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ISSUE 106  
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# Supercar Xtra MAGAZINE



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## PIRTEK ENDURANCE CUP TIME!

The onset of spring means its endurance time in the Virgin Australia Supercars Championship.

The Pirtek Endurance Cup gets underway at Sandown and includes the Great Race, the Bathurst 1000 at Mount Panorama, and concludes on the streets of Surfers Paradise with the Gold Coast 600.

The three long-distance events will not only go a long way in determining the winner of the drivers' championship but also reward the best-performing driver pairing.

We profile the contenders for the endurance crown in addition to previewing the three events, which we will be producing the event program for in the coming weeks.

Mark Fogarty chats with reigning Bathurst 1000 champion David Reynolds on how he and Erebus Motorsport have developed into championship contenders since their win at Mount Panorama.

Elsewhere, we interview Scott Pye on the progression of Walkinshaw Andretti United, touch base with the Kellys on their best season

yet with the Nissan Altima, take a tour of The Bend Motorsport Park and investigate the engine development race.

You'll also find the latest columns from Mark Winterbottom,



Craig Lowndes and Garry Rogers, analysis of key issues around the sport and our ranking of the top 10 one-time race winners in the history of the Australian Touring Car Championship/Supercars.

If you're reading the standard issue of #106, you'll find the new-look *Motorsport Legends* section in the middle of the magazine. If you're reading this within a program, you'll find the event info in the beginning and middle sections.

Within the *Motorsport Legends* section we look back at the history of two-door cars in Australian touring cars, profile

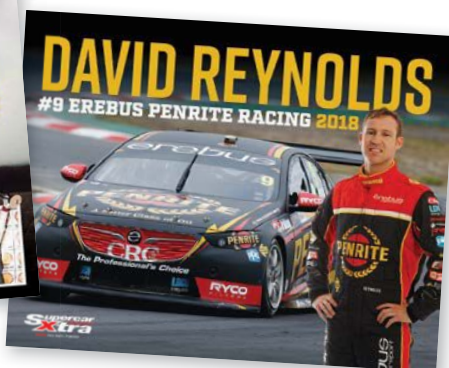
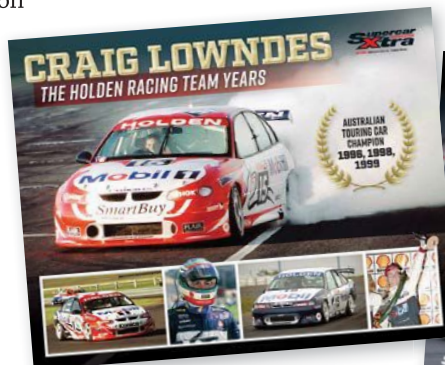
the BMW M3 and 1981 season and dissect a classic image from Mount Panorama.

Remember, this edition is also available in digital form online and in the App Store and Google Play stores. Visit our website for details and keep in touch with us on our social media channels: on Twitter and Instagram @SupercarXtra and on Facebook at [www.facebook.com/SupercarXtra](http://www.facebook.com/SupercarXtra).

Below are the two sides of the pullout poster you'll find in the print edition of this issue, including the first of a three-part Lowndes farewell special series.

Enjoy!

— Adrian



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# 2020 SUMMER LOVIN'

The Virgin Australia Supercars Championship confirmed its looking into a summer calendar move that could be adopted as early as 2020. We look at the pros and cons of the radical proposal.

**A** Supercars move from a winter to summer schedule has been discussed for some time, but it's only recently that the category itself has acknowledged it could be a possibility.

With the current television deal expiring at the end of 2020, a change to a September to May schedule could be on the cards. These are the pros and cons of a summer move:



## PROS

### ADELAIDE FINALE

Inverting the calendar will still give Supercars a marquee street

circuit event in the Adelaide 500. The Adelaide street circuit hosted the Formula 1 season finale from 1985 to 1995 and would be a worthy place for the championship decider. A move from its current early March date into April or May would also move the event away from Adelaide's arts festivals, which have increasingly encroached on the Adelaide 500 in recent years.

### MOVE AWAY FROM AFL/NRL

The biggest motivator for a switch to summer is getting Supercars away from the dominant football codes, the AFL and NRL, who dominate the headlines and sporting fans'

interests in winter. Codes such as the A-League and NBL have had success in summer and Supercars could do the same.

### CONDENSE CALENDAR

The need to stretch out the calendar over winter with few suitable events would be eliminated by a switch to summer. Rather than a February/March to November 10-month schedule, Supercars could run over eight to nine months with a more consistent reduced gap between events.

### TWILIGHT/ NIGHT RACING

Daylight saving timezones in summer open up the possibility of staging more twilight/night races,

avoiding the heat of the day in summer and boosting Supercars' push for more condensed made-for-TV events such as the Red Rooster Sydney SuperNight 300.

### DISTANCES BATHURST & CHAMPIONSHIP

The closeness of Bathurst and the championship finale can sometimes lead to the former overshadowing the latter, with Bathurst still the biggest event of the season in terms of reaching a wider audience. A summer series would see Bathurst run in the early stages of the season, distancing the Great Race from the championship decider and creating momentum for more other events.





## CONS

### ENDURANCE VS OPENER

A season starting in September means, on current events, the championship gets underway with the endurance events and the Bathurst curtain-raiser. Whether the enduros are a suitable season start is questionable and the discussion will be whether there needs be an Adelaide 500-type opener before the enduros, which could impact on the September-October run of Sandown, Bathurst and the Gold Coast.

### INTERNATIONAL EVENTS

Supercars' international aspirations will also confuse the calendar, especially if the aim remains to run at Formula 1 events in Asia and the Middle East. The Singapore Grand Prix, for example, often mentioned as a perfect fit for Supercars, falls in September when the summer series would start. And as Supercars has seen firsthand, international season openers don't work for generating momentum in Australia.

### NORTHERN EVENTS

The Darwin, Townsville and Ipswich events fit perfectly in

the current calendar as winter escapes with perfect climates for the mid-season. A summer move poses the problem of how the events in the northern half of Australia slot in, with wet seasons making a summer switch difficult.

### SUMMER RIVALS

Supercars isn't the first sport to consider a summer move in Australia, which means it will face new rivals in the battle for attention. The A-League, NBL and more have carved out their own markets in summer, while cricket's Big Bash League has become the big-ticket item in this period and is expanding

in the coming years. While the AFL and NRL dominate winter, there is nonetheless new rivals waiting in summer.

### SUMMER HEAT

Summer in Australia means scorching temperatures, which isn't good for drivers and teams operating in overalls in confined spaces. While daylight savings time does allow for later start times, there's still the risk of running races in brutal heat.

There's no clear-cut path to a summer switch, which makes such a radical change a big risk. It's a debate all custodians of Supercars will have to be a part of. **X**



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# FALCON FAREWELL

The Ford Falcon enters its final endurance campaign looking to add to its storied history at Mount Panorama, Bathurst, and take a 17th drivers' championship.

One of the most successful cars in the history of the Bathurst 1000 will compete in the Great Race for the last time this October.

Ford entrants will replace the Falcon with the Mustang in 2019, bringing to an end the five-decade history of the Falcon nameplate at Mount Panorama.

The Falcon scored its first win in Australia's Great Race on debut with Harry Firth and Fred Gibson in 1967. The victory for the XR GT model was

the first success for a V8 engine in the event and ushered in the era of Australian-built cars conquering the Mountain.

The Falcon has won the Bathurst 500/1000 14 times, including some of the most famous wins in the history of the Great Race: Allan Moffat's solo efforts in 1970 and 1971, the first event run to 1000 kilometres in 1973, the one-two formation finish in 1977, Dick Johnson's redemption in 1981, Stone Brothers Racing's surprise win in 1998 and Triple Eight's three-peat in 2006 to 2008.

The most recent win for the Falcon was courtesy of Chaz Mostert and Paul Morris in 2014, fighting back from 25th on the grid and an early-race incident to snatch the lead from an out-of-fuel Jamie Whincup on the final lap.

The Falcon claimed its maiden Pirtek Endurance Cup win with Mostert and Steve Owen last season. While Tickford Racing gave the Falcon its most recent Bathurst wins in 2013 and 2014, DJR Team Penske has not won at Mount Panorama since Dick Johnson Racing's last win in 1994.

DJR Team Penske's Scott McLaughlin is in the box seat to give the Falcon a final drivers' championship win. Fittingly, it would be the 17th championship win for the Falcon courtesy of the driver of the iconic #17, made famous by Ford legend Johnson.

The Falcon and Commodore are equal on 16 drivers' championship wins at present, with a 17th championship win over its great rival a fitting farewell to the Falcon.

Endurance event records, statistics and more from page 28. **X**

Scott McLaughlin could give the Falcon a 17th and final championship win in its final season.





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# LOWNDES STEPS ASIDE

Craig Lowndes will retire from full-time driving in Supercars at the end of 2018, with he and team boss Roland Dane insisting it was the driver's own decision.

Craig Lowndes shocked the Supercars community with the sudden announcement that he will retire from full-time driving in the category.

The news came weeks after Lowndes denied reports of his impending retirement, writing in his previous column in *SupercarXtra Magazine* that “we’ll finish off this year and then see where we are at”.

Lowndes, who is the oldest driver on the grid at 44 years of age, will continue racing with

Triple Eight Race Engineering as a co-driver in the endurance events in addition to joining the Supercars commentary team and exploring racing opportunities overseas.

“Now I can take a breath and reflect on it, what’ve been able to achieve,” states Lowndes.

“I’m just really enjoying it and I’m more relaxed now, I’m really thankful, I wake up every morning and still feel I’ve made the right decision. I want to push hard until the end of the season. I’m just relaxed in myself and really looking forward to the rest of the season.

“Hopefully the crowds come out and support the category as a whole. We’ve got some great young drivers in the category that are going to blossom and get up there.”

The speculation around Simona De Silvestro and her sponsor Harvey Norman moving to Triple Eight prompted questions over whether Lowndes was pushed out of the drive.

“To be honest, I couldn’t care less what everyone else thinks about it,” counters Triple Eight team boss Roland Dane.

“Craig and I know the

decision that he made, that I completely agree with and that I think was the right decision to make. He knows the facts. I know the facts. I couldn’t care less what anyone else thinks about it because the only thing that really matters to me is ensuring that Craig is able to step out with his head held high, still able to compete at the highest level having finished his full-time driving career with Triple Eight and be a part of Triple Eight going forward.

“And I hope not just for next year alone, I hope it will be for much further than that.” **X**



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# TCR COMING TO AUSTRALIA

Australia will soon have a new touring-car category with the arrival of the TCR international formula, but what impact will this have on the Virgin Australia Supercars Championship?

The Virgin Australia Supercars Championship has been the dominant motorsport category in Australia for more than two decades, since the days when the international-based Super Touring category threatened to wrestle away control of the Bathurst 1000.

Supercars now faces a new international-based intruder in the shape of the 'Touring Car Racing' (TCR) formula, which looks set to debut in Australia in 2019.

The TCR formula is based around production-based front-wheel-drive hatchbacks, powered by turbocharged two-litre four-cylinder engines.

The philosophy behind TCR is the same as GT3 racing: affordable cars made available to customers from multiple manufacturers. TCR race cars cost approximately \$200,000 and will be imported to Australia direct from the European-based manufacturers.

There are 13 cars homologated to the TCR regulations: Alfa Romeo Giulietta TCR, Audi RS3 LMS TCR, Ford Focus TCR, Honda Civic Type R TCR, Hyundai i30N TCR, Kia Cee'd GT TCR, Lada Vesta TCR, Opel Astra TCR, Peugeot 308 TCR, Renault Megane TCR, SEAT Leon TCR, Subaru WRX STi TCR and Volkswagen Golf GTi TCR.

The TCR regulations were adopted by the World Touring Car Championship in 2018,



The World Touring Car Championship adopted TCR regulations in 2018.

rebranding as the WTCR. There also regional TCR categories in Europe, Asia and the Middle East in addition to national championships in the likes of China, Germany, Italy, Korea, the United Kingdom and more.

CAMS had announced Australian Racing Group (ARG) as the preferred party to control the promotional and commercial rights to TCR Australia. ARG is headed by Matt Braid, the former managing director of Volvo Cars Australia and the Virgin Australia Supercars Championship. ARG has also acquired the rights to run the Super5000 open-wheel category, based on a revival of the five-litre V8 Formula 5000 platform.

"TCR has proven itself to be an extremely popular exciting and successful category in many countries around the world," says Braid.

"Even in these early stages,

we have fielded a lot of interest from potential competitors, manufacturers and event promoters interested in being part of a TCR series in Australia.

"ARG is committed to developing and promoting the highest quality racing categories at major motorsport events in the region that will provide both significant support to existing platforms and a career pathway for drivers."

Audi and Hyundai have shown an interest in TCR Australia, with aspiring local entrants able to tap in to customer-car options from across Europe, Asia and the Middle East.

But how TCR will be received and where it fits into the Australian landscape remains to be seen. Super Touring had a greater international presence than TCR but couldn't dent Supercars' popularity in Australia. With Supercars entrants

sticking with V8 engines in the foreseeable future, there will once again be a clear difference in technical regulations between the domestic category and the international formula.

While Braid has been eager to talk down the potential rivalry with Supercars, the TCR series has proved attractive to manufacturers given its cost effectiveness and links to the popular hatchback sector. Supercars has struggled to attract significant manufacturer interest, with Ford and Holden the only manufacturers providing factory backing in 2019, despite the opening up of its regulations under the Gen2 rules being designed to entice new makes.

Elsewhere, the Australian GT Championship has new owners, with Trofeo Motorsport, owned by businessman Jim Manolios, taking over from Tony Quinn with immediate effect. **X**



# SUPERCARS

## 2018 CHAMPIONSHIP CALENDAR

<b>MAR 1-4</b>	Adelaide 500	Adelaide Parklands Circuit
<b>MAR 22-25</b>	Coates Hire Supercars Melbourne 400	Albert Park Street Circuit
<b>APR 6-8</b>	Tyrepower Tasmania SuperSprint	Symmons Plains
<b>APR 20-22</b>	WD-40 Phillip Island 500	Phillip Island GP Circuit
<b>MAY 4-6</b>	Perth SuperSprint	Barbagallo Raceway
<b>MAY 18-20</b>	Winton SuperSprint	Winton Motor Raceway
<b>JUN 15-17</b>	CrownBet Darwin Triple Crown	Hidden Valley Raceway
<b>JUL 6-8</b>	Watpac Townsville 400	Townsville Street Circuit
<b>JUL 20-22</b>	Coates Hire Ipswich SuperSprint	Queensland Raceway
<b>AUG 3-4</b>	Red Rooster Sydney SuperNight	Sydney Motorsport Park
<b>AUG 24-26</b>	OTR The Bend SuperSprint	The Bend Motorsport Park
<b>SEP 14-16</b>	RABBLE.club Sandown 500	Sandown Motor Raceway
<b>OCT 4-7</b>	Supercheap Auto Bathurst 1000	Mount Panorama
<b>OCT 19-21</b>	Vodafone Gold Coast 600	Surfers Paradise Street Circuit
<b>NOV 2-4</b>	ITM Auckland SuperSprint	Pukekohe Park Raceway
<b>NOV 23-25</b>	Coates Hire Newcastle 500	Newcastle Street Circuit

*Dates correct at time of printing*

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# BEYOND THE WHEEL

Column by  
Mark Winterbottom



## FORMULATING THE RIGHT FORMAT

It's strange to think that the winner of the Sydney 300km night race gets the same amount of points as the winners of the Bathurst 1000km endurance classic.

While it's a strange anomaly in our championship calendar, we seem to have found a good balance in our schedule with the two-race formats at the street and sprint rounds, the longer-distance endurance events and the addition of a night race.

Personally, I like the two-race SuperSprint format that we've used for the last few years. It gives us two bites of the cherry in terms of setup direction and, therefore, results over the course of a weekend.

This means that even if you have a bad race on one day, perhaps as a result of a bad setup decision or getting caught up in someone else's mistake, you still have another chance to salvage the weekend.

If you retire in one race but come out and win the next day, there's still positives for the team and fans. Also, fans get two race days across the one weekend.

It's good that Supercars is trying different things and there's room to grow with the night racing at Sydney Motorsport Park and elsewhere.

I remember going to the Speedway as a youngster, with big crowds getting there early in the evening and staying late into the summer's night, and all the racing run and won on the same day.

Maybe in the future we could expand on that formula for the Sydney night event, having a race on the Friday and Saturday nights.

These types of twilight/evening events could become the norm if we do indeed move to a summer schedule, as has been discussed recently. Let's wait and see.

The endurance events are the high point of the season, especially when we get to Mount Panorama, Bathurst.

The inclusion of co-drivers adds an extra dimension to the championship and brings some fresh ideas and motivations to the team.

Dean Canto and I go way back to our karting days and

**"WE SEEM TO HAVE FOUND A GOOD BALANCE IN OUR SCHEDULE WITH THE TWO-RACE FORMATS AT THE STREET AND SPRINT ROUNDS."**

he's been with the team for a number of years now, so he fits right in.

After more than half a season of racing on our own, racing together and working with another driver is a welcome change in dynamic.

It's a great two-month period within which we can fight it out across three very different events: Sandown with its qualifying races a unique format in the category, the intensity and challenge of the Bathurst 1000

and one of the toughest street circuits we go to at the Gold Coast 600.

We've had a challenging season so far but the endurance events provide us with a fresh start to get a result at some of the biggest events we go to.

We are also determined to give the Falcon a fitting farewell, especially at Mount Panorama, where it's had so many legendary successes over the years.

– Frosty



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# RIGHT ON TRACK

Column by  
Craig Lowndes



## GOING OUT ON A HIGH

I've always said there are two key factors keeping me racing: my motivation to keep getting up and doing what I love and my competitiveness. And for me, nothing has changed.

But at the same time I want to make sure I finish my last full-time season with some strong results in the bag and

after this year's results so far Roland Dane and I came to the decision between us that this will be my last full season behind the wheel.

I definitely won't be pursuing a drive with any other teams in Supercars. I'll be staying with Triple Eight and I'm looking forward to an exciting new chapter as an ambassador

**"THE FANS ARE THE BACKBONE OF OUR GREAT SPORT AND THE REASON I'VE PULLED MY HELMET ON EVERY RACE WEEKEND, SO TO THEM, THANK YOU."**

for the team and, of course, co-driving with them in the enduros.

I'm also pleased to be joining the broadcast team, which is something I'm really looking forward to. It's not the last time you'll see this grin in pitlane!

I've also always said I'd love to go and do more racing overseas and in different categories. Le Mans is definitely on the bucket list and hopefully this will enable me to go and do that, which Roland and the team will be supportive of.

I feel extremely lucky to have been able to keep doing what I love at a competitive level for such a long time.

I have to thank my family and friends, the whole team at Triple Eight and KRE,

Supercars, my personal and team sponsors and, of course, the fans for supporting me throughout.

Ultimately, the fans are the backbone of our great sport and the reason I've pulled my helmet on every race weekend, so to them, thank you.

It's important for them to remember that I'm not walking away completely, I'm just walking away from the full-time driving. I'm still going to be around the pits and driving in the endurance events for the foreseeable future.

We're going to make sure that if we go out at the end of the year, we go out on a high. We're still going to try and be competitive.

— Craig



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# GARRY THE GURU

Column by  
Garry Rogers



## ANYTHING CAN HAPPEN IN ENDUROS

While we certainly haven't had the speed to be competitive right at the very front for the majority of this season so far, results at Bathurst, Sandown and the Gold Coast can often be determined by factors other than pure speed.

There is always an element of the unknown when it comes to the long-distance races. Mechanically GRM has been quite good, so if we do a good job as a team, the drivers do their job well and the cards fall our way then who knows?

Back in the day it used to be all about Bathurst, but I don't think you can focus on just one race today.

Me, being a purest of the sport, I love Bathurst. However, if someone said today, 'I guarantee you can win at Sandown and the Gold Coast but you can't have Bathurst' you'd probably consider it. But, then again, being a competitive beast you'd probably want the Bathurst win as well!

I believe that Garth Tander and Chris Pither have as much chance at all three races as anyone else. They are pretty much the same height and build – Garth might be an inch taller – but being of similar stature should help. Not that height difference was an issue when Garth shared with Jason Bargwanna. Bargs had to have a dickie seat but they still won Bathurst in 2000. One bloke was a foot and half taller than the other bloke and that worked! An engineering mind might think this



impossible but application and practicality proved otherwise.

We all know the talent that Garth has and Chris has been doing a good job in the Dunlop Super2 Series for us with a couple of victories. We certainly did the deal with Chris based on his merits and his ability to get the job done.

