

IPRA^{VIC}

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Magazine

**INSIDE THE
SUMMER
EDITION**

**Bad car
review**

**Island Magic
race data
and report**

**DELEGATES
REPORT**

TRIFECTA CHAMPION
..and who will take it to him in 2020?

**Sandown
Entry List**



Technical
Sarich Orbital Engine

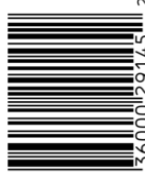


SEASON LAUNCH EVENT



Yes, bad fashion will be on display.

Free!
Summer 2020
www.ipravvic.com.au





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Contents

From the President	3
From the editor	5
Calendar.....	7
Bad cars – Pontic Aztek.....	8
Technical	9
Sarich Orbital Engine.....	9
Whats News?	10
Delegates Report	10
Race Report.....	13
Island Magic	13
Round 1 - Sandown Entry List.....	14
Race Results	15
Island Magic	15

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From the President



Well here we go again...is it just me or are the years getting shorter... hmm??? I hope you all had a great Christmas and a terrific start to the new year.

The first round is coming up fast, so I think you best put down the beer, wipe the Chrissy pudding from your lips and start preparing the car. Don't forget to check dates... not race dates... but your use by dates such as seat belts and your gear. Every year someone gets caught out at the first round with an out of date belt and has had to make the mad panic of finding and fitting a new belt to race. Most scrutineers won't let you on the track if your belts are out of date. If the date is later in the year, mark it on your calendar and give a hint to loved ones for a birthday present. I bet someone will get caught out... it happens every year, so don't be that guy. Also remember there is a new CAMS regulation this year referring to rain lights. That doesn't mean going down to your local Supercheap to buy a light that belongs to a trailer and some scotch locks, chucking it in the rear window and hoping for the best....there's a bit more to it than that, so don't get caught out, you've been warned.

Anyway what a great 2019 year we had with good numbers and some fresh faces and cars. Some brand new and some oldies that have come back to play. A big congratulations must go out to the competitors for putting on a great show and congratulate class winners and of course to Luke and Steve for outright wins in the under and overs championship. Well done to all for a big effort

A big thank you must go out to the Victorian Club sponsors. Capital 888 Finance Group and we have Cam McKinnon to thank for that. DLL Photography and Design with Dave Low controlling our web site and numerous other things and we can't operate without him. Brad Blunt with Melbourne Car Kennel who jumped at the chance mid last year to support the club. And we must not forget

to thank Yokohama tyres for their support nationally and to Traction Tyres for their great work on and off the track. Lastly, we offer our sincere thanks to Rick and Julie Newman of Nuline Homes. 2020 marks 10 years of their sponsorship of IPRA Vic, and that makes them champions in their own right.

As most of you know by now, we have a new way to renew or start your membership this year, stepping up to the times. The electronic process seems to be working quite well. Two weeks into the new year and we already have over ninety members renewed. This new system makes it easier and quicker for you, and for Wayne Twist, our new membership secretary. If anyone experiences any difficulties with the online renewals, please let us know.

Another thank you must go out to the committee for their tireless work and team effort. From the outside it looks like Club business just all falls into place but the only reason it looks like that is because of the work that goes on in the background. Daily running of the club is at times hard work, but also very rewarding. As President, I'm very proud of our club and thank the committee and members for that, cheers to you all.

At this point I would like to introduce you to the 2020 Committee:

President	Yep, it's me again
Vic President	David Cocks
Secretary	Cam McKinnon
Treasurer	Paul Rule
Eligibility	Jamie Augustine
State Delegate	Scott Willing
Memberships	Wayne Twist
Website	David Low
Magazine Editor	Jason Fankhauser
Public Relations	Andrew Butcher
Pointscore	Blair Coull
General committee	Jason Bockmann, Paul Grziwotz, Luke Grech Cumbo and Michael Luff

We are very fortunate to have such a great team managing the Club's affairs. A special shoutout to two committee members that have stepped down this year, being Brydan Darbyshire and Michael Cruse. Both have made a significant contribution to the club over quite a number of years and I would like to sincerely thank them both.

A question that comes up now and then is, how long has Yokohama been in partnership with IPRA? This is not that clear, even when you ask Yokohama. This is the best I can come up with. Remembering back to when things were a little different (back at the turn of the century), there wasn't really a strong national group back then to oversee things nationally, so the states looked after themselves. The first records we have found is a statement in 2000 that said you can use AO30s only in the dry, and, if the track was deemed wet you can use anything. How about that!!! Then the next bit of info we have found is in a document dated August 2001, saying AO30 will be a control tyre. It doesn't say from when, so I have to assume that in 2002 it became a regulation, in Victoria at least. What we do know for a fact, is that from 2004 it was a national agreement. There is probably someone out there that can clear this up ? I would be happy to hear from anyone that can.

We're kicking off the year at our Season Launch on Saturday 8 February at Brighton Beach Bowls Club. Come on down for some barefoot bowling, dinner and drinks with fellow club members. We will be presenting the 2019 Championship trophies and club awards at this event. Tickets are on sale until 30/1/2020 (unless sold out prior). I look forward to seeing many of you there.

