

IPRA^{VIC} *Magazine*

www.ipravvic.com.au

SPECIAL COVID-19 EDITION



BAD CARS



SANDOWN
THE HOME OF HORSEPOWER

**ROUND 1
REPORT**

Or the round?

TECHNICAL
Stainless Steel



HE'S BACK! MILANO TAKES SANDOWN



Free!
Covid 2020
www.ipravvic.com.au





Editor: Jason Fankhauser
Email: jason.fankhauser@ipravvic.com.au
Website: ipravvic.com.au

Your 2020 IPRA Victoria key contacts

President Gary McKay
gary.mckay@ipravvic.com.au

Vice President David Cocks
david.cocks@ipravvic.com.au

Treasurer Paul Rule
paul.rule@ipravvic.com.au

Secretary Cameron McKinnon
cameron.mckinnon@ipravvic.com.au

Memberships Wayne Twist
wayne.twist@ipravvic.com.au

Eligibility Jamie Augustine
jamie.augustine@ipravvic.com.au

State Delegate Scott Willing
scott.willing@ipravvic.com.au

Public Relations Andrew Butcher
andrew.butcher@ipravvic.com.au

Website David Low
info@dlphotographydesign.com.au

Points Blair Coull
blair.coull@ipravvic.com.au

Contents

From the President	3
From the editor	5
Replacement bumper bar facias.....	6
Bad cars – Austin Allegro	8
Technical	8
Stainless Steel	9
Race Report.....	10
Round 1 - Sandown.....	10
Round 1 - Sandown.....	11
Qualifying.....	11
Race 2	13
Race 3	14

Copyright

All rights reserved. No part of this magazine may be reproduced, in whole or in part, without the prior permission of Improved Production Racing Victoria (IPRA Vic). IPRA (Vic) will not accept responsibility or any liability for the correctness of information or opinions expressed in the publication.

Disclaimer

Although all reasonable effort is taken to ensure published content is accurate, the editor and IPRA Victoria will not be held responsible for the accuracy of information in this publication. The views expressed by individuals within the publication do not necessarily reflect that of IPRA Victoria including its committee.



From the President



PRESIDENT'S REPORT – AUGUST 2020

Well here we are, 2020 hasn't turned out anything like any of us wanted, most are in lock down with little or no work, or working from home. Whatever position you're in, work and family life has been affected in some way or another and this is something we have to work through together to get to the other side. But we do have one thing in common, we are all missing our motor racing and the social get together on race weekends

It's times like this that you do remember why you go motor racing in the first place. Yes we all complain coming up to a weekend of racing that the new parts haven't arrived yet (but I ordered them the day before yesterday, what is wrong with you people??) and you don't have time to fix that little thing from the last race meeting (I will get around to that) or it's someone's birthday or anniversary that weekend, so how do I make that fit in with the schedule. And then of course you get on the track and all is forgotten, and you rip around that track with not a care in the world, all you want to do is get past the guy in front of you and not let the guy behind you get past. Only racers and or partners will ever understand that feeling, all your outside troubles just disappear, all you think is "car car car!".

For some even going to the track to watch is a blast, talking to each other after a race, how many times have you heard (oh the only reason you got past me was because in missing a gear) all great fun. Others of course feel if they can't be on the track, they don't want to watch because they just want to be out there racing, again this shows how much passion we all have for our sport. So I'm guessing a number of you (myself included) are trawling through

old footage (VCR or YouTube) to satisfy our need for speed and reminisce about times gone by. I'm sure the older I get, the faster I was! Sandown in February seems a very long time ago.

By now you all know that all of the state rounds have fallen by the wayside, but this doesn't paint the true picture of the hard work that has been going on in the

background by the various clubs. All have been moving forward in the hope that round would go ahead and then had the rug pulled out from under their feet at the last minute. There has been much more work going into planning these race meetings to consider different race formats to comply with the ever changing Covid rules and regulations. For this, I thank all the clubs and officials associated with VSCRC for their effort in trying to make these meetings happen. Let's hope next year is a walk in the park for you and them.

You will be aware that the IPRA Nationals up at Morgan Park Queensland that were scheduled for October 2020 have been cancelled. This difficult decision was made some time ago, and clearly in light of the ongoing issues with Covid, it certainly proved to be a wise one. Of course it's a shame, as IPRA QLD always put on a great show, but the Nationals will be rescheduled in 2021 and IP Queensland will be a great host.

Our real last hope for racing in 2020 will be Island Magic, but to be honest as I write this, I don't think it will happen. If circumstances do allow this, it will no doubt be a blast for all who can get out to the track. Fingers crossed!