He's getting plenty of race miles, so that has to be an advantage. I believe we're in with a really good chance with these two guys.

As for car #34, Richard Muscat is a very capable driver. I think he's underestimated. Whilst he isn't racing in Supercars this season he has got some driving activity going on with his Lamborghini program and he's doing some ride-days. And I think that this seat activity coupled with his physical fitness can only be a positive.

James 'Bieber' Golding is also going along okay. He has made a couple of little blunders this season

and you can't have too many of those these days; you've just got to be on your game all the way.

I know that may sound like I'm being a little harsh on him, and yes the competition is very fierce, but you can't keep making excuses for him. He is now a professional racing driver and he just needs to get the job done. The endurance races are another opportunity for him to produce a strong personal performance and I believe that he and Muscat, whilst probably considered outsiders, have the talent between them – barring mishaps – to produce some very strong results.

On another note, I'm really looking forward to the endurance races, as I do every race, because this year the fans have

really embraced the sport.

The growth of the crowds at most venues we have visited really has been quite amazing so far this year.

I wander around the viewing areas and spend a lot of time in merchandise and am pleasantly surprised at the number of people lining up for autographs. Craig Lowndes announcing his retirement from full-time driving is obviously a factor in that, but most of the teams have got a reasonable amount of support. There is no doubt that the Penske organisation joining the Supercars series and the continued strong showing by Triple Eight Race Engineering to take the fight up to those guys is a big positive for the championship.

– Garry

**“THERE IS ALWAYS AN ELEMENT OF THE UNKNOWN WHEN IT COMES TO THE LONG-DISTANCE RACES.”**

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WORDS Adrian Musolino IMAGES Peter Norton

# TEST OF ENDU

The Virgin Australia Supercars Championship goes into long-distance mode with the Pirtek Endurance Cup, which rewards the best-performing combination across the RABBLE.club Sandown 500, Supercheap Auto Bathurst 1000 and Vodafone Gold Coast 600.

**T**he Virgin Australia Supercars Championship season hits top gear with the Pirtek Endurance Cup, the three long-distance events where the entry list doubles with the addition of co-drivers.

The Pirtek Endurance Cup gets underway at Sandown, the traditional home of the Bathurst curtain-raiser. Melbourne's fickle spring weather and two qualifying races often jumble the grid and produce surprise results, such as Tickford Racing's Cameron Waters and Richie Stanaway's first wins last season.

Then it's to Mount Panorama for the Bathurst 1000, the biggest and most prestigious event in Supercars. Last season's wet race saw Erebus Motorsport's David

Reynolds and Luke Youlden prevail for a popular win in a race where the championship contenders fell by the wayside. With 300 points on the line and 1000km of racing at the sacred 6.12km circuit, the Great Race plays a crucial role in determining the winner of not only the Pirtek Endurance Cup but also the Virgin Australia Supercars Championship.

The Pirtek Endurance Cup concludes with the Vodafone Gold Coast 600, two 300km races on the punishing street circuit. With co-drivers starting the races in their last hit-outs of the season, there's plenty of action before the lead drivers jump in to decide the Pirtek Endurance Cup.

These are the contenders for the long-distance crown.



# RANCE

## DJR TEAM PENSKE

Scott McLaughlin enters the Pirtek Endurance Cup as the driver to beat in the championship, determined to go one better after his last-gasp defeat in the title race last season.

McLaughlin will once again team with Frenchman Alexandre Prémat for their fourth endurance campaign together – two at Garry Rogers Motorsport and two at DJR Team Penske.

It's an unchanged driver line-up for DJR Team Penske, with Fabian Coulthard pairing with Tony D'Alberto in the other entry. It's D'Alberto's third season with DJR Team Penske and second with Coulthard.

McLaughlin and Prémat won on the Gold Coast last season but it's been a barren run for the team at Sandown and Bathurst. Dick Johnson Racing/DJR Team Penske has not won the Bathurst 1000 since 1994 and the Sandown 500 since 1995.

Overcoming those droughts for the iconic #17 will go some way to helping McLaughlin's championship bid and be a fitting farewell to the Ford Falcon.

## TRIPLE EIGHT RACE ENGINEERING

The powerhouse of Supercars is once again in a battle with DJR Team Penske for the championship, while both teams will be out to bounce back following rare failures at Mount Panorama last season.

Triple Eight has been the most competitive team at Bathurst in recent seasons though hasn't won the race since 2015.

The team welcomes two-times Le Mans winner Earl Bamber as co-driver to Shane van Gisbergen. The New Zealander joins his countryman for his debut in Supercars, in addition to his commitments as a factory-backed Porsche sports car racer.





ABOVE: Sandown is the traditional curtain-raiser to Bathurst and the start of the Pirtek Endurance Cup.

Paul Dumbrell and Steven Richards are back to partner Jamie Whincup and Craig Lowndes respectively. It will be Lowndes' final endurance stint as a lead driver before he retires from full-time driving, though he will remain with the team as an endurance co-driver. His future pairing could determine the futures of Dumbrell and Richards.

Triple Eight has won three of the five Pirtek Endurance Cups run since 2013, highlighting the team's endurance pedigree across Sandown, Bathurst and Gold Coast.

### TICKFORD RACING

The reigning Pirtek Endurance Cup winners have separated the winning combination from last season and will be hoping to put together another successful run in the long-distance events following a challenging 2018.

Chaz Mostert won the Pirtek Endurance Cup with Steve Owen last season and is joined by former full-timer James Moffat in 2018. Moffat started his Supercars career at the team that was then known as Ford Performance Racing and returns after missing out on a full-time Supercars drive this season, instead racing in the Porsche Carrera Cup.

Owen will partner Richie Stanaway this season for the former's sixth season with the team. Stanaway won the Sandown 500 as co-driver to Cameron Waters last season and will be the main driver in an endurance campaign for the first time.

Stanaway's spot alongside Waters is filled by David Russell. The veteran co-driver moves across from Nissan Motorsport after five seasons racing the Altima.

Mark Winterbottom is once again joined by Dean Canto for their third consecutive season as co-drivers. It's Canto's 11th season with the team dating back to 2008, two years after Winterbottom joined the team in 2006.

Tickford Racing has struggled to keep pace with fellow Ford team DJR Team Penske this season, but a

recent endurance resume that includes two Bathurst 1000 wins and a first Pirtek Endurance Cup last season suggests there should be a return to form in the longer distance races.

### NISSAN MOTORSPORT

The rejuvenated Nissan Motorsport enters the endurance events following an upswing in form despite the confirmation it will lose backing from Nissan head office at the end of the season.

Rick Kelly scored his first win in an Altima at Winton and will be joined by 2016 Dunlop Super2 Series champion Garry Jacobson, who moved into an Altima in the second-tier category with MW Motorsport this season. Jacobson impressed the Supercars paddock with his wet-weather drives for Tickford Racing at Bathurst and the Gold Coast last season and is part of one of three new combinations at Nissan Motorsport.

Fellow MW Motorsport Dunlop Super2 Series driver Alex Rullo steps up for his second endurance campaign, having debuted with Lucas Dumbrell Motorsport, pairing with Simona De Silvestro in her second season as a full-time driver and entering her fourth Bathurst 1000.

Andre Heimgartner was another driver to star in the wet at Bathurst and Gold Coast last season, claiming a first podium with Brad Jones Racing in the process. He is joined by Aaren Russell in his fourth endurance campaign but first in an Altima.

Michael Caruso and Dean Fiore are the only pairing that remains the same as last season at Nissan Motorsport, for their fifth consecutive campaign as co-drivers.

### WALKINSHAW ANDRETTI UNITED

At Bathurst last year it was announced that Andretti Autosport and United Autosports were buying into Walkinshaw Racing to form Walkinshaw Andretti United from 2018.

The new-look team won in its second event at the

Australian Grand Prix and has been on an upward trajectory since last season.

It's the only other team aside from DJR Team Penske to feature an unchanged driver line-up in 2018.

Scott Pye and Warren Luff scored a second place at Bathurst last season and reunite for a second season together, looking to go one better at Mount Panorama.

James Courtney and Jack Perkins won the Gold Coast 600 together in 2015 in their first event as co-drivers and have been partners ever since. They are also looking for maiden wins in the Bathurst 1000.

## EREBUS MOTORSPORT

The reigning Bathurst 1000 champions retain the same winning combination as last season with David Reynolds and Luke Youlden, who will defend their title in the Great Race.

The team's win at Mount Panorama last season confirmed its coming of age in Reynolds' third season with the Holden outfit, while the win was a long-awaited success for Youlden in his first campaign with the team.

Anton De Pasquale has impressed with his rookie performances this season and will make his debut at Sandown, Bathurst and the Gold Coast. Dunlop Super2 Series front-runner Will Brown joins De Pasquale in an all-rookie entry.

Reynolds has carried that strong form from Bathurst into this season with further race wins, with Erebus Motorsport no longer unfancied entrants at the enduros.

# SANDOWN 500

SEPTEMBER 14-16

LOCATION: Sandown Motor Raceway, Sandown, Victoria

LENGTH: 3.1km DIRECTION: Anti-clockwise AVERAGE SPEED: 164km/h TOP SPEED: 270km/h

QUALIFYING LAP RECORD: 1:08.5730 – Jamie Whincup (Holden VF Commodore, 2014)

RACE LAP RECORD: 1:09.2289 – Chaz Mostert (Ford FG X Falcon, 2017)

2017 WINNERS: Cameron Waters/Richie Stanaway (Prodrive Racing Australia, Ford FG X Falcon)

# BATHURST 1000

OCTOBER 4-7

LOCATION: Mount Panorama Circuit, Bathurst, New South Wales

LENGTH: 6.213km DIRECTION: Anti-clockwise AVERAGE SPEED: 178km/h TOP SPEED: 300km/h

QUALIFYING LAP RECORD: 2:03.8312 – Scott McLaughlin (Ford FG X Falcon, 2017)

RACE LAP RECORD: 2:06.2769 – David Reynolds (Holden VF Commodore, 2017)

2017 WINNERS: David Reynolds/Luke Youlden (Erebus Motorsport, Holden VF Commodore)

# GOLD COAST 600

OCTOBER 19-21

LOCATION: Gold Coast, Queensland

LENGTH: 2.96km DIRECTION: Anti-clockwise AVERAGE SPEED: 146km/h TOP SPEED: 265km/h

QUALIFYING LAP RECORD: 1:10.0480s – David Reynolds (Ford FG Falcon, 2013)

RACE LAP RECORD: 1:10.0851 – Will Davison (Ford FG Falcon, 2011)

2017 WINNERS: Chaz Mostert/Steve Owen (Prodrive Racing Australia, Ford FG X Falcon) and Scott McLaughlin/Alexandre Prémat (DJR Team Penske, Ford FG X Falcon)



The Supercheap Auto Bathurst 1000, Australia's Great Race.



ABOVE: The Pirtek Endurance Cup concludes on the streets of Surfers Paradise.

### **GARRY ROGERS MOTORSPORT**

It's been 18 years since Garry Rogers Motorsport conquered Mount Panorama. Garth Tander led the Holden team to its only Bathurst 1000 win back in 2000 and is in his second year back with the team.

Tander will team with Chris Pither this season. It's another homecoming to Garry Rogers Motorsport, with Pither previously racing the team's Volvo S60 in the endurance races in 2015.

After pairing with Tander last season, James Golding leads his own entry with fellow youngster Richard Muscat alongside. Muscat made his debut with the team at Sandown last year and returns for a second stint.

Tander and Golding were fourth at Sandown last year, with another strong result there required to build momentum for Mount Panorama.

### **BRAD JONES RACING**

Brad Jones Racing is still searching for a first win in the Bathurst 1000 in a drought that stretches back to Brad Jones' racing days. A win for son Macauley Jones will be an emotional reward for the family-run Holden team.

Jones enters his third endurance campaign with the team and second as co-driver to Nick Percat. Percat, who won Bathurst as co-driver to Garth Tander in 2011, is in his second season with the team and will be determined to overcome the heartbreak of a late-race crash at Mount Panorama last season.

Tim Slade will be partnered by Ashley Walsh, the latter recovered from the injuries that sidelined him from Bathurst and the Gold Coast last season and a huge crash that ended his Bathurst 12 Hour race earlier in the year.

Former full-timer Dale Wood returns to the team to co-drive with Tim Blanchard, having raced in the Porsche Carrera Cup this season.

### **TEKNO AUTOSPORTS**

The 2016 Bathurst 1000 winners endured a challenging endurance campaign last season but enter with renewed focus following a solid maiden full-time season for lead driver Jack Le Brocq.

The Triple Eight customer Holden team driver is no stranger to the endurance events, having competed in them since 2015 in an AMG Mercedes-Benz E63, Ford FG X Falcon and Nissan Altima and scoring a best of fourth at Bathurst in 2016.

Le Brocq is joined by team owner Jonathon Webb, who won races on the Gold Coast with Shane van Gisbergen in 2014 and 2015 and the Bathurst 1000 alongside Will Davison in 2016.

### **TEAM 18**

The Preston Hire-backed single-car Holden entry is out to end a Bathurst hoodoo, having retired from the last two events at Mount Panorama with mechanical failure.



# 2018 PIRTEK ENDURANCE CUP ENTRY LIST

#	Drivers	Team	Car
1	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden ZB Commodore
2	Scott Pye/Warren Luff	Walkinshaw Andretti United	Holden ZB Commodore
5	Mark Winterbottom/Dean Canto	Tickford Racing	Ford FG X Falcon
6	Cameron Waters/David Russell	Tickford Racing	Ford FG X Falcon
7	André Heimgartner/Aaren Russell	Nissan Motorsport	Nissan Altima
8	Nick Percat/Macauley Jones	Brad Jones Racing	Holden ZB Commodore
9	David Reynolds/Luke Youlden	Erebus Motorsport	Holden ZB Commodore
12	Fabian Coulthard/Tony D'Alberty	DJR Team Penske	Ford FG X Falcon
14	Tim Slade/Ashley Walsh	Brad Jones Racing	Holden ZB Commodore
15	Rick Kelly/Garry Jacobson	Nissan Motorsport	Nissan Altima
17	Scott McLaughlin/Alexandre Prémat	DJR Team Penske	Ford FG X Falcon
18	Lee Holdsworth/Matthew Brabham	Team 18	Holden ZB Commodore
19	Jack Le Brocq/Jonathon Webb	Tekno Autosports	Holden ZB Commodore
21	Tim Blanchard/Dale Wood	Brad Jones Racing	Holden ZB Commodore
23	Michael Caruso/Dean Fiore	Nissan Motorsport	Nissan Altima
25	James Courtney/Jack Perkins	Walkinshaw Andretti United	Holden ZB Commodore
33	Garth Tander/Chris Pither	Garry Rogers Motorsport	Holden ZB Commodore
34	James Golding/Richard Muscat	Garry Rogers Motorsport	Holden ZB Commodore
35	Todd Hazelwood/Bryce Fullwood	Matt Stone Racing	Ford FG X Falcon
55	Chaz Mostert/James Moffat	Tickford Racing	Ford FG X Falcon
56	Richie Stanaway/Steve Owen	Tickford Racing	Ford FG X Falcon
78	Simona De Silvestro/Alex Rullo	Nissan Motorsport	Nissan Altima
97	Shane van Gisbergen/Earl Bamber	Triple Eight Race Engineering	Holden ZB Commodore
99	Anton De Pasquale/Will Brown	Erebus Motorsport	Holden ZB Commodore
230	Will Davison/Alex Davison	23 Red Racing	Ford FG X Falcon
888	Craig Lowndes/Steven Richards	Triple Eight Race Engineering	Holden ZB Commodore

Lee Holdsworth has been with the team since it went its own way running Triple Eight-built Commodores and will be joined by third-generation racer Matthew Brabham, who made his Supercars debut with Lucas Dumbrell Motorsport at Barbagallo Raceway in 2017 and enters his first endurance campaign in 2018.

## 23 RED RACING

The single-car Ford team, formerly Lucas Dumbrell Motorsport, enters its first endurance campaign with Davison brothers Will and Alex reuniting for a third time.

The customer Tickford Racing FG X Falcon entry is spearheaded by Will, two-times Bathurst 1000 winner. Brother Alex has been racing in the World Endurance Championship in addition to the Porsche Carrera Cup in 2018. The brothers scored a fourth at Bathurst in 2014 with Erebus Motorsport.

## MATT STONE RACING

It's an all-rookie entry from Matt Stone Racing, with the single-car Ford team running a former DJR Team Penske FG X Falcon, pairing full-time rookie Todd Hazelwood with main-game rookie Bryce Fullwood.

Hazelwood competed in the Pirtek Endurance Cup last season as co-driver to Tim Blanchard at Brad Jones Racing, though didn't start at Sandown following a massive crash in the co-driver qualifying race.

Fullwood races for Matt Stone Racing in Dunlop Super2 Series and will make his main-game debut at Sandown.

The 2018 Pirtek Endurance Cup begins with the Sandown 500 from September 14 to 16 and concludes at the Gold Coast 600 from October 19 to 21. The driver pairing with the most points across Sandown, Bathurst and the Gold Coast wins the Pirtek Endurance Cup. **X**



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# RECORDS OF ENDURANCE

The Endurance Cup has run in various forms from 1981. The following are the event winners and champions from over the years.

## 1981

### EVENT WINNERS

**Adelaide 250:**  
Peter Brock – Holden VC Commodore

**Oran Park 250:**  
Dick Johnson – Ford XD Falcon

**Sandown 400:**  
Peter Brock – Holden VC Commodore

**Surfers Paradise 300:**  
Allan Moffat – Mazda RX-7

### *Champion*

**Toyota – Toyota Celica (Class C)\***

\*Awarded to the manufacturer with the most points across all classes from four events, Bathurst 1000 not included.