Everyone have a great year -it's already promising to be a big season ahead with the first round on the 15th of February at Sandown. With a month to go and it's already almost a full grid.

Stay on the back stuff

Cheers Pistons rule

Gary McKay



Web Design

Highlight your Business



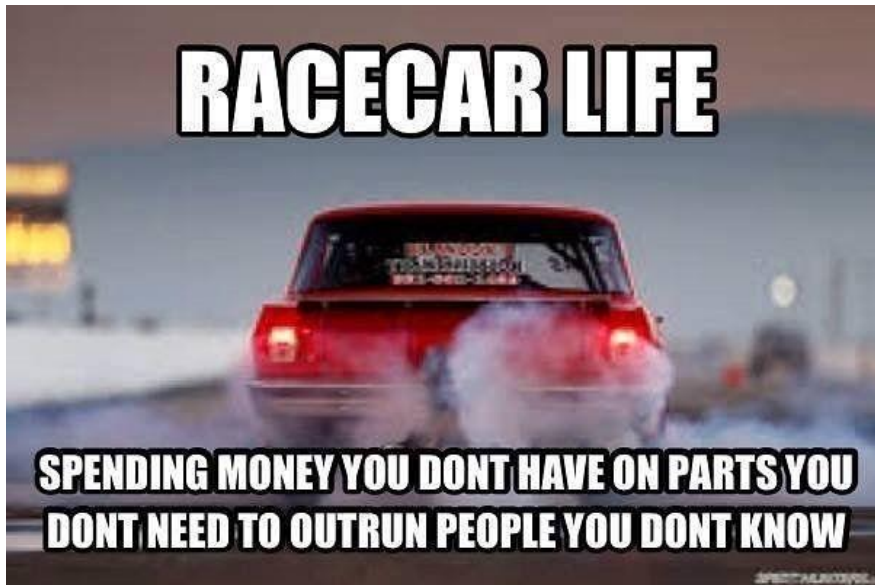
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From the editor



Hi Everyone!

Another year, another Summer magazine, dedicated to the season launch. Lots going on in IPRA, so some important notices scattered though this edition. After a 3 year hiatus, I hope to rejoin the racing action in 2020. What is interesting is what three years can do to a car locked up in storage. When I hoped in, I was confronted with some large, and red spotty spiders. Not a big deal I guess. Looking deeper though, I realise my harness was out of date. Talking to a club member, I was

promoted to look at my helmet. Out of date. Suit. Out of date. Gloves, shoes, balaclava – yep. Out of date. Annoying? Yep. All items in excellent condition. No marks, tears, dents, burns, etc. OK. So that's the rules, and its all just part of it. Then... A car sitting in a storage shed untouched near the sea. Well, brake calliper found seized. The fuel had all evaporated, resulting in things like the fuel filter canister corroding away. The sea air of Cowes has drifted through the engine bay, turning anything steel looking to brownish shade of, well, poo.... Anyway, all my fault and problem. A reminder though not to leave machinery in sheds and get them on the circuit!

Stay safe. On and off the track.

Jason Fankhauser



**melbourne
car kennel**



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2020 SEASON LAUNCH



SATURDAY • 8th FEBRUARY

Saturday 8 February 2019
5.30pm to 10.30pm
Brighton Beach Bowls Club
2B South Road Brighton Beach

TICKETS

\$50.00 / adults
\$20.00 / child under 15

DRINKS AT BAR PRICES

Shit Shirt Barefoot Bowling • Worst shirt wins a prize
• Kick off with some barefoot bowling with drinks and nibbles • Buffet carvery served at 7.30pm followed by dessert • Presentation of 2019 Championship trophies and club awards

RSVP with payment by 31 January 2020
Email Peta.McKay@ipravvic.com.au

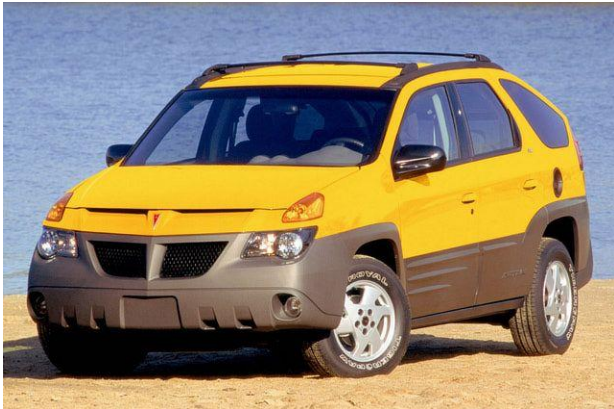
Payment to IPRA Vic
Improved Production Racing Association Victoria Inc.
CBA Brandon Park
BSB: 063-587
ACC: 1053 3254