Whilst we haven't seen much racing in 2020, there has been a lot going on in the background in regard to rules and regulations surrounding engine blocks. You will recall a survey went out earlier this year and the response from the members was clear cut – members do not want motorsport blocks in this category. However, in these times it is getting harder and harder to identify these blocks and as the governing the rule is very difficult. There has been much discussion at a National level on how to manage this - watch this space for updates. The Club is indebted to Scott Willing, our State Delegate for his tireless commitment to this often thankless and controversial role. Thanks Scott, we are very grateful for your work.

We all know how popular the IP Vic Sunday BBQ is at each round of the race series are. They offer a great opportunity to catch up with the IP gang, meet new members, hear the news around the traps and celebrate our winners with trophy presentations. The Committee had decided at the beginning of 2020, to take an opportunity to support a charitable cause at each round of the series by seeking a gold coin donation from members at the BBQ. Our first round at Sandown was in the middle of the terrible bushfire tragedies and therefore we chose the CFA to be the recipient of donations. We will seek to establish this trend again in 2021 and if there is a cause that you would like the Club to consider, please contact one of the committee to make your suggestion. Although we've had no BBQ's since February, the Committee is pleased to have contributed a donation to the Dry July campaign on behalf of long time member Rolf Mamers who participated in

memory of our good friend Kelvin Twist. We also donated some merchandise to be paired with a family pass to Island Magic (courtesy of PIARC) in support of the Big Roast Fundraiser for the Royal Children's Hospital Cystic Fibrosis Research Trust.

Now for some good news ☺ All financial members paid in 2020, will be valid until 31/12/2021 at no additional cost to members. Yes, that's right two years for the price of

one. This a small token of good faith to our members, we know you haven't had much bang for your buck this year, so bring on 2021 and hope we are Covid free .

Remember stay safe and stay healthy – if you need support, assistance or just a chat, feel free to reach out to myself or any of the Committee – we're all in this together.

PISTONS RULE

Gary McKay



Web Design
Highlight your Business



DLL
PHOTOGRAPHY & DESIGN
photography • graphic design • websites

0419 310 255

www.dllphotographydesign.com.au
info@dllphotographydesign.com.au



Above: Not sure a HANS device would be helpful in some of these crashes!

From the editor

Hi Everyone!

Yes, its September and the first magazine for the year. Why? Well, a bloody virus screwed up all the years planned fun and we haven't had a lot to write about. So, here is a magazine with some articles and jokes. Hopefully a bit of a boredom breaker.

Stay safe.

Jason Fankhauser



Life is precious

Our hearts go out to Shane Wall and his entire family following the tragic death of his son, William, on 23 September. William was found after a massive search in bushland near Yarra Junction. Shane is a well-liked and highly respected member of the Traction Tyres team that has supported IPRA Vic for many years. Our thoughts are with the Wall family and we mourn William's loss with them.

Replacement bumper bar fascias

What is a bumper bar Fascia?

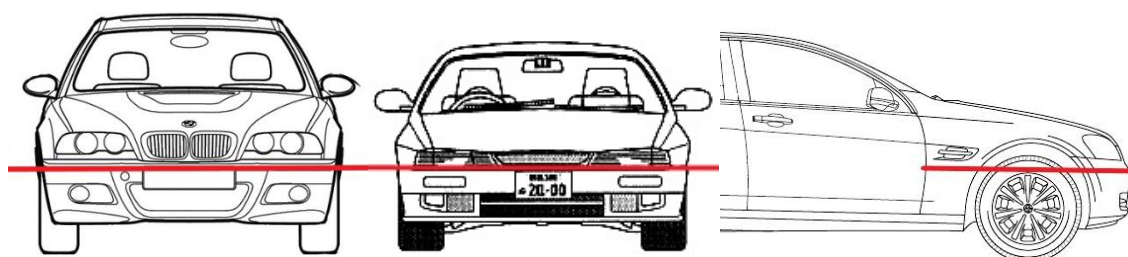
There are no definitions of a bumper bar fascia in the IPRA or the general Motorsport Australia Regulations, so here is a definition from Wikipedia.

Regulations affecting bumper design in the late 1970s saw the increasing use of soft plastic materials on the front and rear of vehicles. Fascia was adopted then as the term to describe these soft areas, but is now increasingly used as a general term for a car's set of front-end components: grille, headlamps, front bumper, and other details.