## 1982

### EVENT WINNERS

**Oran Park 250:**  
Bob Morris – Ford XE Falcon

**Sandown 400:**  
Allan Moffat – Mazda RX-7

**Bathurst 1000:**  
Peter Brock/Larry Perkins – Holden VH Commodore SS

**Surfers Paradise 300:**  
Allan Moffat – Mazda RX-7

**Adelaide 300:**  
Allan Moffat – Mazda RX-7

### *Champion*

**Allan Moffat – Mazda RX-7**

## 1983

### EVENT WINNERS

**Amaroo Park 300:**  
George Fury – Nissan Bluebird

**Oran Park 250:**  
George Fury – Nissan Bluebird

**Sandown 400:**  
Allan Moffat – Mazda RX-7

**Bathurst 1000:**  
Peter Brock/Larry Perkins/John Harvey – Holden VH Commodore SS

**Surfers Paradise 300:**  
Allan Grice – Holden VH Commodore SS

**Adelaide 300:**  
Peter Brock – Holden VH Commodore SS

### *Champion*

**Peter McLeod – Mazda RX-7**

## 1984

### EVENT WINNERS

**Amaroo Park 300:**  
Gary Scott – Nissan Bluebird

**Oran Park 250:**  
Allan Moffat/Gregg Hansford – Mazda RX-7

**Sandown 500:**  
Peter Brock/Larry Perkins – Holden VK Commodore

**Bathurst 1000:**  
Peter Brock/Larry Perkins – Holden VK Commodore

**Surfers Paradise 300:**  
Peter Brock – Holden VK Commodore

### *Champion*

**Allan Moffat – Mazda RX-7**

## 1985

### EVENT WINNERS

**Amaroo Park 300:**  
Jim Richards – BMW 635 CSI

**Oran Park 250:**  
Jim Richards – BMW 635 CSI

**Sandown 500:**  
Jim Richards/Tony Longhurst – BMW 635 CSI

**Bathurst 1000:**  
John Goss/Armin Hahne – Jaguar XJ-S

**Surfers Paradise 300:**  
Jim Richards – BMW 635 CSI

### *Champion*

**Jim Richards – BMW 635 CSI**

## 1986

### EVENT WINNERS

**Amaroo Park 300:**  
Jim Richards – BMW 635 CSI

**Surfers Paradise 300:**  
George Fury/Glenn Seton – Nissan Skyline DR30 RS

**Sandown 500:**  
George Fury/Glenn Seton – Nissan Skyline DR30 RS

**Bathurst 1000:**  
Allan Grice/Graeme Bailey – Holden VK Commodore SS Group A

**Calder Park 300:**  
George Fury/Glenn Seton – Nissan Skyline DR30 RS

**Oran Park 250:**  
George Fury – Nissan Skyline DR30 RS

### *Champion*

**Jim Richards – BMW 635 CSI**

## 1990

### EVENT WINNERS

**Sandown 500:**  
Glenn Seton/George Fury – Ford Sierra RS500

**Bathurst 1000:**  
Win Percy/Allan Grice – Holden VL Commodore SS Group A SV

**Sydney (Eastern Creek) 500:**  
Larry Perkins/Tomas Mezera – Holden VL Commodore SS Group A SV

### *Champion*

**Glenn Seton – Ford Sierra RS500**

## 1991

### EVENT WINNERS

**Sandown 500:**  
Mark Gibbs/Rohan Onslow – Nissan Skyline R32 GT-R

**Bathurst 1000:**  
Jim Richards/Mark Skaife – Nissan Skyline R32 GT-R

### *Champion*

**Mark Gibbs/Rohan Onslow – Nissan Skyline R32 GT-R**

## 2013

### EVENT WINNERS

**Sandown 500:**  
Jamie Whincup/Paul Dumbrell – Holden VF Commodore

**Bathurst 1000:**  
Mark Winterbottom/Steven Richards – Ford FG Falcon

**Gold Coast 600:**  
David Reynolds/Dean Canto – Ford FG Falcon

### *Champion*

**Craig Lowndes/Warren Luff – Holden VF Commodore**

## 2014

### EVENT WINNERS

**Sandown 500:**  
Jamie Whincup/Paul Dumbrell – Holden VF Commodore

**Bathurst 1000:**  
Chaz Mostert/Paul Morris – Ford FG Falcon

**Gold Coast 600:**  
Jamie Whincup/Paul Dumbrell – Holden VF Commodore

### *Champion*

**Jamie Whincup/Paul Dumbrell – Holden VF Commodore**

## 2015

### EVENT WINNERS

**Sandown 500:**  
Mark Winterbottom/Steve Owen – Ford FG X Falcon

**Bathurst 1000:**  
Craig Lowndes/Steven Richards – Holden VF Commodore

**Gold Coast 600:**  
James Courtney/Jack Perkins – Holden VF Commodore

### *Champion*

**Garth Tander/Warren Luff – Holden VF Commodore**

## 2016

### EVENT WINNERS

**Sandown 500:**  
Garth Tander/Warren Luff – Holden VF Commodore

**Bathurst 1000:**  
Will Davison/Jonathon Webb – Holden VF Commodore

**Gold Coast 600:**  
Jamie Whincup/Paul Dumbrell – Holden VF Commodore

### *Champion*

**Shane van Gisbergen/Alexandre Prémat – Holden VF Commodore**

## 2017

### EVENT WINNERS

**Sandown 500:**  
Cameron Waters/Richie Stanaway – Ford FG X Falcon

**Bathurst 1000:**  
David Reynolds/Luke Youlden – Holden VF Commodore

**Gold Coast 600:**  
Scott McLaughlin/Alexandre Prémat – Ford FG X Falcon

### *Champion*

**Chaz Mostert/Steve Owen – Ford FG X Falcon**

# SANDOWN WINNERS

YEAR	WINNING DRIVERS	TEAM	CAR
1964	Ralph Sach/Roberto Bussinello	Alec Mildren Racing	Alfa Romeo TI Super
1965	Frank Gardner/Kevin Bartlett	Alec Mildren Racing	Alfa Romeo TI Super
1968	Tony Roberts/Bob Watson	Bill Patterson Motors	Holden Monaro GTS 327
1969	Allan Moffat/John French	Ford Motor Company	Ford Falcon XW GT-HO
1970	Allan Moffat	Ford Motor Company	Ford Falcon XW GT-HO Ph II
1971	Colin Bond	Holden Dealer Team	Holden Torana XU-1
1972	John Goss	McLeod Ford	Ford Falcon XY GT-HO Ph III
1973	Peter Brock	Holden Dealer Team	Holden Torana XU-1
1974	Allan Moffat	Allan Moffat Racing	Ford Falcon XB GT
1975	Peter Brock	Gown-Hindhaugh Motors	Holden Torana L34
1976	Peter Brock	Team Brock	Holden Torana L34
1977	Peter Brock	Bill Patterson Racing	Holden Torana A9X
1978	Peter Brock	Holden Dealer Team	Holden Torana A9X
1979	Peter Brock	Holden Dealer Team	Holden Torana A9X
1980	Peter Brock	Holden Dealer Team	Holden Commodore VB
1981	Peter Brock	Holden Dealer Team	Holden Commodore VC
1982	Allan Moffat	Allan Moffat Racing	Mazda RX-7
1983	Allan Moffat	Allan Moffat Racing	Mazda RX-7
1984	Peter Brock/Larry Perkins	Holden Dealer Team	Holden Commodore VK
1985	Jim Richards/Tony Longhurst	JPS Team BMW	BMW 635CSi
1986	George Fury/Glenn Seton	Nissan Motorsport	Nissan Skyline Turbo
1987	George Fury/Terry Shiel	Nissan Motorsport	Nissan Skyline Turbo
1988	Allan Moffat/Gregg Hansford	Allan Moffat Racing	Ford Sierra RS500
1989	Jim Richards/Mark Skaife	Nissan Motorsport	Nissan Skyline GTS-R
1990	Glenn Seton/George Fury	Glenn Seton Racing	Ford Sierra RS500
1991	Mark Gibbs/Rohan Onslow	Bob Forbes Racing	Nissan Skyline GT-R
1992	Larry Perkins/Steve Harrington	Perkins Engineering	Holden Commodore VL SS Group A SV
1993	Geoff Brabham/David Parsons	Glenn Seton Racing	Ford Falcon EB
1994	Dick Johnson/John Bowe	Dick Johnson Racing	Ford Falcon EB
1995	Dick Johnson/John Bowe	Dick Johnson Racing	Ford Falcon EF
1996	Craig Lowndes/Greg Murphy	Holden Racing Team	Holden Commodore VR
1997	Greg Murphy/Craig Lowndes	Holden Racing Team	Holden Commodore VS
1998	Larry Perkins/Russell Ingall	Perkins Engineering	Holden Commodore VT
2003	Mark Skaife/Todd Kelly	Holden Racing Team	Holden Commodore VY
2004	Marcos Ambrose/Greg Ritter	Stone Brothers Racing	Ford Falcon BA
2005	Craig Lowndes/Yvan Muller	Triple Eight Race Engineering	Ford Falcon BA
2006	Jason Bright/Mark Winterbottom	Ford Performance Racing	Ford Falcon BA
2007	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford Falcon BF
2012	Craig Lowndes/Warren Luff	Triple Eight Race Engineering	Holden Commodore VE
2013	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden Commodore VF
2014	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden Commodore VF
2015	Mark Winterbottom/Steve Owen	Prodrive Racing Australia	Ford Falcon FG X
2016	Garth Tander/Warren Luff	Holden Racing Team	Holden Commodore VF
2017	Cameron Waters/Richie Stanaway	Prodrive Racing Australia	Ford Falcon FG X

## QUEENSLAND 500 RACE WINNERS

1999	Russell Ingall/Larry Perkins	Perkins Engineering	Holden Commodore VT
2000	Craig Lowndes/Mark Skaife	Holden Racing Team	Holden Commodore VT
2001	Steven Johnson/Paul Radisich	Dick Johnson Racing	Ford Falcon AU
2002	David Besnard/Simon Wills	Stone Brothers Racing	Ford Falcon AU

## PHILLIP ISLAND 500 RACE WINNERS

2008	Garth Tander/Mark Skaife	Holden Racing Team	Holden Commodore VE
2009	Garth Tander/Will Davison	Holden Racing Team	Holden Commodore VE
2010	Craig Lowndes/Mark Skaife	Triple Eight Race Engineering	Holden Commodore VE
2011	Craig Lowndes/Mark Skaife	Triple Eight Race Engineering	Holden Commodore VE

## MOST WINS

- 9** Peter Brock
- 6** Allan Moffat
- 5** Craig Lowndes
- 3** George Fury, Larry Perkins, Jamie Whincup
- 2** Jim Richards, Glenn Seton, Dick Johnson, John Bowe, Greg Murphy, Mark Skaife, Paul Dumbrell, Mark Winterbottom, Warren Luff

## MOST WINS IN A ROW

- 7** Peter Brock (1975-1981)

## MOST WINS PER MAKE

- 20** Holden
- 16** Ford
- 4** Nissan
- 2** Alfa Romeo, Mazda, BMW

## MOST PODIUMS

- 11** Peter Brock
- 10** Allan Moffat
- 8** Larry Perkins, Craig Lowndes
- 6** Jamie Whincup
- 5** Dick Johnson, John Bowe, George Fury, Mark Skaife, Warren Luff
- 4** Jim Richards, Murray Carter, Allan Grice, Glenn Seton, Greg Murphy
- 3** Alan Jones, Fred Gibson, Colin Bond, John Harvey, Steve Harrington, Gregg Hansford, David Parsons, Tomas Mezera, Russell Ingall, Todd Kelly, Rick Kelly, Paul Dumbrell, Mark Winterbottom, Steve Owen
- 2** Tony Roberts, Barry Seton, Bob Morris, Tony Longhurst, Terry Shiel, Denny Hulme, Graeme Bowkett, Charlie O'Brien, Kevin Waldoock, Peter Fitzgerald, Steven Johnson, Jason Bright, Steven Richards, Garth Tander, Jonathan Webb, Shane van Gisbergen, Will Davison, Alexandre Prémat, Chaz Mostert

## MOST POLE POSITIONS

- 9** Peter Brock
- 5** Dick Johnson, Allan Moffat
- 3** Jamie Whincup/Paul Dumbrell
- 2** Colin Bond, Craig Lowndes, Garth Tander

## MOST WINS FROM POLE POSITION

- 3** Peter Brock (1978-1980)

## MOST POLE POSITIONS IN A ROW

- 5** Allan Moffat (1969-1973)

## BIGGEST WINNING MARGIN

- 7 laps** Ralph Sach/Roberto Bussinello in 1964

## MOST WINS IN A ROW PER MAKE

- 7** Holden (1975-1981)

## MOST POLES IN A ROW PER MAKE

- 6** Holden (1974-1979), Ford (1987-1992), Holden (1993-1998)

## BEST RESULT FOR MAKE

- 1st to 7th** Holden in 1975

## CLOSEST FINISHING MARGIN

- 0.1586 seconds** Jason Bright/Mark Winterbottom ahead of Rick Kelly/Todd Kelly in 2006

# BATHURST WINNERS

YEAR/RACE TITLE	WINNING DRIVERS	TEAM	CAR
1963 Armstrong 500	Harry Firth/Bob Jane	Ford Motor Company	Ford Cortina GT
1964 Armstrong 500	Bob Jane/George Reynolds	Ford Motor Company	Ford Cortina GT
1965 Armstrong 500	Barry Seton/Midge Bosworth	Fairfield Motors	Ford Cortina GT500
1966 Gallaher 500	Rauno Aaltonen/Bob Holden	BMC Australia	Morris Cooper S
1967 Gallaher 500	Harry Firth/Fred Gibson	Ford Motor Company	Ford Falcon XR GT
1968 Hardie-Ferodo 500	Bruce McPhee/Barry Mulholland	Wyong Motors	Holden Monaro GTS 327
1969 Hardie-Ferodo 500	Colin Bond/Tony Roberts	Holden Dealer Team	Holden Monaro GTS 350
1970 Hardie-Ferodo 500	Allan Moffat	Ford Motor Company	Ford Falcon XW GT-HO Ph II
1971 Hardie-Ferodo 500	Allan Moffat	Ford Motor Company	Ford Falcon XY GT-HO Ph III
1972 Hardie-Ferodo 500	Peter Brock	Holden Dealer Team	Holden Torana XU-1
1973 Hardie-Ferodo 1000	Allan Moffat/Ian Geoghegan	Ford Motor Company	Ford Falcon XA GT
1974 Hardie-Ferodo 1000	John Goss/Kevin Bartlett	McLeod Ford	Ford Falcon XA GT
1975 Hardie-Ferodo 1000	Peter Brock/Brian Sampson	Gown-Hindhaugh Racing	Holden Torana L34
1976 Hardie-Ferodo 1000	Bob Morris/John Fitzpatrick	Ron Hodgson Racing	Holden Torana L34
1977 Hardie-Ferodo 1000	Allan Moffat/Jacky Ickx	Moffat Ford Dealers	Ford Falcon XC
1978 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden Torana A9X
1979 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden Torana A9X
1980 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden Commodore VC
1981 James Hardie 1000	Dick Johnson/John French	Dick Johnson Racing	Ford Falcon XD
1982 James Hardie 1000	Peter Brock/Larry Perkins	Holden Dealer Team	Holden Commodore VH
1983 James Hardie 1000	Peter Brock/Larry Perkins/John Harvey	Holden Dealer Team	Holden Commodore VH
1984 James Hardie 1000	Peter Brock/Larry Perkins	Holden Dealer Team	Holden Commodore VK
1985 James Hardie 1000	John Goss/Armin Hahne	Tom Walkinshaw Racing	Jaguar XJ-S
1986 James Hardie 1000	Allan Grice/Graeme Bailey	Chickadee/Roadways Racing	Holden Commodore VK
1987 James Hardie 1000	Peter Brock/David Parsons/Peter McLeod	HDT Racing	Holden Commodore VL
1988 Tooheys 1000	Tony Longhurst/Tomas Mezera	Benson & Hedges Racing	Ford Sierra RS500
1989 Tooheys 1000	Dick Johnson/John Bowe	Dick Johnson Racing	Ford Sierra RS500
1990 Tooheys 1000	Allan Grice/Win Percy	Holden Racing Team	Holden Commodore VL SS
1991 Tooheys 1000	Jim Richards/Mark Skaife	Gibson Motorsport	Nissan Skyline GT-R
1992 Tooheys 1000	Jim Richards/Mark Skaife	Gibson Motorsport	Nissan Skyline GT-R
1993 Tooheys 1000	Larry Perkins/Gregg Hansford	Perkins Engineering	Holden Commodore VP
1994 Tooheys 1000	Dick Johnson/John Bowe	Dick Johnson Racing	Ford Falcon EB
1995 Tooheys 1000	Larry Perkins/Russell Ingall	Perkins Engineering	Holden Commodore VR
1996 AMP Bathurst 1000	Craig Lowndes/Greg Murphy	Holden Racing Team	Holden Commodore VR
1997 AMP Bathurst 1000*	Geoff Brabham/David Brabham	BMW Motorsport Australia	BMW 320i
1997 Primus 1000 Classic	Larry Perkins/Russell Ingall	Perkins Engineering	Holden Commodore VS
1998 AMP Bathurst 1000*	Rickard Rydell/Jim Richards	Volvo S40 Racing/TWR	Volvo S40
1998 FAI 1000 Classic	Jason Bright/Steven Richards	Stone Brothers Racing	Ford Falcon EL
1999 FAI 1000	Greg Murphy/Steven Richards	Gibson Motorsport	Holden Commodore VT
2000 FAI 1000	Garth Tander/Jason Bargwanna	Garry Rogers Motorsport	Holden Commodore VT
2001 V8 Supercar 1000	Mark Skaife/Tony Longhurst	Holden Racing Team	Holden Commodore VX
2002 Bob Jane T-Marts 1000	Mark Skaife/Jim Richards	Holden Racing Team	Holden Commodore VX
2003 Bob Jane T-Marts 1000	Greg Murphy/Rick Kelly	Kmart Racing	Holden Commodore VY
2004 Bob Jane T-Marts 1000	Greg Murphy/Rick Kelly	Kmart Racing	Holden Commodore VY
2005 Supercheap Auto Bathurst 1000	Mark Skaife/Todd Kelly	Holden Racing Team	Holden Commodore VZ
2006 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford Falcon BA
2007 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford Falcon BF
2008 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford Falcon BF
2009 Supercheap Auto Bathurst 1000	Garth Tander/Will Davison	Holden Racing Team	Holden Commodore VE
2010 Supercheap Auto Bathurst 1000	Craig Lowndes/Mark Skaife	Triple Eight Race Engineering	Holden Commodore VE
2011 Supercheap Auto Bathurst 1000	Garth Tander/Nick Percat	Holden Racing Team	Holden Commodore VE
2012 Supercheap Auto Bathurst 1000	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden Commodore VE
2013 Supercheap Auto Bathurst 1000	Mark Winterbottom/Steven Richards	Ford Performance Racing	Ford Falcon FG
2014 Supercheap Auto Bathurst 1000	Chaz Mostert/Paul Morris	Ford Performance Racing	Ford Falcon FG
2015 Supercheap Auto Bathurst 1000	Craig Lowndes/Steven Richards	Triple Eight Race Engineering	Holden Commodore VF
2016 Supercheap Auto Bathurst 1000	Will Davison/Jonathon Webb	Tekno Autosports	Holden Commodore VF
2017 Supercheap Auto Bathurst 1000	David Reynolds/Luke Youlden	Erebus Motorsport	Holden Commodore VF

\* Super Touring Bathurst 1000

## MOST WINS

WINS	DRIVER
9	Peter Brock
7	Jim Richards
6	Larry Perkins, Mark Skaife, Craig Lowndes
4	Allan Moffat, Greg Murphy, Jamie Whincup, Steven Richards
3	Dick Johnson, Garth Tander
2	Harry Firth, Bob Jane, John Goss, Allan Grice, John Bowe, Russell Ingall, Tony Longhurst, Rick Kelly, Will Davison

## MOST WINS IN A ROW

WINS	DRIVER
3	Peter Brock/Jim Richards (1978-1980)
3	Peter Brock/Larry Perkins (1982-1984)
3	Craig Lowndes/Jamie Whincup (2006-08)

## MOST STARTS

35 – Jim Richards

## MOST STARTS IN A ROW

33 – Jim Richards

## MOST WINS PER MAKE

WINS	MAKE
32	Holden
19	Ford
2	Nissan
1	Morris, Jaguar, BMW, Volvo

## MOST POLES FOR MAKE

23 – Ford

## MOST POLES IN A ROW PER MAKE

5 – Ford (1969-1973)

## BEST RESULT FOR MAKE

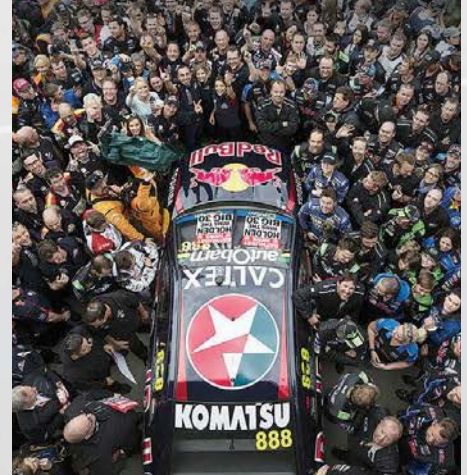
1st to 9th – Morris Cooper S in 1966

## MOST WINS IN A ROW PER MAKE

7 – Holden (1999-2005)

## MOST WINS IN A ROW PER MAKE

7 – Holden (1999-2005)





