

2018 SEASON PREVIEW EDITION

# V8X

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# Welcome

## CONTINUING ON WHERE WE LEFT OFF

The 2017 Virgin Australia Supercars Championship decider will go down as the most dramatic in championship history. The battle between Triple Eight Race Engineering and DJR Team Penske went down to the final lap of the final race of the season in Newcastle.

Triple Eight's Jamie Whincup took the drivers' championship, while DJR Team Penske claimed its first teams' championship, setting the scene for a continuation of the rivalry into 2018.

Triple Eight switches to the new ZB Commodore this season, while Ford's presence increases with two more Falcon FG Xs on the grid in 2018.

The likes of Whincup and McLaughlin will be joined by a new breed of young chargers, including reigning Super2 champion Todd Hazelwood, New Zealand sensation Richie Stanaway and the highly-touted Andre Heimgartner, James Golding, Jack Le Brocq and Anton De Pasquale.

The 2018 championship expands to 16 events with the addition of the Coates Hire Supercars Melbourne 400 and The Bend SuperSprint.

This issue of V8X Supercar Magazine covers every angle of the 2018 season with a detailed look at all the changes, profiles of the 26 full-time drivers and guides to the 16 events, starting from page 23.

We also take a look back at the key decade-on anniversaries from the history of the Australian Touring Car



Championship/Supercars and Bathurst 500/1000.

Mark Fogarty sits down with seven-times champion Whincup to reflect on his career thus far and what's still to come.

The Adelaide 500 celebrates 20 years in 2018 and we examine the impact the street circuit has had on the development of Supercars, while also featuring 20 iconic moments from the history of the event.

With non-V8 engines set to feature under the Gen2 rules, we remember the various engines to have raced in Australian touring cars.

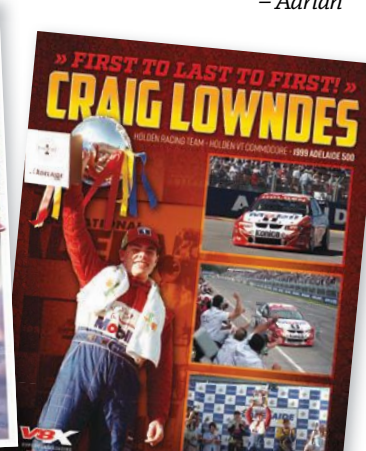
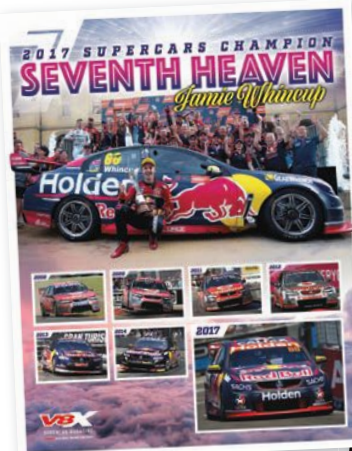
You'll also find the latest columns from Mark Winterbottom, Craig Lowndes and Garry Rogers, analysis of the key issues in Supercars and the top 10 quirkiest cars that have raced in Australian touring cars.

Remember, V8X Supercar Magazine is also available in digital form in the official V8X app (in the App Store and Google Play), online at Digital-Edition.V8XMagazine.com.au and in the Magzter app store.

Below are the two sides of the pullout poster you'll find in the print edition of issue #103.

Enjoy!

— Adrian



## V8X SUPERCAR MAGAZINE

### PUBLISHER & EDITOR IN CHIEF

Allan Edwards  
Published by Raamen Pty Ltd  
PO Box 225, Keilor, Victoria, 3036  
Email: publisher@v8x.com.au

### EDITOR

Adrian Musolino  
Email: editor@v8x.com.au

### SUB EDITOR

Cameron McGavin

### ART DIRECTOR

Craig Fryers

### CONTRIBUTING JOURNALISTS

Mark Fogarty, Bruce Newton, Andrew Clarke, John Bannon, Cameron McGavin, Mark Winterbottom, Craig Lowndes, Garry Rogers

### PHOTOGRAPHERS

Peter Norton, Autopics.com.au, Glenis Lindley, James Baker, inetpics.com, Mark Horsburgh, P1 Images, Paul Nathan, Scott Wensley, Ben Auld, Danny Bourke, Matthew Norton

### ADVERTISING

Brendon Sheridan  
Mobile: 1300 551 735  
Email: brendon@v8x.com.au

### EDITORIAL ENQUIRIES

Phone: (03) 9372 9125  
Fax: (03) 8080 6473  
Email: office@v8x.com.au

### ACCOUNTS

Senior bookkeeper: Kevin Whiting  
Bookkeeper: Karen Sadler  
Email: accounts@v8x.com.au

### MERCHANDISE & SUBSCRIPTIONS

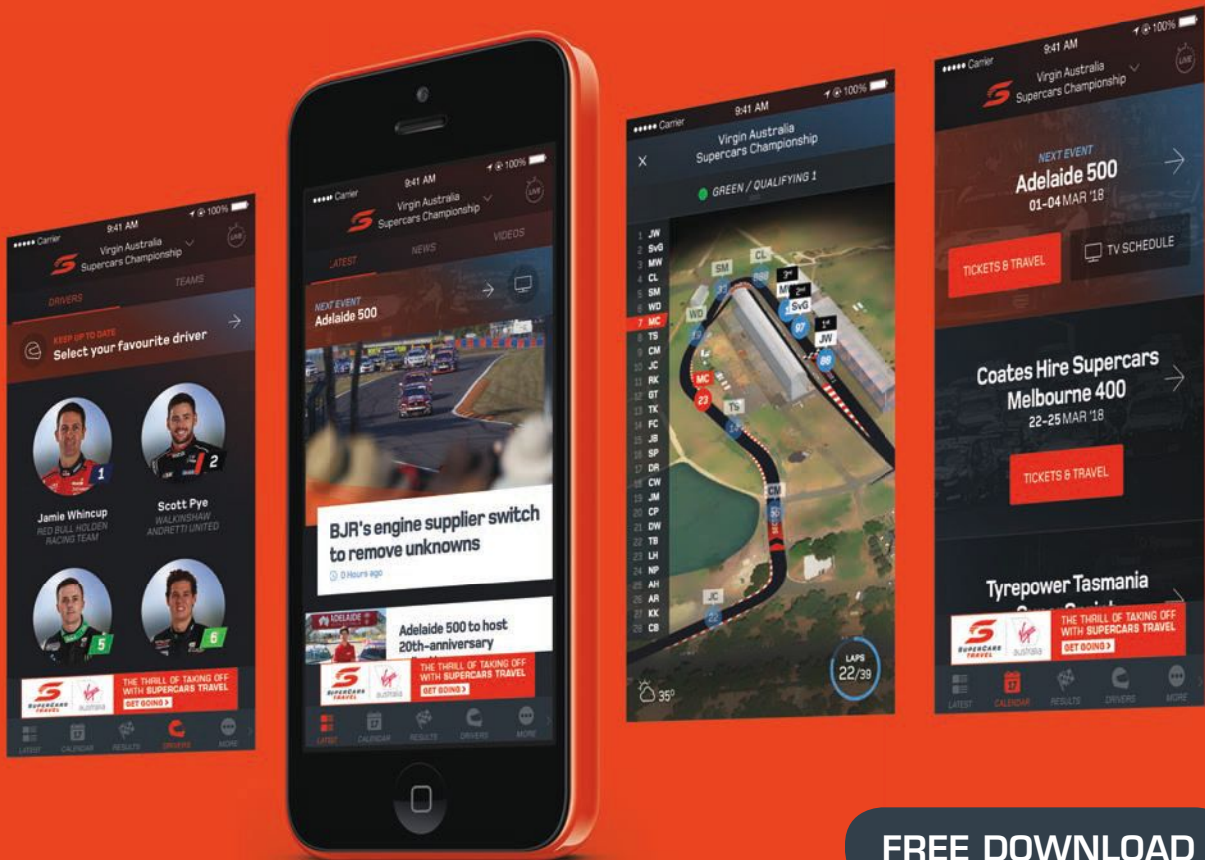
Jennifer Gamble  
Phone: (03) 9372 9125  
Email: jennifer@v8x.com.au

V8X Supercar Magazine is printed by DAI Print, Westall Road, Springvale, Victoria, Australia

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# GENERATION CHANGE

The Virgin Australia Supercars Championship grid has had an injection of new blood, with one of the biggest generation changes underway in 2018.

Six highly-rated youngsters join the Virgin Australia Supercars Championship on a full-time basis in 2018.

Their ages range between 22 and 26 years and each has earned their place in the main game of Supercars with impressive pedigrees, highlighting the success of Super2, the Pirtek Endurance Cup and wildcard initiative in accelerating the development of new talent.

Richie Stanaway moved from New Zealand to Europe and won races in GP2 and classes in the FIA World Endurance Championship before setting his sights on Supercars, starting in wet conditions on his debut in the category at Sandown in 2016. One season

later he teamed with Cameron Waters to win at Sandown, in addition to taking a race win in his one event outing in Super2.

“For as young as he is, he brings more experience and achievements to the table than a lot of veterans and he’s impressed us every time we’ve put him on track,” says Tickford team boss Tim Edwards.

“He’s proven he deserves a top-quality ride in this sport and I’m glad he’ll be racing for us rather than against us.”

Stanaway is joined by fellow New Zealander Andre Heimgartner on the grid in 2018. Heimgartner’s career appeared to have stalled after losing drives with Super Black Racing and Lucas Dumbrell Motorsport in 2015 and 2016 respectively. He didn’t even have an endurance co-drive in

2017 until an injury to Brad Jones Racing’s Ashley Walsh opened the door for him to partner Tim Slade at Bathurst and Gold Coast. Like Stanaway, Heimgartner showed his talent in the wet with a ninth at Bathurst and podium on the Gold Coast.

“We’re really excited to have Andre as part of the team,” says Todd Kelly, who retires and makes way for Heimgartner at Nissan Motorsport.

“Andre is a really promising talent and has experience in the main game. I am comfortable in retiring from racing knowing that we have such a promising young talent driving with us. I look forward to being able to watch him develop throughout the year.”

Todd Hazelwood, James Golding and Jack Le Brocq

were amongst five drivers to benefit from wildcard opportunities in the main game in 2017, in addition to stints as endurance co-drivers.

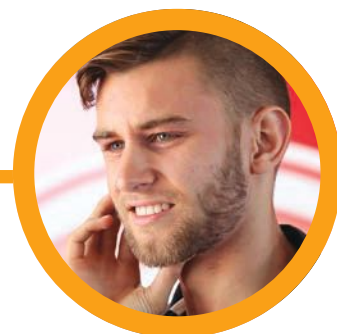
Hazelwood has grafted away in Super2 since 2013 and won the title in 2017, while also making his Bathurst 1000 debut with Brad Jones Racing last season.

Golding has been groomed by renowned talent-spotter Garry Rogers, racing two seasons with the team in Super2, completing two Pirtek Endurance Cup campaigns and running in two events as a wildcard entrant in 2017.

Despite being amongst this rookie crop, Le Brocq will race for a fourth different manufacturer in Supercars in 2018 following endurance co-driver stints in Erebus



**RICHIE STANAWAY**  
Tickford Racing (Ford)



**ANDRE HEIMGARTNER**  
Nissan Motorsport (Nissan)



**TODD HAZELWOOD**  
Matt Stone Racing (Ford)



**JACK LE BROCCQ**  
Tekno Autosports (Holden)



**“SIX HIGHLY-RATED YOUNGSTERS JOIN THE VIRGIN AUSTRALIA SUPERCARS CHAMPIONSHIP ON A FULL-TIME BASIS IN 2018. THEIR AGES RANGE BETWEEN 22 AND 26 YEARS AND EACH HAS EARNED THEIR PLACE IN THE MAIN GAME OF SUPERCARS WITH IMPRESSIVE PEDIGREES.”**

Motorsport’s AMG Mercedes-Benz E63 in 2015, Prodrive Racing Australia’s Ford FG X Falcon in 2016 and Nissan Motorsport’s Altima in 2017, plus wildcard campaigns in his Super2 Nissan Altima in the main game.

Anton De Pasquale is the only one of the rookies yet to race in the main game, though his quick adjustment to Supercars in Super2 following a stint in junior formulae in Europe and an impressive test with Erebus led to his promotion.

“He is clearly a talented driver and what we have experienced with Anton so far has been very impressive,” says Erebus’ head of engineering, Alistair McVean.

“His feedback was clear, concise and accurate and most of all he was fast and mistake-free. We were impressed by his ability to push Dave to

the point where Dave had to stretch himself to go another level to go faster; it was clear from this point on that Anton was a star of the future.”

With the retirement of veterans Todd Kelly and Jason Bright, the average age of the grid from the final round of 2017 season at the Newcastle 500 to the start of the 2018 season at the Adelaide 500 drops from 33 years to 30 years.

Craig Lowndes and Garth Tander are the only drivers in the 40-plus age bracket, with James Courtney, Will Davison, Mark Winterbottom and Fabian Coulthard the other over 35s.

And with DJR Team Penske and Erebus Motorsport hitting their straps in 2017 and the rebranding of Tickford Racing and Walkinshaw Andretti United, there’s also a change on the teams’ front. **V8X**



**JAMES GOLDING**  
Garry Rogers Motorsport (Holden)



**ANTON DE PASQUALE**  
Erebus Motorsport (Holden)







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# WHINCUP WARY OF NEW TALENT

Jamie Whincup is back in the #1 car following the dramatic 2017 championship decider. But even the holder of the record for most championship wins is looking over his shoulder at the new generation coming through.

**J**amie Whincup's seventh Supercars championship win in 2017 was his hardest fought.

The title battle went down to the wire when DJR Team Penske's Scott McLaughlin was penalised for his attempt to hold the 11th place he needed to secure the championship, while Whincup took maximum points.

Whincup may have only won four races to McLaughlin's eight but consistency was key to his championship success. He was the only driver to finish every race and qualified just once outside the top 10 (11th for the Bathurst 1000).

The Triple Eight driver now sits two championships ahead of the rest on the list of Australian Touring Car Championship/Supercars winners, while runners-up finishes on three other occasions highlight his remarkable consistency for more than a decade.

But with a new generation coming through, led by McLaughlin and strengthened by the arrival of the likes of Richie Stanaway, the reigning champion concedes it will be harder to add to his tally.

"If I'm realistic this could potentially be the last one, so certainly appreciating the moment," says Whincup.

"I'm not retiring but I'm not getting any younger, so I'm treating this one like it's the last, that's for sure."

Whincup led the last



generation change in Supercars when he won his first title a decade ago in 2008.

Whincup, Mark Winterbottom, Will Davison, James Courtney, Shane van Gisbergen, Fabian Coulthard had moved into the series and were making waves. Meanwhile, on the same day that Whincup won the title in 2008, Mark Skaife ended his full-time driving career.

Whincup will defend his title in Holden's new ZB Commodore, the sixth Commodore he will have raced after the VX, VY, VZ, VE and VF. The new car presents a fresh challenge to Triple Eight, which last year lost the teams' title for the first time since 2009.

"It's quite embarrassing that there's one name on the trophy when it's a massive team sport," says Whincup.

"We've won the engineering battle for many years and

won through pure pace, but there were some cars that were equally as fast as ours, not faster but equally as good.

"We certainly had to dig deep and I feel like this one is very, very special because we won as a team on the day."

"The car hasn't been the quickest all year but we can do everything we can to improve our speed for next season and come out firing.

