

**Cruse takes  
out VSCRC  
Championship!**

## Technical

*Liquid metal in  
a tube?*

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



**OUR 2017 CLUB CHAMPION!  
LUKE GRECH-CUMBO**



## **TWO LITRE WIZ!**

**PAUL GROWITZ BACK TO BACK CHAMPIONSHIPS**



**INSIDE THE  
SPRING  
EDITION**

**Sandown and  
Phillip Island  
Race Reports**

**Rd 4 and 5  
Race Data**

**2017  
Championship  
Point Score**

**2018  
Committee  
Nominations**

*Free!*

*Spring 2017*

[www.ipravac.com.au](http://www.ipravac.com.au)



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## *From the President*

Ok, well another year has been run and won – it only seems like yesterday that I said that last year – how time flies. The year has gone well with exciting racing and impressive grids. Our Club Champions and class winners have all been determined with an exciting end to the season. The Over 2 Ltr battle came down to the last race of the year to secure the win. Congratulations to all and we look forward to presenting them with their Championship Awards at a presentation to be held in the new year.

Our members have to be congratulated also for a big effort with entry numbers this year again. Considering the economic times, we still have large grids and some of the closest racing which confirms that our category is still one of the best in Australia. We also had some new faces this year which is good to see and it looks like we will see a few more next year with a lot of cars being built this year for next year's season.

There has been a lot going on in the background over the year with rule reviews and so on. Again, I would like to thank you, the members, for your interest and feedback. The committee's job is to represent you the member and we can only work off your suggestions, comments and feedback.

Our Annual General Meeting will be held at the Jag Club on Wednesday 15 November 2017 at which we will be presenting the club reports for the year and the 2018 Committee will be formed. The latest news on rule reviews and the upcoming tyre tender will also be discussed at this meeting. All members are encouraged to attend. Of course, we know that the business end of the year is not always that interesting to the general membership but the bar will be open and a light supper

will be provided. To add to the enticement, a \$500 cash door prize is on offer – all financial members of the club attending the AGM will go into the draw for this and it will be drawn on the night, winner winner chicken dinner! How's that for a nice little pick up this side of Christmas (maybe your Island Magic entry fee??).

At the end of each year, all positions on the Committee are declared vacant and nominations for all roles are sought. You will find a Committee Nomination form further on in the magazine and this will also be emailed to all financial members. To nominate, you must be a financial member of the club. We encourage members to elect for a committee position as new faces and ideas are a must for the future of our category.

In the new year we will be holding a presentation event to award the Club Championship trophies, Club Awards and launch the 2018 season. Final details of this event are being finalised now and the date will be announced very soon. This will be a family friendly event and we hope that the new time slot away from the pre-Christmas silly season, will enable many more to attend.

I would like to thank the committee for their hard work and dedication behind the scenes. There is much that goes on behind the scenes to ensure the smooth running of our club between transporting the club trailer, BBQs, preparing the magazines, recording Minutes at meetings, rule reviews, points, bank balance control, and list goes on. We are very lucky to have such a hard-working cohesive committee and I am very grateful for everyone's contribution.

See you at the track

Pistons Rule!

*Gary McKay*





## From the editor



Hi Everyone!

Spring already and the last round for the year behind us. Congratulations to our champions and runners up for another great year for IPRA Vic.

This edition has all the standard stuff, with the technical article on 'Liquid Steels'. The Summer edition will profile Island Magic and include a 2018 season preview.

My objective when taking over the Editor position was to shift the format from a Newsletter to a Magazine format. It's nowhere near yet where I want it to be, and I wish I had more time to develop it. At the moment, it takes me about 12-16hrs to bring it together. I am conscious of not establishing a burden/precedent for future editors. Hand up anyone?!

Had a week in New Zealand last week, travelling around the North Island. As an only child, I thought siblings would stop fighting when they hit their 20's. Well, not my kids. The back seat provided a source of both noise, innovative insults and other sibling entertainment. Anyway, NZ was a different place to that 30 years ago when I last visited. Things are going pretty good over there, and it shows based on the quality and development of their road system and other metrics. We come across 2 pot holes over 2000km's! One other stand out was the distinct lack of Government 'Nannying'. In Victoria, if you are mowing on the side of the freeway now, you shutdown 2 kms of lane, reduce the speed limit to 40km, and maybe stick a speed camera in there somewhere. NZ, you make sure the tractor has a flashing light, and old mate puts a sign on the road a couple k's back. Ah the days....

What also intrigued me was the 8 permanent race circuits they have for population of 4.7M people. And we are not just talking about a rabbit infested go-kart track either. Driving through Waikato, I was stunned as the Hampton Downs Motorsport Park loomed in the distance. On closer inspection, I was near speechless. It was simply amazing – the layout and the facilities I felt were nothing like what we have here in Aus. Anyway, recommend a visit if over there.

Well, I will be working in Bunbury WA for most of what's left of 2017. So, as we head towards the silly season, please look out for small brained drivers on the road looking at Tinder or something on their Iphone 8.

Stay safe. On and off the track.

*Jason Fankhauser*

**Below: A partial view of the newish facilities at Hampton Downs Motorsport Park**



Wed 15th November

7:30pm for a 8:00pm start

Jaguar Car Club Room

23 Rosalie Street  
Springvale Victoria



# 2017 ANNUAL GENERAL MEETING



Club reports will be presented  
and 2018 Committee formed

Bar will be open & light  
supper provided

FOR MORE INFORMATION PLEASE CALL PETA ON

**0410 413 147**

**\$500**  
**DOOR PRIZE**

\* For attending financial  
club members only



## IPRA Vic Calendar

WHEN	WHAT
15 Nov	Annual General Meeting
25-26 Nov	Island Magic at Phillip Island
20 Dec	Summer Magazine

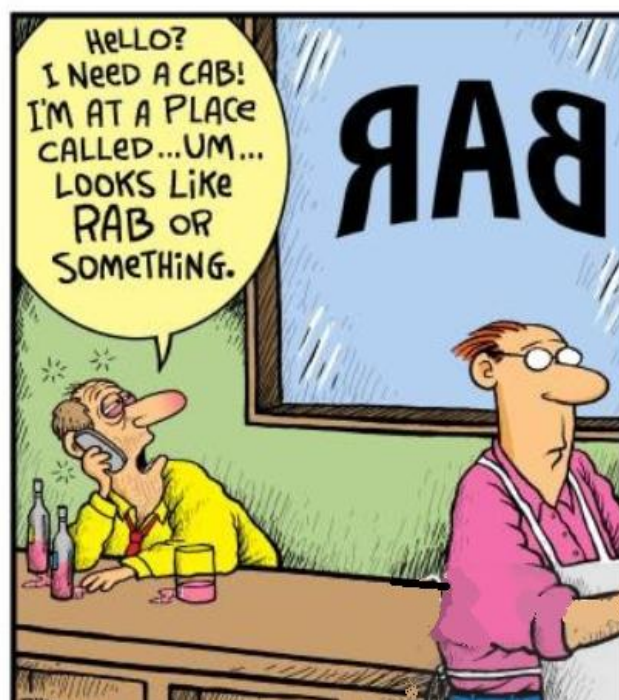
## The joke

**THINGS THAT ARE DIFFICULT TO SAY WHEN YOU'RE A DRUNK:**

- ) Innovative
- ) Preliminary
- ) Proliferation
- ) Cinnamon

**THINGS THAT ARE VERY DIFFICULT TO SAY WHEN YOU'RE DRUNK:**

- ) Specificity
- ) Anti-constitutionalist
- ) Passive-aggressive disorder
- ) Transubstantiate
- ) Phenomena



