

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

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*Magazine*

Inside the  
Summer  
Edition

Round 5  
Race Report

**Island  
Magic  
2018**

**Delegates  
update**

## **2018 CHAMPION**

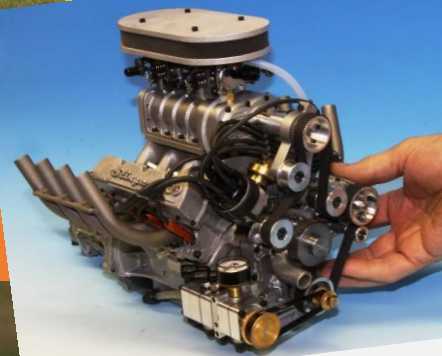
**Luke Grech-Cumbo** *Over 21*



**IN REVIEW:** AUSTRALIAN COMMODORE  
THE MOFFAT RAMP TRUCK

## **2018 CHAMPION**

**Velibor Tomic** *Under 21*



**Small, But Real**  
We look at the world  
miniature engines

Free!

Summer 2018

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## *From the President*



Well, here we are at the end of another year...the days are getting longer and warmer which is a welcome change and the big man in red is about to knock on the door. The years just seem to go faster and faster every year or maybe that's just me.

It's been a good year for racing and at the end of the year we have almost 140 members. Our grids have been healthy with some new cars and drivers at all the rounds and great racing had by all. A big congrats to Luke Grech-Cumbo for taking out the Over 2.0 litre championship and Val Tomic for the under 2.0 litre championship, A job well done guys, this is something you and your crew should be proud of. A big congrats to all competitors for getting to the start line and the classy competition put on by all.

The general meetings this year have had a change of venue to the Wantirna Club and this seems to have been for the better as the numbers have increased which is a great thing. Our Annual General Meeting was held there in November and was well attended by around 50 members. Congratulations to Bruce Woodward for winning the door prize of a \$1000.00 Traction Tyre voucher to spend on some fresh new rubber. At the AGM we tabled the IPRA Vic Social Media Policy that will become a condition of your membership in 2019. This information, along with membership renewals will be sent out very soon.

Sponsors, sponsors, sponsors, big thanks goes out to all our sponsors, to VACC (Our Auto) and Wayne Alway for the hard work making it happen, also long

time supporters Rick and Julie from Nuline homes, their support is second to none, David Low from DLLPhotography & Design, Dave keeps our web site up to date and puts some great pics up from time to time. Last but not least, Yokohama tyres, the best tyres on the current market, and more to the point Andrew, Shane and all the team at Traction Tyres. They run a great show and we are spoilt by the service they provide. I would like to thank Peter Lyons from Revheads Review for the after race vids that get done, great job Pete. All these people are big supporters of the club and deserve our support, so please consider them when you're looking for workshop insurance, home renovations/building, not to mention those happy snaps on those special occasions or a fresh new website. Next time you need tyres for the family truckster or the street racer, then consider Traction Tyres.

A big thanks must go out to the committee this year for work that goes on in front and more so behind the scenes, without you the club would not survive. It takes many hours to run the club but, as they say many hands make light work. At our AGM, our 2019 committee was formed, with the only change from 2018 being a new General committee member in Andrew Butcher. We welcome Andrew on board and thank all of the committee for their continuing contribution to the management of the Club.

### **Management Committee**

<i>President:</i>	Gary McKay
<i>Vice President:</i>	David Cocks
<i>Treasurer:</i>	Paul Rule
<i>Secretary:</i>	To be advised
<i>State Delegate:</i>	Scott Willing
<i>Membership Secretary:</i>	Michael Cruse
<i>Eligibility Officer:</i>	Blair Coull

### **General Committee:**

Jason Bockmann	Paul Grziwotz
Andrew Butcher	Luke Grech Cumbo
Brydan Darbyshire	Wayne Twist

Next year's race dates at the time of putting this together was not confirmed but we will announce the dates on our website and facebook page as soon as they are available.

One date that has been confirmed is the Season Launch and 2018 Championship Trophy & Club Award presentation, on Saturday 16 February 2019 to be held at Yarrawood Estate Winery in Yarra Glen. A different venue from 2018, but the focus on a family friendly event will be the same. This turned out to be a great day last time with the emphasis on a relaxed social day to kick back, enjoy some food and wine and celebrate the wins of 2018. It promises to be bigger again this year. The live music is booked, the champagne is on ice and the kids will be entertained, so lock in the date on your calendar now and look out for ticket information that will be released early in the new year.

The only race date confirmed at this stage is the support event at the Bathurst Six Hour race at Easter. If you have never done Bathurst do yourself a favour, and make it happen at some stage. Also if you were at the Nationals you will know what I mean when I

say Tailem Bend is a blast, and you have to put it on your must do list.