Given this, you should take the bumper bar fascia as referring to the removable front and rear bumper sections of the car (as per the regulations below)

I have listed for you the Fascia regulations below, and it is worth noting that the EM and LM variations are basically the same. Here are the important take outs:

- 1) When your car is checked for compliance, the top of the bumper bar, front to the most forward and rear to the most rearward point must be the same shape as the original. In the images below, the points above, and including the red lines need to be the same shape as the original car.
- 2) From that point down, you are free to put any shape that you wish, as long as it doesn't extend out any further than this point when viewed from above.



- 3) You cannot modify any panels or remove components from behind the bar to make room for the new profile unless other specific freedoms are expressed in the regulations. Eg, if a horn was in the way, you can relocate it.
- 4) If you have an EM car, you can replace your original front and rear bars with one of a different material, as long it is identical in shape and design, and that it mounts on the original mounts with the original mounting method. In short, you can change to fibreglass bars front and rear under these conditions on an EM car.
- 5) When complete, your new front fascia cannot expose any parts of the car that car that you could not normally see with the original bar.

The exposing of parts rule has been a little contentious at times, so here is how you should consider it. Look at a factory version of your race car, as close as you like. If you can currently see only the radiator through that front fascia, then with your new fascia, you should also be able to see only the radiator. It doesn't matter if you can see more of the radiator, so long as it is only the radiator that you can see.

If someone can look through your new fascia and see additional things such as the lower control arms, a sway bar, the chassis rail, the exhaust, the rear arms, the diff or anything that wasn't visible with the factory bar, then it is not permitted. There is no limit as to the angle of viewing, or how opaque the viewing may be. If it can be seen through a new or extended hole, from any angle in any light, it is not ok.



888 CAPITAL GROUP

Home Loans Made Easy

Before you turn up to the next IPRA round, whenever that is, have a look at a factory version of your car and see what is visible. Once you have done this, go and look at yours. If you have exposed new items, then it is time to get to work and fix it.

Jamie Augustine

3.23 FASCIA

(a) It is permitted to replace each front and rear bumper bar fascia in accordance with the following:

(i) Where the original bumper fascia being replaced is constructed of metallic or alloy material, the replacement item must be identical in both dimensions, shape and design of the original.

(ii) Where the original bumper fascia is constructed of non-metallic material, each replacement item must be identical to the original when viewed from above and be completely contained within the perimeter of the original automobile.

(iii) Each replacement bumper fascia may not expose any bodywork or components that were not exposed when the original bumper fascia were fitted to the automobile.

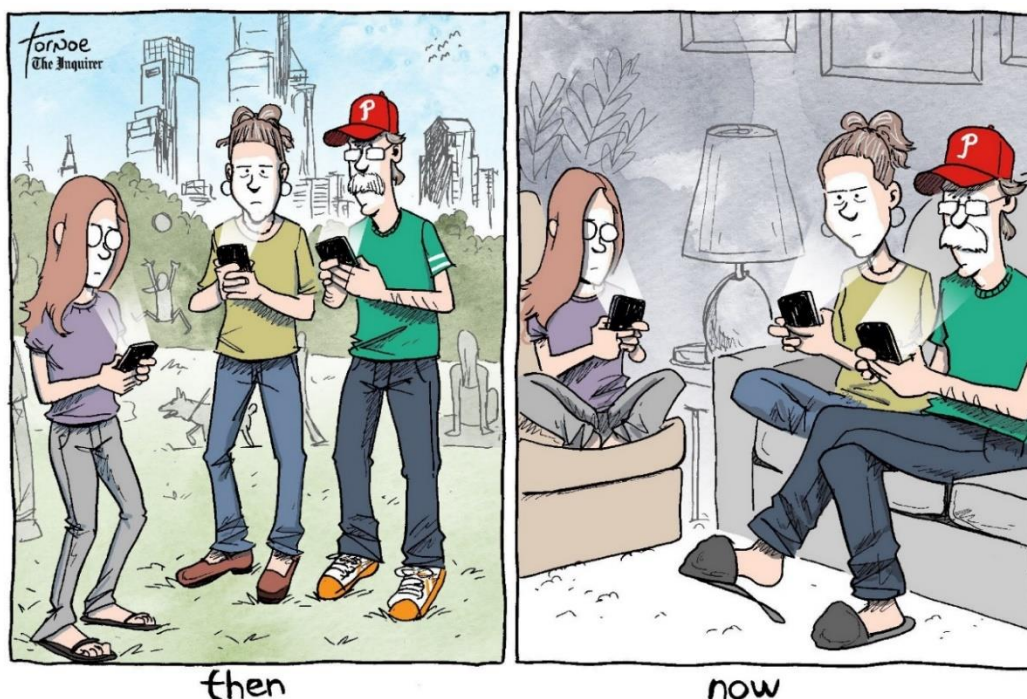
(iv) Any undertray incorporated into the replacement front fascia must comply with the requirements of articles 3.6(ii) to 3.6(iv) inclusive.