**THINGS THAT SOME PEOPLE FIND DOWNRIGHT IMPOSSIBLE TO SAY WHEN DRUNK:**

- ) No thanks, I'm married.
- ) Nope, no more booze for me!
- ) Sorry, but you're not really my type.
- ) A pizza? No thanks, I'm not hungry.
- ) Good evening, officer. Isn't it lovely out tonight?
- ) Oh, I couldn't! No one wants to hear me sing karaoke.
- ) I'm not interested in fighting you.
- ) Thank you, but I won't make any attempt to dance, I have no coordination. I'd hate to look like a fool!
- ) Where is the nearest toilet? I refuse to pee in this car park or on the side of the road.
- ) I must be going home now, as I have to work in the morning.

## 2018 Championship Points

Congratulations to all participants for putting on another strong IPRA show. 2017 will go down as one, or maybe the, most incident free years we have had. Thanks go to Blair Coull for promptly working out all the number each round too!

Some facts:

- 57** Total members who raced during the year
- 3409** Average engine size of entrants cars
- 3J(b)** Average biggest class in IPRA Vic with 2x more entrants in the year than other classes.
- 9** Members who turned up to every round
- 10** The number of Commodore owners who participated (most popular model, RX7 2<sup>nd</sup>)
- 6** The number of racers with the first name Andrew or David

So, here are the final points...

### Over 2 litre

	Driver	Car	Cap	CLASS	Sandown Round 4				Phillip Island Round 5				Total
					R1	R2	R3	Rd 4	R1	R2	R3	Rd5	
1.	L Grech-Cumbo	HSV VX Senator	5700	3J(b) > 3L	0	24	40	64	24	30	40	94	388
2.	Michael Cruse	Ford Escort	3400	3J(a) > 3L	30	20	16	66	40	24	30	94	384
3.	Damien Milano	HSV VY R8	5967	3J(b) > 3L	40	40	20	100				0	320
4.	Robert Braune	BMW 325i E30	2860	3J(b) 2L-3L	24	30	24	78				0	148
5.	C Brown	Toyota Sprinter	3400	3J(a) > 3L				0				0	110
6.	Malcolm Henley	Mazda RX7	2354	3J(a) 2L-3L	12	2	1	15	1	1	1	3	109
7.	David Reaburn	Mitsubishi Evo	3400	3J(b) > 3L				0				0	92
8.	Paul Vuillermin	EA Falcon	3900	3J(b) > 3L	1	0	8	9	1	1	1	3	75
9.	C Van den Dungen	MAZDA RX7	2354	3J(a) 2L-3L				0	30	40	0	70	70
10.	Wayne Twist	BMW E46	3200	3J(b) > 3L	1	0	1	2	8	1	1	10	62
11.	Andrew Butcher	BMW M3	3200	3J(b) > 3L				0	20	20	20	60	60
12.	Mathew Logan	Commodore	6000	3J(b) > 3L	16	12	4	32	1	0	1	2	57
13.	Grant Ogle	Ford Focus	4287	3J(b) > 3L	1	1	30	32	1	1	4	6	54
14.	Adrian Taranto	Audi	3400	3J(b) > 3L	1	0	0	1	1	1	16	18	51
15.	Gary McKay	Torana XU1	3300	3J(a) > 3L	20	16	12	48				0	48
16.	A Rhodes-Anderson	VN Commodore	6000	3J(b) > 3L				0				0	44
17.	Bruce Henley (LM)	Mazda RX8	2354	3J(b) 2L-3L	0	0	0	0				0	44
18.	Paul Rule	Holden Torana SS	5000	3J(a) > 3L				0				0	44
19.	Stephen O'Neill	Mitsubishi Lancer	3400	3J(b) > 3L				0	6	2	24	32	43
20.	Brydan Darbyshire	Mazda RX7	2648	3J(a) 2L-3L				0				0	40
21.	John Angiolella	BMW E36	3000	3J(b) 2L-3L				0	16	16	0	32	32
22.	Andrew Johnson	Holden VL	5700	3J(b) > 3L	1	1	1	3	4	4	2	10	28
23.	Richard Opie	Mazda RX8	2340	3J(b) 2L-3L	1	1	2	4	1	1	6	8	27
24.	Andrew Morris	VH Commodore	5600	3J(a) > 3L				0	12	12	1	25	26
25.	Brad Wyatt	VX Commodore	6000	3J(b) > 3L	2	4	1	7	1	1	12	14	25
26.	Gary Pearce	BMW 125i	2500	3J(b) 2L-3L	1	1	6	8	1	1	1	3	23
27.	Danny Pullens	S14 Silvia	3400	3J(b) > 3L	6	8	0	14	0	6	1	7	21
28.	David Levy	BMW M3	3200	3J(b) > 3L	4	1	1	6				0	20
29.	Tom Allen	Mazda RX7	2600	3J(a) 2L-3L				0	1	8	8	17	17

	Driver	Car	Cap	CLASS	Sandown Round 4				Phillip Island Round 5				Total
					R1	R2	R3	Rd 4	R1	R2	R3	Rd5	
30.	Craig Caspersz	MAZDA RX7	2340	3J(a) 2L-3L	8	6	0	14	0	0	0	0	14
31.	J Kroussoratis	Mazda Rx7	2340	3J(a) 2L-3L				0				0	14
32.	Scott Willing	Subaru WRX	3400	3J(b) > 3L				0				0	12
33.	Cameron McKee	AU XR6	3998	3J(b) > 3L	1	1	1	3				0	11
34.	Marco Timperio	Ford Falcon EA	3900	3J(b) > 3L	1	1	1	3	1	1	1	3	11
35.	David Shaw	Falcon ED XR6	3998	3J(b) > 3L	1	1	1	3				0	9
36.	Jim West	BMW E30	2500	3J(b) 2L-3L				0				0	6
37.	Geoff Dunkin	Commodore	5700	3J(a) > 3L				0	2	1	0	3	3
38.	Rod Lloyd	Ford Falcon EA	3900	3J(b) > 3L	0	0	0	0				0	3
39.	Shane Williams	maxda RX7	2354	3J(a) 2L-3L	0	0	0	0				0	3
40.	Wayne Dekker	Audi 80 Quattro	2600	3J(b) 2L-3L				0				0	3
41.	Richard Valentich	Holden Torana	4980	3J(a) > 3L				0				0	2
42.	Simon McDonald	Mazda 808	3060	3J(a) > 3L				0				0	2
43.	Steven Theologou	Commodore ve	6000	3J(b) > 3L				0				0	2
44.	Rolf Mamers	Mazda RX7	2600	3J(a) 2L-3L				0	1	0	0	1	1
45.	Simon Lyne	BMW 325i E30	2500	3J(b) 2L-3L				0				0	1
46.	Blair Coull	Ford Telstar	2500	3J(b) 2L-3L	0	0	0	0				0	0
47.	Scott Wilson	VP Commodore	5999	3J(b) > 3L				0				0	0
48.	Tony Groves	Mazda RX7	2354	3J(a) 2L-3L				0				0	0