Vic will have five rounds this year two at Phillip Island, two at Sandown and Winton of course which will make up the championship, and then Island Magic at the end of the year Improved Production Nationals in 2019 will be at Tassie details yet to come out, so look out for this one.

Don't forget to give the cars a bit of a check over for the new season this includes seat belt dates and helmet dates, because if you turn up next year with an out of date item it can really get your weekend off to a shitty start so do yourself a favor and check them.

I wish you all a very merry Christmas and a happy new year and remember stay safe over the festive season

Pistons Rule

AKA

*Gary McKay*



## From the editor



Hi Everyone!

Well, summer is here again and as I write this it is 37 in Melbourne, and 20 in Perth. Not sure whats going on there.

Anyway, this final edition for 2018 signs off the race reports, championship points, and the wrap from the Nationals. A short feature on miniature engines I thought might interest some of you.

Fingers crossed we don't see a nasty Christmas road toll this year which looks to be lowest in 5 years. Drive safe. On and off the track.

*Jason Fankhauser*



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## 2018 Championship Points

### Under 2l

PLACE	DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
1.	Vel Tomic	Honda Integra Type R	1998	120	64	94	104	70	452
2.	Paul Grziwotz	Honda Civic	1998	60	100	78	94	88	420
3.	Stephen Zourkas	Subaru BRZ	1998	40	94	52	64	100	350
4.	Bryson Lloyd	Toyota Celica	1796	52	64	110	52	64	342
5.	Matthew Leoncini	Nissan Pulsar	1600	0	32	32	40	52	156
6.	Kevin Coulson	Honda Civic	1998	30	32	0	60	0	122
7.	Blair Coull	Nissan Pulsar	2000	60	0	0	0	0	60
8.	Mark Baldwin	Honda Civic	1973	28	0	24	0	0	52
9.	Bruce Henderson	Renault Clio	1998	0	0	0	0	40	40
10.	Callum Jensen	Peugeot 306 GT16	1998	24	0	0	0	0	24
11.	Stephen Wan	Honda Civic	2000	0	0	24	0	0	24
12.	Stephen Stockdale	Toyota 86 GTS	1996	0	0	0	0	0	0
13.	Robert Wilson	Suzuki GTI	1298	0	0	0	0	0	0

## Over 21

PLACE	DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
1.	Luke Grech-Cumbo	HSV VX Senator	5700	96	100	44	90	120	450
2.	David Cocks	Vk Commodore	6000	90	32	24	33	68	247
3.	Robert Braune	BMW 325i E30	2860	88	110	0	46	0	244
4.	Ray Hislop	Ford BF Falcon	6000	0	0	120	120	0	240
5.	Mathew Logan	VE Commodore	6000	64	15	19	36	44	178
6.	Andrew Butcher	BMW M3	3200	0	52	21	0	90	163
7.	Andrew Morris	VH Holden Commodore	5600	30	68	6.6	36	0	140.6
8.	Adrian Taranto	Audi S3	3200	3	18	70	4	40	135
9.	Tony Moloney	HOLDEN HQ	5700	24	46	34	0	0	104
10.	Tony Groves	Mazda RX7	2354	0	0	84	0	0	84
11.	Paul Rule	Holden Torana SS	5000	0	0	0	64	0	64
12.	Peter Dixon	VZ Monaro	6000	1	34	0	24	0	59
13.	David Reaburn	Mitsubishi Evo	3400	0	0	20	3	34	57
14.	Craig Caspersz	MAZDA RX7	2354	4	7	14	7	18	50
15.	Stephen O'Neill	Mitsubishi Lancer	3400	12	3	0	0	26	41
16.	Brad Wyatt	VX Commodore	6000	1	0	8	6	22	37
17.	Danny Pullens	S14 Silvia	3400	28	0	0	0	0	28
18.	Ashley Wright	Holden VE Commodore	6000	0	0	0	24	0	24
19.	Paul Vuillermin	EA Falcon	3900	1	2	0	3	16	22
20.	Graeme McPherson	VE Commodore	6000	20	0	0	0	0	20
21.	Wayne Twist	BMW E46	3200	3	2	3	3	9	20
22.	David Levy	BMW M3 E46	3200	13	0	0	3	0	16
23.	Malcolm Henley	Mazda RX7	2354	3	3	3	3	3	15
24.	Jim West	BMW E30	2500	3	3	2	3	2	13
25.	Cameron McKee	AU XR6	3998	2	2	3	3	3	13
26.	Gary McKay	Holden Torana XU1	3300	13	0	0	0	0	13
27.	Wayne Dekker	Audi 80 Quattro	2600	2	3	0	3	3	11
28.	Justin Kroussoratis	Mazda RX7	2340	5	3	0	3	0	11
29.	Shane Williams	maxda RX7	2354	0	3	6	0	0	9
30.	Brad Blunt	BMW E36	3200	6	3	0	0	0	9
31.	Grant Ogle	Ford Focus	4287.4	1	3	1	0	3	8
32.	John Dawson	Holden HQ	5700	0	3	0	3	2	8
33.	David Shaw	Falcon ED XR6	3998	3	3	0	0	2	8
34.	Tom Prentice	Mazda 626	2500	0	0	8	0	0	8
35.	Richard Opie	Mazda RX8	2340	3	5	0	0	0	8
36.	Marco Timperio	Ford Falcon EA	3900	3	0	3	0	0	6
37.	Ian McLennan	Holden	5700	0	0	0	3	3	6
38.	Stephen Gorman	BMW E30 325i	2498	3	3	0	0	0	6
39.	Anthony Johnson	BMW M3	3000	0	1	0	3	0	4
40.	Andrew Johnson	Holden VL Commodore	5700	0	4	0	0	0	4
41.	Rod Lloyd	Benz 190e	2498	0	0	0	3	0	3
42.	David Bone	Datsun 1600	3400	0	3	0	0	0	3
43.	Paul Theologou	Commodore ve	6000	0	3	0	0	0	3
44.	Gary Pearce	BMW 125i	2500	3	0	0	0	0	3
45.	Rolf Mamers	Mazda RX7	2600	0	0	0	1	0	1
46.	Andrew Rhodes-Anderson	VN Holden Commodore	6000	1	0	0	0	0	1
47.	Cameron Van den Dungen	MAZDA RX7	2354	0	0	0	0	0	0
48.	Jamie Augustine	Datsun 1200 coupe	3400	0	0	0	0	0	0
49.	Glenn Kennedy	BMW E30	3200	0	0	0	0	0	0