(v) The material of each replacement bumper bar fascia is free. Each mounting bracket and reinforcement not integral with the original bumper bar fascia must be retained.

(b) It is permitted to add a mechanism for the quick release of the front bumper fascia. Such mechanisms must not project more than 10mm from the surrounding coachwork and must serve no other purpose.

17.8 FASCIA

It is permitted to replace non-metallic front and rear bumper bar fascia/s. The replacement items must be identical to the originals when viewed from above and be completely contained within the perimeter of the original Automobile. The replacement items may not expose any bodywork or components that were not exposed when the original bumper bars were fitted to the Automobile. Any undertray incorporated into the replacement front fascia must comply with the requirements of articles 3.6(ii) to 3.6(iv) inclusive. It is permitted to add a mechanism for the quick release of the front bumper fascia. Such mechanisms must not project more than 10mm from the surrounding coachwork and must serve no other purpose.



Bad cars – Austin Allegro



Last edition we looked at an American automotive disaster, the Pontiac Aztek. Now we sail across the Atlantic to the United Kingdom who like the Americans, were also good at rushing new design to the streets. Enter the Austin Allegro.

The story begins at the time Leyland Motors and British Motor Holdings merged in 1968. Leyland was astounded that BMH didn't have any plans on the bench to replace the Austin 1100 which was launched in 1964. So it was decided to rush a new generation competitor to the growing hatchback market. Except, Austin didn't have time to design a hatchback...

Launched with the slogan "The new driving force from Austin", the public received it relatively well. Well up to the time they got in it to find it had a hideous gear change and a square steering wheel labelled by Austin as a 'Quartic' and 'high tech' design feature. The main reason it was square was a round one obscured gauges and warning lights. Not a good thing in an Austin.

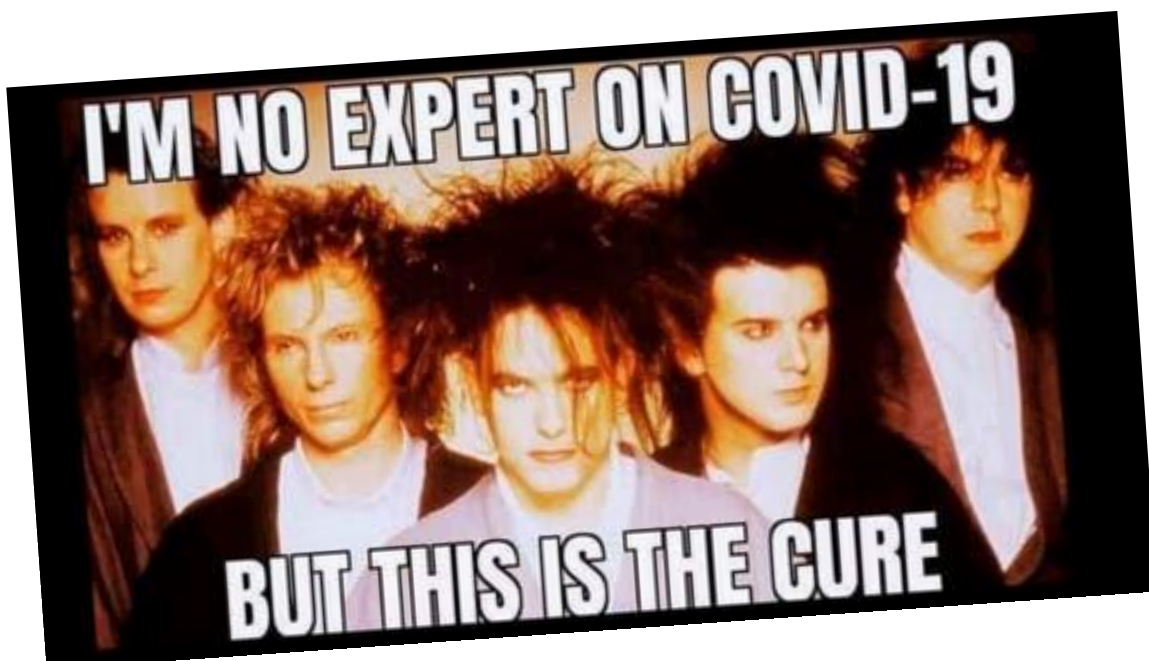
The Metropolitan Police had the Quartic wheel swapped out, as it 'didn't suit police driving style'. Hang on. The police used it as a 60hp pursuit car? And Police had a driving style?