Calendar

FEBRUARY	
Friday to Sunday, 14/16	Rd 1 Victorian State Circuit Racing Championship at Sandown
Saturday to Sunday, 15/16	PIARC Supersprint Round 1
Thursday to Sunday, 20/23	Australian Supercars Superloop 500, Adelaide Parklands
Saturday 22	Repco Sprint Series Round 1, Winton Raceway
MARCH	
Thursday to Sunday, 5/8	Phillip Island Classic
Thursday to Sunday, 12/15	Australian Grand Prix, Albert Park includes TCR Asia Pacific Cup
Friday to Sunday, 20/22	Australian Endurance Championship at Phillip Island
Friday to Sunday, 27/29	Shannons Nationals at Sydney Motorsport Park
Saturday to Sunday, 28/29	Rd 2 Victorian State Circuit Racing Championship, Winton
APRIL	
Friday to Sunday, 3/5	Supercars at Symmons Plains
Saturday to Sunday 4/5	PIARC Supersprint Round 2
Friday to Sunday, 10/12	Shannons Nationals/Bathurst 6 Hour Race
Friday to Sunday, 24/26	Supercars at Auckland NZ
MAY	
Friday to Sunday, 1/3	Shannons Nationals at Winton
Sunday 3	VHRR Historic Rob Roy
Friday to Sunday, 15/17	Supercars at Barbagello
Saturday to Sunday, 16/17	Rd 3 Victorian State Circuit Racing Championship, Phillip Island
JUNE	
Friday to Sunday, 12/14	Shannons Nationals at The Bend
Friday to Sunday, 26/28	Supercars at Townsville
Saturday to Sunday, 27/28	PIARC Supersprint Round 3
JULY	
Friday to Sunday, 3/5	Shannons Nationals TBC
Friday to Sunday, 17/19	Supercars at Darwin
Saturday to Sunday, 25/26	Rd 4 Victorian State Circuit Racing Championship, Sandown
AUGUST	
Saturday to Sunday, 1/2	Access 2020 Phillip Island
Saturday to Sunday 8/9	Victorian 6 Hour Regularity Relay Phillip Island
Friday to Sunday, 21/23	Shannons Nationals at Phillip Island (inc Aust Endurance C'ship)
Sunday 23	VHCC Round 7 at Broadford
Friday to Sunday, 27/28	Supercars at Sydney
SEPTEMBER	
Sunday 6	Fathers Day
Friday to Sunday, 11/13	Shannons Nationals at Sandown
Saturday to Sunday, 12/13	PIARC Supersprint Round 4
Friday to Sunday, 18/20	Supercars at The Bend
Saturday to Sunday, 26/27	Rd 5 Victorian State Circuit Racing Championship, Phillip Island
OCTOBER	
Friday to Sunday, 2/4	IPRA Nationals Queensland Raceway
Thursday to Sunday, 8/11	Supercars at Bathurst
Saturday to Sunday, 17/18	AROCA 12 Hour Regularity Relay, Winton
Sunday 25	MotoGP at Phillip Island
Friday to Sunday, 30 to Nov 1	Supercars at the Gold Coast
NOVEMBER	
Saturday to Sunday, 7/8	PIARC Supersprint Round 5
Friday to Sunday, 20/22	Supercars at Sandown
Saturday to Sunday 28/29	Island Magic
DECEMBER	
Friday to Sunday, 4/6	Supercars at Newcastle
Friday to Sunday, 4/6	(TBC) Bathurst International

IPRA Event

Bad cars – Pontic Aztek



When scanning the net looking for a bad car for this article, I realised that we have been relatively lucky with the range of vehicles available to us Australians over the last 20 years. Sure there are people who will label some models as crap. However no one really builds an ugly or poor-quality car better than the yanks. What makes them especially good at it is the millions they pour into advertising, to help sling shot some hideous liability into family garages.

No better example exists than the Pontiac Aztek. Pontiacs first and rushed to market SUV was intended to 'turn heads'. Well it did, but largely due to its ridiculous front and rear profiles. Those who watch the famous series *Breaking Bad* will recognise it as being drug maker Walt's car.

People were polarised by it, cautiously walking around it at the Detroit car show like it could explode at any minute. Even the USA body Consumer Reports who formally assess and review new products admitted that they were embarrassed to test drive the vehicle during the day and did most of the assessments at night.

Other than styling only its designer could love, it had other issues. Its quality was so bad that the recall notice arrived in the mail before you even got home from the dealership.



Above: At least the headlights still work.

The fuel system was a ripper. Other than causing reliability issues, it made the engine hard to start, particularly when the whole car was on fire!

Of course, if you make an unreliable ugly car, what best could you offer is poor maintainability. To remove things like the battery, a bar past over the top of it. To remove the bar, you had to remove the fuse box. Get the picture?

Below: No need to ever get the battery out?



Other issues included air bags which went off with little teasing, or not at all. I could go on. And like many other cars which were snubbed on release, Hollywood can make undesired desirable with the Aztek now sort after, particularly in the colour of Walts. Or one not on fire. Trouble is, people struggle to find good ones for less than \$100.....Ed



Technical

Sarich Orbital Engine

In the late 70's as a kid, I recall Ralph Sarich quite well on the TV, promoting his new invention. While not being familiar with pistons and camshafts at the time, I did appreciate that he had created something completely different to the mainstream combustion engine.