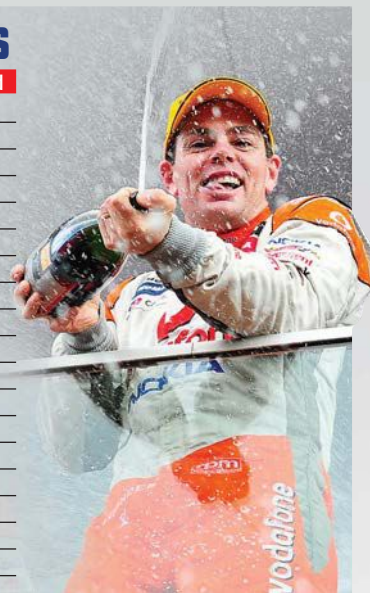
## POLE POSITIONS

YEAR	DRIVER	TIME	CAR
1967	Ian Geoghegan	3m02.00s	Ford Falcon XR GT
1968	Bruce McPhee	2m56.70s	Holden Monaro GTS 327
1969	Ian Geoghegan	2m48.90s	Ford Falcon XW GT-HO
1970	Allan Moffat	2m52.10s	Ford Falcon XW GT-HO Ph II
1971	Allan Moffat	2m38.90s	Ford Falcon XY GT-HO Ph III
1972	Allan Moffat	2m35.80s	Ford Falcon XY GT-HO Ph III
1973	John Goss	2m33.40s	Ford Falcon XA GT
1974	Peter Brock	2m30.80s	Holden Torana L34
1975	Colin Bond	2m27.40s	Holden Torana L34
1976	Allan Moffat	2m25.00s	Ford Falcon XB GT
1977	Peter Brock	2m24.90s	Holden Torana A9X
1978	Peter Brock	2m20.00s	Holden Torana A9X
1979	Peter Brock	2m20.50s	Holden Torana A9X
1980	Kevin Bartlett	2m20.97s	Chevrolet Camaro
1981	Kevin Bartlett	2m36.40s**	Chevrolet Camaro
1982	Allan Grice	2m17.50s	Holden Commodore VH
1983	Peter Brock	2m16.20s	Holden Commodore VH
1984	George Fury	2m13.85s	Nissan Bluebird Turbo
1985	Tom Walkinshaw	2m18.82s	Jaguar XJ-S
1986	Gary Scott	2m17.16s	Nissan Skyline Turbo
1987	Klaus Ludwig	2m16.96s	Ford Sierra RS500
1988	Dick Johnson	2m16.46s	Ford Sierra RS500
1989	Peter Brock	2m15.80s	Ford Sierra RS500
1990	Klaus Niedzwiedz	2m13.94s	Ford Sierra RS500
1991	Mark Skaife	2m12.62s	Nissan Skyline GT-R
1992	Dick Johnson	2m12.893s	Ford Sierra RS500
1993	Larry Perkins	2m13.013s	Holden Commodore VP
1994	Glenn Seton	2m12.1464s	Ford Falcon EB
1995	Craig Lowndes	2m11.5540s	Holden Commodore VR
1996	Glenn Seton	2m11.0160s	Ford Falcon EF
1997*	Paul Morris	2m16.5958s	BMW 320i
1997	Mark Skaife	2m10.0397s	Holden Commodore VS
1998*	Rickard Rydell	2m14.9265s	Volvo S40
1998	Mark Skaife	2m09.8954s	Holden Commodore VT
1999	Mark Larkham	2m09.5146s	Ford Falcon AU
2000	Wayne Gardner	2m28.3844s**	Ford Falcon AU
2001	Marcos Ambrose	2m09.7785s	Ford Falcon AU
2002	Mark Skaife	2m08.8278s	Holden Commodore VX
2003	Greg Murphy	2m06.8594s	Holden Commodore VY
2004	Steven Richards	2m07.9611s	Holden Commodore VY
2005	Craig Lowndes	2m08.5990s	Ford Falcon BA
2006	Mark Skaife	2m07.4221s	Holden Commodore VZ
2007	Mark Winterbottom	2m07.0908s	Ford Falcon BF
2008	Garth Tander	2m07.2963s	Holden Commodore VE
2009	Garth Tander	2m07.9463s	Holden Commodore VE
2010	Mark Winterbottom	2m07.5377s	Ford Falcon FG
2011	Greg Murphy	2m08.8009s	Holden Commodore VE
2012	Will Davison	2m08.0693s	Ford Falcon FG
2013	Jamie Whincup	2m07.8825s	Holden Commodore VF
2014	Shane van Gisbergen	2m06.3267s	Holden Commodore VF
2015	David Reynolds	2m27.8201s**	Ford Falcon FG X
2016	Jamie Whincup	2m05.4263s	Holden Commodore VF
2017	Scott McLaughlin	2m03.8312s	Ford Falcon FG X

\*Super Touring Bathurst 1000 \*\*Wet weather qualifying  
 Note: From 1963 to 1966 the grid was lined up by classes with the most expensive class at the front.

## MOST PODIUMS

TOTAL	DRIVER	1st	2nd	3rd
13	Craig Lowndes	6	5	2
12	Peter Brock	9	1	2
12	Jim Richards	7	2	3
12	Larry Perkins	6	3	3
10	Mark Skaife	6	2	2
8	Greg Murphy	4	1	3
7	Jamie Whincup	4	3	0
7	Steven Richards	4	2	1
7	Allan Moffat	4	1	2
7	Allan Grice	2	4	1
7	John Bowe	2	4	1
7	Colin Bond	1	2	4
6	Dick Johnson	3	3	0
6	Bruce McPhee	1	3	2
6	Brad Jones	0	3	3
6	Cameron McConville	0	2	4
5	Garth Tander	3	0	2
5	John Harvey	1	3	1



## MOST POLE POSITIONS

6	Peter Brock
5	Mark Skaife
4	Allan Moffat
2	Ian Geoghegan
	Kevin Bartlett
	Dick Johnson
	Glenn Seton
	Craig Lowndes
	Garth Tander
	Mark Winterbottom
	Greg Murphy
	Jamie Whincup

## OTHER RECORDS

- MOST SHOOTOUTS:** 21 – Dick Johnson
- MOST FINISHES:** 24 – Peter Brock, Jim Richards
- MOST FASTEST LAPS:** 6 – Peter Brock
- BIGGEST WINNING MARGIN:** 6 laps – Peter Brock/Jim Richards in 1979
- CLOSEST NON-FORMATION FINISH:** 0.1434 seconds – Will Davison/Jonathon Webb ahead of Shane van Gisbergen/Alexandre Prémat (2016)
- MOST POLES IN A ROW:** 3 – Allan Moffat (1970-1972), Peter Brock (1977-1979)
- MOST WINS FROM POLE POSITION:** 2 – Allan Moffat (1970-1971), Peter Brock/Jim Richards (1978-1979), Mark Skaife/Jim Richards (1991 & 2002)
- ROOKIES ON POLE:** Klaus Ludwig (1987), Marcos Ambrose (2001)
- MOST BATHURST-CHAMPIONSHIP DOUBLES:** 3 – Mark Skaife (1992, 2001, 2002)
- MOST SANDOWN-BATHURST DOUBLES:** 5 – Peter Brock (1975, 1978, 1979, 1980, 1984)
- MOST SANDOWN-BATHURST-CHAMPIONSHIP TRIPLES:** 2 – Peter Brock (1978, 1980)



# BATHURST FASTEST RACE LAPS

YEAR	DRIVER	TIME	CAR
1964	Ian Geoghegan/Leo Geoghegan	3m21.3s	Ford Cortina GT
1965	Brian Foley	3m.13.7s	Morris Cooper S
1966	Frank Match	3m10.0s	Morris Cooper S
1967	Fred Gibson	3m03.0s	Ford Falcon XR GT
1968	Bruce McPhee	2m58.0s	Holden Monaro GTS 327
1969	Allan Moffat/Alan Hamilton	2m52.1s	Ford Falcon XW GT-HO
	Fred Gibson/Barry Seton	2m52.1s	Ford Falcon XW GT-HO
1970	John Goss/Bob Skelton	2m53.0s	Ford Falcon XW GT-HO
1971	Bob Morris	2m40.0s	Ford Falcon XY GT-HO
1972	Allan Moffat	2m36.5s	Ford Falcon XY GT-HO
1973	John Goss	2m34.8s	Ford Falcon XA GT
1974	Peter Brock	2m29.8s	Holden Torana L34
1975	Not recorded	-	-
1976	Allan Moffat	2m28.4s	Ford Falcon XB GT
	Peter Brock	2m28.4s	Holden Torana L34
1977	Allan Moffat	2m26.4s	Ford Falcon XC
1978	Allan Moffat	2m22.0s	Ford Falcon XC
1979	Peter Brock	2m21.1s	Holden Torana A9X
1980	Dick Johnson	2m22.2s	Ford Falcon XD
1981	Dick Johnson	2m20.9s	Ford Falcon XD
1982	Peter Brock	2m20.1s	Holden Commodore VH
1983	Peter Brock	2m18.5s	Holden Commodore VH
1984	Peter Brock	2m15.13s	Holden Commodore VK
1985	John Goss	2m21.86s	Jaguar XJ-S
1986	Allan Grice	2m18.99s	Holden Commodore VK
1987	Andrew Miedecke	2m22.50s	Ford Sierra RS500
1988	Tony Longhurst	2m19.06s	Ford Sierra RS500
1989	Dick Johnson	2m19.12s	Ford Sierra RS500
1990	Mark Skaife	2m15.46s	Nissan Skyline GT-R
1991	Mark Skaife	2m14.50s	Nissan Skyline GT-R
1992	Mark Skaife	2m16.47s	Nissan Skyline GT-R
1993	Mark Skaife	2m14.803s	Holden Commodore VP
1994	Dick Johnson	2m14.1458s	Ford Falcon EB
1995	Craig Lowndes	2m14.3229s	Holden Commodore VR
1996	Craig Lowndes	2m13.1636s	Holden Commodore VR
1997*	Jason Plato	2m16.8034s	Renault Laguna
1997	Larry Perkins	2m12.3398s	Holden Commodore VS
1998*	Rickard Rydell	2m17.9558s	Volvo S40

1998	Craig Lowndes	2m12.7771s	Holden Commodore VT
1999	Paul Radisich	2m.12.5624s	Ford Falcon AU
2000	Craig Lowndes	2m14.2602s	Holden Commodore VT
2001	Simon Wills	2m10.2011s	Ford Falcon AU
2002	Brad Jones	2m09.5705s	Ford Falcon AU
2003	Garth Tander	2m08.6726s	Holden Commodore VY
2004	Jason Bright	2m08.8972s	Holden Commodore VY
2005	Mark Skaife	2m08.6515s	Holden Commodore VZ
2006	Craig Lowndes	2m08.6571s	Ford Falcon BA
2007	Jamie Whincup	2m08.4651s	Ford Falcon BF
2008	James Courtney	2m09.2775s	Ford Falcon BF
2009	Jason Richards	2m08.9972s	Holden Commodore VE
2010	Jason Bright	2m08.8215s	Holden Commodore VE
2011	Jamie Whincup	2m09.3340s	Holden Commodore VE
2012	Shane van Gisbergen	2m09.5962s	Ford Falcon FG
2013	Garth Tander	2m10.5344s	Holden Commodore VF
2014	Chaz Mostert	2m07.4913s	Ford Falcon FG
2015	Jamie Whincup	2m07.1226s	Holden Commodore VF
2016	David Reynolds	2m06.2769s	Holden Commodore VF
2017	David Reynolds	2m07.5013s	Holden Commodore VF

\*Super Touring Bathurst 1000. Note: No fastest lap recorded in 1963 and 1975.



# GOLD COAST WINNERS

YEAR	WINNING DRIVERS	TEAM	CAR
2010	Garth Tander/Cameron McConville	Holden Racing Team	Holden Commodore VE
2010	Jamie Whincup/Steve Owen	Triple Eight Race Engineering	Holden Commodore VE
2011	Jamie Whincup/Sebastien Bourdais	Triple Eight Race Engineering	Holden Commodore VE
2011	Mark Winterbottom/Richard Lyons	Ford Performance Racing	Ford Falcon FG
2012	Jamie Whincup/Sebastien Bourdais	Triple Eight Race Engineering	Holden Commodore VE
2012	Will Davison/Mika Salo	Ford Performance Racing	Ford Falcon FG
2013	Craig Lowndes/Warren Luff	Triple Eight Race Engineering	Holden Commodore VF
2013	David Reynolds/Dean Canto	Ford Performance Racing	Ford Falcon FG
2014	Shane van Gisbergen/Jonathon Webb	Tekno Autosports	Holden Commodore VF
2014	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden Commodore VF
2015	Shane van Gisbergen/Jonathon Webb	Tekno Autosports	Holden Commodore VF
2015	James Courtney/Jack Perkins	Holden Racing Team	Holden Commodore VF
2016	Shane van Gisbergen/Alexandre Prémat	Triple Eight Race Engineering	Holden Commodore VF
2016	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden Commodore VF
2017	Chaz Mostert/Steve Owen	Prodrive Racing Australia	Ford Falcon FG X
2017	Scott McLaughlin/Alexandre Prémat	DJR Team Penske	Ford Falcon FG X

## MOST WINS

- 5 Jamie Whincup
- 3 Shane van Gisbergen
- 2 Sebastien Bourdais, Jonathon Webb, Paul Dumbrell, Steve Owen

## MOST POLE POSITIONS

- 5 Jamie Whincup
- 4 Shane van Gisbergen
- 2 Scott McLaughlin

## MOST WINS PER MAKE

- 11 Holden
- 5 Ford

## MOST WINS PER TEAM

- 7 Triple Eight
- 3 Ford Performance Racing/Prodrive Racing Australia
- 2 Holden Racing Team, Tekno Autosports



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# MotorSport Legends



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**BACK TO THE FUTURE:** TWO-DOOR CARS IN AUSTRALIA



**PAGE 40**

**ICONIC CARS:** BMW M3



**PAGE 44**

**SNAPSHOT:** START OF THE 1971 BATHURST 500



**PAGE 48**

**THE YEAR THAT WAS:** 1981

# BACK TO THE FUTURE

## TWO-DOOR CARS IN AUSTRALIAN TOURING CARS

After two and a half decades of four-door sedans ruling Supercars, the category is returning to its roots with different body styles represented on the grid from next season.

When the Australian Touring Car Championship launched in 1960, it was mandated that four-door production cars sold within Australia could compete in what was then a single-race championship.

There was little competition for the Jaguars that won the first four championships from 1960 to 1963, with the Ford Cortina GT winning out in 1964.

The championship opened up to other cars

from 1965 under the Improved Production regulations, which was a forerunner to what became known as Group C. This allowed more highly modified cars to join, with imported two-door coupe muscle cars becoming the favoured option for competitors.

The V8-powered Ford Mustang was the car to have and racked up five consecutive championship wins from 1965 to 1969, dominating the local entrants and Morris Coopers that filled the grid. The Mustang's success added to the legend of the pony car.

Its rule came to an end at the hand of an Australian two-door performance car. The Holden HT Monaro GTS350 won the title in 1970, becoming the first Australian-made

car to win the domestic touring-car championship. However, an imported car, the Chevrolet Camaro ZL-1, won the next two titles in 1971 and 1972 to round out the Improved Production years.

Group C launched in 1973. The aim was moving aside the imported muscle cars in favour of Australian-built equivalents, with regulations that would apply across the championship and the endurance event at Bathurst for the first time.

This proved to be huge positive for the local car industry, namely Holden and Ford, who could showcase their products on the racetrack, such as the Torana and Falcon. Both models deviated between two and



Mustangs, Alfa Romeos and Minis on the grid at Warwick Farm in 1967.



Bob Morris' Torana XU1 battles John Goss' XA Falcon at Amaroo Park in 1973.



four-door models in this era. Ford raced two-door hardtop versions of the XA, XB and XC models from 1973 to 1979. It was in this period that the Blue Oval enjoyed some of its most memorable moments, including the first Bathurst 1000 win in 1973 and the one-two formation finish of 1977.

Likewise, the Torana two-door LJ model was driven by Peter Brock to his first Bathurst win in 1972 with the later LX A9X two-door hatchback dominating in 1978 and 1979, winning Bathurst in the latter by six laps.

The car industry changed into the 1980s with a greater emphasis on four-door sedans. Ford's XD Falcon featured four doors, with Holden replacing the Kingswood and Premier sedans and retiring Torana with the four-door Commodore.

It would take imported cars to bring two-door coupes back to Australian touring cars, with the Mazda RX-7 and BMW 635csi debuting in 1981. Together with the Nissan Bluebird, these cars revolutionised Australian touring cars and muddled the Group C playing field with the introduction of different engines and body shapes.

The RX-7 won the championship in 1983,

though the Falcon and Commodore continued winning at Mount Panorama, Bathurst.

In a response to the struggle to police parity in the final years of Group C and growing international forces, Australian touring cars opted for the Group A regulations from 1985, with two doors again becoming the dominant force.

Two doors won each Group A championship run from 1985 to 1992 courtesy of the BMW 635 CSi, Volvo 240T, BMW M3, Ford Sierra RS500, Nissan Skyline HR31 GTS-R and Nissan Skyline BNR32 GT-R.

Initially, BMW held sway with its 635 CSi winning the title in 1985 and the M3 in 1987, sandwiched by the bigger bodied but still two-door Volvo 240T in 1986.

Ford runners had opted for the Mustang but after two uncompetitive seasons switched to the Sierra from 1987. The turbo-charged rocket became the car to have in Group A from 1988 and 1989, completing championship and Bathurst doubles across both seasons.

The Sierra was usurped by Nissan's Skyline HR31 GTS-R and BNR32 GT-R, which dominated in a similar manner with Nissan's first championship win in 1990 and championship and Bathurst doubles in 1991 and 1992.

The rulemakers sought to return the focus to Australian cars, with the Falcon and Commodore V8-only rules implemented in 1993, requiring four-door sedans as part of



The Group A Mustangs at Bathurst in 1985.

the regulations. The four-door requirement remained in place when the series opened up the new manufacturers as part of the Car of the Future blueprint.

The end of Australian car manufacturing would force Supercars to do away with its strict rulebook.

The Gen2 regulations would pave the way for cars of different engine and body-shape

configurations to join the category, allowing for the return of the two-door Mustang in Supercar spec.

When the Mustang joins the ZB Commodore on the grid in 2019, it'll signal the changing of direction for Supercars under Gen2. But it also represents a return to the category's true pre-Supercars roots of variety in machinery. **X**



Skyline and Sierras dominated the final years of Group A.



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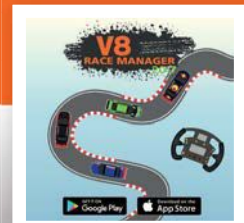
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CARS

# BMW M3

**BMW's M3 defied the turbo trend of the 1980s, with the normally-aspirated terrier producing some giant-killing performances across a six-year period in Group A.**

**T**he JPS Team BMWs are entrenched in Australian motorsport folklore for their stunning black and gold livery, but the performance of the M3 E30 version in 1987 is what makes it an iconic car.

The M3 had a lot to live up to when it made its racing debut at Calder Park in February 1987.

Its predecessor, the BMW 635 CSI, proved to be the car to beat under the Group A regulations and had won the title in the hands of Jim Richards in 1985.

The M3, though, would face stiff opposition in 1987 from turbocharged opponents in the Ford Sierra, also making its debut, and the Nissan Skyline DR30 RS, hitting its peak, not to mention the V8-powered Holden Commodore.

BMW opted for a high-revving 2.3-litre four-cylinder rather than a turbo, believing it would be a better fit for the circuits of Europe, producing an engine with more power than the 3.5-litre six-cylinder in the 635 CSI.

Five-thousand road-going versions of the M3 were built in order to be homologated for Group A racing. The end result was a sleek design, aerodynamically efficient front and rear spoilers, guards big enough to fit 10-inch wheels and lightweight panels.

Not all of the car's characteristics suited racing in Australia, though. The use of a lightweight clutch and high first gear may have worked for the rolling starts of Europe but often saw Richards drop down the field off a standing start.

This would be the trend throughout

the 1987 championship season: Richards would recover from slow starts and use the longevity of his Pirelli tyres to storm through the field.

Nissan won three of the four opening rounds, with youngster Glenn Seton emerging from shadow of teammate George Fury to lead the Japanese manufacturer's championship charge.

JPS Team BMW and Richards fought back with wins at tracks that better suited the M3 such as Symmons Plains and Surfers Paradise Raceway.

A last-lap engine failure for Richards at Sandown looked set to hand the title to Seton, though JPS Team BMW recovered in style with a Richards-led one-two finish at Amaroo Park to set up a title decider at Oran Park.

Inevitably, Richards dropped to fifth



Jim Richards won the ATCC with the BMW M3 in 1987.



The M3 couldn't conquer Mount Panorama.



## M3 SUCCESSES

- 1987** Australian Touring Car Championship drivers' title: Jim Richards
- 1987** Australian Manufacturers' Championship title (shared)
- 1987** Pepsi Oran Park 250 win: Jim Richards & Tony Longhurst
- 1987** World Touring Car Championship drivers' title: Roberto Ravaglia
- 1988** Australian Manufacturers' Championship title (shared)
- 1988** Pepsi Oran Park 250 win: Jim Richards & Peter Brock
- 1993** Australian Two-Litre Touring Car Championship: Peter Doulman

place off the start at Oran Park and spent the majority of the race chasing down Seton.

Richards closed up and made contact with his rival, sending Seton into a spin. Richards went on to win the race and the title.

The M3 had defied the critics and overcome the turbo challenge. There would be more M3s on the grid for the 1987 Bathurst 1000 as it was also a round of the World Touring Car Championship, but the turbo threat was stronger with the new-look Ford Sierra RS500.

The Sierra took the chequered flag only to be disqualified, handing the win to the home-grown Holden Commodore of Peter Brock, David Parsons and Peter McLeod. Nissan's Skyline was elevated to second and third place, with the JPS Team BMW entry of Richards and Tony Longhurst the best-placed M3 in fourth place, winning bragging rights over the international visitors but missing out on the championship and Bathurst double.

JPS Team BMW wouldn't defend its title, with the shock news at the end of the year that team owner Frank Gardner was winding up the operation.