Those with an Allegro prayed they never got a flat tyre, as when you jacked it up, the back window could pop out and the doors not open due to permanent flexure. It would be at this time the owner would start call the Allegro an All-Agro.

Jeremy Clarkson compares the Austin Allegro to the Morris Marina. He concludes the Allegro was a better (less bad) car than the Marina, because "the Allegro was a horrible car in a more original way" than the Marina.



Like the old Pontiac Aztek, a car plagued with issues doesn't always transfer to bad sales. After its 9 year run, nearly 650,000 Allegro's were sold. That includes numerous updates and reincarnations. Makes you wonder if a revised pursuit version for Police 'driving styles' was offered?



Technical

Stainless Steel



It's interesting how us humans come about names and statements for different things. They often end up oxymorons. Examples? 'Act, naturally'. 'Negative growth'. 'Small crowd'. And, stainless steel. Why stainless steel? Well, stainless steel can be.. well, stained. The term stainless is believed to have come about in 1917 when the alloy steel was found to be corrosion (or rust) and tarnish resistant. Trouble is, stainless can also corrode, and be tarnished. And, then you will have a salesman slip in the phrase 'Marine' grade. What is marine grade you say? Well, its often an alleged 316 grade (more on that later) marked up by 200% compared to the supplier who will just call it 316. Confused? Well, rightly so. So let's pin down this noncorrosive corrosive stainless stainable steel.

Lets get a base of comparison... Plain carbon steel is largely just that. Its iron with a little bit of carbon (say 0.03%). The carbon has an 'alloying' attribute which changes the strength, plasticity, hardness, etc of the material. Stainless steel is a full alloy steel containing carbon, nitrogen, aluminium, silicon, sulphur, titanium, nickel, copper, selenium, niobium, and molybdenum. Yep. A big recipe.

Rather than inject you with metallurgical boredom, lets narrow it down. There are really three grades of stainless steel on the market that you likely have held in your hand. They are:

- Stainless steel
- Stainless steel to grade 304
- Stainless steel to grade 316

You likely have heard of 304 and 316. But what is the unnumbered variety you ask? Well, it's likely some crap Chinese hybrid with some beer cans, someone's finger and bits of computer parts thrown in at the last minute. In short, it's the stuff your dog leash clips are made of, or

the 'High grade stainless steel' screws on Ebay. In reality, there are 2 popular grades of stainless – real 304 and real 316. Each has subgrades substantiated with a letter like 316L.

The subgrades vary carbon, whilst 316 differentials involves adding a drip of molybdenum. All slight differences, but the following table sums it up:

304	316
Lower cost	Higher cost
Higher plasticity (it bends easier)	Higher resistance to chemicals
Used for:	Used for:
Trims, wheel covers, kitchen equipment, cutlery, etc	Chemical tanks, marine equipment, parts submersed in fluids.

Within the above, the two options in various grades will have different strengths, ductility etc, and likely variables an average consumer doesn't need to worry about. 304 is typically fine if you just want a material which doesn't rust. 316 is best if you are going to subject the material to highly corrosive environments.

So, can stainless steel rust? Yes. The chromium in the material protects the outer surface from corrosion. Scratch it deeply, and it will both stain and corrode. Ever had a laundry trough with corrosive looking scratches? In many respects, the corrosion within the scratch will sort of selfheal, so it will stop deteriorating, but look second-hand.



Rust is a term used for corrosion. Corrosion can come in many forms including chemical corrosion, oxidation, stress corrosion, galvanic corrosion. One thing stainless steel is very good at is corroding other materials. This is called galvanic corrosion or electrolysis. Think of all the batteries – lithium iron, nickel cadmium, lead acid, etc. Well, when you bolt stainless to plain carbon steel, you create a circuit, and within air or a liquid, electrons flow from the steel to the stainless, corroding the steel.

I could go on, and we are just getting started, likely as much you are starting to glimpse at Farmer needs a wife, or the like....

Key take outs:

1. Insulate stainless from plain steel
2. Use credible suppliers when seeking stainless steel for critical applications

Race Report

Round 1 - Sandown



Remember back in February, where Melbournians could just jump in the ute and drive to Repco to get some bits? No? Me neither. Well, we started the year at Sandown having a bit of a joke at the Chinese's expense that they had been eating some weird bits from a wet market in Wuhan.