## Under 2 litre

Driver	Car	Cap	Sandown Round 4				Phillip Island Round 5				Total
			R1	R2	R3	Rd 4	R1	R2	R3	Rd5	
Paul Grziwotz	Honda Civic	1998	40	40	30	110	40	40	24	104	524
Mark Baldwin	Honda Civic	1973	0	30	40	70				0	144
Velibor Tomic	Honda Integra	2000				0	30	24	30	84	138
James Atkinson	Honda Civic	1600				0	24	40	40	104	104
Doug Greenslade	Ford Fiesta XR4	1999				0				0	60
Wade Reynolds	Toyota AE86	2000				0				0	60
Jason Bockmann	Ford Mondeo MK1	2000				0				0	60
Bruce Henderson	Renault Clio	2000				0	20	20	20	60	60
Robert Wilson	Suzuki GTI	1298	0	24	0	24				0	24

## Classes

Driver	Car	Capacity	CLASS	Cumulative Total
Malcolm Henley	Mazda RX7	2354	3J(a) 2001-3000cc	494
Justin Kroussoratis	Mazda Rx7	2340	3J(a) 2001-3000cc	182
Tom Allen	Mazda RX7	2600	3J(a) 2001-3000cc	100
Brydan Darbyshire	Mazda RX7	2648	3J(a) 2001-3000cc	90
Shane Williams	maxda RX7	2354	3J(a) 2001-3000cc	90
Craig Caspersz	MAZDA RX7	2340	3J(a) 2001-3000cc	70
Cameron Van den Dungen	MAZDA RX7	2354	3J(a) 2001-3000cc	80
Rolf Mamers	Mazda RX7	2600	3J(a) 2001-3000cc	24



Driver	Car	Capacity	CLASS	Cumulative Total
Malcolm Henley	Mazda RX7	2354	3J(a) 2001-3000cc	494
Michael Cruse	Ford Escort	3400	3J(a) Over 3000cc	564
Andrew Morris	VH Commodore	5600	3J(a) Over 3000cc	120
Christopher Brown	Toyota Sprinter	3400	3J(a) Over 3000cc	120
Gary McKay	Holden Torana XU1	3300	3J(a) Over 3000cc	90
Paul Rule	Holden Torana SS	5000	3J(a) Over 3000cc	72
Richard Valentich	Holden Torana	4980	3J(a) Over 3000cc	60
Simon McDonald	Mazda 808	3060	3J(a) Over 3000cc	60
Geoff Dunkin	Commodore VH	5700	3J(a) Over 3000cc	48



Driver	Car	Capacity	CLASS	Cumulative Total
Paul Grziwotz	Honda Civic	1998	3J(b) 1600-2000cc	530
Velibor Tomic	Honda Integra	2000	3J(b) 1600-2000cc	154
Mark Baldwin	Honda Civic	1973	3J(b) 1600-2000cc	144
Bruce Henderson	Renault Clio	2000	3J(b) 1600-2000cc	72
Doug Greenslade	Ford Fiesta XR4	1999	3J(b) 1600-2000cc	60
Jason Bockmann	Mondeo MK1	2000	3J(b) 1600-2000cc	60
Wade Reynolds	Toyota AE86	2000	3J(b) 1600-2000cc	60
Gary Pearce	BMW 125i	2500	3J(b) 2001-3000cc	402
Richard Opie	Mazda RX8	2340	3J(b) 2001-3000cc	344
Robert Braune	BMW 325i E30	2860	3J(b) 2001-3000cc	200
Jim West	BMW E30	2500	3J(b) 2001-3000cc	128
Bruce Henley (LM)	Mazda RX8	2354	3J(b) 2001-3000cc	120
John Angiolella	BMW E36	3000	3J(b) 2001-3000cc	80
Wayne Dekker	Audi 80 Quattro	2600	3J(b) 2001-3000cc	72
Simon Lyne	BMW 325i E30	2500	3J(b) 2001-3000cc	40
Blair Coull	Ford Telstar	2500	3J(b) 2001-3000cc	0

Driver	Car	Capacity	CLASS	Cumulative Total
Luke Grech-Cumbo	HSV VX Senator	5700	3J(b) Over 3000cc	460
Damien Milano	HSV VY R8	5967	3J(b) Over 3000cc	344
Wayne Twist	BMW E46	3200	3J(b) Over 3000cc	187
Paul Vuillermin	EA Falcon	3900	3J(b) Over 3000cc	184
Mathew Logan	Commodore	6000	3J(b) Over 3000cc	164
David Reaburn	Mitsubishi Evo	3400	3J(b) Over 3000cc	154
Grant Ogle	Ford Focus	4287.4	3J(b) Over 3000cc	138
Andrew Johnson	VL Commodore	5700	3J(b) Over 3000cc	108
Adrian Taranto	Audi	3400	3J(b) Over 3000cc	106
Stephen O'Neill	Mitsubishi Lancer	3400	3J(b) Over 3000cc	102
Brad Wyatt	VX Commodore	6000	3J(b) Over 3000cc	98
Andrew Butcher	BMW M3	3200	3J(b) Over 3000cc	84
David Levy	BMW M3	3200	3J(b) Over 3000cc	78
Danny Pullens	S14 Silvia	3400	3J(b) Over 3000cc	70
Andrew Rhodes-Anderson	VN Commodore	6000	3J(b) Over 3000cc	48
Cameron McKee	AU XR6	3998	3J(b) Over 3000cc	42
Scott Willing	Subaru WRX	3400	3J(b) Over 3000cc	24
David Shaw	Falcon ED XR6	3998	3J(b) Over 3000cc	18
Marco Timperio	Ford Falcon EA	3900	3J(b) Over 3000cc	11
Rod Lloyd	Ford Falcon EA	3900	3J(b) Over 3000cc	3
Steven Theologou	Commodore VS	6000	3J(b) Over 3000cc	2
Scott Wilson	VP Commodore	5999	3J(b) Over 3000cc	0



Driver	Car	Capacity	CLASS	Cumulative Total
James Atkinson	Honda Civic	1600	3J(b) Under 1600cc	120
Robert Wilson	Suzuki GTI	1298	3J(b) Under 1600cc	40

## Race Reports

### Round 4, Sandown

Thirty one qualifiers lined up for what were reasonable conditions for Round 4.

Some statistics for the round:

Average engine size	3300cc
Total engine capacity on grid	102 litres
Under 3l cars	16
Over 5l cars	5
Value of tyres on grid	\$39,500
Number of manufacturers	10
Avg qual time	1:25.9
Manufacturers	
Audi	1
BMW	4
Datsun/Nissan	2
Ford	8
Holden	6
Honda	2
Mazda	5
Mini	1
Mitsubishi	1
Suzuki	1

Few interesting take outs from this. One being the excitement the President would have in the average size of an IPRA entry engine is the same as a Holden 6! Another one is the value in the tyres, particularly given many competitors purchase 2x or more sets per year. Easily to see how much motorsport contributes to an economy just looking at those black round things alone!