### 3JA Over 3 litre

DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
David Cocks	Vk Commodore	6000	120	78	90	84	120	492
Andrew Morris	VH Holden Commodore	5600	78	120	57.2	84	0	339.2
Tony Moloney	HOLDEN HQ	5700	54	84	104	0	0	242
John Dawson	Holden HQ	5700	0	52	0	64	60	176
Paul Rule	Holden Torana SS	5000	0	0	0	110	0	110
David Bone	Datsun 1600	3400	0	56	0	0	0	56
Gary McKay	Holden Torana XU1	3300	50	0	0	0	0	50
Jamie Augustine	Datsun 1200 coupe	3400	0	0	0	0	0	0
Glenn Kenneday	BMW E30	3200	0	0	0	0	0	0

### 3JB Over 3 Litre

DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Luke Grech-Cumbo	HSV VX Senator	5700	104	120	54	90	120	488
Mathew Logan	VE Commodore	6000	100	48	48	68	52	316
Ray Hislop	Ford BF Falcon	6000	0	0	120	120	0	240
Adrian Taranto	Audi S3	3200	16	56	84	30	48	234
Andrew Butcher	BMW M3	3200	0	84	28	0	90	202
Peter Dixon	VZ Monaro	6000	8	74	0	56	0	138
Grant Ogle	Ford Focus	4287.4	30	84	8	0	8	130
David Reaburn	Mitsubishi Evo	3400	0	0	56	7	48	111
Stephen O'Neill	Mitsubishi Lancer	3400	44	22	0	0	40	106
Brad Wyatt	VX Commodore	6000	8	0	28	28	36	100
Wayne Twist	BMW E46	3200	18	5	26	16	16	81
David Levy	BMW M3 E46	3200	52	0	0	22	0	74
Danny Pullens	S14 Silvia	3400	68	0	0	0	0	68
Brad Blunt	BMW E36	3200	30	24	0	0	0	54
Paul Vuillermin	EA Falcon	3900	4	4	0	7	26	41
Ashley Wright	Holden VE Commodore	6000	0	0	0	40	0	40
Andrew Johnson	Holden VL Commodore	5700	0	40	0	0	0	40
Cameron McKee	AU XR6	3998	4	8	14	3	4	33
Graeme McPherson	VE Commodore	6000	30	0	0	0	0	30
Marco Timperio	Ford Falcon EA	3900	3	0	14	0	0	17
Ian McLennan	Holden	5700	0	0	0	6	3	9
David Shaw	Falcon ED XR6	3998	3	4	0	0	2	9
Paul Theologou	Commodore ve	6000	0	3	0	0	0	3
Andrew Rhodes-Anderson	VN Holden Commodore	6000	1	0	0	0	0	1