The principal of the engine has some similarities to the Wankel rotary engine, however instead of a centric rotor, it has a prismatic orbital rotor which moves around the centroid of the engine in an orbit (as in, it itself doesn't rotate). So, it's like a rotary engine which doesn't rotate. If like I, you are thinking 'what'? Looking at the patent drawing only creates more confusion. For something which is promoted as being superior to the Wankel, it has lots of bits in it. Apparently, there is no high speed contact between all these bits. And, it can supposedly be powered by compressed air or steam and can be run as a pump fuel. Mmmm....

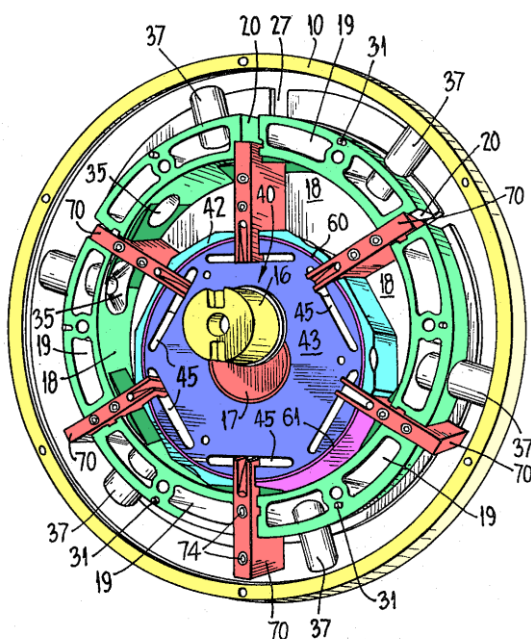


FIG. 2

Above: The drawing which sealed the patents for Sarich.

Anyway, I'll let you research the bits and how it all works. What is most admirable about the engine is the owner's determination to make it a success, and the deals he let go seeking the big one. For near 40 years Ralph sort out investors, promoting his invention to all in sundry to be largely left empty handed. Despite being offered A\$12 million in 1973 for his stake in Orbital, Sarich refused to sell. BHP bought in early, accumulating 35% of the company by 1989.

Sarich struck big deals with the Australian government, Ford motor company in the US, at a time he had nothing but a concept which got pretty hot when run.



Above: The engine developed for installation in a car.

Below: A younger Sarich and an engine 'block'



In 1992, Sarich retired and sold out his equity in Orbital Engine Corporation. Sarich sold his equity for a reputed A\$100 million at the time, and in 2015, was valued at over a \$1.05 Billion following years of wise investments.

Engine aside, Ralph was an entrepreneur and inventor. Those two words are rarely seen together when describing a person. Really, Ralph is an example of that 1980's business energy and excitement where some great things were achieved, and also where some went to jail.... Sadly, like coal fuelled power stations, fancy claims about a combustion engine will now fall on deaf ears, with the likes of Greta Thunberg preferring we ride electric solar powered scooters. Only in daylight hours of course...Ed.

Whats News?

Delegates Report

Delegates Update

New National Administrator

As some may be aware (those that take interest in such things anyway), IPRA Australia has a new National Administrator. Brett Watters from South Australia took over the reigns from Garry Mennell in January.

Firstly, IPRAVic would like to thank Garry Mennell for the years of tireless work, hours and hours of phone calls and emails, and doing what he could to ensure that IPRA remained as the key club level motorsport category around the country. It is an incredibly complex and thankless task to try and coordinate all of the States in achieving some level of consensus and make some level of change to keep the category ticking along appropriately.

Secondly, we would like to welcome Brett to the role and we hope that everyone does what they can to assist his transition.

Tyres

This year will also see a new tyre tender put out. We received a solid response to the tyre survey conducted last year and it provides us with a picture of what our members are actually using with regard to tyres and their priorities. You should expect more on this during the course of the year.

It is always an incredibly complex decision to make, and regardless of what it is, no doubt some will be happy and others won't. It is the nature of a diverse category. Either way, please understand that we are doing what we can to achieve the best result for everyone in the category. As always, if there is something you think of and are not sure where it sits, pick up the phone and call your committee members.

Aftermarket Engines

The second burning issue is one that is slightly more complex to explain. Late last year there was a decision from the CAMS Eligibility Committee (CEC) in regard to the interpretation of the regulation with regard to aftermarket engine blocks. The impact of that decision is not immediate, but it has the potential to shift the category balance and more importantly has absolutely created an imbalance in regard to aftermarket engine block sourcing across the category.

IPRA Vic have been pushing very hard at a national level for our members to both be aware of that shift AND have the opportunity to have a say in what they want for the category moving forward. It is fair to say that not every State agreed with that approach, but it appears to finally

be progressing to the point of reaching you. It has NOT been an easy task to get to this point.

In the near future you will see some background information being distributed, and a survey question to be answered. If you aren't sure about something in it, please feel free to call me, and I will happily step you through it. Most importantly, once you have read the background information, and you believe you may be directly impacted by the decision, it is in your absolute interest to call and register your position. It will be managed discreetly, but if you don't then please appreciate that there will be little we can assist with 'after the fact', if the survey and any potential outcome ends up resulting in any alteration to the regulations.