Anyway, enough being a statistician and back to qualifying.

Damian Milano set the pace with a 1:19.09, closely followed by Michael Cruse with a 01:19.73. Robert Braun took out the third fastest badge with a nicely rounded off lap time of the day with a 1:20.00.

For Race 1, Milano indicated he as just playing in qualifying or track conditions had improved, winning the race with a best lap time of 1:17.26. Cruse hung on for second, followed by Braun in the super BMW in third. Grech-Cumbo encountered an electrical fault resulting in a DNF, and a big shake up of the Championship Point score. After qualifying 7<sup>th</sup>, Gary McKay positioned the stalwart Torana in 4<sup>th</sup>. Natural nutrition evolved with 23 finishes due to 6 DNF's and 2 DNS's.



Sunday the weather looked ominous, but ended up fine for Race 2. Not unexpectedly, Milano took and held the lead to the end. Robert Braune navigated past Grech-Cumbo to finish in 2<sup>nd</sup> place. A mechanical problem was slowing up the Turbo Escort leading to Cruse finishing in fourth place behind Grech-Cumbo.

The clouds started forming during the BBQ, and by race 3 we had a wet track mix up the running order. Grech-Cumbo drew on his go-kart background, taking out the race and the fastest laptime. Ryan How in the Mini also embraced the wet track to claim 2<sup>nd</sup> in front of the Grant Ogle in the agile Ford Focus XR5. Braune finished in 4<sup>th</sup> position in front of Milano who clearly preferred the dry conditions of Race 2.

Throughout the four rounds, reliability and conditions worked in harmony to ensure the point score remained super close. As the IPRA show moves to Phillip Island, the last deciding round of 2017 was set to be a cliff hanger.



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## Race Report – Phillip Island

Round 5 at Phillip Island was born to be a Championship decider once Michael Cruse and Luke Grech-Cumbo committed to the 5 rounds. Both endured DNF's in the prior four rounds, and went into the round with 6 points between them behind Damian Milano. With Milano a no show, either was going to be handed the big gold 2018 cup.

Fine weather resulted in the fastest time being set in a Nissan owned by SA interstater Brenton Faggotter with a 1:44.73. Some seconds faster than the PB of Grech-Cumbo. Interestingly, only a few tenths separated the 2<sup>nd</sup> to 5<sup>th</sup> finishers. Cameron Van den Dungen rocketed the RX7 into 3<sup>rd</sup> fastest with a 1:45.92.



Faggotter found more time with practice for a convincing Race 1 win. Michael Nauib piloted his Datsun 1600 to claim 2<sup>nd</sup>, just in front of Michael Cruse. Grech-Cumbo could find his qualifying speed, to slide in to 5<sup>th</sup> position behind Van den Dungen.

Race 2's top 5 mirrored Race 1, other than for Cruse who got slapped on the wrist for jumping the start, falling to 5<sup>th</sup> position after a 5 second penalty. Andrew Butcher displayed good speed in

the E46 BMW finishing 6<sup>th</sup> in front of fellow BMW driver John Angiolella.



Race 3 started after some rain, and Grech-Cumbo again showed off his wet track skills to take the win in front of Cruse. Jamie Atkinson (a former IPRA Champion) put on a great drive to claim 3<sup>rd</sup> in the Honda Civic. All-wheel drive always a good accessory on wet tracks, so proved Stephen O'Neil in the Evo finishing fourth.

In the end, Grech-Cumbo accumulated the points he needed to take out the over two litre championship, but only by 4 points over Michael Cruse. Cruse's second place offset by winning the VSCRC IPRA Championship.

Notable mentions go to the Paul Vuillermin, Wayne Twist, Tom Allen, Gary Pearce, Richard Opie, and Mathew Logan who were consistent contenders, making for some great racing over the year.





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## Technical

As a young bloke, I tinkered with dirt bikes and recall spending more time pulling them apart than riding them. One day I had a little trouble getting an outer engine case to fit, so did what all expert 13 year old's would do and use the screws to pull it up. CRACK! Yep, broke a corner of a piece of die cast alloy and never forgave myself.

Anyway, having consulted with a more experienced 13 year old at school, I am told to just bond it with Liquid Steel. "Say what?" I said. "Yep, just go to Repco and get some". "Mum, we're off to Repco" and I go thinking it's one of those left-handed screwdriver pranks. Sure enough, the man chucks a tube of 'Liquid Steel' on the counter. I took my new-found wonder product home and smothered my broken bits with it, filed it all smooth, and never looked back.

The story come back to mind at Sandown last year where the Commodore decided to through us a crack in the radiator tank. With no welder in hand, my engine man says "just Sun-Fix it". Hey? Sun-Fix? Outcomes a box which looks like it's from a ToysRus playdo section. Knead the two colours together, and bang it on I did. Within minutes it had set hard, and remains on their today.

So can liquid steel be bought in a tube? Can Playdo be used to make ball bearings? Afraid not. These products are not anything like steel. They are all a type of polyepoxide which is a form of a reactive prepolymer. Most will know better the abbreviated name of 'Epoxy'. Some repair products will contain steel content, but that's more like aggregate in concrete. Just fill.

So, not steel in liquid form. However, material technology has progressed a lot in the 34 years since my fingers dragged liquid steel across my Honda bits (by the way, Liquid Steel as it was has disappeared). Some exotic epoxies are getting near as strong as some aluminium grades. They are not the ones available at Supercheap though.

SUN-FIX®



**Below: Comparison of Repair Products versus Aluminium and Steel**

Product	Permatex	Loctite Steel Liquid	Sun Fix	Aluminium	Plain carbon steel
Applications	Forming Moulds	Filling and moulding	Sealing and moulding		
Temperature resistance #	?	30-100 °C	-35 to +200 °C	-50 to 100 °C	0 to 200 °C
Compressive Strength (MPa)	90	67	80	90-250	250+
Key Characteristics	Pourable	Has fussy storage requirement	Long shelf life	High strength to mass ratio	Low cost
Resistance	Not specifically stated	Resistant to nearly everything	Resists fuels, oil, ester, salt water, most acids.	Resists fuels, oil, ester, salt water	Resists petroleum based fuels, oil, ester, some acids.
Tensile strength	42	31	30	90-250	250+
Shore Hardness Durometer D	86	84	?	As a guide, a safety hard hat has a Shore hardness of 85.	
Technology	Epoxy	Steel filled, 2 part epoxy	2 part epoxy, putty form		
Working Life Time	25 min.	25 min, cured in 8hrs @25 °C	About 20min. Fully cured in 3hrs.		

# before properties are compromised

From the table, you can see that there are some pro's and cons within the various products. Permatex state how good their product is, but don't back it up with much technical data which frustrates engineers like me. Sun-Fix is a good allrounder which won't go weird sitting in your tool box for 3 years. Loctite products are typically good, however the better they are, the more temperamental storage and application requirements they require.