### 3JA 2-3 LITRE

DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Craig Caspersz	MAZDA RX7	2354	110	104	78	120	80	492
Malcolm Henley	Mazda RX7	2354	78	70	60	72	100	380
Justin Kroussoratis	Mazda RX7	2340	70	94	0	90	0	254
Shane Williams	maxda RX7	2354	0	74	84	0	0	158
Tony Groves	Mazda RX7	2354	0	0	120	0	0	120
Stephen Gorman	BMW E30 325i	2498	36	40	0	0	0	76
Rolf Mamers	Mazda RX7	2600	0	0	0	20	0	20

### 3JB 2-3 LITRE

DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Robert Braune	BMW 325i E30	2860	120	120	0	120	0	360
Wayne Dekker	Audi 80 Quattro	2600	36	64	0	72	120	292
Jim West	BMW E30	2500	48	52	60	52	60	272
Richard Opie	Mazda RX8	2340	84	54	0	0	0	138
Anthony Johnson	BMW M3	3000	0	0	0	90	0	90
Tom Prentice	Mazda 626	2500	0	0	80	0	0	80
Gary Pearce	BMW 125i	2500	68	0	0	0	0	68
Rod Lloyd	Benz 190e	2498	0	0	0	56	0	56

### 3JB - 1.6 to 3 litre

RIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Vel Tomic	Honda Integra Type R	1998	120	64	94	104	70	452
Paul Grziwotz	Honda Civic	1998	60	100	78	94	88	420
Stephen Zourkas	Subaru BRZ	1998	40	94	56	64	100	354
Bryson Lloyd	Toyota Celica	1796	52	64	110	52	64	342
Kevin Coulson	Honda Civic	1998	30	32	0	60	0	122
Mark Baldwin	Honda Civic	1973	28	0	32	0	0	60
Blair Coull	Nissan Pulsar	2000	60	0	0	0	0	60
Bruce Henderson	Renault Clio	1998	0	0	0	0	44	44
Stephen Wan	Honda Civic	2000	0	0	28	0	0	28
Callum Jensen	Peugeot 306 GTI6	1998	24	0	0	0	0	24
Stephen Stockdale	Toyota 86 GTS	1996	0	0	0	0	0	0

**2018 IPRA VICTORIA OVER 2L**

- 1** Luke GRECH-CUMBO (Holden Commodore) 450pts
- 2** David COCKS (Holden Commodore) 247pts
- 3** Rob BRAUNE (BMW 325i E30) 244pts

**2018 IPRA VICTORIA UNDER 2L**

- 1** Vel TOMIC (Honda Integra Type R) 452pts
- 2** Paul GRZIWOTZ (Honda Civic) 420pts
- 3** Stephen ZOURKAS (Subaru BRZ) 350pts

### 3JB - Under 3 litre

DRIVER	CAR	CAP	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Matthew Leoncini	Nissan Pulsar	1600	0	32	80	120	120	352
Robert Wilson	Suzuki GTI	1298	0	0	0	0	0	0



## What's news



Saturday 16 February 2019  
Yarrowood Estate Winery  
6.00pm to 10.30pm  
1275 Melba Highway  
Yarra Glen



## IPRA Vic Award Presentation & Season Launch

### Some Christmas Riddles

1. Why was Santa's little helper depressed?

*Because he had very low elf esteem.*

2. What does the Grinch do with a baseball bat?

*Hits a gnome and runs.*

3. What do you call a broke Santa Claus?

*Saint-nickel-less.*

4. What do you call a kid who doesn't believe in Santa?

*A rebel without a Claus.*

5. Why did Frosty ask for a divorce?

*His wife was a total flake.*



## Proposal for sequential gearboxes

Members have been emailed a proposal from South Australian proposing a rule change to allow sequential gearboxes. A copy IPRA Vic Delegates response and the actual proposal is as follows:



Hi everyone,

Attached with this email is a proposal from South Australia for the introduction of Sequential Gearboxes across the category.

The proposal was sent to IPRAVic on the evening of the 29<sup>th</sup> November. Unfortunately South Australia had chosen to not discuss the proposal with others prior to sending it out.

IPRAVic immediately identified that the proposal has a number of problems, and asked SA for supporting information/details.

