malcolm Henley		Mazda RX7	2354	4	2	02:29.29
32	136	Malcolm Smith	Sorthare Suzuki Racing Team	suzuki swift sport f	1584	4	4	02:31.07
33	51	Anthony Johnson		BMW M3	4000	4	2	02:31.13
34	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	4	4	02:34.30
35	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	4	2	02:35.94
36	114	Mark Baldwin		Honda Civic EG	1998	2	1	02:37.89
37	7	David Bone	Racetec	Datsun 1600	3740	4	2	02:53.80
38	74	Paul Theologou	"Lakes Entrance Smash Repairs,	Holden VE Commodore	6000	1	1	03:07.58

## Race 2

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fastest
1	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	5	5	1:42.228
2	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	5	2	01:43.76
3	91	Jarrold Tonks	Rodd & Gunn	Holden IPRA Commodore	6000	5	5	01:45.38
4	13	Paul Cruse		Nissan S13	3400	5	2	01:44.74
5	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	5	5	01:46.58
6	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	5	5	01:45.95
7	640	Craig Piergrosse	Accelerated Excavations / Wilm	Ford Falcon	6000	5	2	01:47.44
8	38	Adrian Taranto	Team Audvolks	Audi S3	3200	5	5	01:49.53
9	86	Robert Braune	Braune Supa Tune	BMW E30	2860	5	5	01:47.57
10	98	Daniel Vereker	Vereker Bros Smash Repairs	Mazda RX 7	2354	5	5	01:49.65
11	43	Mathew Logan	"Mack Trucks, Castrol"	Holden VE Commodore	6000	5	2	01:49.84
12	63	Gary McKay	GP Automotive	Holden Torana LJ	3300	5	5	01:50.45
13	62	Thomas Allen	Custom Built Gazebos L C Racine	Mazda Rx7 Series 1	3000	5	5	01:51.21
14	90	Neil Crowe	Buildlook Pre-Purchase Inspect	Holden Commodore VH	5700	5	5	01:51.71
15	24	Shane Williams	Zenam Racing	Mazda Rx7	2354	5	5	01:53.23
16	16	Bradley Blunt	Melbourne Car Kennel	BMW E36 M3	3200	5	2	01:52.20
17	73	Graeme McPherson	Mcphersons Bendigo / Manche	Holden Sedan	6000	5	2	01:54.08
18	71	Paul Vuillermine	Allform industries and O'Conne	Ford Falcon	3900	5	2	01:54.55
19	19	Wayne Twist	WDT Asset Management	BMW E46	3200	5	2	01:54.63
20	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	5	2	01:52.22
21	89	Bryce Peter-Budge		BMW M3	2994	5	2	01:54.47
22	57	John Perkins	Superior Rigging Services	Mazda RX 7	2354	5	5	01:54.29
23	177	Robert Baird	BRAP Motorsport	Mazda RX 7	1308	5	2	01:53.69
24	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	5	5	01:52.63
25	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	5	5	01:55.75
26	7	David Bone	Racetec	Datsun 1600	3740	5	5	01:54.55
27	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	5	5	01:56.45
28	29	Marco Timperio	Allform Industries	Ford EA	3900	5	2	01:55.22
29	56	Malcolm Henley		Mazda RX7	2354	5	5	01:57.28
30	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	5	5	01:56.99
31	51	Anthony Johnson		BMW M3	4000	5	5	01:53.95
32	74	Paul Theologou	"Lakes Entrance Smash Repairs,	Holden VE Commodore	6000	5	5	02:06.20
33	136	Malcolm Smith	Sorthare Suzuki Racing Team	suzuki swift sport f	1584	5	5	02:11.11
DNF	48	Brad Wyatt	"Douglas Parade Motors, Race 1	Holden Commodore VX	6000	1	1	01:58.02
DNF	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	1	1	02:14.49
DNF	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Holden Commodore VN	6000			

### PENALTY APPLIED

Competitor# 16 5 Seconds Penalty

Competitor# 51 5 Seconds Penalty

Competitor#888 5 Seconds Penalty

### Race 3

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fastest
1	8	Adam Poole	TRP Ductwork	Holden Monaro	6000	8	4	01:43.90
2	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	8	4	01:44.25
3	86	Robert Braune	Braune Supa Tune	BMW E30	2860	8	5	1:43.13*
4	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	8	5	01:45.31
5	91	Jarrod Tonks	Rodd & Gunn	Holden Commodore	6000	8	2	01:45.27
6	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	8	2	01:46.18
7	98	Daniel Vereker	Vereker Bros Smash Repairs	Mazda RX 7	2354	8	4	01:46.79
8	43	Mathew Logan	"Mack Trucks, Castrol"	Holden VE Commodore	6000	8	4	01:47.40
9	640	Craig Piergrosse	Accelerated Excavations / Wilm	Ford Falcon	6000	8	2	01:48.58
10	90	Neil Crowe	Buildlook Pre-Purchase Inspect	Holden Commodore VH	5700	8	3	01:47.87
11	63	Gary Mckay	GP Automotive	Holden Torana LJ	3300	8	3	01:48.60
12	38	Adrian Taranto	Team Audvolks	Audi S3	3200	8	5	01:48.81
13	96	Andrew Rhodes-And	Tyres And More Pakenham	Holden Commodore VN	6000	8	3	01:48.73
14	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	8	3	01:49.57
15	73	Graeme McPherson	Mcpersons Bendigo	Holden Sedan	6000	8	3	01:51.09
16	19	Wayne Twist	WDT Asset Management	BMW E46	3200	8	4	01:50.34
17	71	Paul Vuillermine	Allform industries and O?Conne	Ford Falcon	3900	8	4	01:51.58
18	177	Robert Baird	BRAP Motorsport	Mazda RX 7	1308	8	4	01:51.37
19	16	Bradley Blunt	Melbourne Car Kennel	BMW E36 M3	3200	8	3	01:51.83
20	89	Bryce Peter-Budge		BMW M3	2994	8	5	01:52.32
21	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	8	3	01:51.90
22	7	David Bone	Racetec	Datsun 1600	3740	8	4	01:51.98
23	24	Shane Williams	Zenam Racing	Mazda Rx7	2354	8	5	01:54.39
24	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	5	01:54.15
25	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	8	7	01:54.52
26	51	Anthony Johnson		BMW M3	4000	8	5	01:54.12
27	29	Marco Timperio	Allform Industries	Ford EA	3900	8	8	01:55.41
28	57	John Perkins	Superior Rigging Services	Mazda RX 7	2354	8	7	01:53.56
29	56	Malcolm Henley		Mazda RX7	2354	8	4	01:54.74
30	888	Cameron McKinnon	888 Home Loans	Ford Falcon	3900	8	4	01:56.28
31	136	Malcolm Smith	Sorthare Suzuki Racing Team	suzuki swift sport f	1584	7	2	02:09.28
32	74	Paul Theologou	"Lakes Entrance Smash Repairs,	Holden VE Commodore	6000	7	4	02:05.20
DNF	124	Daniel Timewell	Timewell Spent Racing	Holden VF Commodore	6000	6	4	01:48.14
DNF	13	Paul Cruse		Nissan S13	3400			