"But at the end of the day I'm not getting any younger, so I'll grab this one." **V8X**

## MOST ATCC/SUPERCARS TITLES

7 – Jamie Whincup (2008, 2009, 2011, 2012, 2013, 2014, 2017)

5 – Ian Geoghegan (1964, 1966, 1967, 1968, 1969)  
– Dick Johnson (1981, 1982, 1984, 1988, 1989)  
– Mark Skaife (1992, 1994, 2000, 2001, 2002)

4 – Bob Jane (1962, 1963, 1971, 1972)  
– Allan Moffat (1973, 1976, 1977, 1983)

3 – Peter Brock (1974, 1978, 1980)  
– Craig Lowndes (1996, 1998, 1999)

2 – Norm Beechey (1965, 1970)  
– Glenn Seton (1993, 1997)  
– Marcos Ambrose (2003, 2004)

1 – David McKay (1960), Bill Pitt (1961), Colin Bond (1975), Bob Morris (1979), Robbie Francevic (1986), John Bowe (1995), Russell Ingall (2005), Rick Kelly (2006), Garth Tander (2007), James Courtney (2010), Mark Winterbottom (2015), Shane van Gisbergen (2016)



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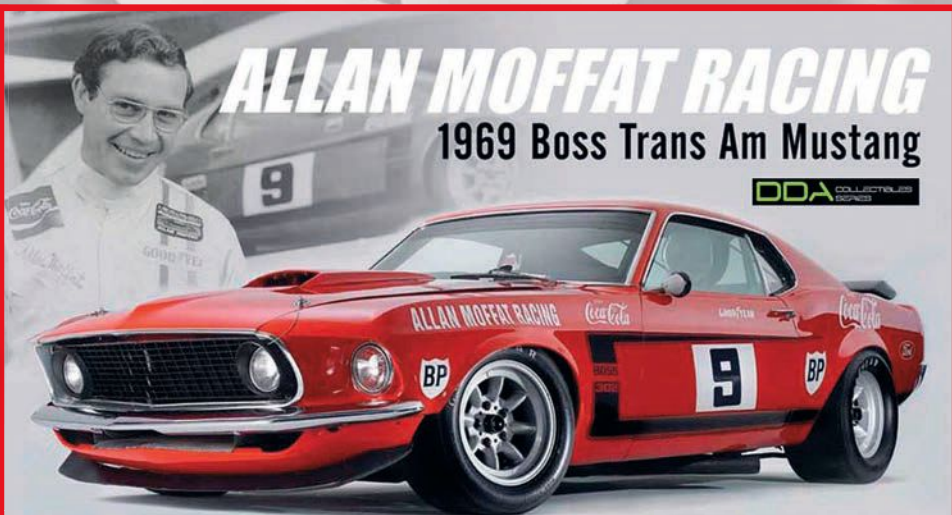
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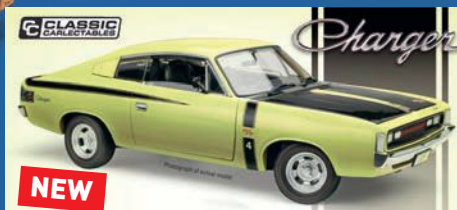
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# MORE FALCONS ON THE GRID

Ford will have the highest number of Falcons on the grid in the Car of the Future era in 2018 after race-winning DJR Team Penske and Prodrive Racing Australia FG Xs are handed down to customer teams.

More than a year since the last Falcon rolled off the production line and the nameplate was officially retired, the number of Falcons in Supercars is at an all-time high in the Car of the Future era.

Matt Stone Racing and 23Red Racing (formerly Lucas Dumbrell Motorsport) will run ex-DJR Team Penske and Prodrive Racing Australia (now known as Tickford Racing) FG X Falcons in 2018, taking the number of Falcons on the grid to eight entries across four teams.

Matt Stone Racing and 23Red Racing will also be able to tap into a technical relationship with the established Ford outfits, with the former running an ex-Scott McLaughlin FG X for Todd Hazelwood and the latter running the Sandown 500-winning FG X of Cameron Waters/Richie Stanaway for Will Davison.

The addition of the two extra Falcons on the grid helps address the imbalance in entries per make in the Virgin Australia Supercars Championship, with Holden dropping to 14 entries from 16 alongside the eight Falcons and four Nissan Altimas.

Businessman Phil Munday completed the takeover of Lucas Dumbrell Motorsport at the end of 2017, moving to new premises in Melbourne and



Race-winning FG Xs race on with 23Red Racing and Matt Stone Racing.

hiring former Holden Racing Team manager Rob Crawford.

“It will be a big change from being a major sponsor to team owner and I’m looking forward to bringing a fresh, modern team to the grid,” says Munday.

Lucas Dumbrell Motorsport’s second Racing Entitlements Contract moves to Tickford Racing, with the license owned by Jason Bright and run at Prodrive/Tickford last season leased to Matt Stone Racing for 2018.

Matt Stone Racing won the Super2 title with Hazelwood in 2017, with Jason Gommersall and James Rosenberg adding their support to team boss Matt Stone, son of former Stone Brothers Racing co-owner Jim Stone.

“The success we achieved with Todd and the team in 2017 demonstrates we are more than ready to make this

exciting transition,” says Stone.

“The Matt Stone Racing team have tasted success in each category we have competed in and it is very special to see our team on the main-series grid.”

Ford outfits retain their competitiveness in Supercars despite the Blue Oval withdrawing factory funding at the end of 2015.

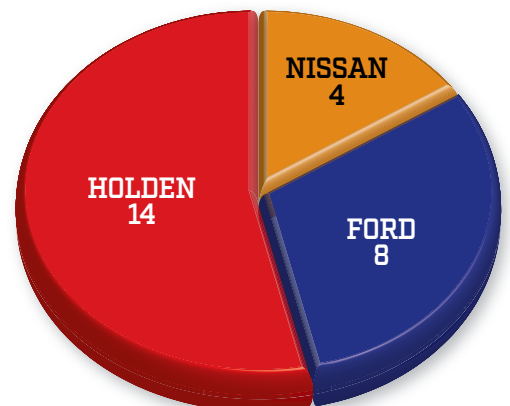
Ford won the Supercars manufacturers’ championship

for the first time since 2009 (when Triple Eight last ran Falcons before switching to Holdens) last season.

DJR Team Penske was also the first Ford team since Triple Eight in 2008 to win the Supercars teams’ championship, while Prodrive Racing Australia’s Chaz Mostert and Steve Owen gave Ford its first Pirtek Endurance Cup win in 2017. **V8X**

## MAKES IN 2018 >

YEAR	FALCONS
2012	11
2013	6
2014	6
2015	5
2016	6
2017	6
2018	8





# GO-KARTING TO FITNESS

With limitations on testing, Supercars drivers are increasingly going back to their go-karting roots to keep race fit.

It's almost impossible to name a driver on the current Virgin Australia Supercars Championship grid who didn't begin their motorsport careers in go-karting.

Take, for example, the 2010 Supercars champion James Courtney, who excelled in karting in his formative years.

He won two world titles in 1995 and 1997 and remains the only Australian to clinch a World Karting Championship, a feat which earned him a place in the CAMS Australian Motor Sport Hall of Fame for his go-karting achievements rather than his Supercars title.

"Karting is the foundation for all motor racing," says Courtney.

"I look back on my karting days very fondly, which is why I'm still involved through my JC Kart brand."

Other Supercars champions such as Jamie Whincup and Mark Winterbottom were also developing their race-craft in karting in the 1990s, by which time go-karting became an almost perquisite for drivers looking to progress to the likes of Formula Ford.

"The set-up, driving skills and mental aspect all transfer through to what we do today," says Winterbottom.

Today's passionate advocate for go-karting is Nick Percat. The South Australian Brad Jones



Racing driver began karting at seven years of age, paving the way for a career that includes a Formula Ford championship win and victories in the Bathurst 1000 and Adelaide 500.

But rather than moving on from go-karting, Percat competed in the elite KZ2 class for the CRG Australia in the Australian Kart Championship over the course of 2017 (pictured above).

"I love how pure the racing is; it comes down to how well you can steer and set it up," says Percat.

"It's extremely important to learn your craft. Obviously you

also need to be very competitive... karting is a great tool to learn the basics.

"Testing is so limited in Supercars you've got to make sure you stay on top of your game and for me there is no better training than racing."

Team boss Brad Jones saw the benefit of go-karting to his driver's development, so gave Percat his blessing to race in the Australian Kart Championship away from Supercars.

"At the end of the day we're all racers, if it's got wheels we'll race it and deep down Brad is one of the purest racers you'll ever meet," says Percat.

"He can really see the benefit of karting and I thank him for allowing me to be able to race and do what I love doing."

"Racing a KZ2 gearbox kart is more physical than driving a Supercar. You're doing something between 25 and 35 gear changes per 40 second lap, with karts right in front and behind you – it's intense."

"Anything that can keep you sharp in between rounds is a real bonus in the long run."

New-generation Supercars drivers such as Scott McLaughlin, James Golding, Todd Hazelwood and more are also regular go-karters. **V8X**

# Supercar Xtra MAGAZINE

## INTRODUCING OUR NEW NAME AND EXPANDED PORTFOLIO FOR 2018

*V8X Supercar Magazine is undergoing an upgrade to a new masthead, Supercar Xtra Magazine, and a new partnership with the Virgin Australia Supercars Championship to produce the official programs for Supercars-promoted events from 2018.*

After 18 years and 103 issues, V8X Supercar Magazine will have a new name starting next issue.

From issue #104 your favourite publication will be known as *Supercar Xtra Magazine*.

This will bring the magazine into line with the Virgin Australia Supercars Championship to reflect the opening up of the category to non-V8 engines from this season.

*Supercar Xtra Magazine* will still include all of the great articles and the best images from the sport.

The same team of top-quality journalists, photographers and graphic artists will still produce the magazine.

From issue #104 you will need to look out for the above new masthead in your local newsagency or magazine retailer.

"Changing the name of the title after almost two decades of success is not something we took lightly," says publisher Allan Edwards.

"We believe the new name will better reflect the future direction of both Australia's leading motorsport category and the only magazine solely

dedicated to Supercars.

"We are confident that the new masthead will stand the publication in good stead for the next two decades for both our print and digital versions.

"I'd like to take this opportunity to thank all of our loyal readers over the past 18 years and I hope you will continue to enjoy *Supercar Xtra Magazine* for many years to come."

Raamen Pty Ltd, publishers of *Supercar Xtra Magazine*, will also produce the official programs for Supercars-promoted rounds of the Virgin Australia Supercars Championship from 2018.

This includes the Tasmania SuperSprint, Phillip Island 500, Townsville 400, Ipswich SuperSprint, Sydney SuperNight 300, Sandown 500, Bathurst 1000, Gold Coast 600, Auckland SuperSprint and Newcastle 500.

The multi-year agreement will see the respected team that produces Australia's leading specialist Supercars publication provide its expertise to the Supercars programs.

"We have developed what I believe is the best team in motorsport media over the two decades that we have been producing *V8X Supercar Magazine*," says Edwards.

"Our team is thrilled to be given the responsibility of producing the official program for the Supercars-promoted rounds of the Virgin Australia Supercars Championship.

"We are looking forward to the opportunity to add some real flair and excitement to these important Supercars publications." **V8X**





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# MOFFAT LANDS AT TICKFORD

Tickford Racing has confirmed former Virgin Australia Supercars Championship regular James Moffat will join the team for the 2018 Pirtek Endurance Cup.

The one-time race winner for Nissan Motorsport spent the last two years driving for Garry Rogers Motorsport before losing the seat to James Golding for the coming season.

It left the 33-year-old without a permanent drive and high on Tickford Racing's co-driver wishlist.

"Obviously I think it's a great opportunity to join up with everybody at Tickford Racing and is something I'm really looking forward to," said Moffat.

"My main focus, once it became clear to me that I wasn't going to be able to remain full-time in the championship, was to secure a co-drive that I thought put me in as good a position possible to win some of the biggest races of the year."

"It's exciting to join what is already a pretty strong group and I'm just really looking forward to working with everybody on the team and hopefully achieving some great results."

"James was at the top of the list in our co-driver search, so bringing him aboard is a big tick for us," added team principal Tim Edwards.

"You always want a co-driver who has the right blend of pace and maturity to be quick and consistent and we believe



we've got that in James.

"He's had plenty of experience in these cars since debuting with us all those years ago and should make a great addition as we go after another Enduro Cup and try to get back atop the podium at Bathurst."

A veteran of more than 200 Supercars race starts, Moffat made his debut with the team, then known as Ford Performance Racing, alongside Steve Richards at Phillip Island and Bathurst in 2010.

During his seven-year stint as a series regular, he recorded a victory at Winton in 2013 and finished second to Chaz Mostert and Paul Morris at Bathurst in 2014.



# LARKHAM RETURNS TO PITLANE

Popular motorsport pundit Mark Larkham rejoins the Supercars broadcast team as a pitlane reporter and technical expert in 2018.

The former driver and team owner rejoins the TV trackside team in primarily an analytical role aimed to dissect key aspects of the racing for viewers.

The appointment sees Larkham effectively replace the outgoing Greg Rust, who left the position at the end of last season. He will work alongside fellow pitlane reporters Greg Murphy and Riana Crehan.

A prominent and likeable figure among fans, Larkham has been Network Ten's expert analyst since the championship's broadcast rights switched from Seven to a split deal with Fox Sports and Ten in 2015.

"Whilst the last few years have been a fantastic journey of learning, creativity, and contributing to the Supercars telecast from a different perspective, I'm now

genuinely looking forward to working in the race telecast," said Larkham.

"In particular, interacting with my many long-time friends and peers in the pitlane and in the broadcast production, but most of all with the fans with whom I get great personal joy in attempting to break down our often complex, misunderstood and highly technical sport.

"So along with a bit of fun, making some blunders, occasionally burning my fingers and getting lambasted, I'll be doing my best to bring an added dimension to an existing excellent team with a mix of analysis, graphics, tools and dynamics, along with a bit of show and tell."

The Supercars commentary team will continue to be anchored by Neil Crompton and Mark Skaife. Jessica Yates, Russell Ingall and Skaife will present the Fox Sports broadcast, while Matthew White will head up the Ten team.





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# BEYOND THE WHEEL

Column by Mark Winterbottom



## MORE RACING A WINNER IN 2018

**W**e drivers just want to race as often as possible, every weekend if we can, so the addition of two more Supercars championship events is a winner for all of us.

The Australian Grand Prix support races and The Bend Motorsport Park beef up the Supercars championship schedule in 2018, adding to an already strong calendar of events.

The Adelaide 500 opens the season and it's the perfect way to launch the new year of racing. It's arguably the toughest event on the calendar, especially as the first one of the season coming off the summer break. It's one event I haven't won at yet, so it's definitely on the bucket list, especially in the year that event celebrates its 20-year milestone.

Adelaide's been the benchmark for other street circuits, bringing the event to the people rather than getting people to the event. It's packed throughout the precinct and being able to race with so many people close by is the closest feeling we have to a stadium-style event.

It's also great to see a second event added in South Australia at The Bend Motorsport Park. It's going to be a world-class



circuit and, seemingly, very wide. It's a welcome addition to the schedule.

The Bend Motorsport Park will also give people who don't travel into Adelaide from regional South Australia the chance to watch us, while also giving local racers another circuit to use throughout the year.

The format for the Australian

Grand Prix will be interesting with two sprint races and two longer races, but there's sure to be more intensity with championship points on the line. We normally roll out of Adelaide and use the races at Albert Park as an extended test session, trying new setups and the like, but now we won't have that luxury.