Issues Identified:

- There is no information at all on FWD cars or AWD cars supply options.
- There is no cost impact statement for those cars at all.
- There is no analysis of whether the diversity of IPRA cars can be accommodated by this change, or whether some will 'miss out'.
- There is no analysis of whether our demographic actually buy gearboxes new that are 18 thousand dollars, as this is the basis of saying it will have no impact on the category.
- There is no analysis as to whether our demographic buys second hand dog boxes.
- There is no analysis of the second-hand H pattern dog box market.
- There is no analysis of how many of our cars run dog boxes vs synchro boxes.
- There is no analysis as to whether this would retain our position of between production cars and sports sedans.
- There is no analysis of the second-hand sequential gearbox market place and pricing.
- There is no analysis as to whether it fits within the objectives of IP, as a club level category.

A second request for the above information was forwarded to South Australia but this has also not been responded to.

These matters are all relevant to the impact on the category and a change that looks to be spending in the order of 15-20 thousand dollars would be expected to have a significant impact on the category. In our view it needs to be closely assessed. When we analyse the impact of a tyre costing \$50 more, it seems incredulous to not have any detail on a potential \$20,000 dollar impact.

We advised South Australia that due to the late timing we would not have a general meeting to discuss this proposal until the new year. They advised the delegate group in writing that the votes of all of the states was not required, only that they had sufficient votes to pass a rule change. This means that states without a programmed meeting wouldn't even have a chance to discuss it and raise issues for consideration. This approach is incredibly disappointing and not consistent with the collaborative approach we have tried to encourage. Moreover, we are trying to get to the stage of evidence based submissions, so everyone has a more detailed understanding of the pros and cons of a submission. This obviously ignores that principle.

It is our intention to set up a survey of our members to determine the actual status quo of our vehicles and the impact of spending such significant money would have on their motorsport. Bearing in mind that there is a very small second hand market for sequential, the effect would be that any upgrades would, in the majority, be based on a new unit price.

I hasten to add, the above is not about support or rejection for the proposal. What we want is to have the information so that our membership can make an informed decision about what is in real terms potentially the largest financial impacting legislative change for the category in recent times. What we don't want to create is a specification that removes itself from our club level category position and alienates potential new competitors.

Please feel free to identify any matters that you wish (positive and negative) by writing to your committee.

Best wishes for a safe and merry Christmas and a happy New Year with your loved ones. Kind

Regards

*Scott Willing*



IMPROVED PRODUCTION RACING ASSOCIATION of AUSTRALIA

### **IPRA Proposal for regulation review or change**

**Proposal:** Sequential Transmission use for 3Ja and 3Jb.

**Subject:** Item 8 8.1 Gear Selection

**Date:** 26/11/2018

**For Endorsement by:** State

### **Please outline the details of your request**

This proposal is to allow the use of sequential type transmissions for both 3Ja and 3Jb vehicles. For competitors that wish to upgrade from a factory type gearbox with synchromesh engagement to an aftermarket gearbox with dog engagement and sequential gear selection. It is envisaged that the sequential transmission have a maximum of 6 forward ratios and gear selection be initiated by a manually operated gear lever, and NOT electronically paddle shifted.

### **In your opinion, what improvement will this change bring to the category?**

Cost saving: YES. The sequential transmissions are cheaper with more availability through a multitude of suppliers than the currently mandated H-pattern dog type gearbox.

Rule clarification: YES. All IP vehicles will be using the same gearbox regulations.

Attract new competitors: YES. It will attract more competitors to IP by allowing purpose built race gearboxes that are being used in all categories of motorsport. There also has to be the fun factor that cannot be ignored - who wouldn't like to have the option of flat shifting a sequential gearbox in their IP car?

Other: Currently FWD and AWD vehicles have limited options for gearbox replacement but with overseas manufactures making sequential transmissions for these vehicles, it will now be feasible to have a race quality sequential gearbox installed.

### Show any supporting technical data or other evidence in support of the change

Worldwide, the automotive aftermarket industry has all but migrated to sequential transmissions which gives IP a massive aftermarket list of transmission options for our vehicles.

If cost was the sole reason for the change, sequential transmissions would appear to be way to go, but there are other reasons not previously stated. There will be no more missed gears or wrong slotting of the gear lever which is an issue with H-pattern dog boxes and the potential massive over rev and extensive engine damage that often occurs as a result of this.

Front wheel and four wheel drive cars are limited for choice by the current rule set. The choice of race gearboxes is almost non-existent. Additionally cars with low torque are also limited with the current rule set as Race H-pattern gearboxes are generally are produced for high torque cars such as V8's creating a disadvantage due to the gearboxes being significantly overdesigned resulting in loss of power through the drive train.

Below is a list of RWD sequential gearboxes and current 2018 pricing. As can be seen, the Holinger H-pattern option that many IP competitors have been using is an expensive item when compared to the overseas alternatives. All of the boxes listed have a torque rating suitable for all current IP vehicles.