The cars were sold to Brock, who had split with Holden but still had the backing of Mobil. Richards joined to form what looked on paper to be a formidable team, but the combination that had won three consecutive Bathurst 1000s with the Holden Dealer Team didn't deliver the results expected with the M3.

Brock and Richards differed on setup preferences, with Brock preferring the European-spec of the factory Team Schnitzer base, while Richards

was accustomed to the setup run under Gardner.

The team scored just one podium across the 1988 Australian Touring Car Championship, which was dominated by the Sierra RS500s of Dick Johnson Racing.

The turbos had won out, with Brock's team opting for Sierras and Richards moving to Nissan in 1989.

Privateer team M3 Motorsport persisted with the M3 until BMW returned with factory backing for Tony Longhurst's Benson & Hedges team in 1991.

The M3 was boosted with a 2.5-litre engine but faced a near unbeatable opponent in Nissan's Skyline R32 GT-R with Richards at the wheel.

Longhurst was the best of the rest in with third-place finishes in the championship and three race wins in both 1991 and 1992. But the end was nigh with the implementation of the Holden Commodore and Ford Falcon V8 rules from 1993.

The M3 was given a stay of execution, with Longhurst's team racing it in 1993 before the inevitable switch to V8 power, while M3 Motorsport was rewarded for its persistence with a win for Peter Doulman in the two-litre class.

It was yet another success for a car that once ruled the world. The M3 won the world championship and six national championships in 1987, in the midst of the turbo revolution. **X**

The M3 in Mobil colours in 1988.



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# SNAPSHOT

Hell Corner was named after a tree stump that sat on the apex of the corner. And as this image from 1971 demonstrates, track safety has come a long way...



**WHEN:** October 3, 1971

**WHERE:** Mount Panorama, Bathurst, NSW

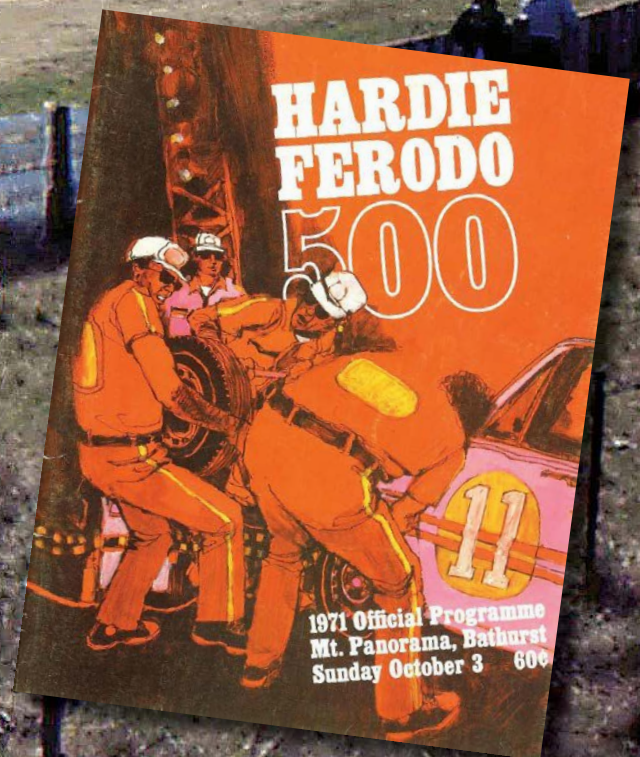
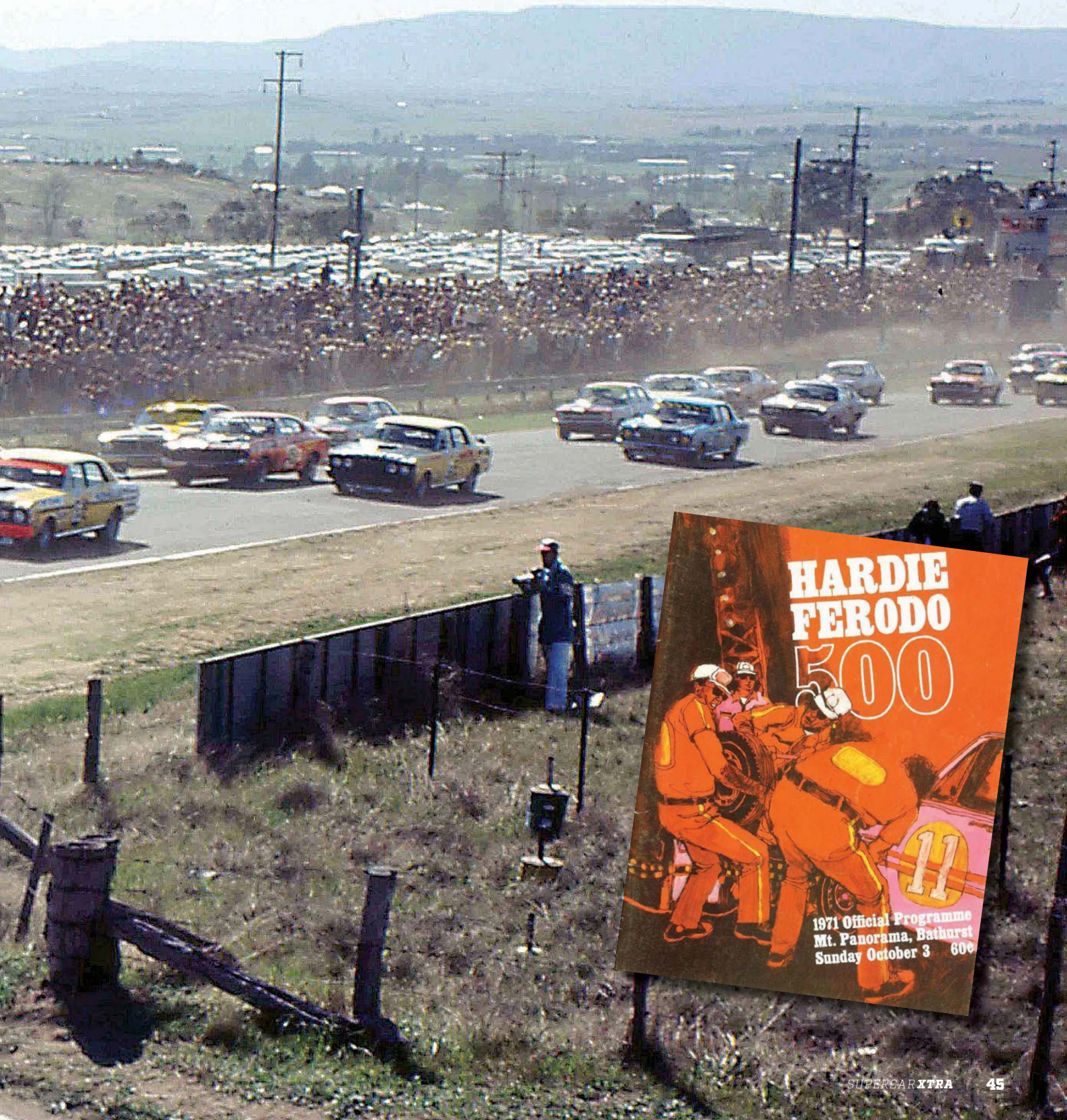
**WHY:** A solitary guard rail lines the outside of the circuit as the crowd watches Allan Moffat's Ford XY Falcon GTHO Phase III lead through Hell Corner at the start of the 1971 Bathurst 500.

The dangers that gave the corner its name are evident on the inside of the apex, with tree stumps used for rudimentary fencing.

The dangers of motorsport in this era were highlighted by the accident of Bill Brown, running in eighth position in this image (#63), on lap 43. Brown's Phase III

GTHO Falcon blew a tyre at McPhillamy Park, sending him into a series of barrel rolls along the fence. Brown incredibly escaped without injury.

Moffat went on to win despite a cardboard carton getting lodged on the front of his GTHO and blocking the radiator. ✕





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As we commemorate the 50th anniversary of HDT which was once known as the Holden Dealer Team, a collection of Peter Brock race cars amassed by HDT owner Peter Champion and his mate, Brock himself, will be put to auction with hopes of funding a revival of Australian car manufacturing.

"I am honored to be a part of this once in a lifetime event and the idea that this iconic collection of Peter Brock's cars can continue his legacy by reigniting car

manufacturing in Australia after Holden's closure in 2017," says champion, founder of the Brock Collection.

After an amazing year for collectors, Lloyds Classic Car Auctions have been appointed to offer this one-off collection.

"Our recent sale of the Ford GTHO Phase 3 Falcon selling for over \$1 million shows that the interest and passion for Australian-made cars is still there and Lloyds Classic Car Auctions are excited to be part of this great

movement," says head auctioneer Bill Freeman.

"We want to take these extremely rare cars on tour and display them across the country in coming weeks, in what could be the last time ever to see them all together!

"This auction has a purpose and not only honors Brock but will mark a truly special time in Aussie motoring history for enthusiasts in years to come."

The cars in this collection are rare and very well known to Brock

fans around the world, including Brock's most famous ride, 'The Big Banger' along with many more that have dominated the Bathurst race track.

As cars raced in Bathurst by the 'King of the Mountain' it is only fitting that these cars will then be returned to their home and auctioned in the reflection of Mount Panorama.

Keep an eye out on the Lloyds website for further information to be released soon at [www.lloydsauctions.com.au/classic-cars](http://www.lloydsauctions.com.au/classic-cars)

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# 1981

# THE YEAR THAT WAS

The 1981 season produced the first – and only – direct head-to-head championship battle between Dick Johnson and Peter Brock, with Johnson bouncing back from his heartbreak at Bathurst the previous year to emerge as Ford’s new hero.

**T**he heartbreaking end to Dick Johnson’s early-race lead in the 1980 Bathurst 1000 changed the course of Australian touring-car history.

The goodwill from the public allowed Johnson to regroup and return stronger than before, claiming a championship and Bathurst double that cemented his place as Allan Moffat’s replacement as the Ford frontrunner.

Johnson entered the 1981 season with a new car courtesy of Ford and a total of \$144,000 donated by the public and sponsors to get him back on track. He duly rewarded the faith put in him with his first championship race win in the season-opener at Symmons Plains Raceway.

The Holden Dealer Team’s Peter Brock would be Johnson’s biggest threat throughout the season and won at Calder Park, benefitting from a puncture for Johnson.

The Ford driver fought back with wins at Oran Park and Sandown, where technical failures for Brock handed Johnson the advantage in the championship.

The pendulum swung again at the following two rounds with wins for Brock in Perth and Adelaide, though Johnson responded with victory at Surfers Paradise.

It set up a thrilling championship finale at Lakeside: Johnson, on home soil, one point ahead of Brock.



Johnson scored pole position from Brock and took the early lead, despite breaking a front anti-roll bar in the early stages of the race.

The Falcon used its 5.8-litre V8 to race away on the straights, only for Brock to take advantage of the better handling Commodore to close in on the corners.

The duo ran line astern, with Brock sportingly not attempting to nudge or push off his rival. He made one last attempt on the final lap, getting alongside Johnson, but was unable to pass.

Johnson took the win and the championship, greeted by an enthusiastic home crowd back in the pits. The new Ford hero had risen to the top, defeating Holden's number-one in a head-to-head battle.

Johnson and Brock won every round between them, though behind them there were signs of what was to come with the debut of JPS Team BMW and the rotary-powered Mazda RX-7.

Colin Bond dominated the under three-litre class in a Ford Capri and claimed third place in the championship, with teammate Steve Masterton in fourth. Privateers Murray Carter and Peter Janson were best of the rest in fifth and sixth respectively.

Brock defeated Johnson to win the Sandown endurance event, though all eyes would be on Johnson on his return



to Mount Panorama. Johnson was again partnered by John French, while Brock and co-driver Jim Richards were aiming for a fourth consecutive victory.

The top-10 shootout was held in wet conditions, with the Chevrolet Camaro of Kevin Bartlett two seconds faster than Johnson and Brock, while Moffat showcased the potential of the RX-7 in fifth.

Race day dawned dry and produced an action-packed spectacle. It started in the early stages as Bartlett, Brock and Johnson fought it out for the lead. Bartlett and Brock got too close for comfort at the end of Mountain Straight, with the contact breaking Brock's rear axle and taking him out of contention.

Bartlett's chances ended soon after in



Dick Johnson Racing on the grid at Bathurst in 1981.

a tangle with a backmarker, handing the advantage to Johnson, who had a comfortable margin over the rest of the field.

There were concerns over an oil leak in Johnson and French's Falcon entering the final stint, when one of the biggest multi-car collisions in the history of the event ended the race prematurely.

Bob Morris collided with Christine Gibson at McPhillamy Park on lap 121, with the likes of Bartlett, Garry Rogers, David Seldon and Tony Edmondson left with nowhere to go. The track was jammed and the race red-flagged.

Johnson and French were declared the winners of the first Bathurst 1000 not to go the full distance.

Morris and co-driver John Fitzpatrick were awarded second, with Moffat and Derek Bell in the RX-7 an encouraging third. The BMW 635 CSI of Grice and David Hobbs was seventh, while the Nissan Bluebird made its debut but failed to finish.

Johnson's fairytale comeback was complete, at the scene of his heartbreak the previous year.

The championship-Bathurst double confirmed his status as the new force in Australian touring cars.

The 1981 season had produced a classic Ford versus Holden battle. Sadly, though, it provided the last true head-to-head championship battle between Johnson and Brock.

Parity squabbles, Brock's international racing ambitions and the rise of the RX-7 interrupted the rivalry in the final years of Group C.

Into the Group A era from 1985 and Johnson and Brock were rarely in equal equipment at the same time, while a new generation of drivers had come to the fore by the time the V8 rules were implemented from 1993. But there was always 1981 to reflect back on – an iconic Johnson and Brock battle. **X**



Brock and Johnson won every round between them in 1981.

## 1981 ROUND WINNERS

LAUNCESTON	Dick Johnson – Ford XD Falcon
CALDER PARK	Peter Brock – Holden VC Commodore
ORAN PARK	Dick Johnson – Ford XD Falcon
SANDOWN	Dick Johnson – Ford XD Falcon
WANNEROO	Peter Brock – Holden VC Commodore
ADELAIDE	Peter Brock – Holden VC Commodore
SURFERS PARADISE	Dick Johnson – Ford XD Falcon
LAKESIDE	Dick Johnson – Ford XD Falcon

## CHAMPIONSHIP TOP 10

1	Dick Johnson – Ford XD Falcon
2	Peter Brock – Holden VC Commodore
3	Colin Bond – Ford Capri MkII
4	Steve Masterton – Ford Capri MkII
5	Murray Carter – Ford XD Falcon
6	Peter Janson – Holden VC Commodore
7	Alan Browne – Holden VC Commodore
8	Peter Williamson – Toyota Celica
9	Graeme Bailey – Toyota Celica
10	Steve Harrington – Holden VC Commodore

## BATHURST 1000 TOP 10

1	Dick Johnson/John French – Ford XD Falcon
2	Bob Morris/John Fitzpatrick – Ford XD Falcon
3	Allan Moffat/Derek Bell – Mazda RX-7
4	Garry Rogers/Clive Benson-Browne – Holden VC Commodore
5	Alan Browne/Tony Edmondson – Holden VC Commodore
6	Joe Moore/Christine Gibson – Ford XD Falcon
7	Allan Grice/David Hobbs – BMW 635 CSI
8	Colin Bond/Don Smith – Ford Capri MkII
9	Garry Willmington/Mike Griffin – Ford XD Falcon
10	John English/John Donnelly – Ford XD Falcon



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The Bend Motorsport Park has set a new standard for permanent racetracks in Australia and is a welcome addition to the Virgin Australia Supercars Championship schedule.

Walking into entrance of The Bend Motorsport Park is a unique experience in Australian motorsport. It's in the middle of pitlane, the foyer for a Rydges hotel and the base for what's being called Australia's first motorsport theme park.

This is the base of the \$110-million motorsport precinct at Tailem Bend in South Australia, 100km south-east of Adelaide, now the second largest motorsport circuit after the Nordschleife, Nürburgring, in Germany.

The scale of the precinct can only be appreciated from the top of the paddock/hotel, so much so that the track stretches to the horizon beyond one's view.

The Bend Motorsport Park features four different circuit configurations, including the 7.7km 'GT Circuit'. Supercars race on the 4.95km 'International Circuit' (see page 56 and 57), more manageable but nonetheless challenging.

The arrival onto the Supercars schedule marks the realisation of a dream for the Shahin family. The proud South Australians and their Peregrine Corporation undertook the mammoth project in building the first new permanent motorsport facility in Australia in two decades. Sam Shahin, racer and leader of the project, describes himself as "the proudest man in Australia" at the result.

"We have performed the occasional miracle constructing the circuit and pit complex in under 12 months and it looks amazing," he says.

"My vision is clear: I want every motorsport participant in Australia to shout out loud at any other facility anywhere in the world and say, 'We have as good a facility as anywhere on the planet.'"

"I want every enthusiast or participant to feel that they have a home in Australia at The Bend where they can play, or compete, in a safe and enjoyable environment and go home every time with a smile on their face.

"We want to bring the best events in the world to Australia. I'd love those events to come to The Bend of course but, if not, I would love to be in any way part of growing and promoting motorsport in Australia for the wider enjoyment of all, irrespective of which city one lives.

"Growing motorsport anywhere in Australia will help motorsport everywhere in Australia."



## THE BEND MOTORSPORT PARK

The run into Turn 1 at The Bend Motorsport Park.



The hub of The Bend Motorsport Park precinct is also a hotel foyer.

The Bend Motorsport Park is Australia's only circuit to comply with the latest FIA Grade 2 and FIM Category A standards, but there's more to the precinct than just what drivers have described as one of the most technical and challenging circuits in the country.

The Bend Motorsport Park will also feature drift, rally, buggy, kart and rallying circuits, a quarter-mile dragway and four-wheel-drive adventure park.

Car enthusiasts can sign up to a membership program offering varying levels of access to the race circuit, including exclusive luxury trackside villas and garages.

The Rydges Pit Lane Hotel is positioned on top of the pits. It has 100 rooms of varying configurations and dining and entertaining rooms.

"It's like a motorsport theme park, with the widest variety of facilities all through one gate in Australia," says The Bend Motorsport Park general manager Mark Warren, formerly chief executive of the Adelaide 500.

"It's not just about major events but also being accessible to people who want to come out and enjoy a driving experience.

"Major events will only be about 20 per cent of the track's total activity – there will be a lot of track days for people to get their cars out on a world-class track. It's about building a membership base like that of a golf club, where it's a spectacular course for people passionate about cars.

"You don't build a track like this just for racing. To have a permanent facility being used all through the year will grow motorsport in South Australia and Australia, attracting new motorsport to the state and the country."

It's a welcome addition to Australian motorsport, not just the Virgin Australia Supercars Championship. **X**



The scale of The Bend Motorsport Park can only be appreciated from the top of the pits.



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**WORDS** Jack Le Brocq **IMAGES** Supercars, James Baker

# AROUND THE BEND

**Tekno Autosports' Jack Le Brocq was the first driver to win a race on The Bend Motorsport Park's 'International Circuit', driving a Group A Ford Sierra in the Heritage Touring Car class. He talks us around a lap of The Bend Motorsport Park's Supercars circuit.**

## **URNS 1-2-3-4-5**

Turn 1 is quite technical. You can't use all the exit of the corner as you have to prepare for the entry into Turn 2. Turn 3 is a challenge as the entry is tight but it opens up and allows you to run quite wide with the throttle open. This leads into the Turn 5 sweeper that sets up one of the best overtaking opportunities.

## **TURN 6**

If you're able to get through Turn 5 without too much aero push, there's a good chance for a pass into Turn 6. It's quite cambered and a long corner, and it's important to make the pass stick before Turn 7 and the series of right-handers.

## **URNS 7-8-9-10-11-12**

This section has the biggest impact on tyre life, so it's important we look after the front-left tyre. It drops

downhill through Turn 9 and 10, which adds to the challenge of keeping the flow through the corners while also protecting the tyres.