National Technical Committee

The National Technical Committee function has been going through some refinement, most notably around the distribution of any information that may assist members.

Please bear with us as it gets tidied up, but if you have a technical item that you are unsure about, don't forget that there is a forum that you can raise it in that will help others around the country with regard to interpretation and consistency in application. If you have any items, please refer them to the President, State Delegate or State Eligibility Officer. (who for this year is Jamie Augustine). They will help put together the necessary information for you and start the process off).

General Meetings

Please note, especially the Clubs newer members, that the General Meetings are the principal discussion point for the club with regard to National level items. It is not the IPRA forum, not Facebook and unless it is a really simple question, it won't be a survey. As a club we need to make informed decisions. We understand that it is difficult for some to get to them, (it is difficult for Committee Members too) but with only four in a year, please do what you can to attend and engage with the club and listen to the many points of view first hand (and not just the rumour mill). It all helps in as many members as possible achieving a more informed position. If you can't attend, feel free to call either before, after or both! We will do what we can to keep as many as possible in the loop. Whilst you might check over the minutes, it is never the same as the detail you will hear from the discussions as to how and why a specific direction was taken. If in doubt, take to your committee members at the track, or just call one of us!!!

Scott Willing

PRESS RELEASE
VICTORIAN STATE CIRCUIT RACING CHAMPIONSHIPS
ROUND 1 SANDOWN 14-16 FEBRUARY 2020

This year the VSCRC are excited to announce that the Australian GT Trophy series will be coming to Sandown! Joining the Sports Cars, this welcome addition is sure to increase the quantity and quality of the grid; and provides a great opportunity to see some exotic machinery racing at the Home of Horsepower.

In addition, a strong entry of big banger Sports Sedans will add to the excitement. The ever popular Hyundai Excels will have a massive grid of over fifty cars closely followed by forty Improved Production cars. Spectators can watch all the action from the Red Hill car park, the best vantage point at Sandown International Raceway!



Above: Don't fear. He's all safe being tied to the car including his feet!



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**WARWICK DOUGLAS
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Race Report

Island Magic

A strong field of 32 entries drove out to qualify at Island Magic 2019 in fine weather. The field didn't hang together though with only 17 entrants managing to finish the weekend due to largely mechanical problems.

South Australian, Adam Poole, launched his white Monaro into pole with a respectful 1:41.70. Another interstater Scott Cook in a Nissan Silvia locked in position 2 on the grid with a 1:43.81. Fastest Victorian was Andrew Butcher in the BMW E36 completing a 1:45.95 lap.

It was a South Australian victory in Race 1, with Cook holding off Keven Stoopman in a Evo 7 in 2nd place. Andrew Butcher again taking 3rd position. An off at Honda resulted in Poole finishing 21st position, whilst the improving Kaide Lehmann held on to 5th and led a convoy of Holden's being Lloyd, David Cocks, Paul Rule, Gary McKay and Andrew Tickner. Three participants were gifted 30 second penalties (believed to be flag based) being Peter Dixon, David Shaw and Andrew Rhodes-Anderson.

Race 2's top 4 must have rebooked their spots for race 3, with Adam Poole though working his way up to 5th position, just in front of David Cocks who managed to slide past Lehmann. Some great mid field racing was on show, with Paul Grziwotz, Mario Caligari and Wayne Twist passing over the finish line within 1 second window.

With close and consistent finishes so far, the writing was on the wall for the Traction Tyre Centre/Yokohama Mathew Flinders Plate.

However, things were made much more interesting. David Cocks had a ripper start, leading the group through to turn 3 before getting in harassed by Adam Poole. Then started

a series of DNF's to confuse the spectators as to who was where. By the 8th lap, it was Butcher in the lead being chased by McBrien in another E46, with Butcher holding on to take the plate. Drew Lawrence took out 3rd, in front of Commodores of Lehmann, Cocks, Lloyd, Ticker and Rhodes-Anderson. Great drives by Wayne Twist and David Bone earnt them the last top ten places respectively.

It was a relatively smooth-running weekend from an IPRA point of view, with only a couple of 'rubs' on cars, one being between two committee members...

Commiserations to those being handed DNF's involving upset engines, broken gearboxes, leaky head gaskets and electronic bits which were just saying 'no'.

Thanks were the plenty to the interstate entrants making the journey to bolster the grid. Hopefully IPRA can crack the 40 mark in 2020!