So, have a look through some of the available products and chuck something in the tool box. Just in case.

*Jason Fankhauser*

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## Race results

### Round 4 – Sandown Qualifying

Start Sat Jul 22 11:29

Elapsed Time 20:00

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	88	Damien Milano	Damien Milano	Holden Commodore HSV	6000	3	3	1:19.0976*
2	31	Michael Cruse	Michael Cruse	Ford Escort	3400	12	7	01:19.73
3	86	Robert Braune	Robert Braune	Bmw E30	2860	10	10	01:20.00
4	25	Luke Grech-Cumbo	Luke Grech-Cumbo	HSV Senator	6000	8	3	01:21.13
5	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	13	11	01:22.28
6	37	Daniel Pullens	Daniel Pullens	Nissan S14 Silvia	3400	13	6	01:22.29
7	63	Gary McKay	Gary McKay	Holden Torana LJ	3300	13	13	01:22.30
8	43	Mathew Logan	Mathew Logan	Holden VE Commodore	6000	8	8	01:22.31
9	77	David Levy	David Levy	BMW M3	3	11	9	01:22.78
10	67	Bruce Henley	Bruce Henley	Mazda RX8	2354	5	5	01:23.42
11	83	Craig Caspersz	Craig Caspersz	MAZDA RX7	2354	13	12	01:23.59
12	48	Brad Wyatt	Brad Wyatt	Holden Commodore VX	6000	10	8	01:23.95
13	19	Wayne Twist	Wayne Twist	BMW E46	3200	13	13	01:24.62
14	5	Ryan How	Simon How	Mini Copper	1600	8	8	01:24.70
15	75	Richard Opie	Richard Opie	Mazda RX8	2340	7	7	01:24.86
16	55	Damien Moore	Damien Moore	Datsun 1200 coupe	1997	7	5	01:25.70
17	49	Andrew Johnson	Andrew Johnson	Holden VL Group A Co	5700	13	10	01:25.88
18	69	Stephen O'Neill	Stephen O'Neill	Mitsubishi EVO 8RS	2325	6	5	01:25.90
19	30	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	12	12	01:25.90
20	38	Adrian Taranto	Adrian Taranto	Audi S3	3200	12	6	01:25.96
21	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon	3900	7	7	01:26.19
22	45	Paul Grziwotz	Paul Grziwotz	Honda Civic	1998	8	6	01:27.87
23	24	Shane Williams	Shane Williams	Mazda Rx7	2354	13	12	01:27.99
24	50	Gary Pearce	Gary Pearce	BMW 125i	2995	9	7	01:28.55
25	14	Cameron Mckee	Cameron Mckee	Ford AU XR6	3998	12	10	01:29.04
26	12	Blair Coull	Blair Coull	Ford Telstar	2500	8	8	01:29.14
27	4	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	13	00:00.00	01:30.5
28	94	David Shaw	David Shaw	FORD EB XR6	3998	11	00:00.00	01:30.8
29	29	Marco Timperio	Marco Timperio	Ford EA	3900	11	00:00.00	01:31.6
30	58	Robert Wilson	Robert Wilson	suzuki swift gti	1300	4	00:00.00	01:35.6
31	10	Rodney Lloyd	Rodney Lloyd	Ford Falcon EA	3900	7	00:00.00	01:39.1

## Round 4 – Sandown Race 1

Start Sat Jul 22 15:15

Elapsed Time 11:55

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	88	Damien Milano	Damien Milano	Holden Commodore	6000	9	3	1:17.2601*
2	31	Michael Cruse	Michael Cruse	Ford Escort	3400	9	7	01:21.01
3	86	Robert Braune	Robert Braune	Bmw E30	2860	9	3	01:20.99
4	63	Gary McKay	Gary McKay	Holden Torana LJ	3300	9	4	01:22.13
5	43	Mathew Logan	Mathew Logan	Holden VE Commodo	6000	9	4	01:22.47
6	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	9	8	01:21.92
7	83	Craig Caspersz	Craig Caspersz	MAZDA RX7	2354	9	6	01:23.41
8	37	Daniel Pullens	Daniel Pullens	Nissan S14 Silvia	3400	9	4	01:23.03
9	77	David Levy	David Levy	BMW M3	3	9	6	01:23.32
10	48	Brad Wyatt	Brad Wyatt	Holden Commodore	6000	9	4	01:22.99
11	49	Andrew Johnson	Andrew Johnson	Holden VL Group A	5700	9	7	01:24.50
12	19	Wayne Twist	Wayne Twist	BMW E46	3200	9	8	01:24.49
13	55	Damien Moore	Damien Moore	Datsun 1200 coupe	1997	9	8	01:24.95
14	30	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	9	4	01:25.40
15	38	Adrian Taranto	Adrian Taranto	Audi S3	3200	9	4	01:24.87
16	5	Ryan How	Simon How	Mini Copper	1600	9	6	01:25.52
17	75	Richard Opie	Richard Opie	Mazda RX8	2340	9	6	01:25.46
18	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon	3900	8	4	01:26.56
19	45	Paul Grziwotz	Paul Grziwotz	Honda Civic	1998	8	4	01:26.67
20	14	Cameron Mckee	Cameron Mckee	Ford AU XR6	3998	8	6	01:30.08
21	94	David Shaw	David Shaw	FORD EB XR6	3998	8	7	01:31.65
22	29	Marco Timperio	Marco Timperio	Ford EA	3900	8	6	01:31.32
23	50	Gary Pearce	Gary Pearce	BMW 125i	2995	7	5	01:28.60
DNF	10	Rodney Lloyd	Rodney Lloyd	Ford Falcon EA	3900	6	2	01:37.09
DNF	25	Luke Grech-Cumbo	Luke Grech-Cumbo	HSV Senator	6000	4	2	01:19.32
DNF	4	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	1	1	01:47.54
DNF	24	Shane Williams	Shane Williams	Mazda Rx7	2354			
DNF	12	Blair Coull	Blair Coull	Ford Telstar	2500			
DNF	58	Robert Wilson	Robert Wilson	suzuki swift gti	1300			