## **URNS 13-14-15**

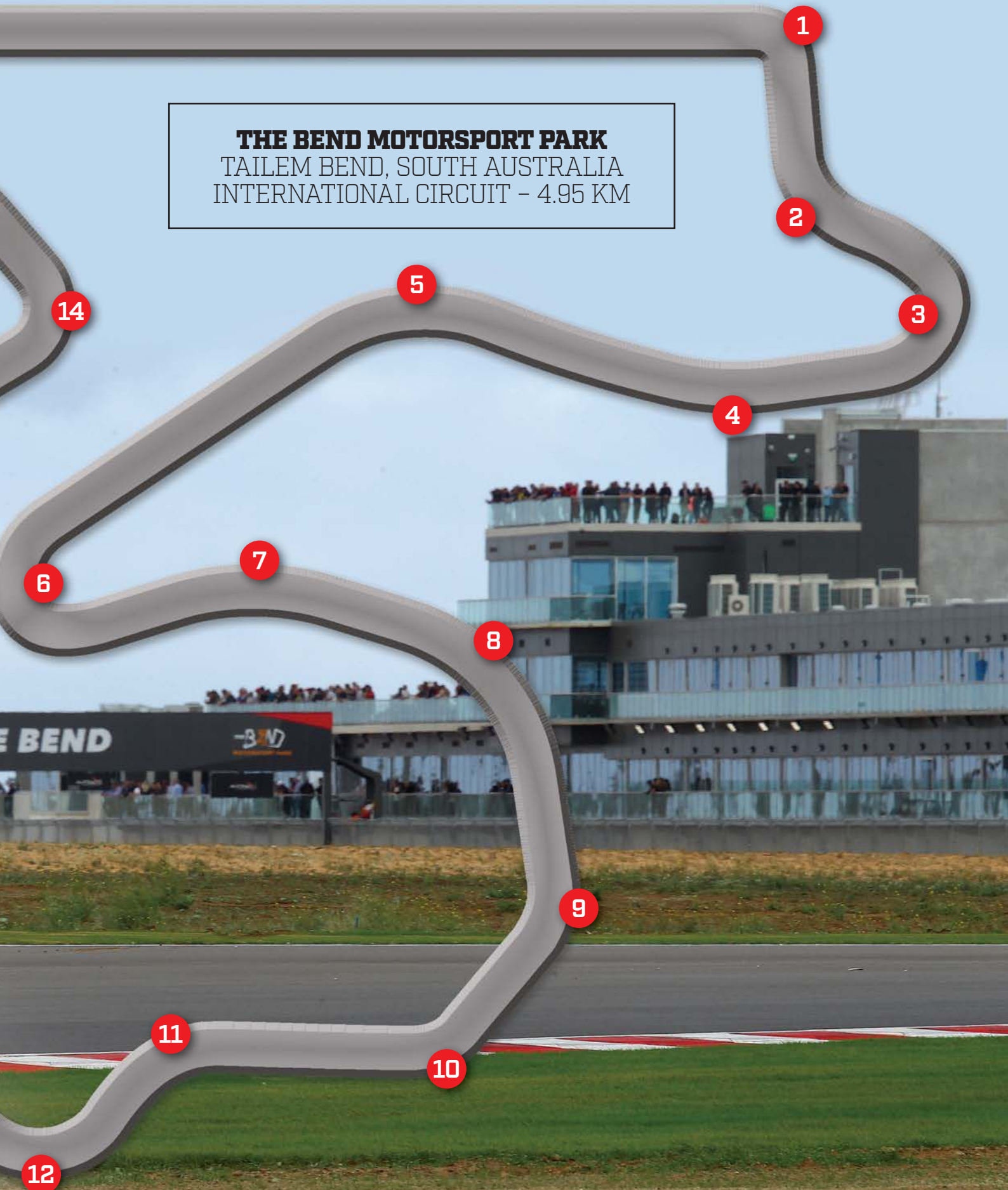
This is another potential overtaking spot depending on the exit of Turn 12 and any time lost or gained through the previous section. Turn 13 is quite banked, so if you get up the inside there and get the car rotated you can hold the position and racing line into Turn 14 and 15.

## **URNS 16-17-18**

The kink of Turn 16 doesn't produce too much aero wash, so the slow corner entry into Turn 17 produces another overtaking opportunity. Turn 18 is quite challenging as the turn-in point and how it opens up are difficult to judge, with corner exit crucial given the length of the front straight. **X**



**THE BEND MOTORSPORT PARK**  
TAILEM BEND, SOUTH AUSTRALIA  
INTERNATIONAL CIRCUIT - 4.95 KM





# *Fraternising with Foges*

INTERVIEW BY MARK FOGARTY



DAVID REYNOLDS

# JOKER IN THE PACK

David Reynolds emerged as a genuine championship contender with Erebus Motorsport in 2018. One year on since his win in the Supercheap Auto Bathurst 1000, Mark Fogarty sits down with Supercars' class clown to discuss his progression with the team.

**T**he class clown of Supercars is the perfect front man for quirky Erebus Motorsport and despite flirting with regular success, "Crazy" David Reynolds has no plans to change his always entertaining and often confronting ways.

No regrets, no apologies, no changes. Reynolds is determined to remain as unconventional and unpredictable as ever despite becoming a regular front-runner.

Reynolds has vowed that success won't stop him saying and doing outrageous things. His outbursts and antics are a big part of his popularity, which has only increased since he's led his fellow band of outcasts at Erebus Motorsport to giant-killing status.

Reynolds is unrepentant about the sexist jokes that caused both outrage and mirth before the 2015 Supercheap Auto Bathurst 1000 – for which he was fined a record \$25,000 – and maintains his verbal faux pas are not premeditated.

He is also adamant that he will remain politically incorrect.

Clowning around is embedded in the Albury-born racer's country boy nature and his spontaneous podium pranks – from hurling pot plants to throwing microphones – will continue to enliven otherwise predictable presentations.

He popularised the 'shoey' – drinking the winner's champagne from one of his race shoes – and is looking for an alternative now that it has been hi-jacked commercially by Formula 1.

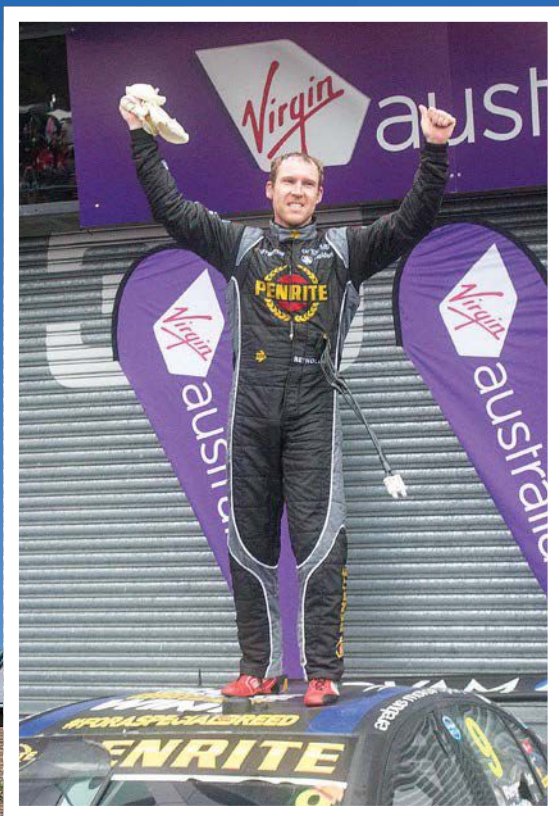
Along with his equally unrestrained team owner Betty Klimenko, Reynolds is the most colourful character in Supercars. He is also one of the most talented, contending for the title in '15 before being forced out of Ford Performance Racing (now Tickford Racing) and into the arms of Klimenko.

With cast-off co-driver Luke Youlden, Reynolds scored a fairytale win at Bathurst last year and has continued to bother the pacesetters this season, winning races as the tight-knit squad established itself as the second best Holden ZB Commodore outfit.

His rookie teammate Anton De Pasquale has also shown flashes of threatening speed and only the team's inconsistency has stopped Melbourne-based Reynolds from staying in touch with runaway title combatants Scott McLaughlin and Shane van Gisbergen.

At 33, Reynolds is arguably at his peak. He is fast, funny and flighty, an endearing combination that makes him Supercars' most popular – and unpredictable – outsider.

He is set for more upset wins that will only increase his and Erebus Motorsport's following as the sport's favourite underdogs.



## How is it possible that Erebus Motorsport can take on the big teams?

It's pretty possible. We've done it a couple of times before and we can keep doing it. At the end of the day, regardless of which team it is, it's just a bunch of guys working together on a car on a weekend, trying to make the most of every opportunity or situation.

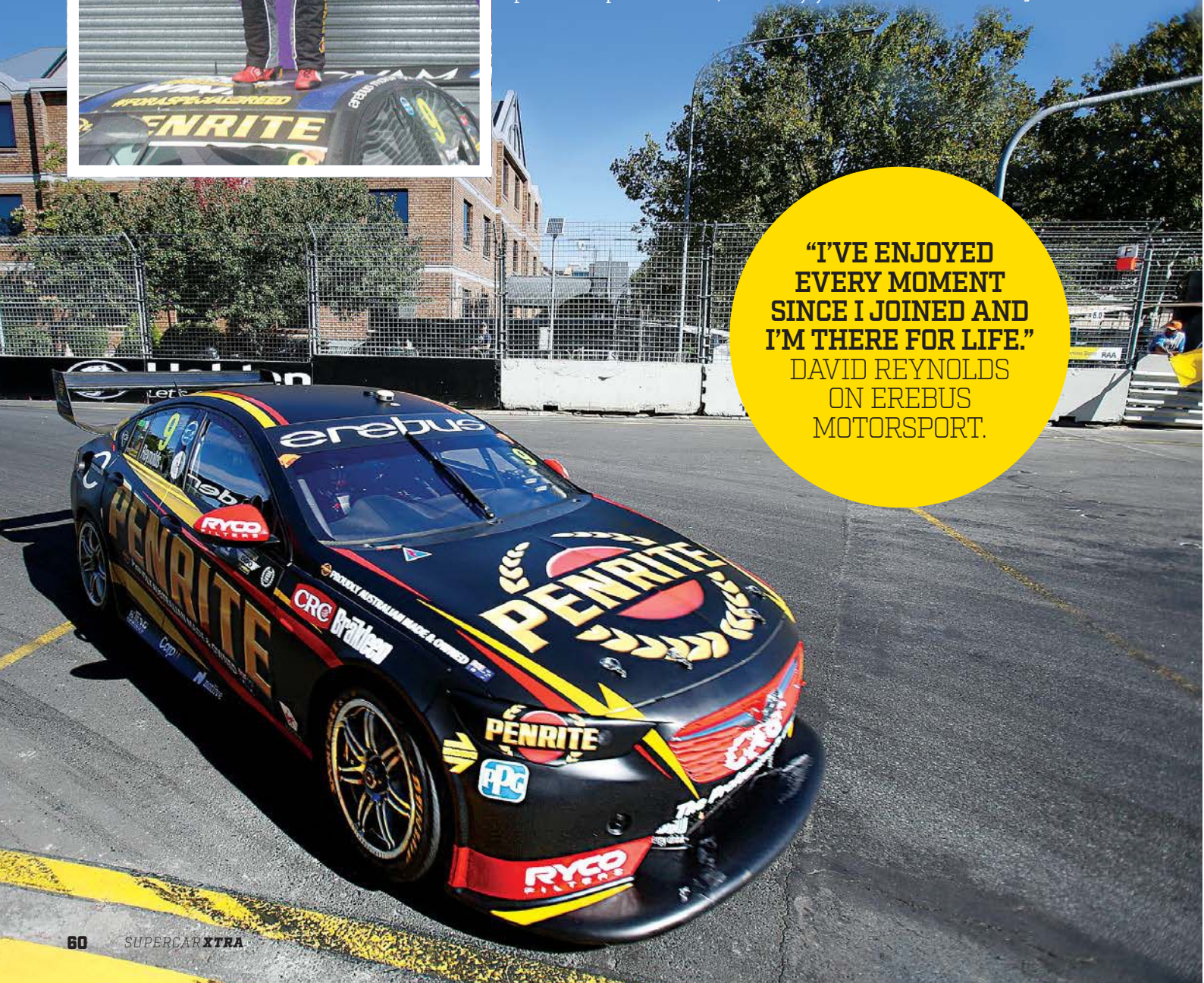
## That's all very well but it doesn't explain how such a small team can compete with the might of Triple Eight and DJR Team Penske.

Well, we have some very, very smart people. Our team is very, very small. We had all the guys and girls in the boardroom today – and the boardroom's not very big. I was looking around and thinking, "This is all we have!" But it just works. Everyone gets along, there's a lot of respect for each other, a lot of teamwork. It's just an easy place to work and it's fun. There's heaps of good personalities in there. It's obviously hard work and everyone puts in 100 per cent effort, but it's enjoyable. There are

LEFT: Reynolds celebrates victory at Bathurst in 2017.

BELOW: Erebus Motorsport is now a regular at the front-end of the grid.

**"I'VE ENJOYED EVERY MOMENT SINCE I JOINED AND I'M THERE FOR LIFE."**  
DAVID REYNOLDS  
ON EREBUS  
MOTORSPORT.



no egos in the team, there's no bickering. We all get on and we try to make the car the fastest it can be. It really is as simple as that.

**So there's no magic ingredient, no 'special sauce'?**

Well, I suppose the 'special sauce' would be each individual character in the team. It's a very small team and everyone has to do their job 100 per cent. It's like a cake. You have to have all the ingredients in there to make it work. If you take one out, it's going to taste like shit.

**Even so, do you still sit back sometimes and wonder, "How are we doing this?" It's a resource-based sport and the teams with the most resources traditionally dominate.**

They do, yes. Triple Eight and DJR Team Penske have a lot more personnel than we do. We still have things we're trying to address and come up with new procedures to make it a lot better so we can rival them harder. But even with all their resources and personnel, they're still people, they're still going to have drama, they're still going to make mistakes. Everyone's beatable on the right day – everyone.

**As you say, a lot of smart people in your team but you also describe yourselves as a band of rebels and misfits.**

Essentially, at the start, that's kind of what we were. We've worked together and trained together to make it what it is today. It sounds like a stupid movie, but it's true and we continue to get better by understanding each other's strengths and weaknesses and using our experience.

**For many of you it was the 'last-chance saloon'...**

I was one of those people.

**And yet together this combination of outsiders works.**

It does. But if you look at our boss, she's kind of the poster person for outsiders. She accepts everyone for who they are.

**Not only does Betty accept unorthodox, she rejoices in it.**

Absolutely. We love the weird and wonderful. She talks about it all the time. Her experience in life was always as the outsider or the weird one, so we love those people. They're generally the most honest people and sometimes have the best take on life. They don't have the biggest egos and you can teach them. It sounds like the movie *The Mighty Ducks* [comedy about a minor league ice hockey team's unlikely rise]. They started out with all the shit equipment, had no real guidance and were just mucking around, and then a coach comes in and gives them structure and they became one of the best





teams in their league. It was a cool movie and our story is kind of similar.

**The remarkable thing is that Erebus Motorsport has taken the ZB Commodore fight right up to Triple Eight. You guys have shown them the way on how to make the thing work.**

Yes, but even at the end of last year we were right up there with them with the VF. There's not a lot in it, though. It's just that we might have got a better setup on the day or got the tyre pressures right or I did a better lap somewhere. We're splitting hairs.

**But it's all about splitting hairs. So any time you out-qualify or out-race a Triple Eight car...**

Oh, yeah, it's a big fist-pump for us.

**I suspect that part of the 'magic' is that you guys are using the uprights - or a variation of - originally developed for the AMG Mercedes-Benz E63.**

Possibly before that. We're not really sure when they were made. They could have been from the Stone

Brothers Racing days. But, yeah, we probably have different uprights, different shocks. There are a lot of differences you can still have. There are a lot of ways to achieve speed that are very, very different. The uprights are talked about a lot as a key difference, but I don't think they are. We went from the Walkinshaw upright to the one we have now and there was a small difference, but it wasn't like a huge performance gain. Well, not that I noticed, anyway. What we can and can't control in our team is quite obvious. Engines we can't control, so we waste no time trying to improve them. So where we really put time and effort in is the basic handling of the car - the springs, roll bars, roll centres, camber, toe, tyre pressure - and just try to refine that to the best of our ability. With the upright, yes, we can design another one, but we don't have the time or the resources to do it. We can make bigger gains in other areas. It sounds really simple but it isn't. Most of our crew are relatively inexperienced in Supercars, but they are very well-rounded in other categories here and overseas.

**It's a small team and it's tightly run but it's not a poor team, is it?**

No. We spend the money in the right areas and that's led by Barry Ryan. He's been in V8s and Supercars for a long time and he understands where to spend the money to get the best performance. It's not the flashiest-looking outfit because we spend more money on the car than the look and feel of the team. Our resources do extend past our team. We use a lot of outside third-party people to build stuff that we can't make in-house.

**My point is that Betty doesn't cut corners with the cars.**

No way, not at all. She spends whatever it takes. But we don't waste it. We're just not lavish in the areas that don't affect performance. We also have great sponsors like Penrite to help us out.

**Winning Bathurst was obviously a big boost and changed outside expectations, but, seriously, did you go into the championship this year thinking you'd be a front-runner?**

BELOW: Penrite continues to provide backing to Reynolds' Erebus Motorsport entry.





Yeah, I kind of did. We finished last year so strong and we just carried that momentum into Adelaide. We had two very good results there and just continued on. Even before Adelaide, I said we just want to be in the championship hunt. As you saw last year, Whincup wasn't in the fastest car but he was the most consistent driver and did what he had to do day-in, day-out to get the job done. And that's what we're trying to do.

**So you think you're going to win more races this year keep contending for the title?**

We're trying. We should stay up there. My theory is that if the cars are easy to drive, the drivers can get the most out of them. Anton had never been to Hidden Valley and nearly put the thing on pole. The cars are pretty good – and that's what we pride ourselves on. We try to make the cars better than everyone else's. We try to get the one-lap pace out of it, then we try to make it live in the race. But it's not easy. It's such a hard game. I'm up for the fight. The most enjoyable part is the competition.

**Is this year more satisfying than when you contended for the title in 2015?**

Of course, it's way, way more satisfying. With our team, we started at the back of the grid. Stone motherless last in every process possible when I joined. We were hopeless, we really were. But in just a couple of years we've worked our way to the front of the grid.

**Could you have expected that to happen?**

Not one bit. When I first joined Erebus it was like I was sitting at the bottom of Mount Everest, staring at the top. That's how far out of reach it was. It just seemed like the most impossible mountain to climb. But it was a challenge we had to take on. We had no other choice. We had to make it work for my livelihood and the livelihood of everyone in the team. And for Betty as well because she tipped a lot of blood, sweat and tears into the other program that unfortunately didn't work and we just had to make this one work.

**Was the first sign of hope the decision to ditch the Mercs and go with customer Commodores?**

I don't know, I never drove that car. I was actually looking forward to driving it. Will Davison and Lee Holdsworth had some success in it and on track when I was behind it, it didn't look like a bad car.

**It was more about the change of attitude, wasn't it? It was a big decision because she was pouring many, many millions of dollars down the drain with that car.**

It was probably the biggest decision she's ever had to make – and it paid off. That was one turning point. Another was when Alistair McVean joined as my race engineer. I knew how smart he was and we managed to get him over to our side of the fence. He's been absolutely brilliant. Obviously, there are many other people that make it all happen, but Al has been very, very fundamental to getting the speed out of the car.

**Does being a crazy character help you get on with Betty?**

Absolutely. She gets me crazy, I get her crazy. It's so much easier going racing with her. She's great. That's the

BELOW: Reynolds developed into a championship challenger in 2018.





**“HE’S A VERY GOOD DRIVER. WE WOULDN’T HAVE SIGNED HIM IF WE DIDN’T BELIEVE IN HIS ABILITY. I ACTUALLY LIKE HELPING HIM BECAUSE IT KIND OF HELPS ME.”**  
– REYNOLDS ON ANTON DE PASQUALE

only way to describe her. It’s a match made in heaven. When she joined the series we had our little chats. From the very first time I met her I knew that at some point I’d be driving for her. I didn’t think it’d happen with the next contract. But I’ve enjoyed every moment since I joined and I’m there for life. I’ve said I don’t want to go anywhere else. Doesn’t matter if DJR Team Penske or Triple Eight offered me a deal, I wouldn’t take it.

#### **Seriously?**

No, I wouldn’t leave.

#### **So forget the zany person we see on TV, what’s Betty really like?**

As a team owner she always has everyone’s best interests at heart. She’s also a very positive person. If we’ve had a terrible day, she’ll say, “Don’t worry.” She always puts things in perspective. Betty backs her staff and that’s what you want from a team owner. She’s very easy to deal with. She’s fun, she makes racing enjoyable. Most of all, though, she has a big heart and she’s like my racing mother. Betty’s awesome. And another thing, she’s really good with the fans. That’s unusual for a team owner. She really cares about the fans.