Jason Farkhauser



Round 1 - Sandown Entry List

Name	Car	Sponsor
Augustine, James	Nissan Silvia S14 1994	WGMS
Baldwin, Mark	Honda Civic EG 1993	
Caligari, Mario	mazda rx 7 1978	
Campbell, Glenn	Ford Falcon 1998	Aussie Pools
Cocks, David	Commodore VK 1986	Bullas Building Consult's, Track Perform. Sol's
Coulson, Kevin	Honda Civic 1992	CMS Performance
Cruse, Paul	Nissan S13 1990	
Dekker, Wayne	Audi 80 Quattro 1994	Bay Tech Automotive
Dixon, Peter	Holden V2 Monaro 2002	Frankston Engine Centre
Fankhauser, Jason	Holden Commodore 1984	Powerhouse Engines
Greer, Paul	Mazda Rx7 1979	Doin it for drew
Grziwotz, Paul	Honda Civic 1999	Electrical Automation Solutions
Hart, Michael	Holden VS Commodore 1997	
Henley, Bruce	Mazda RX8 2005	Stawell CARTage
Henley, Malcolm	Mazda RX7 1979	
Johnson, Anthony	BMW M3 1994	Villawood Properties
Lehmann, Kaide	Holden VE Commodore	Bendigo Door Centre
Lloyd, Bryson	Toyota Celica 2004	2 STATE ELECTRICAL
Lloyd, Troy	Holden VN SS Group A 1991	sheppcitybearings.com.au JRE race engines
Logan, Mathew	Holden VE Commodore	Mack Trucks, Castrol
McLennan, Ian	Holden V2 Monaro 2002	Pro-Cut Tree Services
Moloney, Tony	Holden HQ 1971	Symes's race engineering/Mt Noorat Freighters
Ogle, Grant	Ford Focus XR5 2010	Laurie Ogle Motors
Pearce, Gary	BMW 125i 2009	Tag Technologies
Rhodes-Anderson, Andrew	Holden Commodore VN Grp A 1989	Tyres And More Pakenham / Yokohama ADVAN
Robinson, Nathan	BMW E46 M3 2004	Boxretail Aus/ Chadwick Optical / Bimmerworld
Shiu, Duncan	Honda Integra 2005	REVspeak Auto / PSR Tuning
Tickner, Andrew	Holden Commodore 1982	HSD Cylinder Heads
Timperio, Marco	Ford EA 1988	Allform Industries
Tonks, Jarrod	Holden Commodore 2003	
Twist, Wayne	BMW E46 2004	
Vuillermin, Paul	Ford Falcon 1990	JD Pro
West, James	BMW E36 1995	Adventure B4 dementia
Wright, Ashley	Holden VE Commodore	Brown Davis Motorsport , Lancefield Bakery
Wyatt, Brad	Holden Commodore VX	Douglas Parade Motors, Race Image, Valvoline

SANDOWN
THE HOME OF HORSEPOWER

Race Results

Island Magic

Qualifying

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	Fast Time
1	29	Adam Poole	TRP Ductwork	Monaro	6000	10	8	01:41.70
2	25	Scott Cook	Impulse Boutique	Nissan Silvia S13	3400	9	3	01:43.8
3	59	Andrew Butcher	Epilepsy Foundation / PIARC	BMW E36 M3	3200	11	9	01:46.0
4	12	Keven Stoopman	trik trailers	Mitsubishi Evo 7	2000	5	4	01:46.2
5	68	Drew Lawrence		Nissan 200SX	2000	10	3	01:46.6
6	52	Lachlan McBrien	BEE-EMS Car Service MegaLiFe	BMW E46 M3	3200	10	4	01:46.8
7	26	Kaide Lehmann	Bendigo Door Centre	Commodore VE	6000	7	4	01:47.8
8	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	6	5	01:48.2
9	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Commodore VN	6000	5	3	01:48.4
10	73	Graeme McPherson	Mcphersons Bendigo / Manche	Commodore	6000	8	4	01:48.5
11	63	Gary McKay	GP Automotive / PIARC	Torana	3300	10	4	01:48.7
12	21	Peter Dixon	Pedders Frankston	Monaro V2	6000	8	4	01:49.0
13	44	Paul Rule	Highbury Automotive Services /	Torana SS	5800	10	9	01:49.3
14	47	Andrew McMaster	Beers R Us / Kurtles Customs	BMW E30	2800	11	10	01:49.4
15	69	Stephen O'Neill	Vinage Customs	Mitsubishi Evo 8	2000	10	8	01:49.5
16	19	Wayne Twist		BMW E46	3200	10	4	01:49.6
17	60	Anthony D'Anna	Coco & Clohe / PIARC	BMW M3 E36	3200	10	10	01:50.1
18	40	Andrew Tickner	HSD Cylinder Heads	Commodore	5033	7	6	01:50.1
19	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	9	8	01:50.2
20	78	Dallas Brooks	Signpro	Commodore VX SS	5700	10	10	01:51.0
21	87	Kevin Coulson	CMS Performance	Civic	1998	9	4	01:51.6
22	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	5	4	01:51.7
23	99	Rolf Mamers	V-consult	Mazda RX7	2316	10	9	01:51.7
24	5	Mario Caligari	Venus Packaging / PIARC	Mazda RX7	2354	10	5	01:52.1
25	7	David Bone	Racetec / PIARC	Datsun 1600	3740	6	5	01:52.1
26	56	Malcolm Henley	PIARC	Mazda RX7	2354	10	10	01:52.2
27	14	Cameron McKee	Truckrite.com.au / Ausfleet Ca	Falcon AU	3998	10	8	01:55.9
28	94	David Shaw	Trackrite.com / Phoenix Lubri	Falcon XR6	3998	10	4	01:57.6
29	22	Paul Clough	Pakenham Mazda	Mazda RX7	2062	10	9	01:58.4
30	9	Tony Carolan	Jesse Bryan	BMW E30	2500	9	8	02:02.3
31	70	Mat Jager	Air Garn	Falcon EA	3900	6	2	02:09.9
32	6	Troy Lloyd	sheppcitybearings.com.au / J	Commodore VN	6000	1	1	02:26.2