Please also note that unless indicated, the prices listed are for the gearbox only, you will still need to purchase bellhousing, shifter, tail shaft yoke etc.

Holinger H-pattern RD6-H \$19,000 + GST

Holinger Sequential RD6-SF \$21,000 + GST

HGT (NZ) Sequential 6sp \$14,250 + GST + Freight + Import duty

TTI Racing Gearboxes (NZ) Sequential 6sp \$12496 + GST + Freight + Import duty

Quaife (UK) QBE69G Sequential 6sp with BELLHOUSING, SHIFTER, TAIL SHAFT YOKE. \$17,000 + Freight + Import duty.

Samsonas Sequential 6sp with Load Cell Shifter & Gear position display \$18,000 + GST

### List of seen benefits if change is implemented.

In your opinion, is this request within the spirit of the current IPRAA constitution? YES

In your opinion, does this change force mandatory spend onto other competitors in IP? NO

In your opinion, does this change complicate our current NCR's? NO

In your opinion, does this change impact on other competitor's competitiveness? NO

In your opinion, how does this change impact on driver and/or vehicle safety? NO CHANGE

In your opinion, how does this change impact on current members investment values in their vehicles? NO CHANGE.

### Summary.

Improved Production needs to move with the times if it is still to remain relevant and attract potential new competitors whilst still retaining its existing competitors. Most manufacturers in the aftermarket industry have moved away from H-

Pattern gearboxes and only have sequential gearboxes in current production. Why limit ourselves to one type of gearbox when the new breed of sequential gearbox is a better alternative on many fronts. The implementation of this regulation change will not force any current competitor to upgrade their gearbox but should they choose to, will enable them to make their choice from the vast selection of sequential transmissions available in today's marketplace.

**Notations:**

Vote by	Executive Member/Committee/Membership
Executive Member Name	
Was this distributed to all members	Yes/
Date distributed (if applicable)	
Date proposal read out at club general meeting (if applicable)	26/11/2018
Read out by:	
Witnessed:	

**Was the proposal accepted:** Yes / No

Feedback:

Signed.....State.....Date.....

## IPRA Nationals

The 2018 IPRA Nationals were run over 9-11 November at the new Tailem Bend circuit in South Australia with the event being largely a success. Of the 99 entrants, 36 (over a 1/3) from IPRA Vic providing a strong contingent to make the trip over.

Ray Hislop took out the D class event, with Andrew Butcher finishing 14<sup>th</sup> as the highest ranking Victorian. Robert Braun won C class in the mighty BMW, whilst David Waldon from Queensland took out the B class. A class was also won by a Victorian with Mathew Leoncini driving a Nissan Pulsar.

Hard luck awards to Victorians would have to include Gary McKay, Damian Milano, Nathan Robinson, and Adrian Taranto. Graeme McPherson would be inline for one too, however persistence paid off enough to finish 21<sup>st</sup>.



# Race Reports

## Round 5, Phillip Island

by Luke Grech-Cumbo

THE final of the Victorian state championship was greeted by 30 Improved Production cars lining up for qualifying. A sunny Saturday meant all drivers were excited to find some space on track and battle it out for the race one grid. Qualifying didn't go to plan for everyone with Wayne Dekker and Marco Timperio having issues on the first lap. Marco having a diff lock up and pulling up on the outside of turn one.

Stephen Zourkas, the first of the under 2ltrs qualified in 12th. The defending under 2lrt champ Paul Grziwotz qualified in 15th outright. Ashley Wright had another strong showing in his VE Commodore however qualifying would prove to be the end of his weekend with a clutch shattering and doing major damage to his car.



Luke Grech-Cumbo had an interesting qualifying with top of the passenger side muffler blowing open on the out lap and the heat escaping from the hole setting fire to the paint inside the cabin of the car over Lukey heights on a flying lap, Luke still finished the lap to post a 1:44.9, Cameron van den Dungen looked to be safe in second place until a last lap effort from Andrew Butcher snatched a front row start away from him. Matt Logan had a solid run to put his commodore in 5th place.

Race one got under way to a clean start off the line for everyone, Peter Dixon was an unfortunate early retirement with an alternator failure on the first lap and a low battery shutting his Monaro down on the exit of turn 4.



After a difficult season of mechanical issues Brad Wyatt had a season PB to move up from 9th to finish 8th.

David Cocks, Adrian Taranto, Craig Caspersz and David Reaburn had a good battle changing places throughout the race to finish in that order.

Cameron van den Dungen put the heat on Luke Grech-Cumbo off the line and kept the pressure on for all eight laps never more than a second away from the rear wing of Luke's car.

Andrew Butcher, who has been working on some upgrades to his car between the last three rounds had a solid run to finish 3rd.