## Round 4 – Sandown Race 2

Start Sun Jul 23 11:19

Elapsed Time 14:44

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time	Pos
1	88	Damien Milano	Damien Milano	Holden Commodore		6000	11	5	1:17.0784*
2	86	Robert Braune	Robert Braune	Bmw E30		2860	11	6	01:20.22
3	25	Luke Grech-Cumbo	Luke Grech-Cumbo	HSV Senator		6000	11	5	01:19.77
4	31	Michael Cruse	Michael Cruse	Ford Escort		3400	11	5	01:20.25
5	63	Gary McKay	Gary McKay	Holden Torana LJ		3300	11	7	01:22.56
6	43	Mathew Logan	Mathew Logan	Holden VE Commodore		6000	11	8	01:22.50
7	37	Daniel Pullens	Daniel Pullens	Nissan S14 Silvia		3400	11	6	01:22.35
8	83	Craig Caspersz	Craig Caspersz	MAZDA RX7		2354	11	6	01:23.15
9	48	Brad Wyatt	Brad Wyatt	Holden Commodore		6000	11	5	01:22.80
10	56	Malcolm Henley	Malcolm Henley	Mazda RX7		2354	11	6	01:21.72
11	77	David Levy	David Levy	BMW M3		3L	11	4	01:23.14
12	49	Andrew Johnson	Andrew Johnson	Holden VL Group A		5700	11	9	01:24.26
13	30	Grant Ogle	Grant Ogle	Ford Focus XR5		2521	11	6	01:25.35
14	75	Richard Opie	Richard Opie	Mazda RX8		2340	11	4	01:24.73
15	45	Paul Grziwotz	Paul Grziwotz	Honda Civic		1998	10	10	01:26.17
16	5	Ryan How	Simon How	Mini Copper		1600	10	10	01:25.79
17	50	Gary Pearce	Gary Pearce	BMW 125i		2995	10	5	01:28.57
18	14	Cameron Mckee	Cameron Mckee	Ford AU XR6		3998	10	4	01:28.78
19	94	David Shaw	David Shaw	FORD EB XR6		3998	10	9	01:30.22
20	29	Marco Timperio	Marco Timperio	Ford EA		3900	10	7	01:30.18
21	4	Mark Baldwin	Mark Baldwin	Honda Civic EG		1998	10	10	01:30.85
22	58	Robert Wilson	Robert Wilson	suzuki swift gti		1300	10	9	01:32.11
DNF	19	Wayne Twist	Wayne Twist	BMW E46		3200	7	6	01:25.40
DNF	38	Adrian Taranto	Adrian Taranto	Audi S3		3200	4	4	01:27.94
DNF	55	Damien Moore	Damien Moore	Datsun 1200 coupe		1997	1	1	01:41.50
DNF	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon		3900			





## Round 4 – Sandown Race 3

Start Sun Jul 23 15:28

Elapsed Time 15:22

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	25	Luke Grech-Cumbo	Luke Grech-Cumbo	HSV Senator	6000	9	3	1:39.9860*
2	5	Ryan How	Simon How	Mini Copper	1600	9	4	01:40.57
3	30	Grant Ogle	Grant Ogle	Ford Focus XR5	2521	9	8	01:42.35
4	86	Robert Braune	Robert Braune	Bmw E30	2860	9	4	01:44.01
5	88	Damien Milano	Damien Milano	Holden Commodore HSV	6000	9	2	01:40.14
6	31	Michael Cruse	Michael Cruse	Ford Escort	3400	9	4	01:44.77
7	4	Mark Baldwin	Mark Baldwin	Honda Civic EG	1998	9	7	01:45.02
8	63	Gary McKay	Gary McKay	Holden Torana LJ	3300	9	4	01:47.53
9	71	Paul Vuillermin	Paul Vuillermin	Ford Falcon	3900	9	8	01:46.96
10	50	Gary Pearce	Gary Pearce	BMW 125i	2995	9	8	01:47.20
11	43	Mathew Logan	Mathew Logan	Holden VE Commodore	6000	9	8	01:47.38
12	75	Richard Opie	Richard Opie	Mazda RX8	2340	9	9	01:47.33
13	49	Andrew Johnson	Andrew Johnson	Holden VL Group A Co	5700	9	8	01:46.51
14	45	Paul Grziwotz	Paul Grziwotz	Honda Civic	1998	9	9	01:47.28
15	48	Brad Wyatt	Brad Wyatt	Holden Commodore VX	6000	9	8	01:48.32
16	77	David Levy	David Levy	BMW M3	3	9	3	01:50.24
17	19	Wayne Twist	Wayne Twist	BMW E46	3200	8	3	01:50.72
18	94	David Shaw	David Shaw	FORD EB XR6	3998	8	7	01:50.15
19	14	Cameron Mckee	Cameron Mckee	Ford AU XR6	3998	8	5	01:52.55
20	29	Marco Timperio	Marco Timperio	Ford EA	3900	8	8	01:53.42
21	56	Malcolm Henley	Malcolm Henley	Mazda RX7	2354	8	3	01:56.70
22	55	Damien Moore	Damien Moore	Datsun 1200 coupe	1997	8	3	01:53.81
DNF	37	Daniel Pullens	Daniel Pullens	Nissan S14 Silvia	3400	8	8	01:48.66



## Round 5 – Phillip Island Qualifying

Start Sat Sep 30 10:25

Elapsed Time 13:02

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	4	Brenton Faggotter	Grand Auto Wreckers	Nissan Silvia	3400	8	6	01:44.73
2	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	5	5	01:45.86
3	40	C. Van den Dungen	40 Winks Hawthorn	Mazda RX7	2354	3	3	01:45.92
4	31	Michael Cruse		Ford Escort	3400	6	6	01:46.11
5	16	Michael Naguib	Andrainos Auto	Datsun 1600	3400	7	5	01:46.34
6	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	7	4	01:47.16
7	32	Phillip Andrawos	Andrawos Auto	BMW 135	3200	7	4	01:47.63
8	37	Daniel Pullens		Nissan S14 Silvia	3400	6	3	01:48.49
9	64	John Angiolella	JLK Constructions	BMW E36	3200	5	3	01:49.04
10	83	Craig Caspersz	HES Racing	MAZDA RX7	2354	6	4	01:49.34
11	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	6	6	01:50.65
12	19	Wayne Twist		BMW E46	3200	7	7	01:50.70
13	61	Andrew Morris	GP Automotive	Holden VH Commodore	5600	7	6	01:50.72
14	69	Stephen O'Neill	E-Baby Care	Mitsubishi EVO 8RS	2325	7	4	01:51.00
15	60	George Michell		Datsun 1600	3400	7	6	01:51.07
16	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	7	6	01:51.13
17	62	Tom Allen	Custom Built Gazebos	Mazda RX7	2600	5	4	01:51.26
18	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	4	3	01:51.63
19	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	4	4	01:51.70
20	49	Andrew Johnson		Holden VL Group A Co	5700	7	6	01:52.04
21	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	6	3	01:52.16
22	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	7	6	01:52.36
23	38	Adrian Taranto		Audi S3	3200	7	3	01:52.37
24	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	7	6	01:52.83
25	48	Brad Wyatt		Holden Commodore VX	6000	5	4	01:52.84
26	50	Gary Pearce		BMW 125i	2995	6	6	01:55.41
27	99	Rolf Mamers	V Consult	Mazda	2347	7	6	01:55.97
28	53	James Atkinson		Honda Civic	1600	4	2	01:56.25
29	56	Malcolm Henley		Mazda RX7	2354	6	3	01:56.72
30	29	Marco Timperio	Allform Industries	Ford EA	3900	6	6	01:59.37
31	81	Stuart Brown	Bridgestone Select Cranbourne	Holden Commodore	5000	4	3	02:06.70
32	39	Bruce Henderson	3 X 13 Racing	Renault Clio 172	1998	6	5	02:10.10
33	10	Rodney Lloyd		Ford Falcon EA	3900	2	2	02:39.27