#### **Anton De Pasquale is doing well in his rookie season and you seem to enjoy having a fast teammate.**

I don’t mind that at all. He’s a very good driver. We

wouldn’t have signed him if we didn’t believe in his ability. I actually like helping him because it kind of helps me. He can try different stuff with the car and then report back to the whole group, and his feedback is very good. It’s really handy. Do I feel threatened by him? Not really. If he beats me it’s good for the team. I like working with him, he’s good. Does he influence my pace? I don’t think so. I go out there and try to beat everyone, not just him. Him being quick helps push the whole team forward. Most of the time he’s learning from me because I have more experience. But he’s not far behind me.

#### **Assuming you pick up some more wins along the way, what’s the future for you and the ‘shoey’?**

If you win you do it. It’s only for winners, not losers who come second or third. But I’d like to come up with something new. I just haven’t put much thought into it yet. Everyone should do something different to celebrate when they win. I love it.

#### **No matter how much success you have, will you promise to keep being crazy?**

I’ll get worse. The more confidence I get, the sillier I’ll behave. I’m not going to tone it down. It gets me in trouble, but I don’t mind getting in shit for a bit of a laugh. Not at all. I’ve been doing that since I was at school. It’s just who I am.

#### **Do you regret any of the things you’ve said?**

Nup, not at all.

#### **So you’re still not going to stop before you think, are you?**

Oh, I think the older I get the wiser I become. Sounds strange coming from me, I know. It’s a matter of scale. But I like to think I’ll still stay pretty much the same.

#### **Fast and funny?**

That’s all I’m trying to be. At the end of the day racing’s entertainment. It’s a real sport but it’s also entertainment. If everyone was boring as batshit no one would watch. People like to follow personalities. One of my favourite characters in the sport was Murph.

#### **He was just angry.**

I know, but I loved it. He was a good character, so controversial. I think that’s fantastic. Don’t be afraid to stand for something.

#### **The Supercheap Auto Bathurst 1000 is coming up. It’s tough to go back-to-back there, so will you be in the mix again?**

Damn straight we’re in the mix. We’re contenders. We have the new car, we’re on the same tyre, our setup shouldn’t change that much from last year, when we had one of the fastest cars in qualifying and in the race. It should actually be easier. Generally it’s not, though. It never works out that way, but of course we’re going there to win. We’ve done it once. We know we can do it. Luke’s still a very, very competent driver, very fast. He’s brilliant for our team. **X**



# TAKING IT TO EXTREMES

#15 CASTROL RACING | NISSAN ALTIMA



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- RICK KELLY, TEAM OWNER & DRIVER

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**EDGE**

WORDS Bruce Newton IMAGES Peter Norton, AJ Pearson Photography

# THE RETURN OF THE KELLY GANG

Despite losing its factory status from Nissan at the end of 2018, Kelly Racing is fighting back with its best season yet running the Altima as Todd Kelly leads from outside of the driver's seat.

For just a moment there's anger in Todd Kelly's eyes and his mouth firms into a thin line. He doesn't like the question, or the insinuation behind it.

Surely, he's asked, winning just two Supercars races in five years played a role in Nissan Australia's decision to cut its ties from the end of 2018 with the team he co-owns?

For all the effort to get the Altima aerodynamics sorted, the VK56DE multi-cam V8 engine competitive and all the brilliant sponsorship activations, the lack of on-track success must have been a factor in the end?

"To say we have won two races... that needs to be put into perspective because a lot of people focus on that," Kelly answers, through slightly gritted teeth.

"In this day and age, in this category, to win a race and get a pole position or a podium with what we have got here is like winning the championship.

"To get our engine out of a road car to perform against the current [Ford and GM pushrod racing] engines is bloody significant.

"People take that way too lightly. If anyone actually knew what was involved in getting a car competitive let alone beat the operations that we are racing against... it's massive."



“To me that’s like winning Bathurst every year; getting the cars to the front is huge. I see this whole thing with what we have had to do as a complete success.”

Todd’s sitting in the boardroom at Nissan Motorsport’s sprawling workshop in the southern Melbourne suburb of Braeside. Up here in the front offices it’s all chrome and glass. Racing paraphernalia and evidence of the Nissan relationship are everywhere.

There’s going to have to be a substantial interior makeover for 2019. Even more so in 2020 when the Altimas are retired and Kelly Racing moves on to racing another brand. But before we talk about all that, Todd is determined to set the record straight on the Nissan experience.

“People would have thrown the towel in two years in,” he says.

“When you are 30-40 horsepower off the mark, five kays down and you are swerving up the straight because there are cars passing you either side; that’s what we started with. What we have invested for this to work... I would get anyone to attempt what we have done and nobody in their right mind would. There is no way.

“The engine rules we have got, to bring anything into this category other than a purpose-built race engine won’t work. And we have achieved that. So that to me, regardless of what anyone says, is massive.

“Not many people would have gone and dug their heels in and tried as hard and put as much effort in as we have.

“Don’t say we have won two races and it’s been a failure because it has been a massive success to do it with what we have got and how we had to do it.”

**“I WOULD GET ANYONE TO ATTEMPT WHAT WE HAVE DONE AND NOBODY IN THEIR RIGHT MIND WOULD. THERE IS NO WAY.”**

– TODD KELLY

It’s a passionate, intense outburst from a passionate, intense man. And it’s understandable. It’s been a tumultuous few months for Todd, on top a tumultuous few years. He called it quits on his driving career at the end of 2017 and then, only months later, was faced with the reality of Nissan’s withdrawal.

There’s been another intensely personal pain that he hasn’t talked about; a knee injury he quietly had surgery on mid-2017. The operation didn’t work and three months later he was in for another attempt. That too hasn’t fixed things and this all-action man can’t water ski, mountain bike or indulge in any of the other sports he loves. More surgery is on the cards.

“That was hard, trying to perform at my best when I could barely walk to the car,” he reflects.

Retiring from the cockpit has changed but not reduced Todd’s burdens. He clearly carries a great deal of responsibility for this operation on his shoulders.

His intimate driving, engineering and organisational knowledge means he has an unparalleled understanding of how the various functions of this multi-layered place operate and interact.

BELOW: Todd Kelly stepped out of the driver’s seat in 2018 and oversees the Kelly Racing/Nissan Motorsport operation.



Today, he's educating me about just how capable this business is. Sure, the termination of the Nissan relationship marks the end of an era, but he is adamant the team's future in Supercars is bright and full of potential.

His argument is quite straight-forward; the experience and knowledge gathered bringing Nissan into Supercars means Kelly Racing is the team best-equipped to do it all again with a new dance partner.

"Our value is our ability to do anything," he says.

"I don't think there is any other team that can design a new car, homologate a new car, manufacture and tool up for a new car and do the same for the engine.

"A lot of teams out-source a lot of what they do, even if it probably doesn't look like it from the outside. If you look at our facility, to design our own engine from scratch and our own cars, that's what we are geared up to do.

"So, to bring in a new manufacturer, I don't think there is anyone as well-placed as what we currently are to do both the aero and the engine.

"We can do the whole lot in-house. We have learned so much having to do what we have done and that is almost wasted knowledge if we don't use it in the next years.

"That's knowledge not many people have, especially four-valve cylinder head knowledge."

To emphasise his point Todd springs up from the table and strides out the door of the boardroom.

We're on a whirlwind tour. Past general manager Nick Ryan's closed door, brother Rick's office and Todd's own bolthole, technical drawings and documentation covering most flat surfaces.

Downstairs we go, past reception and into the engineering area where unflappable race team manager Scott Sinclair is one of few people present. New technical director Nick Ollila, effectively the overdue replacement for Craig Spencer and more recently departed Perry Kapper, is absent, but mention of the American former Penske and Roush employee brings enthusiastic endorsement from Todd.

mo



"There's not a lot he doesn't know," says Todd.

"There's not a lot of people on the planet who have his amount of knowledge and it's not through reading a book, it's through doing it for 20 to 30 years straight.

"So he is a huge wealth of experience in our place just to have that knowledge and fast-track everything we do."

We walk on out the back through the workshop (pictured below) where the four Altimas of Andre Heimgartner, Rick Kelly, Michael Caruso and Simona de Silvestro are being prepared for their next championship outing.

It brings on the obvious question; how many cars will this team run in 2019 and who will be driving them?

Four cars and hopefully the same four drivers is the answer Todd gives.

"If you go back to two cars it's harder and harder for it to work," he explains.

"We would have the cheapest business model per car because we have the volume. We don't have to outsource anything."

And the drivers? "We are pushing for the same four drivers in 2019; that's part of maintaining performance."

The loss of Nissan is a solid but not fatal monetary blow to the team. Its 2018 contribution was reputed to have dipped to as little as \$500,000.

Time and again Kelly Racing has proved itself more than capable of finding money to fund its programs. The new Castrol deal that underpins Rick's Altima is said to be one of the most lucrative in Supercars.

"We have lost a sponsor no different to Norton, Jack Daniel's or Carsales," Todd says of Nissan.

"Basically, we have four windscreen banners to sell for next year and the space on the rear quarters and other little bits and pieces that they have got on the car.

"Selling the windscreen banner is one of the easiest parts of the cars to sell, so we are confident we are going to be able to chip away between now and the start of next year and sell the majority of that real estate, if not all, to recover what we have lost."



One thing Todd guarantees is there will be no let-up on development spending in anticipation of a tighter financial year in 2019.

“That would almost guarantee a slow death,” he says bluntly.

“As soon as you turn the tap off on everything the commercial team has a hell of a job getting deals across the line. The best thing to do is push on as we are.”

The next step beyond that is the selection of a car for 2020. Clearly, the Kellys are on the hunt for a new brand to introduce to the category, but that’s a hard road to go down. The back-up plan will be Holden ZB Commodore or Ford Mustang... or maybe Chevrolet Camaro if it comes to fruition.

“We haven’t really rushed in and had any meaningful discussions yet,” Todd reveals.

“Whatever choice we make that will be us for at least five years.

“To convert to another brand; the expense of that is not a one or two-year program, that’s a five-year program at least. We want to make sure that’s the right decision.”

The obvious assumption might be that the Kellys will opt to return to Holden, the brand they raced as part of the factory-backed Walkinshaw organisation. Also with Larry Perkins when their own organisation was first established as Perkins Engineering.

The centralised panel purchasing arrangements for ZB are of no interest to Todd, so that points the team toward the Mustang or Camaro, the latter raising the intriguing proposition of re-establishing a relationship with the Walkinshaws.

“If it’s a fair and reasonable deal I don’t have a problem working with anybody,” smiles Todd.

Now we’re crossing a courtyard past two giant pantechs to the machine shop, where a bank of CNC machines are busy milling parts. Across into another building and we’re in the engine and drivetrain area.

Ah, those bloody engines and their cylinder heads, the source of so much angst for so long. Todd says substantial work programs that kicked off in 2017 are now paying fruit.

Beyond the engine bay, the continued detailed clean-up of the body’s aero neatness – an Ollila area of particular expertise – is also aiding performance.

The shift back to the 2016 tyre is another factor, as is the adoption of more composite body panels in the wake of the ZB Commodore fracas, allowing a lower centre of gravity through ballasting.

“There’s still work to do but they are little things now,” says Todd.

“There are no chunks left in anything, there are no chunks left in the car, there are no chunks left in the engine.

“We are splitting hairs now. But that’s where the category is at now, so we are flat-out developing things to split hairs basically.”

Clearly, in 2018, it’s been paying off. Just days after Nissan announced its pull-out, Rick won an emotional victory for the team at the Winton SuperSprint in May – his first win in an Altima.

He’s sustained that form too, claiming a pole position in



ABOVE: Rick Kelly scored his first win in the Nissan Altima at Winton in May.

Darwin and consistently running in the top 10 into the second half of the season.

“It was pretty emotional to get up in the briefing room and tell our 60-odd staff that Nissan had pulled out,” recalls Todd.

“There had been a lot of rumours about the future and the natural thing for people to do without communication is they start worrying about their drive or their job. So it doesn’t create a good environment for any business.

“To get up and tell them ‘that all we can do is operate the best we can at the track and show them what we are made of is one thing, but to then have that many people who can influence a race weekend and result go to Winton and perform at their absolute peak and not let that affect them just blew me away.

“It really hit me right then what an amazing bunch of people we have right here.

“To not make a mistake on a pitstop, to not make a mistake on a strategy and then for Rick to put his head down and drive the way he did, that was mega.

“In the circumstances we had it would have been easy for the wheels to fall off every aspect of the race team but it was quite the opposite.”

The tour is complete. We finish up in the merchandise area, full of Nissan Motorsport gear that will soon be obsolete.

This could be a moment that triggers a bout of sad reflection, but Todd’s having none of that.

“I think the last five years working with Nissan have been worthwhile because of the work we have had to do with the engine and the aerodynamics and the knowledge we have gained and the staff we have gained through that process,” he reflects.

“That has built us into one of the most capable teams in the category – if not the most capable team.

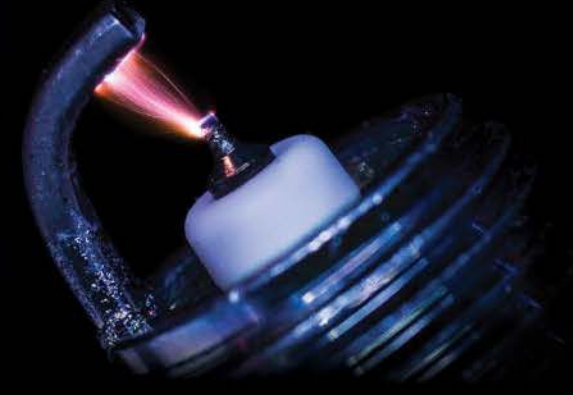
“So to look at it like that it’s certainly been worthwhile. And to work with a brand like Nissan on and off the track has been fantastic and I have enjoyed every moment of it.

“Stay tuned for the next phase,” he adds, the anger long gone and a smile now on his face. “I’m not sure what it will be yet, but it will be good.” **X**

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# THIRD TIME LUCKY

After starting out at Triple Eight Race Engineering and being pushed out for Scott McLaughlin at DJR Team Penske, Scott Pye joined Walkinshaw Andretti United at a time of crisis. And just 18 months later his fortunes and that of his new team have turned right around.

**N**ot all drivers will admit it, fewer will tell you it's a priority, but second to winning there's no better indicator of how well or poorly you're travelling than to compare your results to your teammate.

If your teammate happens to be one of just three drivers to deny Jamie Whincup the title in the past decade, then it's fair to say you've got one of the best benchmarks on the grid.

If you happen to be new at this team, alongside its well-established superstar driver, and you comprehensively outperform this more experienced teammate in your first season, it's got to look good on the resume, right? Well, that's exactly what South Australian Scott Pye has achieved so far at Walkinshaw Andretti United.

Pye arrived at the Holden squad during a period of uncertainty for both parties. The 28-year-old had been cast aside for rising star Scott McLaughlin at DJR Team Penske just as the Ford squad was on the verge of becoming a front-running contender.

"It was disappointing for me at the end of that season [2016] when I was the one to move aside," says Pye.

"My contract was up and they needed space for Scotty. So even though at the end of that season we were really on top of everything, they decided to go in a different direction. But at the end of my time there I was in a good position where I did have a few options."

As Pye moved to his new home, the Holden squad had lost its factory backing and 2007 champion Garth Tander had returned to Garry Rogers Motorsport to open up the spot. Pye had plenty to prove and room to grow heading into 2017.

"It wasn't so much about the immediate future and the pace of the car that I next jumped in," says Pye.

"I looked at who my teammate was going to be, who was around me and who I'd be working with. And when I met with Ryan Walkinshaw for the first time we got

on really well. Our goals aligned well and to have James [Courtney] as a teammate, I think whether the car is good, bad or otherwise as long as I'm qualifying next to him or in front of him then I'm doing a good job. And that is going to be seen by everyone."

Pye had a desire to push himself against the best and for him that meant being compared to Courtney.

"Everyone knows the calibre of James; to put myself up against one of the best drivers in the field was the only way outside of winning races week in and week out to prove what I could do," he explains.

"My goal last year was to make sure I could do the best job every weekend and match or beat James on my day. That for me would be a successful season. And we could work on the car in the meantime and try and make it faster.

BELOW: Pye is in his second season with the team now known as Walkinshaw Andretti United.





ABOVE: Pye and his team celebrate a breakthrough win at Albert Park in March.

BELOW RIGHT: Walkinshaw recruited Pye following his departure from DJR Team Penske.

"I'm still young, I'm not playing a short game here. I've hopefully got another 15 years to win championships."

So when Pye finished 12th at 2017 season's end, while Courtney finished down in 21st – a further 373 points adrift – we asked the now Melbourne resident what this did for his standing within the team and his confidence.

"There was a question mark over what I could do in a car and when you go to a new team there is always a period where you have to prove yourself," he says.

"You have guys like Rob Starr, who is on my car, who's been around forever and has worked with guys like Skaife [Mark Skaife] and Peter Brock, so their expectations and standards are really high."

The Adelaide-born driver says it wasn't until his first Supercars win in Melbourne this year that perceptions about what he could deliver on track changed.

"Right up until when I got that first race win at the grand prix there is of course going to be thoughts like, 'Can he win a race, is he good enough?'" he says. "And I guess that is where perceptions change, when the car is right I can do the job."

Just as Penske had come in and turned an ailing Dick Johnson Racing (DJR) operation around to the now-rejuvenated category benchmark DJR Team Penske, Walkinshaw followed suit with Andretti Autosport and United Autosports joining forces to form Walkinshaw Andretti United. The upturn in the team's performance has been almost instant. From battling to scrape into the top 15 last year to top-10 regulars and top-five challengers this season.

"I feel like I'm in a very fortunate position to have another shot [at success]," says Pye.

"When I came to Walkinshaw I didn't know the potential of these new owners coming in, but by just keeping my head down and looking after everyone I've stayed inside a team now that has immense potential."

Pye believes the Walkinshaw Andretti United combination could be on the same trajectory as what the DJR and Team Penske merger has produced.

"I think we've actually got a little head start compared to when I started with them [DJR]," he says.

"Penske had to rebuild from the ground up, whereas as soon as I heard about our new partners I was really excited because I knew there would be an immediate gain. We already had great people, we just needed more of them and we also needed resources that allowed those great people to do their jobs. I think that is probably why our performance has increased quite quickly."

Proving last year's 12th in the championship was no fluke, Pye has spent much of the 2018 in or around the top 10, including that first win at Albert Park.

"That win was just...I guess it was just everything," says Pye.

"For one, it meant a lot to me because of losing my father. The biggest thing for me was that my Dad passed away before anything came to fruition. I was still in Formula Ford battling to find money when he passed. He's missed my entire career through New Zealand, through Europe, through DVS and also the main series.

"There were tough times when I probably needed his support but for it all to come into place now I feel like I'm in a great position with an amazing team and everyone around me. It's just he's not getting to see that and it's tough. Getting that race win was just a special moment I wish I could have shared with him.

"There had been all those tough times throughout my career and life that can be difficult to endure on your own... but we beat the seven-times champ in the pits, his team and the driver so it was just a high anxiety, high emotional day for me but certainly the most special moment of my career."

Now he's in contention for wins in his sixth season in the main game, he's trying not to get ahead of himself.

"At the moment we are still building a foundation and for me that is still the biggest thing with everything that has changed with a new car, a new team and new partners," he says.

"We need to keep working on consistency and rock up to every weekend and score points. We're probably not too far away where we can get more aggressive with what we're trying to do with the car and strategy. I'm enjoying rocking up to every race weekend knowing there is the potential to get podiums.