Sunday morning brought some rain before the start of race two which was welcomed by everyone on the left side of the grid as the previous race had formed a dry line down the left side of the track.



Cameron van den Dungen and David Cocks leapt off the line with great starts to lead Luke Grech-Cumbo into turn one, Luke and David had a great battle for the remainder of the lap two wide for most of the lap.

In a reversal of the first race Cameron van den Dungen led Luke Grech-Cumbo home with the pair never separated by more than a second for the eight lap race.



Andrew Butcher had another strong run to come home in 3rd.

Brad Wyatt had an electrical isolator problem early in the race and dropped him down to the back of the field however he had a great recovery drive to come back to 14th place.

Vel Tomic, who missed all running on the Saturday due to being in hospital with his wife as they had a baby, returned to the track on Sunday for race two to storm from the back of the grid to 10th place outright in his charge to seal the under 2ltr title. IPRA newcomer Ian McLennan and John Dawson had a close battle with John Dawson who was trying to make his way back up the order after a DNF in race one.



Race three saw another clean start with Grech-Cumbo leading Cameron van den Dungen and Andrew Butcher into turn one.

David Cocks and Matt Logan had a good battle, with Matt Logan getting past on lap six to finish in fourth place. Fifth place was all David Cocks needed to finish to collect enough points to move up into second place for the club championship and the Vic state championship.

Steven Zourkas, Vel Tomic and Paul Grziwotz had a close race to finish 10th, 11th and 12th respectively, leading

home Steven Zourkas. The class win was enough to secure Steven his first under 2ltr round win.

Brad Wyatt had another great race, making up 7 positions to finish in 7th place.



Paul Vuillermin would have been happy to have had the first round this year that he didn't have to pull a gearbox out, leaving him in 10th place for the round.

As the final chequered flag for the year was waved it was Luke Grech-Cumbo home first from Cameron van den Dungen and Andrew Butcher. The round win securing the over 2ltr title for Luke Grech-Cumbo and the 11th place finish for Vel Tomic securing him the under 2ltr title.



## Island Magic



With the nationals only a week prior, an unusually small field lined up for this year's Island Magic. However, the smaller field was still very diverse with several interstate drivers taking the opportunity to run at the pristine Victorian circuit on their way home from the nationals.

With the threat of rain thankfully holding off, Ray Hislop stormed out of the pit lane and claimed pole on his first flying lap in qualifying ahead of Kevin Stoopman in his EVO 7 showing some impressive times on a circuit that typically rewards the bigger horsepower cars. Andrew Butcher put his BMW in position three, a mere 6 thousandths of a second behind Stoopman! George Michell rounded out the second row of the grid in his Datsun 1600 with Paul Rule and Matt Logan sharing the 3<sup>rd</sup> row of the grid.

Steven Zourkas had an electrical gremlin that sidelined his newly acquired ex Jordan Cox Honda Civic.

Race one the front row finished as they started with Ray Hislop leading Stoopman home by 24 seconds. Andrew Butcher and Paul Rule had a great battle for most of the race with butcher putting a move on into MG on lap 4 only to be outrun down the straight and having to try again the following lap, this time managing to make it stick.

Darren Elphinstone had an early battle with Cameron McKee in the early laps before getting past the Falcon of McKee.

Race two was unfortunately shortened as a previous incident required extensive repairs to a fence. The 5 lap sprint however didn't stop Ray Hislop from charging home with a 26 second lead as he crossed the line. Matt Logan moved up into second place ahead of Andrew Butcher and Kevin Stoopman, with a close battle for 3<sup>rd</sup> only a tenth separated them at the line with Paul Rule a second behind them.

Andrew Morris who had oil pressure issues managed to bring his Holden powered VH home in 6<sup>th</sup> ahead of a recovering George Michell and Darren Elphinstone.

Race three brought close racing between Matt Logan, Kevin Stoopman, Andrew Butcher and Paul Rule. Stoopman ending up the victor of the group ahead of Andrew Butcher who had a great battle with Matt Logan, who unfortunately would end up retiring on the 7<sup>th</sup> lap with a bad vibration from a flat spotted tyre. Paul Rule battled hard with Andrew Butcher also in the middle of the race with Butcher getting by on the 7<sup>th</sup> lap and holding the position for the rest of the race.

Andrew Morris then followed up in 5<sup>th</sup> place ahead of a recovering Steven Zourkas who spent most of the weekend overcoming the electrical issue from the start of the weekend.

Neville Haines had a 7<sup>th</sup> place in his VT commodore ahead of fellow interstater Darren Elphinstone. However once again it was the freshly re crowned national champion Ray Hislop taking the win in race three to cap off a clean sweep of the weekend.