## Round 5 – Phillip Island Race 1

Start Sat Sep 30 13:34

Elapsed Time 14:11

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	4	Brenton Faggotter	Grand Auto Wreckers	Nissan Silvia	3400	8	3	1:44.3139*
2	16	Michael Naguib	Andrainos Auto	Datsun 1600	3400	8	5	01:46.19
3	31	Michael Cruse		Ford Escort	3400	8	2	01:46.4
4	40	C. Van den Dungen	40 Winks Hawthorn	Mazda RX7	2354	8	6	01:45.84
5	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	8	3	01:46.84
6	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	8	6	01:47.62
7	64	John Angiolella	JLK Constructions	BMW E36	3200	8	2	01:48.76
8	61	Andrew Morris	GP Automotive	Holden VH Commodore	5600	8	2	01:50.28
9	19	Wayne Twist		BMW E46	3200	8	3	01:50.4
10	69	Stephen O'Neill	E-Baby Care	Mitsubishi EVO 8RS	2325	8	5	01:49.89
11	60	George Michell		Datsun 1600	3400	8	4	01:50.2
12	49	Andrew Johnson		Holden VL Group A Co	5700	8	5	01:50.7
13	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	8	5	01:49.79
14	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	3	01:51.25
15	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	8	5	01:50.93
16	62	Tom Allen	Custom Built Gazebos	Mazda RX7	2600	8	6	01:51.17
17	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	6	01:52.08
18	38	Adrian Taranto		Audi S3	3200	8	3	01:51.2
19	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	8	5	01:49.60
20	48	Brad Wyatt		Holden Commodore VX	6000	8	6	01:52.6
21	99	Rolf Mamers	V Consult	Mazda	2347	8	4	01:52.37
22	50	Gary Pearce		BMW 125i	2995	8	3	01:54.4
23	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	8	3	01:51.46
24	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	8	3	01:48.85
25	53	James Atkinson		Honda Civic	1600	8	3	01:52.5
26	56	Malcolm Henley		Mazda RX7	2354	8	3	01:55.2
27	29	Marco Timperio	Allform Industries	Ford EA	3900	7	5	01:58.90
28	39	Bruce Henderson	3 X 13 Racing	Renault Clio 172	1998	7	6	02:10.35
DNF	83	Craig Caspersz	HES Racing	MAZDA RX7	2354	5	2	01:48.77
DNF	37	Daniel Pullens		Nissan S14 Silvia	3400	5	4	01:48.0
DNF	32	Phillip Andrawos	Andrawos Auto	BMW 135	3200	2	2	01:46.85
DNF	81	Stuart Brown	Bridgestone Select Cranbourne	Holden Commodore	5000	1	1	02:23.39



## Round 5 – Phillip Island Race 2

Start Sun Oct 01 10:05

Elapsed Time 14:11

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	4	Brenton Faggotter	Grand Auto Wreckers	Nissan Silvia	3400	8	5	1:43.4178*
2	16	Michael Naguib	Andrainos Auto	Datsun 1600	3400	8	3	01:44.51
3	40	C. Van den Dungen	40 Winks Hawthorn	Mazda RX7	2354	8	4	01:45.00
4	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	8	4	01:45.37
5	31	Michael Cruse		Ford Escort	3400	8	8	01:45.36
6	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	8	5	01:45.62
7	64	John Angiolella	JLK Constructions	BMW E36	3200	8	8	01:47.76
8	61	Andrew Morris	GP Automotive	Holden VH Commodore	5600	8	6	01:49.65
9	62	Tom Allen	Custom Built Gazebos	Mazda RX7	2600	8	7	01:49.75
10	37	Daniel Pullens		Nissan S14 Silvia	3400	8	8	01:47.79
11	49	Andrew Johnson		Holden VL Group A Co	5700	8	6	01:49.98
12	69	Stephen O'Neill	E-Baby Care	Mitsubishi EVO 8RS	2325	8	6	01:49.58
13	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	8	8	01:50.91
14	38	Adrian Taranto		Audi S3	3200	8	6	01:50.61
15	53	James Atkinson		Honda Civic	1600	8	7	01:51.25
16	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	8	01:51.13
17	60	George Michell		Datsun 1600	3400	8	8	01:50.50
18	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	8	8	01:51.01
19	48	Brad Wyatt		Holden Commodore VX	6000	8	8	01:52.01
20	19	Wayne Twist		BMW E46	3200	8	8	01:51.84
21	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	8	7	01:50.52
22	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	8	8	01:49.45
23	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	6	01:52.83
24	56	Malcolm Henley		Mazda RX7	2354	8	5	01:53.72
25	50	Gary Pearce		BMW 125i	2995	8	7	01:55.92
26	29	Marco Timperio	Allform Industries	Ford EA	3900	8	8	01:57.21
27	39	Bruce Henderson	3 X 13 Racing	Renault Clio 172	1998	7	7	02:06.66
DNF	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	5	4	01:51.45

Competitor #31 - 5 Seconds Penalty



## Round 5 – Phillip Island Race 3

Start Sun Oct 01 14:01

Elapsed Time 16:16

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/Lap	Fast. Time
1	25	Luke Grech-Cumbo	GC Electrical / No Fear Securi	HSV Senator	6000	8	8	01:53.59
2	31	Michael Cruse		Ford Escort	3400	8	8	1:52.8544*
3	53	James Atkinson		Honda Civic	1600	8	7	01:57.90
4	69	Stephen O'Neill	E-Baby Care	Mitsubishi EVO 8RS	2325	8	7	02:00.05
5	4	Brenton Faggotter	Grand Auto Wreckers	Nissan Silvia	3400	8	8	01:56.47
6	59	Andrew Butcher	Epilepsy Foundation	BMW E36 M3	3200	8	8	01:56.36
7	16	Michael Naguib	Andrainos Auto	Datsun 1600	3400	8	8	01:57.20
8	38	Adrian Taranto		Audi S3	3200	8	8	01:59.23
9	89	Velibor Tomic	Tomahawk Race Fab	Honda Integra	1998	8	3	01:59.65
10	48	Brad Wyatt		Holden Commodore VX	6000	8	8	01:58.85
11	62	Tom Allen	Custom Built Gazebos	Mazda RX7	2600	8	8	01:58.98
12	75	Richard Opie	Bendigo Mazda	Mazda RX8	2340	8	8	01:58.59
13	30	Grant Ogle	Laurie Ogle Motors	Ford Focus XR5	2521	8	8	02:00.43
14	49	Andrew Johnson		Holden VL Group A Co	5700	8	8	02:00.24
15	71	Paul Vuillermin	Allford Wreckers	Ford Falcon EA	3900	8	8	02:00.80
16	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	8	02:00.31
17	50	Gary Pearce		BMW 125i	2995	8	8	02:02.91
18	43	Mathew Logan	Mack Trucks	Holden VE Commodore	6000	8	8	01:57.05
19	37	Daniel Pullens		Nissan S14 Silvia	3400	8	8	01:57.46
20	19	Wayne Twist		BMW E46	3200	8	7	02:02.74
21	61	Andrew Morris	GP Automotive	Holden VH Commodore	5600	8	8	02:04.85
22	29	Marco Timperio	Allform Industries	Ford EA	3900	8	8	02:05.82
23	56	Malcolm Henley		Mazda RX7	2354	8	3	02:08.48
24	39	Bruce Henderson	3 X 13 Racing	Renault Clio 172	1998	7	2	02:14.85
DNF	64	John Angiolella	JLK Constructions	BMW E36	3200	7	7	01:57.38
DNF	82	Geoff Dunkin	Proteck Australia	Commodore VS	5700	7	3	02:10.24
DNF	60	George Michell		Datsun 1600	3400	6	3	02:02.04
DNF	40	C. Van den Dungen	40 Winks Hawthorn	Mazda RX7	2354	2	2	02:00.97



## ***IPRA VIC COMMITTEE 2018***

Committee nominations for 2018 are due, and a nomination form is attached.