We finished last season strongly with the pole position in Newcastle, confirming that we had the outright pace but not necessarily the consistent pace over the course of a race.

We have lots of little areas we need to improve on to address that into 2018 and I'm definitely hungry to get back onto the top step of the podium.

Richie Stanaway joins Chaz Mostert, Cameron Waters and I in 2018 and the arrival of someone new into the team always brings new ideas and new motivations, so let's see how we go!

**“THE AUSTRALIAN GRAND PRIX SUPPORT RACES AND THE BEND MOTORSPORT PARK BEEF UP THE SUPERCARS CHAMPIONSHIP SCHEDULE IN 2018, ADDING TO AN ALREADY STRONG CALENDAR OF EVENTS.”**

– Frosty



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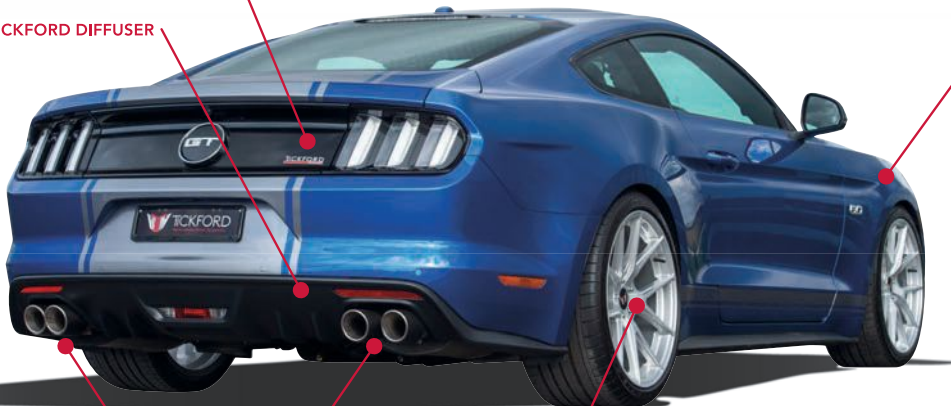
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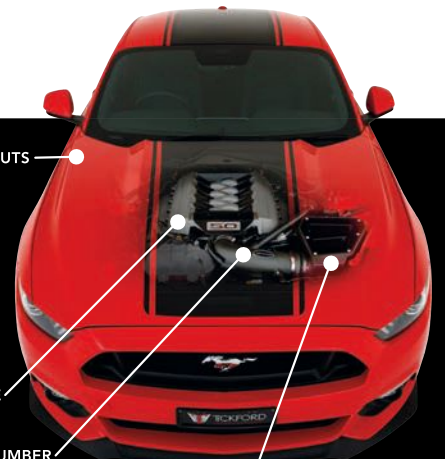
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# RIGHT ON TRACK

Column by  
Craig Lowndes



## MAKING AMENDS IN 2018

**W**e roll out into the 2018 season with the new-generation Holden Commodore. There's definitely potential there for it to follow in the footsteps of the highly-successful VF Commodore, though it will initially be a period of adjustment for us.

It's very different from the driver's seat in terms of the internals – the windows, pillars, etc mean it's a different viewpoint, which is a bigger change for us than the actual performance of the car.

The control chassis and engine remain the same as the previous car, so the real change will be not only the internal view but also the aerodynamics. Once we roll out on track we will have a better idea of where it fits in with the other cars on the grid.

It's great to debut the new Commodore in Adelaide, the heartland for Holden, at such a great event as the Adelaide 500. It's amazing that the event



celebrates 20 years in 2018 and we've had some great memories in Adelaide, dating back to our win at the first one in 1999.

It's set the benchmark for all the street-circuit events that have followed and it's still considered the best event on our calendar. And it's great to see other towns follow that example, such as Newcastle with the season finale.

Last season in Newcastle our priority was securing sixth in the championship and we were in a good position to do so until

the last lap. Unfortunately, the accident with Scott McLaughlin dropped us down to 10th, which was a poor result considering what we were aiming for.

Obviously it was great for the team to have Jamie Whincup secure his seventh drivers' championship. There's no doubt he deserves it given the way he applies himself and the dedication he puts in to his racing. The 2017 championship was probably the toughest of the seven considering the way he had to fight back against

such tough opponents in DJR Team Penske and McLaughlin.

It's been amazing to watch Jamie grow since he joined Triple Eight in 2006. It didn't take him long to fit into the team, especially with the way he applied himself to learning the craft and developing as a driver.

There's no doubt, though, that Scott will bounce back in 2018 and beyond as a stronger driver. DJR Team Penske will no doubt carry that disappointment through the off-season and use it as motivation into the new season.

Their qualifying pace in 2017 was incredible and they will once again be a formidable opponent if they can carry that form into 2018. Roger Penske knows all too well the highs and lows of motorsport, so he will have led from the top to rejuvenate the whole outfit.

Scott will have learnt a lot from 2017 – the good, the bad and the ugly – and those experiences do make you a better driver.

– Craig

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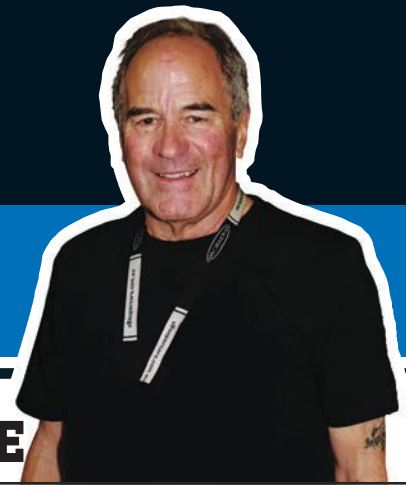


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# GARRY THE GURU



## PUTTING 'BIEBER' ON CENTRE STAGE

I'm extremely happy that our 2018 driver line-up will be Garth Tander and James 'Bieber' Golding.

It will be Garth's ninth season driving a GRM car and his experience will certainly be a positive influence on 'Bieber'.

I will be extremely proud to see 'Bieber' race. I get an enormous amount of satisfaction watching and helping young people achieve something.

I get just as much satisfaction in watching a guy like Stiffy (Stefan Millard) develop from a trainee data engineer to our team manager.

With regards to 'Bieber', I have been watching him since his early teens in karts and as things progressed I offered him an apprenticeship as a mechanic over four years ago.

He has shown a great aptitude to the mechanical side of a race car and his day-to-day work ethic certainly illustrates to me that he is a very disciplined person.

He has won many kart titles, finished third in the 2014 Australian Formula Ford Championship, completed the 2015 and 2016 Dunlop Super2 Championship with race wins and has performed extremely well in the 2016 and 2017 Pirtek Endurance Cups.

I have tremendous faith in his ability but, just as importantly, I know that he has the background to deal with the setbacks that he will encounter.

He has the skills and GRM will provide him with the people and the equipment to not only have the potential



to lead the debutants but challenge the senior drivers of Supercars.

I'm also rapt that Mason Barbera will return to team for a second season in Super2. In his first season Mason experienced many ups and downs, yet always remained positive and was continually learning.

Having had previous success in the V8 Ute Championship, Mason found the transition to Supercars tougher than expected, but towards the later part of the year he really started to get on song.

I am also pleased to welcome Chris Pither to our Super2 team and Chris will also join the team for the endurance events.

Chris drove with GRM back in 2015, partnering with David Wall for the endurance races. His initial entry came about when David suffered burns to his foot in Adelaide and we looked for a suitable person to fill the spot at the Australian Grand Prix, as David's foot would not be healed by then.

It was the year that the Volvos were plagued with the Polestar engine issues, which

limited our testing and circuit time. In fact, Chris did not even do lap at Bathurst after an engine failure with David at the wheel on lap 15.

However, during his time with us I was happy with the way he fitted in and with his driving ability.

Chris last raced in Super2 full-time back in 2015 and he has told the team that he can't wait to return to the series and be part of the team for the endurance campaign.

Our Super2 driver from last year Richard Muscat will continue with the team as an endurance driver in 2018. The youngster will also keep sharp by competing overseas.

I'm a huge fan of loyalty, so I'm happy our long-time commercial backer, the Wilson Group, will continue as the

team's official naming rights partner in 2018.

The Wilson brand and logo have become synonymous with Supercars and we are very proud to represent the brand.

I cannot express how proud and thankful I am that through some very difficult times and uncertainty that Wilson Security have backed me and stuck with GRM.

When people and companies stick with you, it gives you confidence and to have a multi-national company such as Wilson support you as a naming rights partner for four consecutive years does give you confidence.

I'm really looking forward to the season ahead as it's the first time in a few years that we will go into a championship having had a settled pre-season.

We are not switching manufacturers and most of our personnel – drivers included – has been a part of the team for some time.

Yes, as always, we are building new cars, this time the ZB Commodore, and I have been around long enough to know that the new season will throw plenty of challenges at us, but I am confident that the team will meet those challenges head on in 2018.

– Garry

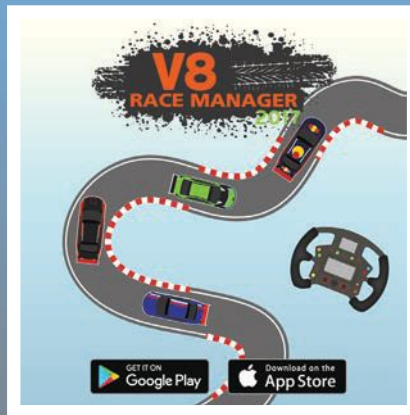
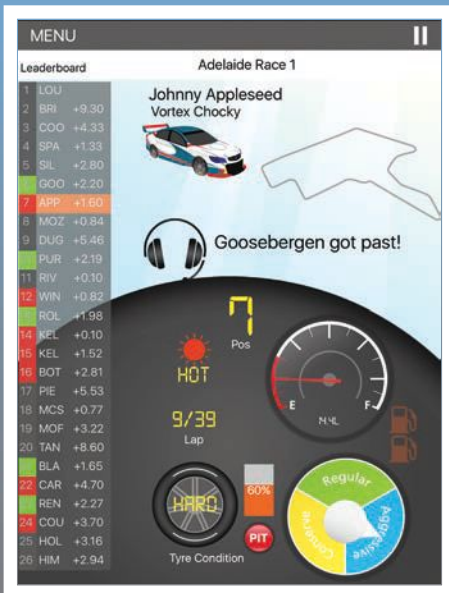
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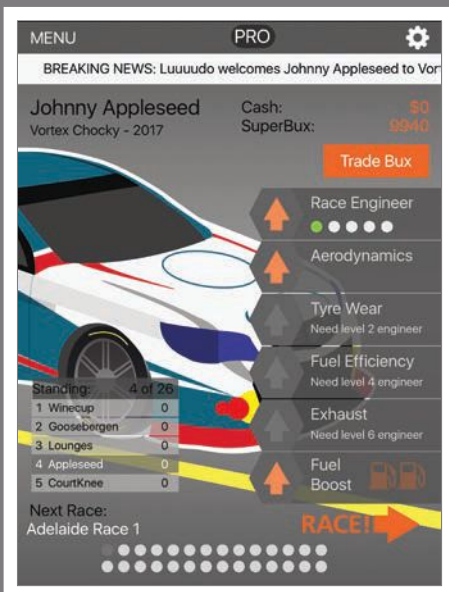
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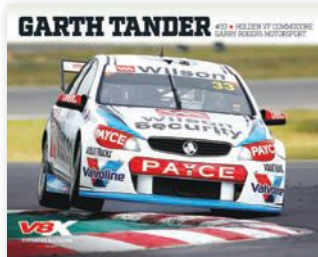
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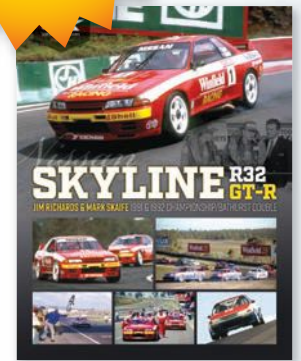
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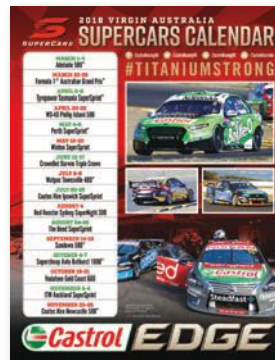
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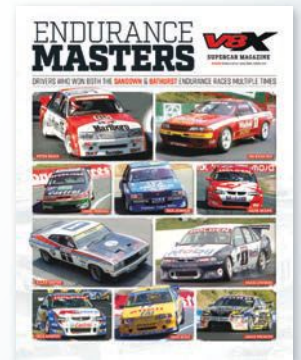
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# 2018

## CALENDAR



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**1-4 MAR**  
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**2018 Formula 1® Rolex Australian Grand Prix**  
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**22-25 MAR**  
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**Tyrepower Tasmania SuperSprint**  
Symmons Plains Raceway, TAS



**6-8 APR**  
*SuperSprint*

**WD-40 Phillip Island 500**  
Phillip Island Circuit, VIC

**20-22 APR**  
*Super500*

**Perth SuperSprint**  
Barbagallo Raceway, WA



**4-6 MAY**  
*SuperSprint*

**Winton SuperSprint**  
Winton Motor Raceway, VIC

**18-20 MAY**  
*SuperSprint*

**CrownBet Darwin Triple Crown**  
Hidden Valley Raceway, NT

**15-17 JUNE**  
*SuperSprint*

**Watpac Townsville 400**  
Reid Park, QLD



**6-8 JULY**  
*SuperStreet*

**Coates Hire Ipswich SuperSprint**  
Queensland Raceway, QLD

**20-22 JULY**  
*SuperSprint*

**Red Rooster Sydney SuperNight 300**  
Sydney Motorsport Park, NSW

**4 AUG**  
*SuperNight*

**The Bend SuperSprint**  
The Bend Motorsport Park, SA

**24-26 AUG**  
*SuperSprint*

**Sandown 500**  
Sandown Raceway, VIC



**14-16 SEPT**  
*Pirtek Enduro Cup*

**Supercheap Auto Bathurst 1000**  
Mount Panorama, NSW



**4-7 OCT**  
*Pirtek Enduro Cup*

**Vodafone Gold Coast 600**  
Surfers Paradise, QLD

**19-21 OCT**  
*Pirtek Enduro Cup*

**ITM Auckland SuperSprint**  
Pukekohe Park Raceway, NZ

**2-4 NOV**  
*International SuperSprint*

**Coates Hire Newcastle 500**  
Newcastle, NSW



**23-25 NOV**  
*SuperStreet*

\*Events and dates are subject to change. Correct at time of printing.

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# WHAT'S NEW FOR 2018

## TEAMS

- Prodrive Racing Australia becomes Tickford Racing.
- Walkinshaw Racing becomes Walkinshaw Andretti United.
- Lucas Dumbrell Motorsport becomes 23Red Racing.
- 23Red Racing downsizes to one entry.
- Tickford Racing secures second 23Red Racing license.
- Jason Bright leases license run at Prodrive to Matt Stone Racing.
- Matt Stone Racing moves up from Super2.

## MANUFACTURERS

- Holden teams switch from the VF to the ZB Commodore (below).
- ZB Commodore to run five-litre V8 engines.
- Triple Eight to run V6 twin-turbo wild-card entry at select events.
- 23Red Racing to run ex-Prodrive Ford FG X Falcon.
- Matt Stone Racing to run ex-DJR Team Penske Ford FG X Falcon.