Race 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	L/Time
1	25	Scott Cook	Impulse Boutique	Nissan Silvia S13	3400	8	5	01:44.0
2	12	Keven Stoopman	trik trailers	Mitsubishi Evo 7	2000	8	6	01:45.3
3	59	Andrew Butcher	Epilepsy Foundation / PIARC	BMW E36 M3	3200	8	5	01:45.3
4	52	Lachlan McBrien	BEE-EMS Car Serv MegaLiFe	BMW E46 M3	3200	8	5	01:46.6
5	26	Kaide Lehmann	Bendigo Door Centre	Commodore VE	6000	8	6	01:47.3
6	6	Troy Lloyd	sheppcitybearings.com.au / J	Commodore VN	6000	8	5	01:48.0
7	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	8	2	01:48.0
8	44	Paul Rule	Highbury Automotive Services /	Torana SS	5800	8	7	01:49.2
9	63	Gary McKay	GP Automotive / PIARC	Torana	3300	8	5	01:49.5
10	40	Andrew Tickner	HSD Cylinder Heads	Commodore	5033	8	8	01:49.3
11	69	Stephen O'Neill	Vinage Customs	Mitsubishi Evo 8	2000	8	5	01:50.6
12	47	Andrew McMaster	Beers R Us / Kurtles Customs	BMW E30	2800	8	8	01:50.4
13	19	Wayne Twist		BMW E46	3200	8	6	01:50.6
14	99	Rolf Mamers	V-consult	Mazda RX7	2316	8	6	01:51.2
15	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	8	6	01:50.7
16	60	Anthony D'Anna	Coco & Clohe / PIARC	BMW M3 E36	3200	8	6	01:51.8
17	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	8	6	01:50.0
18	5	Mario Caligari	Venus Packaging / PIARC	Mazda RX7	2354	8	5	01:51.4
19	87	Kevin Coulson	CMS Performance	Civic	1998	8	6	01:51.2
20	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Commodore VN	6000	8	5	01:47.7
21	29	Adam Poole	TRP Ductwork	Monaro	6000	8	2	1:41.62*
22	21	Peter Dixon	Pedders Frankston	Monaro V2	6000	8	2	01:48.2
23	56	Malcolm Henley	PIARC	Mazda RX7	2354	8	6	01:54.0
24	14	Cameron McKee	Truckrite.com.au / Ausfleet Ca	Falcon AU	3998	8	5	01:54.6
25	78	Dallas Brooks	Signpro	Commodore VX	5700	8	6	01:51.3
26	94	David Shaw	Trackriite.com / Phoenix Lubri	Falcon XR6	3998	8	6	01:59.6
27	9	Tony Carolan	Jesse Bryan	BMW E30	2500	8	5	02:02.4
28	70	Mat Jager	Air Garn	Falcon EA	3900	8	7	02:08.0
29	68	Drew Lawrence		Nissan 200SX	2000	7	4	01:49.1
DNF	22	Paul Clough	Pakenham Mazda	Mazda RX7	2062	5	5	01:56.7
DNF	7	David Bone	Racetec / PIARC	Datsun 1600	3740			

Current Race Lap Record Is 1:39.8873 Set On 27/11/2016 By Ray Hislop In A Falcon BF