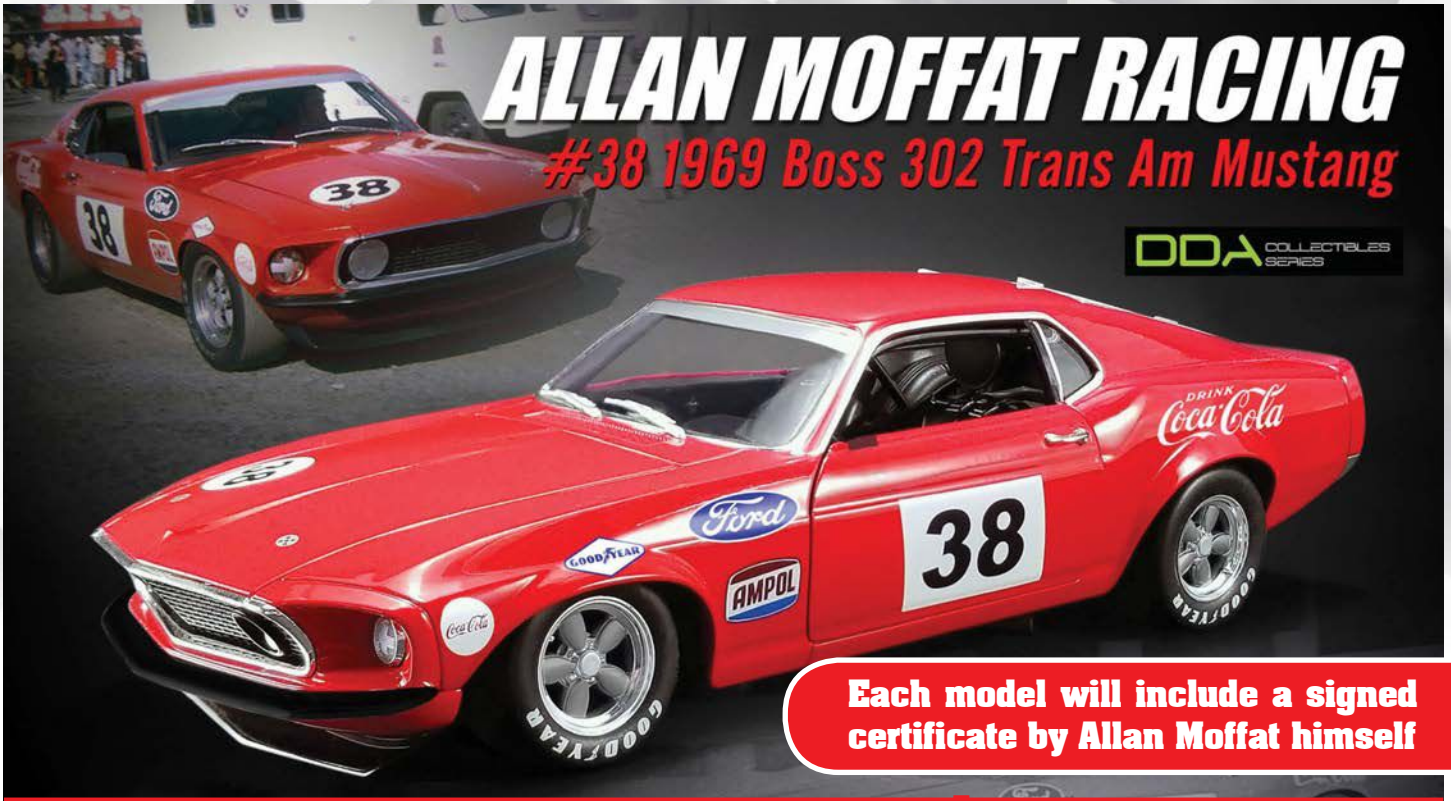
"Now that I'm a bit older I've learnt a lot. I feel ready to finish in the top five in the championship and go for the win next year. I definitely feel ready now to put it all together." X



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WORDS Andrew Clarke IMAGES Peter Norton

# HORSEPOWER GAMES

With Supercars entrants sticking with the V8 engine for the foreseeable future, we check in with KRE Engines to see how the horsepower game is played.

For nearly five decades, the venerable pushrod V8 engine out of the American muscle-car era has been providing the force behind Australian touring cars. We've dabbled and played with rotaries and turbos, but we have kept coming back to the V8.

At present there are really only about four makers of engines and they spread their talent across the field. KRE Race Engines has a Triple Eight alignment that spreads to the teams in the Holden camp. Walkinshaw Andretti United and Tickford Racing do their own and supply their customers, while DJR Team Penske has an alignment with Mostech Race Engines.

Brad Jones Racing has for years done things differently, but this year it decided it could no longer be a 'lone soldier' on the engine front and switched to KRE Race Engines.

The team spends \$1 million a year to cover its three cars, plus extra to cover off the Dunlop Super2 Series cars. The team rotates five engines, rebuilding each at somewhere between 3500 and 4200km, which is pretty standard. Brad Jones is a big fan of the status quo, with well-developed engines being reliable and relatively cheap to run and maintain.

"We have very strict criteria to meet and there's a couple of things to keep in mind," says Jones.

"We are in the entertainment and motor-racing industries and you need to tick both boxes when you are talking change. If it sounds like a Dyson vacuum cleaner then we have missed a box; just have a look at Formula 1.

"Entertainment-wise I think we are a good commodity. The racing has reflected that, but it needs to keep sounding right or people will stop reflecting on that."

This year he is getting the same engines as Triple Eight, as confirmed by KRE Racing Engines boss Ken McNamara.

McNamara's journey to being the biggest supplier

of engines in the field began back in 1997 with Stone Brothers Racing but started a decade earlier with a series of sprint-car engines.

"We went from working sprint-car motors and then eventually started with Stone Brothers Racing," explains McNamara.

BELOW & RIGHT: Brad Jones Racing switched to KRE Engines in 2018.





“They were with Mark Larkham at the time and I went with him when he left. I’d sort of had enough of the Supercar thing about 11 or 12 years ago, I really just wanted to get back and do my own thing because I had the business, but I was working contract for the teams and building engines full-time. Then Roland finished his last year with Stone Brothers Racing and he came across and that changed everything.

“He probably knew he was doing the Holden thing when he came over and we did the Ford for another year before switching to Holden with him.

“It was hard because we were also building a new workshop at the same time, so it was testing us on all sorts of levels. Roland had done a deal with Paul Morris and we were able to use some of their technology to fast-track everything, not just the engines. We started out with a lot of what PMM had and then we started to evolve it ourselves. It is all different now. But that cooperation between PMM, Triple Eight and us definitely made it easier for our business to transition over.

“We only had a three-month period to swap, so there wasn’t a lot of time to develop and getting everything kicking over as quickly as we needed.”

Deep down he says the potential of the two engines is pretty much the same and it is really just how you work the componentry that gives you the end product. The black box is important and the mapping, but if the hardware is not right the software doesn’t matter.

“The Holden’s got a few idiosyncrasies, but I think power is similar,” he says.

“It’s really just the amount of time you spend on the engine and looking at the right areas to make the power. A lot of it’s in your cylinder inlet manifold combination, that is probably the bit where it all happens.

“It’s really just putting the right bits in the right spots. That is why 10 years ago we spent a lot of money on equipment; we wanted to do most of our machining in-house rather than outsource and I still think that was the right decision. If we want to try something we can do that all ourselves.

“Looking back that was money well spent even for our sprint-car work and other engines. It saves so much time and money having all that stuff here and not sending blocks and cylinders away. In the first three years of the Holden we probably did six years of development because we could do it in-house.”

Staffing wise there are 14 in the workshop, with Ken and wife Wendy as the owners. Keeping it in the family, their son is now in the fourth year of his apprenticeship. The staff is stable, which is the key to many good businesses, and he takes four guys to a Supercars event – one for each team.

The biggest change is not what you expect. It is not advances in technology, new blackboxes or some gee-whiz new metal compound or oil... it is simple compliance with the rules.

“In the early days, back in the 2000s, I think the big teams were spending a bit of money on engines and anyone who wanted to keep up had to match them; they were all spending quite heavily on engines and chassis to try and find an edge,” he says.



ABOVE: KRE Engines supplies both Triple Eight Race Engineering and Brad Jones Racing.

“Then in the engines they brought in the ESD, which is the Engine Specification Document.

“It meant we needed to get things the same, we couldn’t afford to have four or five different specs. If you had a different oil pump on that motor and a different sump here for whatever reason, then you had a different document. So over time you want to make your stuff the same, just so paperwork-wise and logistically you could keep control.

“Today it’s more about maintaining the engines to their maximum power limit, where back in the day you were always trying to make more power. You sort of can’t do that now.

“It’s more about a good maintenance and keeping the engines at their peak and evolving. Working on the curve to try and get the right power for the track and the weather, but you’ve got to stay below the maximum power limit.”

Which kind of made the V6 program exciting. It was new, different and challenging. You get a sense talking to McNamara that Holden taking a step or two back on this engine was a little deflating. The challenge was there, he wanted to embrace it.

“A lot of the guys were keen. I enjoy the V8 stuff, but a lot of the younger guys, their forte is turbo and that whole thing,” he says.

“It was a really big project. It was a lot of work. It was a lot of uncharted territory for lots of things. Generally we have about 38-40 engines in rotation for all the teams, but they’re all the same specs.

“So to have a different engine where you’ve got to

think out of the square a little bit, try some different things was great.

“There was definitely a lot of hard work, but I think at the same time it also added to their jobs.

“As a business running V8s and V6s wasn’t going to be an issue. We do 60 or 70 sprint-car motors a year now in the same building with two different other engine builders and the same machine shop. So we already do different engines now.

“I think there would be a transition period of 12 months or more to get all the process and procedures right, but we’d be fine.

“When you’re developing an engine there’s a lot more dyno work than track work, there’s a lot more engine stripping because you’ve got to find the weak links and stuff with the motor.

“The guys would have to be under a bit of pressure to get there but I think they were up for it.

“Then once you’ve got a spec you’d have dedicated engine builders on the V6 and others on the V8, so that would still work.”

Unlike some of the team owners, he’d like to see the engine race, although he understands the nerves around costs and the like. Today, there is certainty. With a new V6 there that may not be the case. How reliable would they be? How many kilometres between rebuilds? And how would the crowds react?

Landing with Triple Eight, which is now the factory Holden team, allowed that development work to take place and much more over time.

“I’ve been lucky enough over the years to work with some good teams like Stones, Larkham and then Triple Eight,” he says.

“I think Roland with his experience and guidance has helped my business grow to where it is from watching how they operate in a professional manner and how he runs his race team.

“You know what level of expectation you have to deliver and that’s helped to teach me, that’s what you have to do with an engine business.

“You can’t slack off and not do the right thing. You always got to be thinking, ‘I’m gonna do that’ before they even ask you. You want to be ahead of what they want. But working with them has been definitely a good thing.

“I’m lucky to have been involved with those good teams and have those results. I look back over the years and say there probably aren’t too many boxes left to tick, so you just keep on going and enjoying what you are doing and try to be the best.

“I’ve only missed seven races in 21 years and I go to the track hoping not to be busy. If I’m busy they’re normally in trouble because there’s something wrong with the engine. So hopefully I walk around and keep the engines tuned and work on the fuel economy.

“I want all my customers to go well. If one team wins and one car stops, then I feel we’ve had a bad weekend because the customer’s had a problem with the motor – like with the broken rocker last year for Lee Holdsworth.

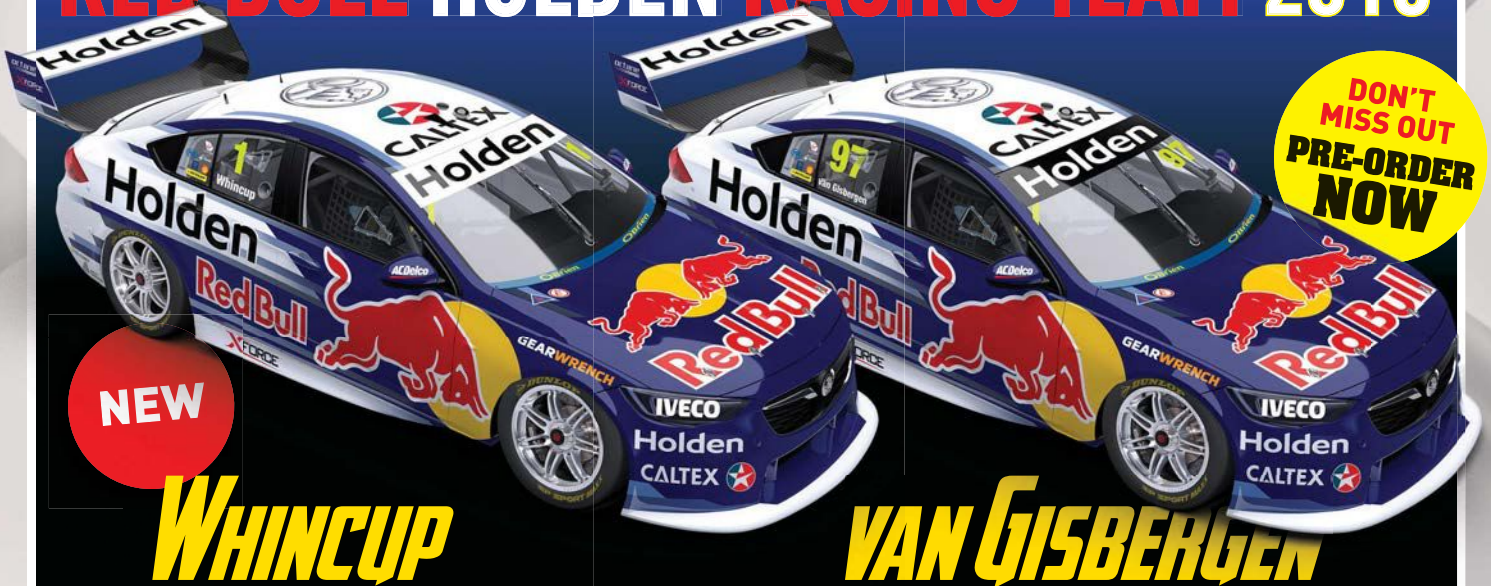
“As long as they’re all going well and as a business, and job satisfaction, then you feel you’ve had a good race weekend.” ✕

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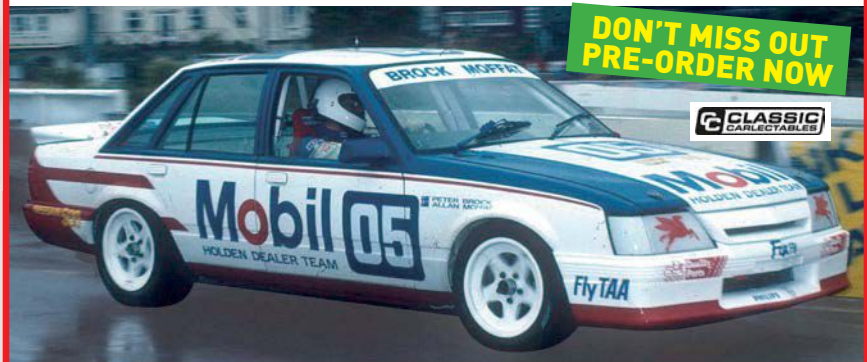


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# TOP 10 ONE-TIME RACE WINNERS IN THE ATCC/SUPERCARS



## 7 CRAIG BAIRD

The current Driving Standards Advisor scored his only race win at Phillip Island Grand Prix Circuit for Stone Brothers Racing in 2000, helping the New Zealander to a career-best 15th in the championship standings.

## 6 MARK LARKHAM

Larkham had won a race at the non-championship Gold Coast IndyCar support event in 1998 before his championship breakthrough that came at Calder Park in 2000, the round after his huge start-line crash with Paul Morris at Oran Park.



age – a record he'd hold for 27 years. It would remain his only win in a career that spanned four decades.

## 4 STEVE ELLERY

Ellery scored three podium finishes at the Bathurst 1000 and recorded a number of impressive results in the championship in his family-run Steven Ellery Racing entry, including a race win at Sandown Raceway in 2000.

## 3 JASON RICHARDS ▲

Richards, like Ellery, recorded three podiums at the Bathurst 1000 and one championship race win. The New Zealander's victory came in a reverse-grid race for Tasman Motorsport at Winton Motor Raceway in 2006.

## 2 BILL PITT

Pitt won the single-race Australian Touring Car Championship in a Jaguar Mark 1 at the Lowood Airfield Circuit in Queensland in 1961. Pitt retired from racing in 1963, having finished in the top three in the championship from 1960 to 1963.

## 1 DAVID MCKAY ▼

McKay won the first-ever Australian Touring Car Championship in a Jaguar Mark 1 at Gnoo Blas Motor Racing Circuit in New South Wales in 1960. McKay also claimed victory in the Australian Tourist Trophy in 1958, a class win in the Phillip Island 500 in 1961 and a podium at the Bathurst 500 in 1971. ✕

## 10 MIKA SALO ▲

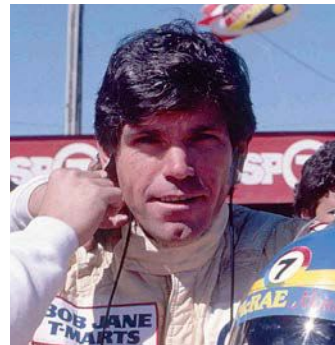
Former Formula 1 driver Salo joined the Supercars field for the Gold Coast 600 from 2010 to 2012, winning the Sunday race alongside Will Davison at Ford Performance Racing in his final outing in the category in 2012.

## 9 YVAN MULLER

The multiple World Touring Car Championship winner made nine starts in Supercars over the space of a decade, joining Triple Eight and helping Craig Lowndes to victory in the 2005 Sandown 500.

## 8 GREG RITTER ▼

Ritter was a regular endurance co-driver who had stints at Dick Johnson Racing, Ford Performance Racing, Garry Rogers Motorsport and Stone Brothers Racing, teaming with Marcos Ambrose at the latter for victory in the 2004 Sandown 500.

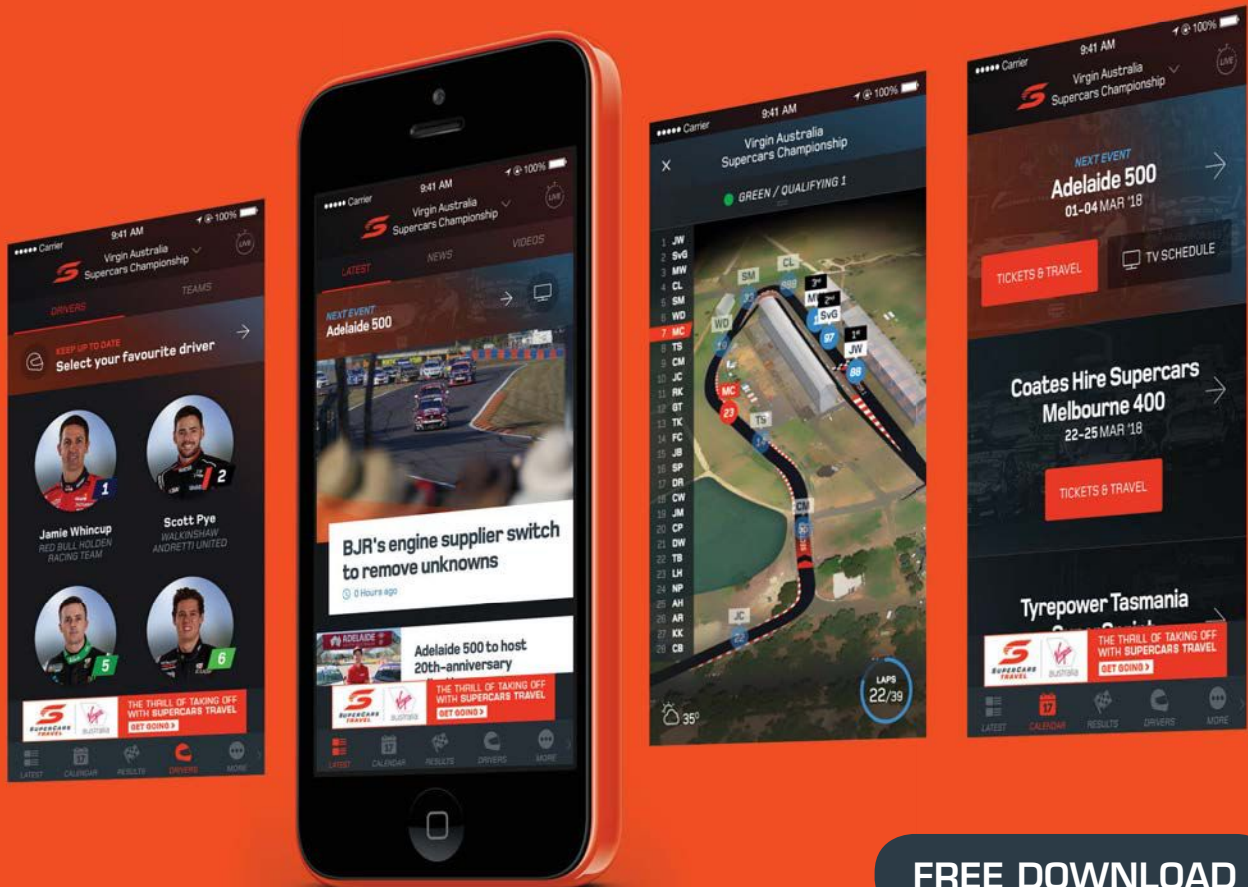


## 5 CHARLIE O'BRIEN ▲

O'Brien scored a win for the Holden Dealer Team at Amaroo Park in his rookie season in 1976, becoming the youngest winner of a race at 21 years of



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