WALKINSHAW  
ANDRETTI  
UNITED



TICKFORD  
RACING







## DRIVERS

- Richie Stanaway (above) replaces Jason Bright at Tickford Racing.
- Andre Heimgartner replaces Todd Kelly at Nissan Motorsport (right).
- James Golding replaces James Moffat at Garry Rogers Motorsport.
- Anton De Pasquale replaces Dale Wood at Erebus Motorsport.
- Jack Le Brocq replaces Will Davison at Tekno Autosports.
- Will Davison moves to 23Red Racing.
- Todd Hazelwood moves up with Matt Stone Racing (above right).

## SCHEDULE

- Australian Grand Prix support races included in championship.
- Sydney Motorsport Park to be run under lights (above).
- The Bend Motorsport Park debuts on the calendar.

## TECHNICAL

- New control Dunlop tyres based on 2016 construction.





# CROWN CONTENDERS

## DJR TEAM PENSKE ►

**CARS:** Ford FG X Falcon

**DRIVERS:** Fabian Coulthard, Scott McLaughlin

DJR Team Penske scored its first teams' championship and helped Ford to its first manufacturers' championship since 2009 last season, going some way to compensate for Scott McLaughlin's last-lap drivers' championship defeat. While Holden teams update to the new ZB Commodore, DJR Team Penske and the other Ford teams have continuity by campaigning the FG X Falcon for another season.

## TRIPLE EIGHT RACE ENGINEERING ▼

**CARS:** Holden ZB Commodore

**DRIVERS:** Jamie Whincup, Shane van Gisbergen, Craig Lowndes

Triple Eight may have lost its place at the

Scott McLaughlin will be out to go one better in 2018.



Jamie Whincup is back in the #1 car.

end of pitlane to DJR Team Penske but did secure a seventh drivers' championship for Jamie Whincup. The factory-backed Holden team leads the development of the new ZB Commodore and will field a wild-card entry powered by the new twin-turbo V6 at select events. Whincup will run the #1 plate for the seventh time in his career in the Red Bull Holden Racing Team entry, while Craig Lowndes will be in new colours courtesy of Autobarn.

## TEKNO AUTOSPORTS

**CAR:** Holden ZB Commodore

**DRIVER:** Jack Le Brocq

Tekno Autosports will run the fourth Triple Eight-built ZB Commodore. The customer team struggled to build on its 2016 Bathurst 1000 win last season, so the switch to the new car with the support of Triple Eight gives Tekno Autosports the chance to bounce back in 2018, with Jack





Simona de Silvestro enters her second full-time season in 2018.

Le Brocq stepping up from Super2 and Adrian Burgess appointed team manager.

## TICKFORD RACING

**CARS:** Ford FG X Falcon

**DRIVERS:** Mark Winterbottom, Cameron Waters, Chaz Mostert, Richie Stanaway

The team formerly known as Prodrive Racing Australia rebrands as Tickford Racing, aligning with the racing team's sister company, vehicle personalisation and performance business Tickford. Like DJR Team Penske, Tickford will continue with the FG X Falcon, while the acquisition of a license from Lucas Dumbrell Motorsport/23Red Racing replaces

the Matt Stone Racing-bound license of Jason Bright, which will be driven by Richie Stanaway.

## GARRY ROGERS MOTORSPORT

**CARS:** Holden ZB Commodore

**DRIVERS:** Garth Tander, James Golding

After switching from the Volvo S60 to the Holden VF Commodore last year, Garry Rogers Motorsport has had another busy off-season with the upgrade to its in-house built ZB Commodore. Wilson Security returns as title sponsor and James Golding has been promoted from endurance co-driver duties to a full-time drive.

## ◀ NISSAN MOTORSPORT

**CARS:** Nissan Altima

**DRIVERS:** Rick Kelly, Andre Heimgartner, Michael Caruso, Simona de Silvestro

Nissan Motorsport enters its sixth season with the Altima, with results key as the manufacturer weighs up its future in Supercars. The development of the Altima has suffered given the uncertainty, with Todd Kelly taking on a bigger role in the running of the team following his decision to retire from driving. Andre Heimgartner replaces him.

## WALKINSHAW ANDRETTI UNITED ▼

**CARS:** Holden ZB Commodore

**DRIVERS:** Scott Pye, James Courtney

A new dawn for the team formerly known as Walkinshaw Racing, with IndyCar team Andretti Autosport and the Zak Brown-owned British sportscar team United Autosports buying in to the operation. It may take more than just one season for the new overseas influences to impact on-track results, as evidenced by DJR Team Penske, especially with the change to ZB Commodores.

## EREBUS MOTORSPORT

**CARS:** Holden ZB Commodore

**DRIVERS:** David Reynolds, Anton de Pasquale

The 2017 Bathurst 1000 winners upgrade



Walkinshaw Andretti United retains Scott Pye and James Courtney.





David Reynolds and Luke Youlden will defend their Bathurst title.

to the ZB Commodore off the back of an impressive season with its first in-house built Commodore last year. Erebus has again gone its own way with the build of its two new ZB Commodores, while Super2 race-winner Anton de Pasquale joins the team for his Supercars debut.

## BRAD JONES RACING ▼

**CARS:** Holden ZB Commodore

**DRIVERS:** Nick Percat, Tim Slade, Tim Blanchard

There's stability on the driver front at Brad Jones Racing, with the retention of the same three drivers as last season, but big changes on the technical front with a switch of engine supplier in addition to the switch to the new Commodore. The team will run KRE-built V8s, the same supplier for Triple Eight, Tekno Autosport and Team 18, ending an eight-year relationship with Noonan Race Engines.



Nick Percat and Tim Slade are back for another season with Brad Jones Racing.

## TEAM 18 ▶

**CAR:** Holden ZB Commodore

**DRIVER:** Lee Holdsworth

The Charlie Schwerkolt-owned single-car team enters its third season as a standalone operation with Lee Holdsworth as driver. Team 18 has updated its Triple Eight-built Commodore to the ZB bodyshell, looking to take the fight to the other single-car Holden team, Tekno Autosports, having finishing just 12 points behind in 2017.

## MATT STONE RACING

**CAR:** Ford FG X Falcon

**DRIVER:** Todd Hazelwood

The Stone name returns to Supercars with Matt Stone, son of Stone Brothers Racing co-owner Jim Stone, moving up from Super2. Stone has leased the license that Jason Bright owns and ran at Prodrive



Lee Holdsworth is back with Team 18.

Racing Australia in 2017. He has support from Touring Car Masters driver Jason Gomersall and South Australian businessman James Rosenberg for the entry and an ex-DJR Team Penske Ford FG X Falcon driven by reigning Super2 champion Todd Hazelwood.

## 23RED RACING ▼

**CAR:** Ford FG X Falcon

**DRIVER:** Will Davison

Lucas Dumbrell Motorsport morphs into 23Red Racing following a change in ownership and manufacturers. Long-time sponsor Phil Munday takes majority ownership of the team with Lucas Dumbrell maintaining a minor share. The team will run from a new base in Kilsyth, Victoria, with Milwaukee Tools the primary sponsor, Rob Crawford appointed as team director and Will Davison recruited to drive the ex-Prodrive Racing Australia Sandown-winning FG X.



Will Davison leads 23Red Racing.



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# 12

## FABIAN COULTHARD



TEAM DJR TEAM PENSKE CAR FORD FG X FALCON



**DATE OF BIRTH** July 28, 1982  
**BIRTHPLACE** Burnley, England  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 188cm  
**WEIGHT** 80kg  
**NICKNAME** Fabs  
**PERSONAL VEHICLE** Ford Falcon  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 351  
**RACE WINS** 9  
**PODIUMS** 42  
**POLE POSITIONS** 8  
**BEST CHAMPIONSHIP RESULT**  
 3rd (2017)  
**BEST BATHURST 1000 RESULT**  
 3rd (2017)  
**2017 CHAMPIONSHIP** 3rd  
**2017 BATHURST 1000** 3rd

**SUPERCARS DEBUT**  
 2004 Oran Park Raceway  
**SUPERCARS TEAMS**  
 Tasman Motorsport (2004-05), Paul Morris Motorsports (2006-07), Paul Cruickshank Racing (2008-09), Walkinshaw Racing (2010-11), Brad Jones Racing (2012-15), DJR Team Penske (2016-18)

**KEEPING HIS TEAMMATE HONEST:** Coulthard kept pace with teammate Scott McLaughlin in 2017, staying in championship contention until the final round of the season and securing third in the championship standings. Coulthard, like his teammate and the Tickford Racing entries, remains with the proven Ford FG X Falcon package, though he has lost long-time engineer Phil Keed.

# 17

## SCOTT MCLAUGHLIN



TEAM DJR TEAM PENSKE CAR FORD FG X FALCON



**DATE OF BIRTH** June 10, 1993  
**BIRTHPLACE** Christchurch, NZ  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 184cm  
**WEIGHT** 84kg  
**NICKNAME** Scotty, Nigel  
**PERSONAL VEHICLE** Ford Ranger  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 165  
**RACE WINS** 16  
**PODIUMS** 40  
**POLE POSITIONS** 33  
**BEST CHAMPIONSHIP RESULT**  
 2nd (2017)  
**BEST BATHURST 1000 RESULT**  
 5th (2012)  
**2017 CHAMPIONSHIP** 2nd  
**2017 BATHURST 1000** DNF

**SUPERCARS DEBUT**  
 2012 Sandown Raceway  
**SUPERCARS TEAMS**  
 Tekno Autosports (2012), Garry Rogers Motorsport (2013-16), DJR Team Penske (2017-18)

**LOOKING TO GO ONE BETTER:** McLaughlin was one lap away from winning a maiden championship in 2017. Despite the loss he can still look back at a remarkable year that included the record for most pole positions in a season. McLaughlin enters his second season at DJR Team Penske with Ludo Lacroix leading the engineering line-up. McLaughlin is amongst the favourites for the title in 2018.

# 1

## JAMIE WHINCUP



TEAM TRIPLE EIGHT RACE ENGINEERING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** February 6, 1983  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 178cm  
**WEIGHT** 80kg  
**NICKNAME** JDub  
**PERSONAL VEHICLE** Holden Commodore  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 434  
**RACE WINS** 108  
**PODIUMS** 182  
**POLE POSITIONS** 75  
**BEST CHAMPIONSHIP RESULT**  
 1st (2008, '09, '11, '12, '13, '14, '17)  
**BEST BATHURST 1000 RESULT**  
 1st (2006, '07, '08, '12)  
**2017 CHAMPIONSHIP** 1st  
**2017 BATHURST 1000** 20th

**SUPERCARS DEBUT**  
 2002 Queensland Raceway  
**SUPERCARS TEAMS**  
 Garry Rogers Motorsport (2002-03), Perkins Engineering (2004), Tasman Motorsport (2005), Triple Eight Race Engineering (2006-18)

**BACK IN THE #1:** Whincup secured his seventh drivers' championship with victory in the final race of 2017. His consistency proved the difference in the title battle, finishing all 26 races. Whincup acknowledges it will be difficult to secure the championship in 2018, with the switch to the new Commodore and the increased challenge of DJR Team Penske his biggest threats.



# 97

## SHANE VAN GISBERGEN

HOLDEN



TEAM TRIPLE EIGHT RACE ENGINEERING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** May 9, 1989  
**BIRTHPLACE** Auckland, NZ  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 188cm  
**WEIGHT** 95kg  
**NICKNAME** SVG  
**PERSONAL VEHICLE** Holden Calais  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 329  
**RACE WINS** 24  
**PODIUMS** 77  
**POLE POSITIONS** 18  
**BEST CHAMPIONSHIP RESULT**  
 1st (2016)  
**BEST BATHURST 1000 RESULT**  
 2nd (2016)  
**2017 CHAMPIONSHIP** 4th  
**2017 BATHURST 1000** 5th

**SUPERCARS DEBUT**  
 2007 Oran Park Raceway  
**SUPERCARS TEAMS**  
 Team Kiwi Racing (2007), Stone Brothers Racing (2008-12), Tekno Autosports (2013-15), Triple Eight Race Engineering (2016-18)

**A CHAMPIONSHIP THREAT:** Van Gisbergen had an up and down season in 2017, dominating in the early stages of the year before losing valuable points with a series of incidents and penalties. The fast Kiwi will again be a threat with his extraordinary pace on street circuits, as evidenced by his role in helping teammate Jamie Whincup in the Newcastle finale, in his third season with Triple Eight.

# 888

## CRAIG LOWNDES

HOLDEN



TEAM TRIPLE EIGHT RACE ENGINEERING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** June 21, 1974  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Brisbane, Queensland  
**HEIGHT** 182cm  
**WEIGHT** 83kg  
**NICKNAME** Lowndesy  
**PERSONAL VEHICLE** Holden Colorado  
**FAVOURITE CIRCUIT** Phillip Island

**RACE STARTS** 636  
**RACE WINS** 105  
**PODIUMS** 159  
**POLE POSITIONS** 41  
**BEST CHAMPIONSHIP RESULT**  
 1st (1996, '98, '99)  
**BEST BATHURST 1000 RESULT**  
 1st (1996, '06, '07, '08, '10, '15)  
**2017 CHAMPIONSHIP** 10th  
**2017 BATHURST 1000** 11th

**SUPERCARS DEBUT**  
 1996 Eastern Creek Raceway  
**SUPERCARS TEAMS**  
 Holden Racing Team (1996-2000), Gibson Motorsport (2001-02), Ford Performance Racing (2003-04), Triple Eight Race Engineering (2005-18)

**NEW COLOURS FOR LOWNDES:** Lowndes will race under the Autobarn Lowndes Racing banner in Triple Eight's third ZB Commodore entry. Lowndes went winless over the course of a year for the first time since 2004 last season, dropping to 10th in the championship standings following a double retirement in Newcastle. Qualifying pace will prove vital in his bid to return to the top step of the podium.

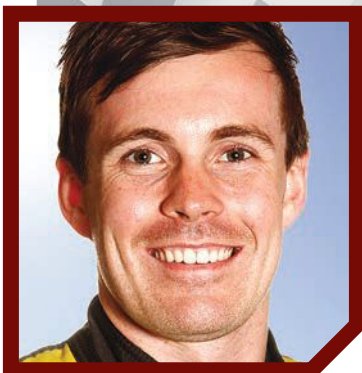
# 19

## JACK LE BROCQ

HOLDEN



TEAM TEKNO AUTOSPORTS CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** July 7, 1992  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 186cm  
**WEIGHT** 85kg  
**NICKNAME** Unknown  
**PERSONAL VEHICLE** Ford Ute  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 16  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 36th (2017)  
**BEST BATHURST 1000 RESULT**  
 4th (2016)  
**2017 CHAMPIONSHIP** 36th  
**2017 BATHURST 1000** 7th

**SUPERCARS DEBUT**  
 2015 Sandown Raceway  
**SUPERCARS TEAMS**  
 Erebus Motorsport (2015), Prodrive Racing Australia (2016), MW Motorsport (2017), Nissan Motorsport (2017), Tekno Autosports (2018)

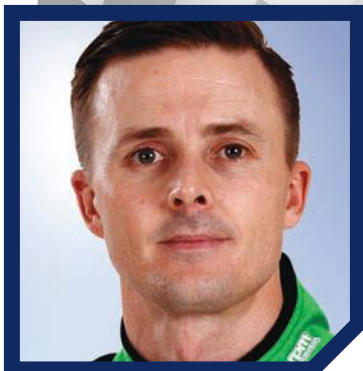
**DESERVED OPPORTUNITY IN FULL-TIME DRIVE:** Le Brocq is one of the best-credentialed rookies with three previous endurance campaigns, including top 10 results at Bathurst, two wildcard event outings and four seasons in Super2. Le Brocq will have driven for four different manufacturers when he rolls out in the new Commodore for Tekno Autosports, leading the charge for the customer team.