PENALTY APPLIED

Competitor# 21 30 Seconds Penalty

Competitor# 94 30 Seconds Penalty

Competitor# 96 30 Seconds Penalty

Race 2

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	L/Time
1	25	Scott Cook	Impulse Boutique	Nissan Silvia S13	3400	5	4	1:43.04*
2	12	Keven Stoopman	trik trailers	Mitsubishi Evo 7	2000	5	3	01:45.0
3	59	Andrew Butcher	Epilepsy Foundation / PIARC	BMW E36 M3	3200	5	3	01:46.2
4	52	Lachlan McBrien	BEE-EMS Car Service MegaLiFe	BMW E46 M3	3200	5	4	01:46.6
5	29	Adam Poole	TRP Ductwork	Monaro	6000	5	2	01:43.1
6	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	5	2	01:48.1
7	26	Kaide Lehmann	Bendigo Door Centre	Commodore VE	6000	5	2	01:47.6
8	68	Drew Lawrence		Nissan 200SX	2000	5	3	01:45.6
9	6	Troy Lloyd	sheppcitybearings.com.au	Commodore VN	6000	5	2	01:48.2
10	44	Paul Rule	Highbury Automotive Services	Torana SS	5800	5	5	01:49.2
11	73	Graeme McPherson	Mcphersons Bendigo	Commodore	6000	5	3	01:49.1
12	40	Andrew Tickner	HSD Cylinder Heads	Commodore	5033	5	5	01:49.2
13	47	Andrew McMaster	Beers R Us / Kurtles Customs	BMW E30	2800	5	5	01:49.8
14	63	Gary McKay	GP Automotive / PIARC	Torana	3300	5	5	01:49.7
15	21	Peter Dixon	Pedders Frankston	Monaro V2	6000	5	3	01:49.5
16	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	5	3	01:50.7
17	5	Mario Caligari	Venus Packaging / PIARC	Mazda RX7	2354	5	4	01:49.6
18	19	Wayne Twist		BMW E46	3200	5	5	01:49.9
19	87	Kevin Coulson	CMS Performance	Civic	1998	5	3	01:51.1
20	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	5	4	01:50.4
21	99	Rolf Mamers	V-consult	Mazda RX7	2316	5	4	01:52.0
22	78	Dallas Brooks	Signpro	Commodore VX	5700	5	5	01:51.4
23	7	David Bone	Racetec / PIARC	Datsun 1600	3740	5	2	01:51.5
24	56	Malcolm Henley	PIARC	Mazda RX7	2354	5	5	01:54.6
25	22	Paul Clough	Pakenham Mazda	Mazda RX7	2062	5	4	01:55.3
26	94	David Shaw	Trackrite.com / Phoenix Lubri	Falcon XR6	3998	5	5	01:59.5
27	60	Anthony D'Anna	Coco & Clohe / PIARC	BMW M3 E36	3200	5	2	01:52.9
28	14	Cameron McKee	Truckrite.com.au / Ausfleet Ca	Falcon AU	3998	5	2	01:54.5
29	9	Tony Carolan	Jesse Bryan	BMW E30	2500	4	2	02:05.3
30	70	Mat Jager	Air Garn	Falcon EA	3900	4	2	02:08.1
DNF	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Commodore VN	6000	3	2	01:49.0
DNF	69	Stephen O'Neill	Vinage Customs	Mitsubishi Evo 8	2000			

Race 3

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	F/lap	L/Time
1	59	Andrew Butcher	Epilepsy Foundation / PIARC	BMW E36 M3	3200	10	6	01:46.7
2	52	Lachlan McBrien	BEE-EMS Car Service MegaLiFe	BMW E46 M3	3200	10	10	01:47.2
3	68	Drew Lawrence		Nissan 200SX	2000	10	6	01:46.5
4	26	Kaide Lehmann	Bendigo Door Centre	Commodore VE	6000	10	9	01:47.5
5	28	David Cocks	Bullas Building Consultants T	Commodore VK	6000	10	3	01:48.5
6	6	Troy Lloyd	sheppcitybearings.com.au / J	Commodore VN	6000	10	2	01:46.7
7	40	Andrew Tickner	HSD Cylinder Heads	Commodore	5033	10	3	01:49.2
8	96	Andrew Rhodes-Anders	Tyres And More Pakenham / Yoko	Commodore VN	6000	10	6	01:49.7
9	19	Wayne Twist		BMW E46	3200	10	10	01:50.2
10	7	David Bone	Racetec / PIARC	Datsun 1600	3740	10	6	01:49.8
11	47	Andrew McMaster	Beers R Us / Kurtles Customs	BMW E30	2800	10	10	01:50.2
12	67	Bruce Henley	Stawell CARTage	Mazda RX8	2354	10	7	01:50.0
13	78	Dallas Brooks	Signpro	Commodore VX	5700	10	5	01:51.4
14	45	Paul Grziwotz	Electrical Automation Solution	Honda Civic	1998	10	6	01:49.9
15	56	Malcolm Henley	PIARC	Mazda RX7	2354	10	3	01:52.9
16	14	Cameron McKee	Truckrite.com.au / Ausfleet Ca	Falcon AU	3998	10	10	01:54.9
17	9	Tony Carolan	Jesse Bryan	BMW E30	2500	9	2	02:04.2
DNF	29	Adam Poole	TRP Ductwork	Monaro	6000	8	2	1:42.9*
DNF	25	Scott Cook	Impulse Boutique	Nissan Silvia S13	3400	8	3	01:43.9
DNF	22	Paul Clough	Pakenham Mazda	Mazda RX7	9357	8	8	01:55.3
DNF	63	Gary McKay	GP Automotive / PIARC	Torana	3300	5	5	01:51.0
DNF	87	Kevin Coulson	CMS Performance	Civic	1998	4	3	01:51.0
DNF	73	G McPherson	Mcphersons Bendigo / Manche	Commodore	6000	2	2	01:51.6
DNF	5	Mario Caligari	Venus Packaging / PIARC	Mazda RX7	2354	1	1	02:01.8
DNF	44	Paul Rule	Highbury Automotive Services /	Torana SS	5800			
DNF	21	Peter Dixon	Pedders Frankston	Monaro V2	6000			