A volunteer Committee of Management administers Improved Production Racing Association Vic. Without the dedication and commitment of our volunteer Committee, the Club would cease to exist. At the end of each year, all positions are declared vacant and nominees for all positions are called for. Committee positions are held for one year. Committee members are expected to attend committee meetings that are held approximately every 6 – 8 weeks.

Any financial member of the club is eligible to nominate for a position on the Committee and your nomination must be seconded by another financial member of the club. Please see list below of the relevant positions and a brief description of the obligations of each role.

### **Committee Positions**

President	oversees the Club operations and is the key contact. Acts as an Ambassador for the Club in communications. A thorough knowledge of IPRA issues from both political and technical perspectives both locally and nationally is required for this position.
Vice President	provides back up to the President and takes over issues normally handled by the President if the President is unavailable. May take on extra tasks if required.
Secretary	is responsible for performance of all secretarial duties required by the Club including correspondence (internal and external), recording of the Minutes of Meetings, arrange meetings and prepare meeting agendas. This role requires written and verbal communication skills and sound organisational skills.
Treasurer	is responsible for the entire Club's funding, expenditure and sponsorship. Duties include preparation of financial accounts, paying all authorised accounts, attend all committee meetings to report on Club's financial status and organise and oversee the Club's banking. This role requires sound financial skills & some knowledge of accounting procedures.
Eligibility & Technical advisor	Responsible for the inspection of vehicles to determine eligibility. Assist members or potential members with technical advice relating to eligibility items. Provide an eligibility column in club's magazine / newsletter. It is not expected that the person in this role be the final arbiter. Liaise with the scrutineers and officials for safety and eligibility checks on the race weekends. Liaise with CAMS officials regarding eligibility issues. A strong knowledge of the category rules and strong communication skills are required for this role.
Membership Secretary	is responsible for all membership issues including acting as a contact point for new members, production of membership cards, issue of membership renewals, maintenance of membership database and provide membership updates at Club meetings & in the Club's newsletter. This role requires good communication and sound organisational skills.
Editor	is responsible for the production and dispatch of the Club magazine, liaison with advertisers and Club members for supply of articles for the magazine. This role requires sound computer skills and the appropriate computer equipment to produce the magazine in readiness for professional printing.



Web Site Editor	is responsible for the maintenance and updating of the Club's web site. This role requires a strong knowledge of web site design and information technology.
Public Relations Officer	The aim of this role is to have someone specific to deal with issues such as press releases, sponsor liaison and general promotion of the club's profile. The main talents required for this position would be enthusiasm and great communication skills.
Driver Conduct & Safety Officer	<p>The aim of this role is to provide a liaison officer for members or officials to contact in the event of a safety issue or a problem with driver conduct. Duties would include</p> <ul style="list-style-type: none"> <li>) liaison with medicos, CAMS Stewards and the drivers' family in the event of a racing accident ;</li> <li>) acting as a point of contact for members that are seeking investigation of racing incidents or driver conduct ;</li> <li>) provide conciliation between parties in the event of a dispute concerning a racing incident or driver conduct and where necessary provide support in the event of a Steward's enquiry ;</li> <li>) maintaining an Incident Log Book to record any racing incidents and the resultant action taken;</li> <li>) offer mentoring and advice to new members and assist members in their debut race meetings.</li> </ul>

## General Committee

General Committee members are responsible for assisting in general tasks including point scoring, organisation of social events, fund raising, catering, caretaking of Club items and general assistance to the Executive Committee.

## Nomination Information

If you are interested in nominating for a position on the Committee please carefully note the following information:

- ) Nominations close on **Wednesday 8<sup>th</sup> November 2017**
- ) Nominations must be received on the attached form and returned to IPRA Vic, 1 Henderson Hill Road, Silvan, 3795 or by email to [gpauto@bigpond.com](mailto:gpauto@bigpond.com)
- ) To be eligible for nomination you must be a financial member of IPRA Vic.
- ) Nominations must be seconded by an independent financial member of IPRA Vic.
- ) In the event that a nomination for any position has not been received by the closing date, IPRA Vic. reserves the right to accept late nominations.
- ) In the event that more than one nomination is received for a Committee position, a ballot will be held at the Annual General Meeting on Wednesday 15<sup>th</sup> November 2017 to determine the position.
- ) A maximum of 5 general committee positions are available. In the event that more than 5 nominations are received for General Committee Members, a ballot will be held at the Annual General Meeting on Wednesday 15<sup>th</sup> November 2017 to determine the positions.
- ) Enquiries with regard to nominations should be directed to Gary McKay, President on 9738 1988 (business hours) or 0414 343147 after hours or email [Gary.McKay@ipravvic.com.au](mailto:Gary.McKay@ipravvic.com.au) or Peta McKay, Secretary on 0410 413147 or email [gpauto@bigpond.com](mailto:gpauto@bigpond.com)



## IMPROVED PRODUCTION RACING ASSOCIATION VIC.

### COMMITTEE NOMINATIONS FOR 2018

Position	Name	Phone	Nomination Seconded By
President			
Vice President			
Secretary			
Treasurer			
Membership Secretary			
Editor/Production			
Web Site			
Eligibility & Technical Advisor			
Vic State Delegate			
Driver Conduct & Safety Officer			
Public Relations Officer			

### GENERAL COMMITTEE NOMINATIONS FOR 2018

Name	Phone Number	Nomination Seconded By

#### NOTES:

- J Nominations close on **8th November 2017**.
- J Nominations must be made on this form and returned to IPRA Vic, 1 Henderson Hill Road, Silvan, 3795 or by email to [gpauto@bigpond.com](mailto:gpauto@bigpond.com)
- J To be eligible for nomination you must be a financial member of IPRA Vic.
- J Nominations must be seconded by another financial member of IPRA Vic.
- J In the event that a nomination for a Committee position has not been received by the closing date, The Club reserves the right to accept late nominations.
- J In the event that more than one nomination is received for a Committee position, a ballot will be held to determine the position at the Annual General Meeting on Wednesday 15th November 2017.
- J A maximum of 5 general committee positions are available. In the event that more than 5 nominations are received for General Committee positions, a ballot will be held to determine the positions at the Annual General Meeting on Wednesday 15<sup>th</sup> November 2017.
- J Enquiries with regard to nominations should be directed to Gary McKay, President, phone 9738 1988 during business hours or 0414 343147 after hours Peta McKay, Secretary, on 0410 413147 or email [gpauto@bigpond.com](mailto:gpauto@bigpond.com)