# 5

## MARK WINTERBOTTOM



TEAM TICKFORD RACING CAR FORD FG X FALCON



**DATE OF BIRTH** May 20, 1981  
**BIRTHPLACE** Sydney, NSW  
**LIVES** Melbourne, Victoria  
**HEIGHT** 181cm  
**WEIGHT** 75kg  
**NICKNAME** Frosty  
**PERSONAL VEHICLE** Ford Mustang  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 439  
**RACE WINS** 38  
**PODIUMS** 116  
**POLE POSITIONS** 36  
**BEST CHAMPIONSHIP RESULT**  
 1st (2015)  
**BEST BATHURST 1000 RESULT**  
 1st (2013)  
**2017 CHAMPIONSHIP** 6th  
**2017 BATHURST 1000** DNF

**SUPERCARS DEBUT**  
 2003 Sandown Raceway  
**SUPERCARS TEAMS**  
 Stone Brothers Racing (2003),  
 Larkham Motorsport (2004-05), Ford  
 Performance Racing/Prodrive Racing  
 Australia/Tickford Racing (2006-18)

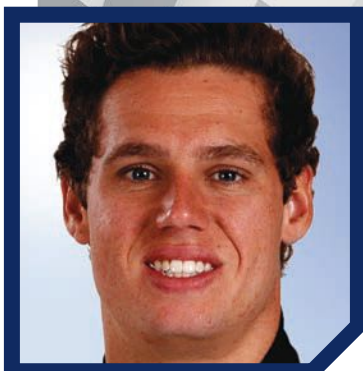
**RACE WINS THE AIM:** Winterbottom went without a win for the first time in his stint with the team now known as Tickford Racing in 2017. The veteran lost ground to teammates Chaz Mostert and Cameron Waters and faces a new threat with the arrival of Richie Stanaway at Tickford Racing. Winterbottom will be hoping to carry his pole position-winning speed from Newcastle into the new season.

# 6

## CAMERON WATERS



TEAM TICKFORD RACING CAR FORD FG X FALCON



**DATE OF BIRTH** August 3, 1994  
**BIRTHPLACE** Mildura, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 180cm  
**WEIGHT** 77kg  
**NICKNAME** Cam  
**PERSONAL VEHICLE** Ford Mustang  
**FAVOURITE CIRCUIT** Adelaide, Bathurst

**RACE STARTS** 70  
**RACE WINS** 1  
**PODIUMS** 4  
**POLE POSITIONS** 3  
**BEST CHAMPIONSHIP RESULT**  
 8th (2017)  
**BEST BATHURST 1000 RESULT**  
 4th (2016)  
**2017 CHAMPIONSHIP** 8th  
**2017 BATHURST 1000** 16th

**SUPERCARS DEBUT**  
 2011 Mount Panorama Circuit  
**SUPERCARS TEAMS**  
 Shannons Supercar (2011-12),  
 Charlie Schwerkolt Racing/Team 18  
 (2014), Prodrive Racing Australia/  
 Tickford Racing (2015-18)

**BUILDING ON SANDOWN WIN:** Waters broke through for his first Supercars race win with a commanding performance at the Sandown 500. It was an impressive second full-time season in the main game for Waters, rewarding the faith shown in him by Tickford Racing. He should be a regular in the top 10, with the battle between fellow young guns Chaz Mostert and Richie Stanaway shaping up nicely.

# 55

## CHAZ MOSTERT



TEAM TICKFORD RACING CAR FORD FG X FALCON



**DATE OF BIRTH** April 10, 1992  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 185cm  
**WEIGHT** 83kg  
**NICKNAME** Mozzie  
**PERSONAL VEHICLE** Ford Mustang  
**FAVOURITE CIRCUIT** All

**RACE STARTS** 144  
**RACE WINS** 11  
**PODIUMS** 36  
**POLE POSITIONS** 32  
**BEST CHAMPIONSHIP RESULT**  
 5th (2017)  
**BEST BATHURST 1000 RESULT**  
 1st (2014)  
**2017 CHAMPIONSHIP** 5th  
**2017 BATHURST 1000** 10th

**SUPERCARS DEBUT**  
 2013 Barbagallo Raceway  
**SUPERCARS TEAMS**  
 Dick Johnson Racing (2013), Ford  
 Performance Racing/Prodrive Racing  
 Australia/Tickford Racing (2014-18)

**TICKFORD'S LEADING ENTRY:** Mostert returned to winning ways in 2017 and was the 'best of the rest' behind the Triple Eight and DJR Team Penske entries in the championship standings, also winning the Pirtek Endurance Cup with a podium at Sandown and race win on the Gold Coast. Mostert shapes as a championship contender with a stable engineering line-up in his fourth season racing the FG X.



# 56

## RICHIE STANAWAY



TEAM TICKFORD RACING CAR FORD FG X FALCON



**DATE OF BIRTH** November 24, 1991  
**BIRTHPLACE** Tauranga, NZ  
**LIVES** Melbourne, Victoria  
**HEIGHT** 176cm  
**WEIGHT** 76kg  
**NICKNAME** Unknown  
**PERSONAL VEHICLE** Unknown  
**FAVOURITE CIRCUIT** Gold Coast

**RACE STARTS** 8  
**RACE WINS** 1  
**PODIUMS** 2  
**POLE POSITIONS** 1  
**BEST CHAMPIONSHIP RESULT**  
 28th (2017)  
**BEST BATHURST 1000 RESULT**  
 12th (2016)  
**2017 CHAMPIONSHIP** 28th  
**2017 BATHURST 1000** 16th

**SUPERCARS DEBUT**  
 2016 Sandown Raceway  
**SUPERCARS TEAMS**  
 Super Black Racing (2016) Prodrive  
 Racing Australia/Tickford Racing  
 (2017-18)

**BIG EXPECTATIONS FOR FAST KIWI:** Stanaway's record includes race wins in GP2 and the World Endurance Championship and he showed his class with victory in his Super2 round debut and fifth race start in Supercars alongside Cameron Waters at the Sandown 500. The Kiwi is now focussing his attentions on Supercars with his inclusion in the talented driver line-up at Tickford Racing.

# 33

## GARTH TANDER

HOLDEN



TEAM GARRY ROGERS MOTORSPORT CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** March 31, 1977  
**BIRTHPLACE** Perth, WA  
**LIVES** Melbourne, Victoria  
**HEIGHT** 192cm  
**WEIGHT** 80kg  
**NICKNAME** GT  
**PERSONAL VEHICLE** HSV Gen-F II GTS  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 603  
**RACE WINS** 54  
**PODIUMS** 111  
**POLE POSITIONS** 29  
**BEST CHAMPIONSHIP RESULT**  
 1st (2007)  
**BEST BATHURST 1000 RESULT**  
 1st (2000, '09, '11)  
**2017 CHAMPIONSHIP** 9th  
**2017 BATHURST 1000** 18th

**SUPERCARS DEBUT**  
 1998 Phillip Island GP Circuit  
**SUPERCARS TEAMS**  
 Garry Rogers Motorsport (1998-2004),  
 HSV Dealer Team (2005-07), Holden  
 Racing Team (2008-16), Garry Rogers  
 Motorsport (2017-18)

**TOP 10 CHALLENGER:** Tander returned to Garry Rogers Motorsport in 2017 and, despite the team's late switch from Volvo S60s to Holden VF Commodores, finished in the top 10 in the championship. With rookie James Golding on the other side of the garage, Tander will be charged with leading Garry Rogers Motorsport in its switch to the new Commodore and aiming to finish in the top 10 again.

# 34

## JAMES GOLDING

HOLDEN



TEAM GARRY ROGERS MOTORSPORT CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** January 19, 1996  
**BIRTHPLACE** Warragul, Victoria  
**LIVES** Warragul, Victoria  
**HEIGHT** 175cm  
**WEIGHT** 65kg  
**NICKNAME** Bieber  
**PERSONAL VEHICLE** Ford Laser  
**FAVOURITE CIRCUIT** Phillip Island

**RACE STARTS** 12  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 26th (2017)  
**BEST BATHURST 1000 RESULT**  
 18th (2017)  
**2017 CHAMPIONSHIP** 26th  
**2017 BATHURST 1000** 18th

**SUPERCARS DEBUT**  
 2016 Sandown Raceway  
**SUPERCARS TEAMS**  
 Garry Rogers Motorsport (2016-18)

**LATEST ROGERS YOUNG TALENT:** Golding steps from endurance co-driving and mechanic duties to a full-time main-game drive with Garry Rogers Motorsport in 2017. The youngster had wildcard outings with the team last season and paired with Garth Tander at the endurance events, claiming fourth at Sandown. It will be a learning season for Golding up against a number of fellow rookies.

# 9

## DAVID REYNOLDS

HOLDEN



TEAM EREBUS MOTORSPORT CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** July 3, 1985  
**BIRTHPLACE** Albury, NSW  
**LIVES** Melbourne, Victoria  
**HEIGHT** 176cm  
**WEIGHT** 65kg  
**NICKNAME** Daffid  
**PERSONAL VEHICLE** Holden Calais  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 256  
**RACE WINS** 4  
**PODIUMS** 15  
**POLE POSITIONS** 7  
**BEST CHAMPIONSHIP RESULT** 2nd (2012)  
**BEST BATHURST 1000 RESULT** 1st (2017)  
**2017 CHAMPIONSHIP** 7th  
**2017 BATHURST 1000** 1st

**SUPERCARS DEBUT**

2007 Sandown Raceway

**SUPERCARS TEAMS**

Paul Weel Racing (2007), Walkinshaw Racing (2008-10), Kelly Racing (2011), Rod Nash Racing/Prodrive Racing Australia (2012-15), Erebus Motorsport (2016-18)

**BUILDING ON BATHURST WIN:** Reynolds led Erebus Motorsport's charge up the grid with an impressive win at Mount Panorama and a number of podiums in 2017, cementing his place as the team leader. With Alistair McVean leading the engineering team and Erebus developing its own new ZB Commodore, Reynolds will be aiming for more giant-killing performances and race wins this season.

# 99

## ANTON DE PASQUALE

HOLDEN



TEAM EREBUS MOTORSPORT CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** September 14, 1995  
**BIRTHPLACE** Williamstown, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 178cm  
**WEIGHT** 74kg  
**NICKNAME** Unknown  
**PERSONAL VEHICLE** LandCruiser  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 0  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT** N/A  
**BEST BATHURST 1000 RESULT** N/A  
**2017 CHAMPIONSHIP** N/A  
**2017 BATHURST 1000** N/A

**SUPERCARS DEBUT**

2018 Adelaide Parklands Circuit

**SUPERCARS TEAMS**

Erebus Motorsport (2018)

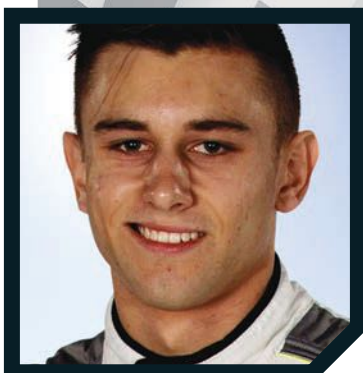
**BIG CHANCE FOR HIGHLY-RATED TALENT:** De Pasquale makes his Supercars debut at the Adelaide 500 after impressing in his switch to touring cars from open wheelers. The former Formula Ford and Formula Renault champion claimed fourth in his second Super2 championship season in 2017, impressing Erebus with his pace and application in a mid-season test that netted the drive for 2018.

# 7

## ANDRE HEIMGARTNER



TEAM NISSAN MOTORSPORT CAR NISSAN ALTIMA



**DATE OF BIRTH** June 8, 1995  
**BIRTHPLACE** Auckland, NZ  
**LIVES** Melbourne, Victoria  
**HEIGHT** 183cm  
**WEIGHT** 76kg  
**NICKNAME** Unknown  
**PERSONAL VEHICLE** Unknown  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 30  
**RACE WINS** 0  
**PODIUMS** 1  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT** 24th (2015)  
**BEST BATHURST 1000 RESULT** 9th (2017)  
**2017 CHAMPIONSHIP** 46th  
**2017 BATHURST 1000** 9th

**SUPERCARS DEBUT**

2014 Mount Panorama Circuit

**SUPERCARS TEAMS**

Super Black Racing (2014-15), Lucas Dumbrell Motorsport (2016), Brad Jones Racing (2017), Nissan Motorsport (2018)

**NEW BEGINNING:** An injury to Ashley Walsh handed Heimgartner a late-minute call-up to race with Tim Slade at Bathurst and the Gold Coast, which led to the Kiwi starring in wet conditions and claiming a podium at the latter. The potentially career-saving stint impressed the paddock and led to a move to Nissan Motorsport to replace the retiring Todd Kelly, who will mentor the new recruit in his new role.



# 15

## RICK KELLY



TEAM NISSAN MOTORSPORT CAR NISSAN ALTIMA



**DATE OF BIRTH** January 17, 1983  
**BIRTHPLACE** Mildura, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 183cm  
**WEIGHT** 73kg  
**NICKNAME** Ricko  
**PERSONAL VEHICLE** Nissan Pathfinder  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 491  
**RACE WINS** 12  
**PODIUMS** 35  
**POLE POSITIONS** 10  
**BEST CHAMPIONSHIP RESULT**  
 1st (2006)  
**BEST BATHURST 1000 RESULT**  
 1st (2003, '04)  
**2017 CHAMPIONSHIP** 14th  
**2017 BATHURST 1000** 13th

**SUPERCARS DEBUT**  
 2001 Queensland Raceway  
**SUPERCARS TEAMS**  
 Kmart Racing (2001), Holden Young Lions (2001-02), Kmart Racing/HSV Dealer Team (2003-08), Kelly Racing/ Nissan Motorsport (2009-18)

**TEAM LEADER FOR NISSAN MOTORSPORT:** Kelly assumes the role of the most experienced driver in the Nissan line-up with the retirement of elder brother Todd Kelly. He enters his sixth season running the Altima aiming to end a podium drought that dates back to 2015, leading the way in an increasingly inexperienced line-up with the arrival of Andre Heimgartner and return of Simona de Silvestro.

# 23

## MICHAEL CARUSO



TEAM NISSAN MOTORSPORT CAR NISSAN ALTIMA



**DATE OF BIRTH** May 25, 1983  
**BIRTHPLACE** Sydney, NSW  
**LIVES** Melbourne, Victoria  
**HEIGHT** 165cm  
**WEIGHT** 72kg  
**NICKNAME** Caruse, MC  
**PERSONAL VEHICLE** Nissan Murano  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 315  
**RACE WINS** 2  
**PODIUMS** 9  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 10th (2014, '16)  
**BEST BATHURST 1000 RESULT**  
 3rd (2009)  
**2017 CHAMPIONSHIP** 13th  
**2017 BATHURST 1000** 6th

**SUPERCARS DEBUT**  
 2006 Mount Panorama Circuit  
**SUPERCARS TEAMS**  
 Brad Jones Racing (2006), WPS Racing (2007), Garry Rogers Motorsport (2008-12), Nissan Motorsport (2013-18)

**CONSISTENT CARUSO BACK FOR MORE:** Caruso was once again the highest-placed Nissan Motorsport entry in the championship standings in 2017, but went without a podium for the first time since joining the team in 2013. The pressure is on Caruso and Rick Kelly to lead the fight amongst the four Altimas, with pressure mounting on the team to become regular challengers in the top 10.