Anyway, Sandown ended up 'the' round of the year. Was great to see some old and new faces kick off the new season though. Oh. I mean the whole season.... Some new machinery also presented itself.

After a short hiatus in the series, Damian Milano and crew was on deck. So were the Lloyds with the ever developing VN which looks the part too.

Thirty-five contenders fronted up for qualifying which saw Troy Lloyd lock in the pointy end with a time of 1.21.1, in front of Mathew Logan then Andrew Rhodes Anderson. Only 5 seconds separated the top 15 places and Nathan Robinson proved that you don't always need a V8 at Sandown to qualify in the top 5.

Race 1 saw Damian Milano complete a comfortable win in front of Ashely Wright in the well presented Brown Davis Commodore in front of Troy Lloyd. Jamie Augustine, debuting the Nissan Silvia after a massive effort preparing it in time, confirmed a brake upgrade was a next priority.

All the action was just up the front, Wayne Twist sparred with Mark Baldwin in the Honda Civic, with the BMW finishing just 1 thousandth of a second in front of the Honda.

Race 2 resulted in a Lloyd win in front of Milano, with Wright locking in third place. David Cocks moved up into seventh position, just behind the Robinson BMW. The Cruse's new Nissan S13 with Paul at the wheel finished a respectable 11th position in front of Michael Hart in a VS Commodore.

Race 3 was a Milano win in front of Lloyd and Wright. Andrew Rhodes-Anderson had a great drive to finish in fourth position in front of Robinson and Cocks.

Overall it was a pretty clean weekend of racing with some new cars finishing without too many drama's and 28 finishes in the last race from 35 entries. We now look forward to the 2021 season after a 12 month hiatus and lots of tinkering in man caves. Who and what will line up in Round 1...?

Jason Farkhauser





TRACTION
TYRE CENTRE



YOKOHAMA
MOTORSPORT
EXCLUSIVE DISTRIBUTORS
FOR VIC. & TAS.

PH. (03) 9764 2811
FAX. (03) 9764 8740
Email: sales@tractiontyres.com.au



TYRES & MORE

Round 1 - Sandown

Qualifying

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast lap	Fast time
1	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group	6000	9	9	01:21.08
2	43	Mathew Logan	Mack Trucks Castrol	Holden VE Commodore	6000	10	9	01:21.68
3	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Holden Commodore VN	6000	10	10	01:21.95
4	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	8	6	01:22.37
5	93	Nathan Robinson	Boxretail Australia / Chadwick	BMW E46 M3	3200	8	7	01:22.37
6	91	Jarrold Tonks		Holden Commodore	6000	9	7	01:22.53
7	76	Ashley Wright	Brown Davis Motorsport Lance	Holden VE Commodore	5998	10	9	01:23.33
8	155	James Augustine	WGMS	Nissan Silvia S14	1999	10	10	01:24.26
9	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	8	8	01:24.34
10	21	Peter Dixon	Frankston Engine Centre	Holden V2 Monaro	6000	10	10	01:24.39
11	15	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	10	9	01:24.82
12	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	10	8	01:25.33
13	5	Michael Hart		Holden VS Commodore	6000	9	9	01:25.65
14	3	Tony Moloney	Symes's race engineering/Mt No	Holden HQ	5700	10	10	01:25.70
15	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	9	9	01:26.24
16	13	Paul Cruse		Nissan S13	3400	5	5	01:26.39
17	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	7	5	01:26.54
18	41	Glenn Kenneday		Bmw E30	3200	5	3	01:26.66
19	7	David Bone	Racetec	Datsun 1600	3740	9	7	01:27.27
20	114	Mark Baldwin		Honda Civic EG	1998	9	8	01:27.46
21	56	Malcolm Henley		Mazda RX7	2354	9	9	01:27.96
22	19	Wayne Twist		BMW E46	3200	10	9	01:28.15
23	143	Jeremy Payne		BMW E30	2500	7	7	01:28.48
24	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	9	9	01:28.64
25	51	Anthony Johnson	Villawood Properties	BMW M3	3000	8	8	01:28.66
26	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	5	5	01:28.95
27	14	Paul Greer	Doin it for drew	Mazda Rx7	2500	9	5	01:29.59
28	52	Duncan Shiu	REVspeak Auto / PSR Tuning	Honda Integra	1998	9	7	01:30.02
29	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	7	7	01:31.10
30	29	Marco Timperio	Allform Industries	Ford EA	3900	6	6	01:32.74
31	68	James West	Adventure B4 dementia	BMW E36	3246	9	8	01:33.10
32	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	7	01:33.71
33	87	Kevin Coulson	CMS Performance	Honda Civic	1998	3	3	01:36.65
34	111	Matthew L'Estrange		BMW E30	3500	7	7	01:45.39
35	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	1		