## In review

### Australian Commodore

#### Australian Made (VB to VF)



#### Overview

Other names	Calais	
Production produced	1978–2018	471,018

#### Body and chassis

Body Styles	4 door sedan
	2 door utility
	5 door station wagon

#### Engines 4 cyl (Opel)

6 cyl (Aus)
6 cyl (Nissan)
V6 cyl (Buick/Aus)
V8 cyl (Aus)
V8 cyl (US)

Gearboxes	6-speed manual
	5-speed manual
	4-speed manual
	3-speed automatic
	4-speed automatic
	6-speed automatic

#### Dimensions

	1978	2017
Length (mm)	4729	4966
Width (mm)	1722	1898
Max curb weight (kg)	1348	1866

## The Moffat Ramp Truck

In the last IPRA mag, we profiled the fasted purpose built race car transporter made. The Mercedes XXX. Well, unlike Porsche buying a truck from their main competitor, Alan Moffat had more loyalty. In 1968, there was only one vehicle on the market made to move a trans am mustang, and that would be the Ford F-350.



Above: F350 model with Moffats Mustang  
Below: The real deal ready for home.



It wasn't a F350 from the production line mind you. It was what was known then as a 'ramp truck'. Signwrited in the same paraphernalia as the cargo, it was a striking and compact combination to that of a V8 Supercar B double of today.

Allan Moffat would often drive the truck to the track, only to have a somewhat cocky Peter Brock pass him in his race car on the way. In the main, Mr Moffat often had the last laugh in the history of the F350.

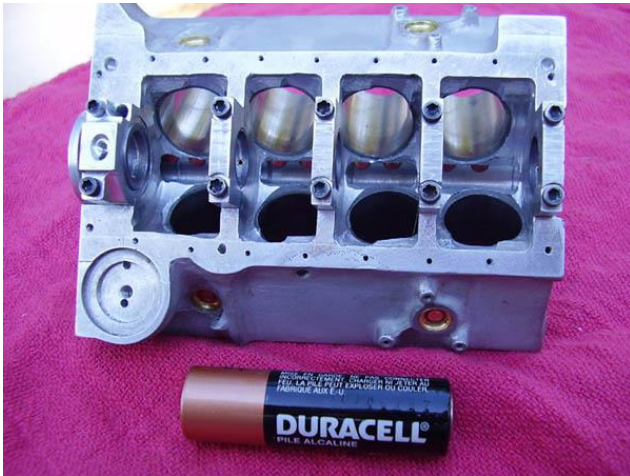
## What the...?



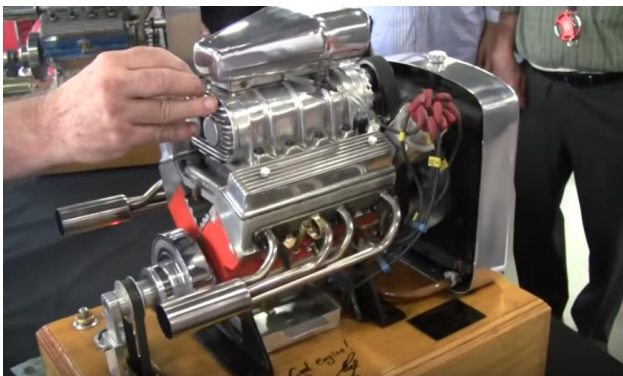
No truck or trailer needed for these boys. Just roll your machine on to the roof of your Land Rover! Services as a mobile hoist too. They likely sat under it to get some shade eating their sandwiches...

## Miniature Engines

A famous miniature engine maker is Gary Conley who's craftsmanship and enthusiasm has been hit with many set backs including foundry fire which destroyed some of his key block and head castings.



**Above:** An AA battery give some perspective the precision involved, down to the welsh plugs! **Below,** Take his hand away, and the supercharged V8 would look 100% full scale. Use the link below the photo to hear it in action.



<https://www.youtube.com/watch?v=s1xGVtMMF14>

Conley is also associated with a ¼ scale Cobra which has been seen on various TV shows (remember Tool Time?).



The link below is to a video of a V8 Bentley getting tested on a scale chassis dyno. Its amazing how life like the small displacement V8 sounds. Including the the starter motor!

[https://www.youtube.com/watch?v=8rDqUbZp\\_6A](https://www.youtube.com/watch?v=8rDqUbZp_6A)

Fascinations with engines of the miniature size are not just limited to those with 8 cylinders. Precision home machinists are making near anything small based on scaled geometry real components. Even rotaries!



**Above:** The machining in these tiny engines is nearly watch making stuff. **Below:** One wonders if it has the same authentic rotary sound.....