# 78

## SIMONA DE SILVESTRO



TEAM NISSAN MOTORSPORT CAR NISSAN ALTIMA



**DATE OF BIRTH** September 1, 1988  
**BIRTHPLACE** Thun, Switzerland  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 170cm  
**WEIGHT** 68kg  
**NICKNAME** Iron Maiden  
**PERSONAL VEHICLE** Nissan Patrol  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 28  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 24th (2017)  
**BEST BATHURST 1000 RESULT**  
 14th (2016)  
**2017 CHAMPIONSHIP** 24th  
**2017 BATHURST 1000** DNF

**SUPERCARS DEBUT**  
 2015 Mount Panorama Circuit  
**SUPERCARS TEAMS**  
 Harvey Norman Supergirls (2015-16), Nissan Motorsport (2017-18)

**SOPHMORE SEASON:** De Silvestro enters her second full-time season in Supercars buoyed by a strong end to the 2017 season, where she showed her racecraft with impressive performances at Bathurst and Newcastle. The Swiss racers now knows the ins and outs of the Altima and is familiar with the circuits on the schedule, so will be looking to make gains and climb up the grid on a regular basis.

# 2

## SCOTT PYE

HOLDEN



TEAM WALKINSHAW ANDRETTI UNITED CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** January 8, 1990  
**BIRTHPLACE** Adelaide, SA  
**LIVES** Melbourne, Victoria  
**HEIGHT** 182cm  
**WEIGHT** 73kg  
**NICKNAME** Scotty  
**PERSONAL VEHICLE** Insignia VXR  
**FAVOURITE CIRCUIT** Spa-Francorchamps

**RACE STARTS** 159  
**RACE WINS** 0  
**PODIUMS** 4  
**POLE POSITIONS** 1  
**BEST CHAMPIONSHIP RESULT** 12th (2017)  
**BEST BATHURST 1000 RESULT** 2nd (2017)  
**2017 CHAMPIONSHIP** 12th  
**2017 BATHURST 1000** 2nd

**SUPERCARS DEBUT**  
 2012 Sandown Raceway  
**SUPERCARS TEAMS**  
 Lucas Dumbrell Motorsport (2012-13), Dick Johnson Racing/DJR Team Penske (2014-16), Walkinshaw Racing/Walkinshaw Andretti United (2017-18)

**ANOTHER REBUILD FOR PATIENT PYE:** Pye was at Dick Johnson Racing when the team became DJR Team Penske, but moved aside before the change paid dividends. He will now go through the same process with Andretti Autosport and United Autosports buying into Walkinshaw Racing to create Walkinshaw Andretti United, hoping to hang around for the potential gains of the new investors.

# 22

## JAMES COURTNEY

HOLDEN



TEAM WALKINSHAW ANDRETTI UNITED CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** June 29, 1980  
**BIRTHPLACE** Penrith, NSW  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 181cm  
**WEIGHT** 73kg  
**NICKNAME** JC  
**PERSONAL VEHICLE** Insignia VXR  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 374  
**RACE WINS** 15  
**PODIUMS** 54  
**POLE POSITIONS** 10  
**BEST CHAMPIONSHIP RESULT** 1st (2010)  
**BEST BATHURST 1000 RESULT** 2nd (2007)  
**2017 CHAMPIONSHIP** 21st  
**2017 BATHURST 1000** 19th

**SUPERCARS DEBUT**  
 2005 Sandown Raceway  
**SUPERCARS TEAMS**  
 Holden Racing Team (2005), Stone Brothers Racing (2006-08), Dick Johnson Racing (2009-10), Holden Racing Team/Walkinshaw Racing/Walkinshaw Andretti United (2011-18)

**SEEKING A NEW START:** Courtney suffered his worst championship result from his full-time Supercars career with 22nd in 2017 as Walkinshaw Racing struggled to keep pace. Courtney will be hoping the creation of Walkinshaw Andretti United gives the team a new lease on life and a chance for the former series champion to get back to winning ways, having gone a full year without a podium.

# 8

## NICK PERCAT

HOLDEN



TEAM BRAD JONES RACING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** September 14, 1988  
**BIRTHPLACE** Adelaide, SA  
**LIVES** Melbourne, Victoria  
**HEIGHT** 189cm  
**WEIGHT** 72kg  
**NICKNAME** Perdog  
**PERSONAL VEHICLE** Mercedes-Benz  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 132  
**RACE WINS** 2  
**PODIUMS** 6  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT** 12th (2014)  
**BEST BATHURST 1000 RESULT** 1st (2011)  
**2017 CHAMPIONSHIP** 19th  
**2017 BATHURST 1000** DNF

**SUPERCARS DEBUT**  
 2011 Phillip Island GP Circuit  
**SUPERCARS TEAMS**  
 Holden Racing Team (2011-13), Walkinshaw Racing (2014), Lucas Dumbrell Motorsport (2015-16), Brad Jones Racing (2017-18)

**GROWING INTO BRAD JONES RACING:** Percat had an up and down first season with Brad Jones Racing in 2017, showing glimpses of speed, but got caught up in a series of accidents that saw him drop in the championship standings. Percat will be aiming to convert his strong pace into results in his second season with the team and keep pace with teammate Tim Slade in the battle for supremacy.



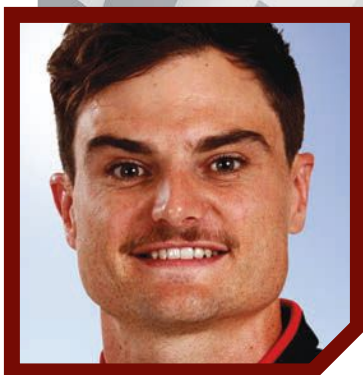
# 14

## TIM SLADE

HOLDEN



TEAM BRAD JONES RACING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** August 3, 1985  
**BIRTHPLACE** Hornsby, NSW  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 172cm  
**WEIGHT** 65kg  
**NICKNAME** Sladedog  
**PERSONAL VEHICLE** HSV Gen-F Clubsport  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 270  
**RACE WINS** 2  
**PODIUMS** 15  
**POLE POSITIONS** 2  
**BEST CHAMPIONSHIP RESULT**  
 5th (2012)  
**BEST BATHURST 1000 RESULT**  
 7th (2009, '12, '16)  
**2017 CHAMPIONSHIP** 11th  
**2017 BATHURST 1000** 9th

**SUPERCARS DEBUT**  
 2009 Adelaide Parklands Circuit  
**SUPERCARS TEAMS**  
 Paul Morris Motorsport (2009),  
 Stone Brothers Racing (2010-13),  
 Walkinshaw Racing (2014-15),  
 Brad Jones Racing (2016-18)

**LEADING THE WAY FOR BRAD JONES RACING:** Slade scored podium finishes at the Gold Coast 600 and Newcastle 500 to finish as the highest Brad Jones Racing entry in 2017 in an otherwise challenging season for the team. New teammate Nick Percat kept Slade honest and the inter-team battle should drive Brad Jones Racing forward into 2018 and, hopefully, a better run of luck.

# 21

## TIM BLANCHARD

HOLDEN



TEAM BRAD JONES RACING CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** June 30, 1987  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 178cm  
**WEIGHT** 75kg  
**NICKNAME** TB, Timmy  
**PERSONAL VEHICLE** Holden Cruze  
**FAVOURITE CIRCUIT** Spa-Francorchamps

**RACE STARTS** 144  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 21st (2015)  
**BEST BATHURST 1000 RESULT**  
 10th (2016)  
**2017 CHAMPIONSHIP** 22nd  
**2017 BATHURST 1000** 12th

**SUPERCARS DEBUT**  
 2010 Phillip Island GP Circuit  
**SUPERCARS TEAMS**  
 Paul Morris Motorsport (2010), Kelly  
 Racing (2011-12), Dick Johnson  
 Racing (2013), Lucas Dumbrell  
 Motorsport (2014-15), Brad Jones  
 Racing/Tim Blanchard Racing (2016-  
 18)

**AIMING TO KEEP PACE WITH TEAMMATES:** Blanchard ran his own license (Tim Blanchard Racing) at Brad Jones Racing in 2017, though recorded just one top 10 over the course of the season. Blanchard will again drive his own entry into 2018, with improving his results to match his teammates key to his future in the driver's seat as he ponders a future as a team owner/boss.

# 35

## TODD HAZELWOOD



TEAM MATT STONE RACING CAR FORD FG X FALCON



**DATE OF BIRTH** September 25, 1995  
**BIRTHPLACE** Adelaide, SA  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 173cm  
**WEIGHT** 72kg  
**NICKNAME** Hazelnut  
**PERSONAL VEHICLE** Ford Ranger  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 5  
**RACE WINS** 0  
**PODIUMS** 0  
**POLE POSITIONS** 0  
**BEST CHAMPIONSHIP RESULT**  
 47th (2017)  
**BEST BATHURST 1000 RESULT**  
 12th (2017)  
**2017 CHAMPIONSHIP** 47th  
**2017 BATHURST 1000** 12th

**SUPERCARS DEBUT**  
 2017 Queensland Raceway  
**SUPERCARS TEAMS**  
 Brad Jones Racing (2017), Matt Stone  
 Racing (2017-18)

**SUPER2 CHAMP STEPS UP:** Hazelwood secured the 2017 Super2 Series championship with a flawless performance at the Newcastle season finale. And his reward is a move up to the main game with Matt Stone Racing in an ex-DJR Team Penske FG X. Hazelwood also had a wildcard outing and endurance campaign in 2017 and will be out to continue his rise in his full-time rookie season.

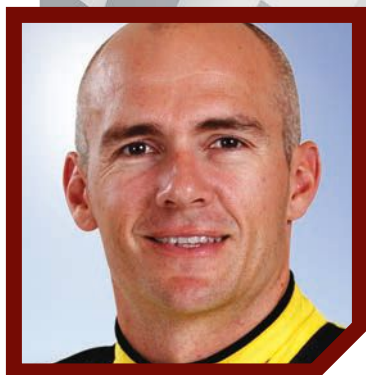
# 18

## LEE HOLDSWORTH

HOLDEN



TEAM TEAM 18 CAR HOLDEN ZB COMMODORE



**DATE OF BIRTH** February 2, 1983  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Melbourne, Victoria  
**HEIGHT** 170cm  
**WEIGHT** 73kg  
**NICKNAME** Leethal, Leeroy, Holdsy  
**PERSONAL VEHICLE** Holden Colorado  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 386  
**RACE WINS** 3  
**PODIUMS** 13  
**POLE POSITIONS** 4  
**BEST CHAMPIONSHIP RESULT** 7th (2010)  
**BEST BATHURST 1000 RESULT** 3rd (2009)  
**2017 CHAMPIONSHIP** 16th  
**2017 BATHURST 1000** DNF

**SUPERCARS DEBUT** 2004 Sandown Raceway  
**SUPERCARS TEAMS** Smiths Trucks Racing (2004-05), Garry Rogers Motorsport (2005-11), Stone Brothers Racing/Erebus Motorsport (2012-14), Charlie Schwerkolt Racing/Team 18 (2015-18)

**CONTINUED GROWTH FOR TEAM 18:** Holdsworth moved Team 18 up to 16th in the drivers' championship, just 12 points shy of fellow single-car Triple Eight customer team Tekno Autosports. Team 18 is in its third season running as an independent entry, with continuity key for the outfit led by Charlie Schwerkolt and Holdsworth aiming to crack the top 10 on a more consistent basis.

# 023

## WILL DAVISON



TEAM 23RED RACING CAR FORD FG X FALCON



**DATE OF BIRTH** August 30, 1982  
**BIRTHPLACE** Melbourne, Victoria  
**LIVES** Gold Coast, Queensland  
**HEIGHT** 180cm  
**WEIGHT** 76kg  
**NICKNAME** Davo, Wilbur  
**PERSONAL VEHICLE** Holden Colorado  
**FAVOURITE CIRCUIT** Bathurst

**RACE STARTS** 388  
**RACE WINS** 19  
**PODIUMS** 51  
**POLE POSITIONS** 17  
**BEST CHAMPIONSHIP RESULT** 2nd (2009)  
**BEST BATHURST 1000 RESULT** 1st (2009, '16)  
**2017 CHAMPIONSHIP** 15th  
**2017 BATHURST 1000** 14th

**SUPERCARS DEBUT** 2004 Winton Motor Raceway  
**SUPERCARS TEAMS** Team Dynamik (2004), Dick Johnson Racing (2005-08), Holden Racing Team (2009-10), Ford Performance Racing (2011-13), Erebus Motorsport (2014-15), Tekno Autosports (2016-17), 23Red Racing (2018)

**RETURN TO A FALCON:** Davison joins his seventh different team with a move to the new-look 23Red Racing, formerly Lucas Dumbrell Motorsport, following a two-year stint with Tekno Autosports. The two-times Bathurst 1000 winner will again will be charged with leading a one-car team, with the Sandown 500-winning FG X and backing of Phil Munday giving the outfit a new lease of life.



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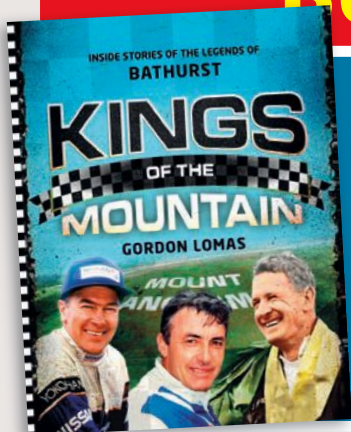
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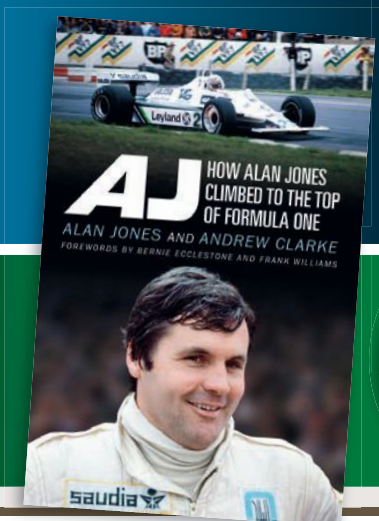
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## ADELAIDE 500

**MARCH 2-4**

The former home of the Australian Grand Prix was shortened from its full length to 3.2km, first hosting a V8 Supercars championship round in 1999. Popular with drivers and fans alike, the Adelaide 500 is the ultimate street-circuit event in terms of challenge and atmosphere and celebrates 20 years in 2018.

**FORMAT**

250km races on the Saturday and Sunday.

**GETTING THERE**

The parklands circuit is on the eastern side of Adelaide's CBD, a 15-minute drive from Adelaide Airport. It's better to rely on public transport as there are road closures around the city for the event. It's often free for fans with event tickets. Book early as accommodation options are limited, with arts festivals also on in Adelaide.