Race 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast lap	Fast time
1	88	Damien Milano	Milano Racing Team	Holden (HSV) Commoco	6000	10	4	01:18.64
2	76	Ashley Wright	Brown Davis Motorsport Lance	Holden VE Commodore	5998	10	3	01:19.43
3	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group	6000	10	7	01:20.37
4	15	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	10	10	01:19.36
5	93	Nathan Robinson	Boxretail Australia / Chadwick	BMW E46 M3	3200	10	10	01:20.05
6	91	Jarrod Tonks		Holden Commodore	6000	10	5	01:20.89
7	43	Mathew Logan	Mack Trucks Castrol	Holden VE Commodore	6000	10	6	01:20.84
8	3	Tony Moloney	Symes's race engineering/Mt No	Holden HQ	5700	10	10	01:20.83
9	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	10	9	01:20.63
10	96	Andrew Rhodes-Anders	Tyres And More Pakenham	Holden Commodore VN	6000	10	6	01:20.15
11	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	10	3	01:21.02
12	155	James Augustine	WGMS	Nissan Silvia S14	1999	10	6	01:23.23
13	5	Michael Hart		Holden VS Commodore	6000	10	9	01:21.24
14	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	10	9	01:22.69
15	7	David Bone	Racetec	Datsun 1600	3740	10	7	01:23.79
16	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	10	7	01:23.62
17	21	Peter Dixon	Frankston Engine Centre	Holden V2 Monaro	6000	10	6	01:22.56
18	56	Malcolm Henley		Mazda RX7	2354	10	8	01:23.15
19	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	9	01:25.35
20	19	Wayne Twist		BMW E46	3200	10	7	01:24.65
21	114	Mark Baldwin		Honda Civic EG	1998	10	7	01:25.56
22	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	10	6	01:25.05
23	51	Anthony Johnson	Villawood Properties	BMW M3	3000	10	8	01:25.07
24	14	Paul Greer	Doin it for drew	Mazda Rx7	2500	9	6	01:26.61
25	87	Kevin Coulson	CMS Performance	Honda Civic	1998	9	9	01:25.63
26	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	9	7	01:24.96
27	68	James West	Adventure B4 dementia	BMW E36	3246	9	7	01:29.21
28	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	9	4	01:28.52
29	29	Marco Timperio	Allform Industries	Ford EA	3900	9	6	01:27.19
30	143	Jeremy Payne		BMW E30	2500	9	6	01:27.00
31	52	Duncan Shiu	REVspeak Auto / PSR Tuning	Honda Integra	1998	9	3	01:28.33
32	111	Matthew L'Estrange		BMW E30	3500	9	4	01:34.50
33	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	3	01:34.22
DNF	13	Paul Cruse		Nissan S13	3400	5	5	01:19.77
DNF	41	Glenn Kenneday		Bmw E30	3200			