**2017 WINNERS**

R1: Shane van Gisbergen (Triple Eight)  
R2: Shane van Gisbergen (Triple Eight)



**TRACK:** Adelaide Parklands (Adelaide, South Australia)  
**LENGTH:** 3.22km **DIRECTION:** Clockwise  
**AVERAGE SPEED:** 146km/h **TOP SPEED:** 251km/h  
**QUALIFYING LAP RECORD:**  
1:19.2951 (2017) – Shane van Gisbergen, Holden VF Commodore  
**RACE LAP RECORD:**  
1:20.4210 (2017) – Scott McLaughlin, Ford FG X Falcon

**TRACK:** Albert Park (Melbourne, Victoria)

**LENGTH:** 5.30km **DIRECTION:** Clockwise

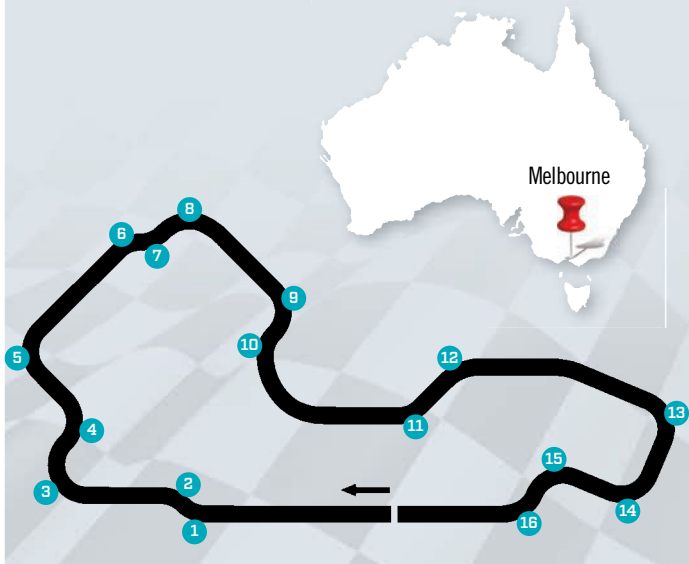
**AVERAGE SPEED:** 164km/h **TOP SPEED:** 256km/h

**QUALIFYING LAP RECORD:**

1:54.3972 (2017) – Fabian Coulthard, Ford FG X Falcon

**RACE LAP RECORD:**

1:55.9682 (2011) – Craig Lowndes, Holden VE Commodore



## MELBOURNE 400

**MARCH 22-25**

A street circuit in the sense that it's a public road for most of the year but, unlike Adelaide, a fast and sweeping track. The Australian GP support races are included in the Supercars championship for the first time in 2018.

**FORMAT**

132km races on Friday and Saturday,  
69km races on Saturday and Sunday.

**GETTING THERE**

Albert Park is a five-minute drive south of Melbourne's CBD, easily accessed by public transport thanks to a tram stop just outside the circuit. This service is free for those with tickets to the event.

**2017 WINNERS**

R1: Scott McLaughlin (DJR Team Penske)  
R2: Fabian Coulthard (DJR Team Penske)  
R3: Fabian Coulthard (DJR Team Penske)  
R4: Chaz Mostert (Prodrive Racing)





# TASMANIA SUPERSPRINT

**APRIL 6-8**

A short yet fast lap where the majority of time is spent on full throttle. Overtaking opportunities are limited to the Turn 4 hairpin and the Turn 6 left-hander. A multi-part qualifying system will break up traffic congestion.

**FORMAT**

120km race on Saturday, 200km race on Sunday.

**GETTING THERE**

Symmons Plains Raceway is a 30-minute drive south of Launceston along the Midland Highway. It's even closer to Launceston Airport, with the highway easing traffic concerns. Flights, though, tend to be limited from the mainland.

**2017 WINNERS**

R1: Shane van Gisbergen (Triple Eight)  
R2: Fabian Coulthard (DJR Team Penske)



**TRACK:** Symmons Plains Raceway (Launceston, Tasmania)

**LENGTH:** 2.4km **DIRECTION:** Anti-clockwise

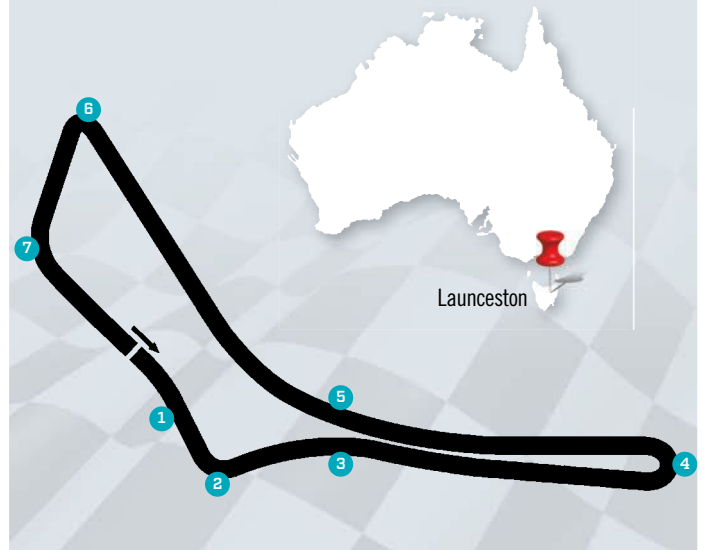
**AVERAGE SPEED:** 167km/h **TOP SPEED:** 270km/h

**QUALIFYING LAP RECORD:**

0:50.9676 (2014) – Jamie Whincup, Holden VF Commodore

**RACE LAP RECORD:**

0:51.4370 (2017) – Craig Lowndes, Holden VF Commodore



**TRACK:** Phillip Island Grand Prix Circuit (Phillip Island, Victoria)

**LENGTH:** 4.45km **DIRECTION:** Anti-clockwise

**AVERAGE SPEED:** 174km/h **TOP SPEED:** 290km/h

**QUALIFYING LAP RECORD:**

1:29.0621 (2017) – Scott McLaughlin, Ford FG X Falcon

**RACE LAP RECORD:**

1:31.2142 (2017) – Scott McLaughlin, Ford FG X Falcon

# PHILLIP ISLAND 500

**APRIL 20-22**

The motorbike grand prix circuit is popular amongst drivers for its fast and flowing nature. It's second only to Mount Panorama in terms of top and average speed, with much of the lap spent on full throttle, including the run from Turn 1 to Turn 4 and the run out of the hairpin across Siberia.

**GETTING THERE**

Phillip Island is a 90-minute drive south-east from Melbourne along the M1 Highway. Once on the Island, the circuit is to the south just after Smith's Beach and a 10-minute drive from the main township of Cowes. Accommodation options are limited, so look to sort out your plans early to avoid a daily trip back to Melbourne.

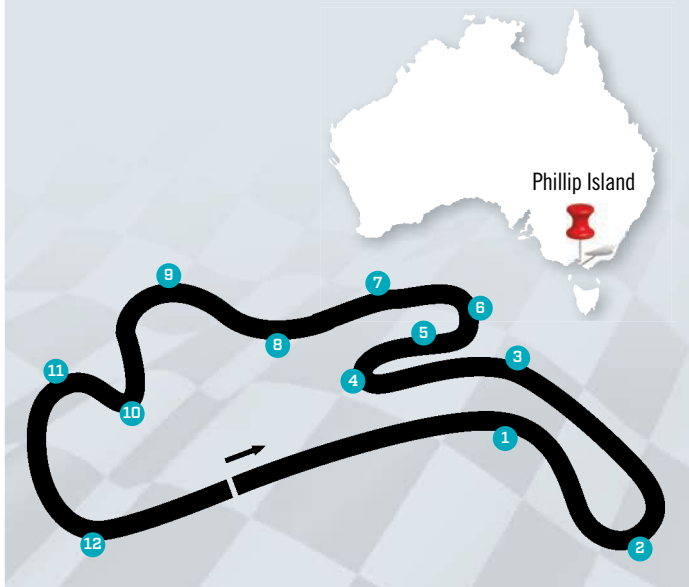
**2017 WINNERS**

R1: Fabian Coulthard (DJR Team Penske)

R2: Chaz Mostert (Prodrive Racing)

**FORMAT**

250km races on the Saturday and Sunday.



## PERTH SUPERSPRINT

### MAY 4-6

A tight and technical circuit where overtaking is difficult and, therefore, qualifying is key. The surface is also one of the toughest on tyres and deep sand traps add to the challenge. A multi-part qualifying system will break up traffic congestion.

### FORMAT

120km race on Saturday, 200km race on Sunday.

### GETTING THERE

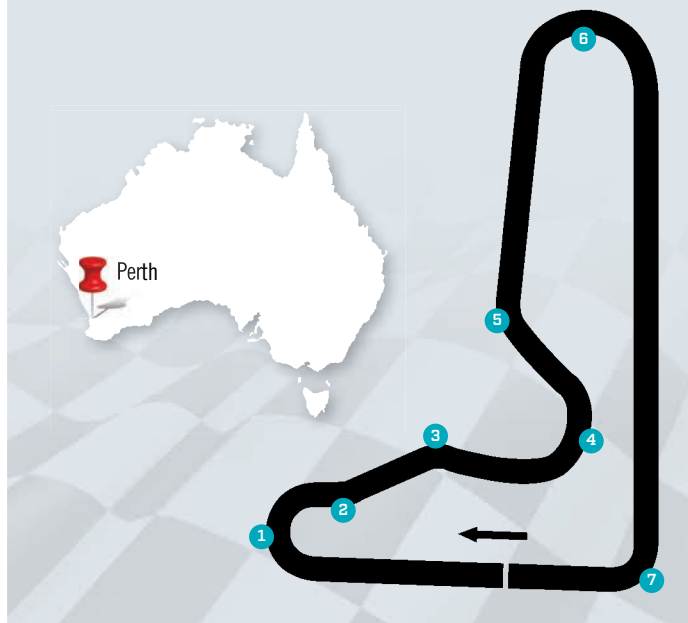
Barbagallo Raceway is a 45-minute drive north of Perth along the Mitchell Freeway, north-west from Perth Airport. Be prepared for track congestion into and out of the circuit, though once you're on the freeway it's a smooth drive to Perth. Most teams choose to stay along the coast.

### 2017 WINNERS

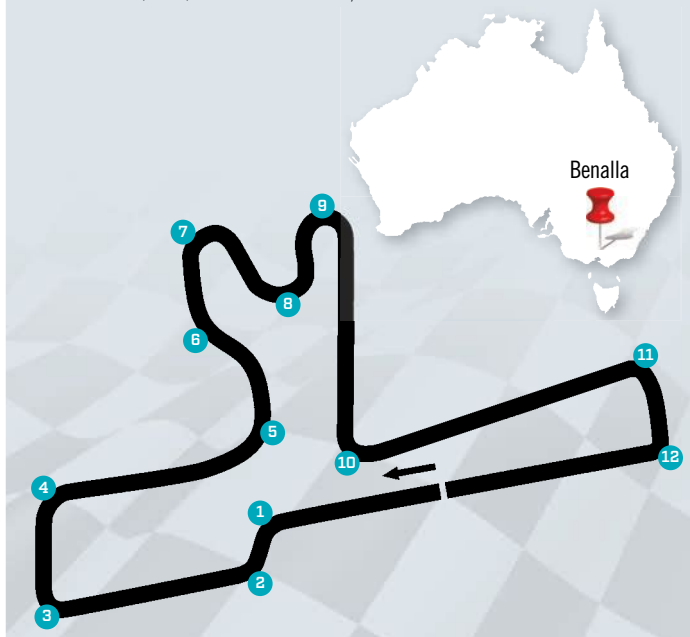
R1: Scott McLaughlin (DJR Team Penske)  
R2: Scott McLaughlin (DJR Team Penske)



**TRACK:** Barbagallo Raceway (Perth, Western Australia)  
**LENGTH:** 2.42km **DIRECTION:** Clockwise  
**AVERAGE SPEED:** 157km/h **TOP SPEED:** 252km/h  
**QUALIFYING LAP RECORD:**  
0:54.5730 (2017) – Scott McLaughlin, Ford FG X Falcon  
**RACE LAP RECORD:**  
0:55.9440 (2004) – Jason Bright, Holden VY Commodore



**TRACK:** Winton Motor Raceway (Benalla, Victoria)  
**LENGTH:** 3km **DIRECTION:** Clockwise  
**AVERAGE SPEED:** 131km/h **TOP SPEED:** 225km/h  
**QUALIFYING LAP RECORD:**  
1:18.7603 (2016) – Chaz Mostert, Ford FG X Falcon  
**RACE LAP RECORD:**  
1:19.7092 (2016) – Fabian Coulthard, Ford FG X Falcon



## WINTON SUPERSPRINT

### MAY 18-20

Winton is a tight circuit where overtaking is difficult and handling is vital in order to qualify well. Overtaking opportunities are limited to Turn 3, a dive bomb into Turn 7 and Turn 10 and 11, though they require big commitments on the brakes. It is also the slowest circuit on the calendar, with a total of 12 corners linked by short straights.

### FORMAT

120km race on Saturday, 200km race on Sunday.

### GETTING THERE

Winton is a two and a half hour drive north of Melbourne between Benalla and Glenrowan/Wangaratta and an hour's drive south of Albury. Camping grounds sit between Turn 10 and 11 and are popular amongst fans. Other accommodation options are available in Benalla, Wodonga, Wangaratta and Albury, with Shepparton a drivable distance.

### 2017 WINNERS

R1: Scott McLaughlin (DJR Team Penske)  
R2: Shane van Gisbergen (Triple Eight)





# DARWIN SUPERSPRINT

**JUNE 15-17**

The Hidden Valley circuit features a long front straight and a tight and twisty infield, so there's a compromise between outright speed and handling. The warm conditions mean tyre conservation and strategy will be critical.

**FORMAT**

120km race on Saturday, 200km race on Sunday.

**GETTING THERE**

Hidden Valley is a 10-minute drive south-east of Darwin Airport and 15 minutes east of the centre of Darwin, so it's one of the easier circuits to navigate to and from. But big crowds can cause traffic congestion, though there are public-transport options.

**2017 WINNERS**

R1: Fabian Coulthard (DJR Team Penske)  
R2: Scott McLaughlin (DJR Team Penske)



**TRACK:** Hidden Valley Raceway (Darwin, Northern Territory)

**LENGTH:** 2.9km **DIRECTION:** Anti-clockwise

**AVERAGE SPEED:** 149km/h **TOP SPEED:** 271km/h

**QUALIFYING LAP RECORD:**

1:05.6806 (2017) – Scott McLaughlin, Ford FG X Falcon

**RACE LAP RECORD:**

1:06.6747 (2017) – Scott McLaughlin, Ford FG X Falcon



**TRACK:** Townsville Street Circuit (Reid Park, Queensland)

**LENGTH:** 2.86km **DIRECTION:** Clockwise

**AVERAGE SPEED:** 144km/h **TOP SPEED:** 260km/h

**QUALIFYING LAP RECORD:**

1:11.9908 (2017) – Scott McLaughlin, Ford FG X Falcon

**RACE LAP RECORD:**

1:12.9311 (2017) – Nick Percat, Holden VF Commodore



# TOWNSVILLE 400

**JULY 6-8**

The Townsville circuit combines public roads and a parkland section, so it's a challenge for drivers from the tight concrete-lined first sector to the fast parklands section, which provides the main overtaking opportunities at the Turn 11 and Turn 13 hairpins. It's been a popular addition to the calendar since 2009 with its big crowds and party atmosphere.

**FORMAT**

200km races on the Saturday and Sunday.

**GETTING THERE**

The Townsville Street Circuit, based in Reid Park, is a short walk across the Ross Creek, south of the centre of Townsville and 15 minutes east of the Townsville Airport. Townsville's remoteness from other major cities means flying in is essential, so lock in travel plans early as accommodation and flight options are snapped up quick.