SANDOWN
THE HOME OF HORSEPOWER

Race 2

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast lap	Fast time
1	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group	6000	10	3	01:18.58
2	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	10	3	01:17.57
3	76	Ashley Wright	Brown Davis Motorsport Lance	Holden VE Commodore	5998	10	2	01:18.54
4	15	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700	10	5	01:19.51
5	91	Jarrold Tonks		Holden Commodore	6000	10	4	01:19.76
6	93	Nathan Robinson	Boxretail Australia / Chadwick	BMW E46 M3	3200	10	4	01:19.56
7	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	10	7	01:19.32
8	96	Andrew Rhodes- Anders	Tyres And More Pakenham / Yoko	Holden Commodore VN	6000	10	8	01:20.02
9	3	Tony Moloney	Symes's race engineering/Mt No	Holden HQ	5700	10	3	01:20.18
10	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	10	4	01:19.93
11	13	Paul Cruse		Nissan S13	3400	10	6	01:19.07
12	5	Michael Hart		Holden VS Commodore	6000	10	7	01:21.69
13	43	Mathew Logan	Mack Trucks Castrol	Holden VE Commodore	6000	10	9	01:21.18
14	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	10	4	01:22.82
15	48	Brad Wyatt	Douglas Parade Motors Race Im	Holden Commodore VX	6000	10	7	01:21.35
16	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	10	7	01:23.94
17	56	Malcolm Henley		Mazda RX7	2354	10	6	01:24.19
18	19	Wayne Twist		BMW E46	3200	10	10	01:24.14
19	51	Anthony Johnson	Villawood Properties	BMW M3	3000	10	4	01:24.39
20	87	Kevin Coulson	CMS Performance	Honda Civic	1998	10	5	01:24.44
21	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	8	01:24.09
22	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	10	8	01:25.03
23	7	David Bone	Racetec	Datsun 1600	3740	9	3	01:26.39
24	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	9	6	01:25.98
25	155	James Augustine	WGMS	Nissan Silvia S14	1999	9	2	01:21.91
26	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	9	3	01:28.00
27	14	Paul Greer	Doin it for drew	Mazda Rx7	2500	9	2	01:25.38
28	68	James West	Adventure B4 dementia	BMW E36	3246	9	6	01:28.81
29	29	Marco Timperio	Allform Industries	Ford EA	3900	9	6	01:28.13
30	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	9	5	01:30.52
31	52	Duncan Shiu	REVspped Auto / PSR Tuning	Honda Integra	1998	9	4	01:33.10
DNF	21	Peter Dixon	Frankston Engine Centre	Holden V2 Monaro	6000	8	7	01:21.41
DNF	114	Mark Baldwin		Honda Civic EG	1998	3	2	01:26.08
DNF	111	Matthew L'Estrange		BMW E30	3500			

Race 3

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fast lap	Fast time
1	88	Damien Milano	Milano Racing Team	Holden (HSV) Commodore	6000	8	7	01:18.98
2	6	Troy Lloyd	sheppcitybearings.com.au JRE	Holden VN SS Group	6000	8	5	01:19.75
3	76	Ashley Wright	Brown Davis Motorsport Lance	Holden VE Commodore	5998	8	5	01:19.69
4	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Holden Commodore VN	6000	8	7	01:19.54
5	93	Nathan Robinson	Boxretail Australia / Chadwick	BMW E46 M3	3200	8	5	01:19.75
6	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	8	7	01:20.24
7	13	Paul Cruse		Nissan S13	3400	8	8	01:20.11
8	3	Tony Moloney	Symes's race engineering/Mt No	Holden HQ	5700	8	4	01:20.31
9	26	Kaide Lehmann	Bendigo Door Centre	Holden VE Commodore	6000	8	5	01:20.41
10	43	Mathew Logan	Mack Trucks Castrol	Holden VE Commodore	6000	8	6	01:20.36
11	48	Brad Wyatt	Douglas Parade Motors Race Im	Holden Commodore VX	6000	8	7	01:21.51
12	5	Michael Hart		Holden VS Commodore	6000	8	4	01:22.52
13	140	Andrew Tickner	HSD Cylinder Heads	Holden Commodore	5033	8	6	01:23.48
14	155	James Augustine	WGMS	Nissan Silvia S14	1999	8	4	01:22.43
15	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	3	01:25.01
16	51	Anthony Johnson	Villawood Properties	BMW M3	3000	8	7	01:25.07
17	19	Wayne Twist		BMW E46	3200	8	4	01:25.04
18	56	Malcolm Henley		Mazda RX7	2354	8	8	01:24.68
19	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	4	01:25.59
20	14	Paul Greer	Doin it for drew	Mazda Rx7	2500	8	5	01:25.71
21	71	Paul Vuillermin	JD Pro	Ford Falcon	3900	8	8	01:26.71
22	87	Kevin Coulson	CMS Performance	Honda Civic	1998	8	8	01:24.73
23	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	8	8	01:26.15
24	46	Bryson Lloyd	2 STATE ELECTRICAL	Toyota Celica	1796	8	7	01:29.06
25	29	Marco Timperio	Allform Industries	Ford EA	3900	8	8	01:29.40
26	52	Duncan Shiu	REVspeak Auto / PSR Tuning	Honda Integra	1998	8	3	01:28.81
27	2	Wayne Dekker	Bay Tech Automotive	Audi 80 Quattro	2600	7	5	01:31.94
28	111	Matthew L'Estrange		BMW E30	3500	7	5	01:31.90
DNF	7	David Bone	Racetec	Datsun 1600	3740	7	3	01:24.10
DNF	68	James West	Adventure B4 dementia	BMW E36	3246	2	2	01:57.53
DNF	15	Ian McLennan	Pro-Cut Tree Services	Holden V2 Monaro	5700			
DNF	91	Jarrold Tonks		Holden Commodore	6000			