**2017 WINNERS**

R1: Scott McLaughlin (DJR Team Penske)  
R2: Jamie Whincup (Triple Eight)



## IPSWICH SUPERSPRINT

**JULY 20-22**

The 'Paperclip' has a simple six-turn design but it's more complicated than it looks. Resurfaced in late 2011, it still features the odd bump that can make car setup difficult and test drivers out. Overtaking opportunities are limited, so qualifying well is vital. It's also the home test track for the Queensland-based teams and has been on the calendar since 1999, when it replaced Lakeside International Raceway, despite recent concerns over safety.

**FORMAT**

120km race on Saturday, 200km race on Sunday.

**GETTING THERE**

Queensland Raceway is a 20-minute drive south-west of the centre of Ipswich and 45 minutes south-west of Brisbane along the A15 National Highway.

**2017 WINNERS**

R1: Scott McLaughlin (DJR Team Penske)  
R2: Chaz Mostert (Prodrive Racing)



**TRACK:** Queensland Raceway (Ipswich, Queensland)  
**LENGTH:** 3.12km **DIRECTION:** Clockwise  
**AVERAGE SPEED:** 162km/h **TOP SPEED:** 255km/h  
**QUALIFYING LAP RECORD:**  
1:09.0593 (2013) – Will Davison, Ford Falcon FG  
**RACE LAP RECORD:**  
1:10.0423 (2014) – Lee Holdsworth, AMG Mercedes-Benz E63

**TRACK:** Sydney Motorsport Park (Sydney, New South Wales)  
**LENGTH:** 3.93km **DIRECTION:** Anti-clockwise  
**AVERAGE SPEED:** 154km/h **TOP SPEED:** 265km/h  
**QUALIFYING LAP RECORD:**  
1:28.2259 (2017) – Scott McLaughlin, Ford FG X Falcon  
**RACE LAP RECORD:**  
1:30.1577 (2017) – Chaz Mostert, Ford FG X Falcon

## SYDNEY SUPERNIGHT 300

**AUGUST 4**

Sydney Motorsport Park goes under lights for Supercars' first night event within Australia in more than two decades. The format has been condensed to one day and one race. Sydney Motorsport Park features a range of low to high-speed corners, so is popular with drivers.

**FORMAT**

One 300km race on Saturday.

**GETTING THERE**

Sydney Motorsport Park is a 45-minute drive west of Sydney along the M4 Western Highway. If driving from Sydney Airport, allow an extra 10 minutes and take the M5 and M7 to avoid the city and Sydney's notorious traffic.

**2017 WINNERS**

R1: Fabian Coulthard (DJR Team Penske)  
R2: Jamie Whincup (Triple Eight)





# THE BEND SUPERSPRINT

**AUGUST 24-26**

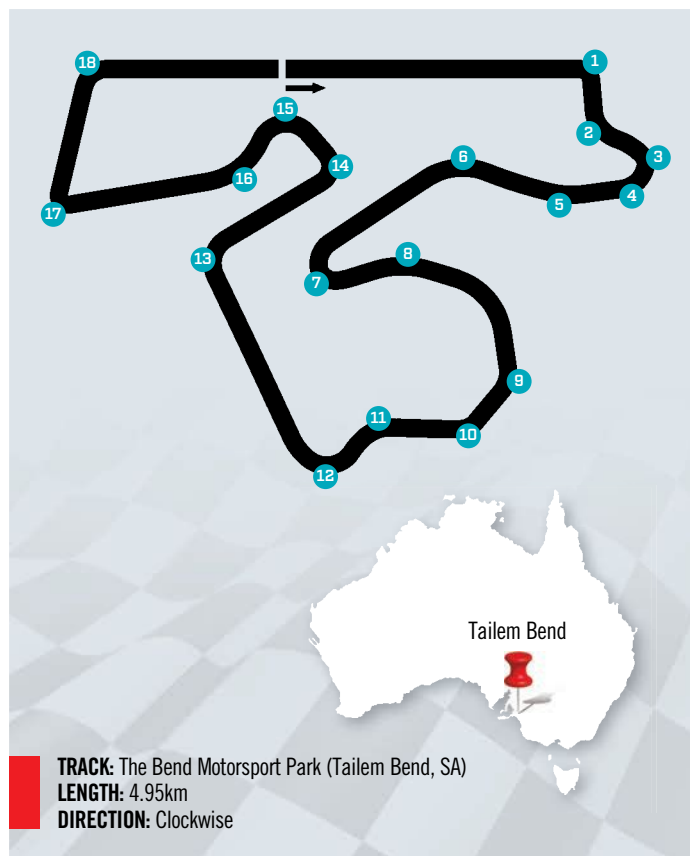
Australia's newest motorsport facility hosts its first Supercars championship event in August. The multi-purpose facility has been built by the Peregrine Corporation and caters to all motorsport disciplines. Supercars will race on the 4.95km 'International Circuit', which features a number of undulations and fast corners and has drawn comparisons with the Phillip Island Grand Prix Circuit. The Bend SuperSprint is the first non-Adelaide 500 event held in South Australia since Mallala in 1998.

**FORMAT**

120km race on Saturday, 200km race on Sunday.

**GETTING THERE**

The Bend Motorsport Park is a one hour-plus drive from Adelaide along the South Eastern Freeway and located at the intersection of the Mallee and Dukes Highways. Accommodation options in Taillem Bend and Murray Bridge will be limited, so look to stay at one of the towns between Adelaide and The Bend Motorsport Park to the south-east of the capital.



# SANDOWN 500

**SEPTEMBER 14-16**

A fast and flowing circuit that is the home of the pre-Bathurst endurance race and first round of the Pirtek Endurance Cup, consisting of the two-driver long-distance races at Sandown, Bathurst and the Gold Coast. Sandown features two long straights and the fast Dandenong Road Corner in addition to the tight and twisty sections in the first and third sectors. Sandown has hosted more Supercars championship events than any other circuit since first appearing in 1965.

**FORMAT**

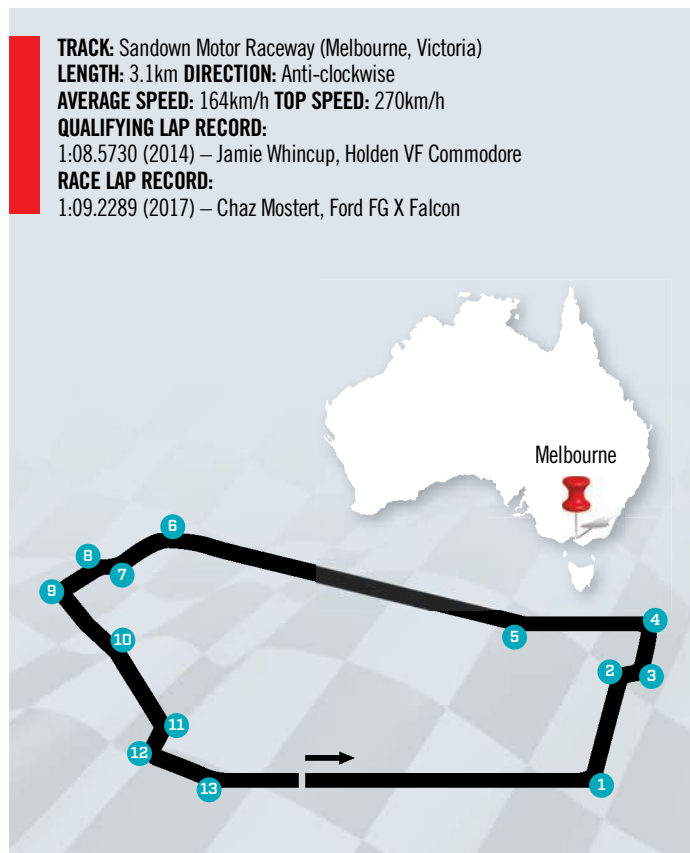
Two 60km qualifying races on Saturday, 500km race on Sunday.

**GETTING THERE**

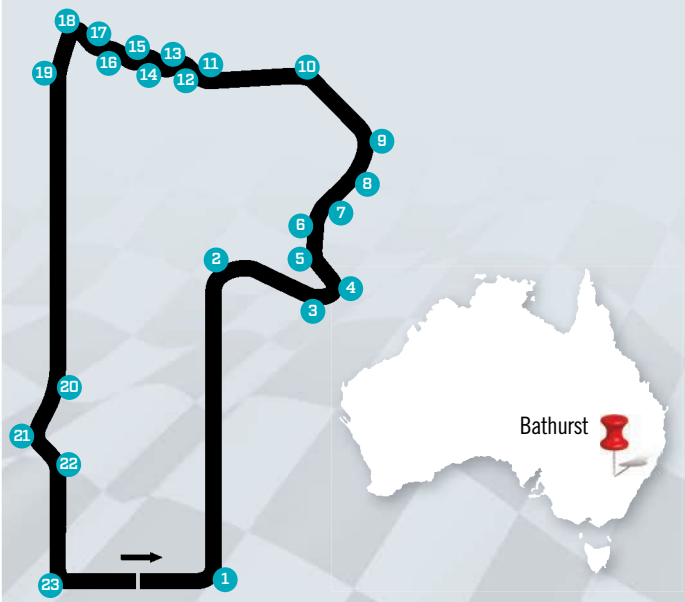
Sandown Motor Raceway is a 45-minute drive south-east of Melbourne Airport along the M1 and M2 Highway, past the city. Melbourne CBD to Sandown is about 30 minutes.

**2017 WINNERS**

Cameron Waters/Richie Stanaway (Prodrive Racing)



**TRACK:** Mount Panorama (Bathurst, New South Wales)  
**LENGTH:** 6.213km **DIRECTION:** Anti-clockwise  
**AVERAGE SPEED:** 178km/h **TOP SPEED:** 300km/h  
**QUALIFYING LAP RECORD:**  
 2:03.8312 (2017) – Scott McLaughlin, Ford FG X Falcon  
**RACE LAP RECORD:**  
 2:06.2769 (2016) – David Reynolds, Holden VF Commodore



## BATHURST 1000

**OCTOBER 4-7**

The most challenging and popular circuit on the calendar. Constructed in 1938 as a scenic tourist drive, the circuit is characterised by the two long straights up and down the mountain and the twists, turns and undulations of the second sector. The winners receive the Peter Brock Trophy and are honoured as winners of the Great Race. The Bathurst 1000 is also included in the Pirtek Endurance Cup.

**FORMAT**

1000km race on Sunday.

**GETTING THERE**

Bathurst is a three-hour drive west of Sydney along the Great Western Highway. The road trip from Sydney is a big part of the Bathurst adventure, especially for those camping at the top of the mountain. The circuit lies just south of central Bathurst.

**2017 WINNERS**

David Reynolds/Luke Youlden (Erebus)



## GOLD COAST 600

**OCTOBER 19-21**

A high-speed, concrete-lined street circuit that was shortened for the new-look event in 2010. The temporary street track has created carnage in the past, especially across the kerbs at the Turn 1, 2 and 3 chicane and the back chicane section. It's the final round of the Pirtek Endurance Cup and has hosted a championship event since 2002.

**FORMAT**

300km races on the Saturday and Sunday.

**GETTING THERE**

The street circuit is right in the heart of the Surfers Paradise precinct, a 30-minute drive north of Gold Coast Airport. You can also fly into Brisbane Airport and use the train service or drive to the Gold Coast, though allow for a couple of hours of travel.

**2017 WINNERS**

R1: Chaz Mostert/Steve Owen (Prodrive Racing)  
 R2: Scott McLaughlin/Alexandre Prémat (DJR Team Penske)

**TRACK:** Gold Coast Street Circuit (Surfers Paradise, Queensland)  
**LENGTH:** 2.96km **DIRECTION:** Anti-clockwise  
**AVERAGE SPEED:** 146km/h **TOP SPEED:** 265km/h  
**QUALIFYING LAP RECORD:**  
 1:10.3169 (2016) – Jamie Whincup, Holden VF Commodore  
**RACE LAP RECORD:**  
 1:10.0851 (2011) – Will Davison, Ford FG Falcon





# AUCKLAND SUPERSPRINT

**TRACK:** Pukekohe Park Raceway (Auckland, New Zealand)

**LENGTH:** 2.91km **DIRECTION:** Clockwise

**AVERAGE SPEED:** 166km/h **TOP SPEED:** 258km/h

**QUALIFYING LAP RECORD:**

1:02.2186 (2016) – Shane van Gisbergen, Holden VF Commodore

**RACE LAP RECORD:**

1:03.2524 (2015) – Craig Lowndes, Holden VF Commodore

## NOVEMBER 2-4

The popular Pukekohe circuit features a fast and flowing layout, with the Turn 5 to 7 complex leading into the Turn 8 hairpin providing the main overtaking opportunity. Pukekohe first hosted Supercars in 2001 and returned in 2013 after a five-year absence and major redevelopments to the track and facilities. The recent success of New Zealand drivers has added to the excitement of Supercars' only visit across the Tasman.

## FORMAT

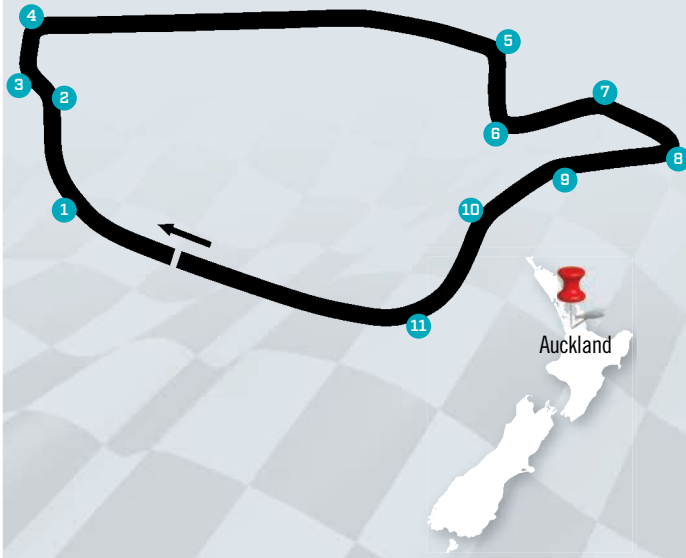
200km races on the Saturday and Sunday.

## GETTING THERE

Fly into Auckland and take the SH 1 Highway south for the 45-minute drive to Pukekohe. Allow extra time when driving around Auckland given the level of traffic.

## 2017 WINNERS

R1: Shane van Gisbergen (Triple Eight)  
R2: Jamie Whincup (Triple Eight)



# NEWCASTLE 500

## NOVEMBER 23-25

Newcastle proved a popular addition to the Supercars schedule in 2017, with big crowds watching the dramatic championship decider. Overtaking proved difficult for the drivers, with the Turn 10 hairpin providing the most action in the races. The run down along the beachfront is for the most part one line before drivers position themselves for an attack into Turn 10. Qualifying is vital given the limited overtaking options.

## FORMAT

250km races on the Saturday and Sunday.

## GETTING THERE

Newcastle is a two-hour drive north of Sydney through the Central Coast. The circuit sits just east of the central business district. Newcastle airport is a half-hour drive north of the CBD. If driving from Sydney, follow the M1 in a northerly direction. The Newcastle 500 will again be popular with fans travelling from within New South Wales or from interstate, so get in early to secure accommodation.

## 2017 WINNERS

R1: Scott McLaughlin (DJR Team Penske)  
R2: Jamie Whincup (Triple Eight)

**TRACK:** Newcastle Street Circuit (Newcastle, NSW)

**LENGTH:** 2.6km

**DIRECTION:** Anti-clockwise

**AVERAGE SPEED:** 124km/h

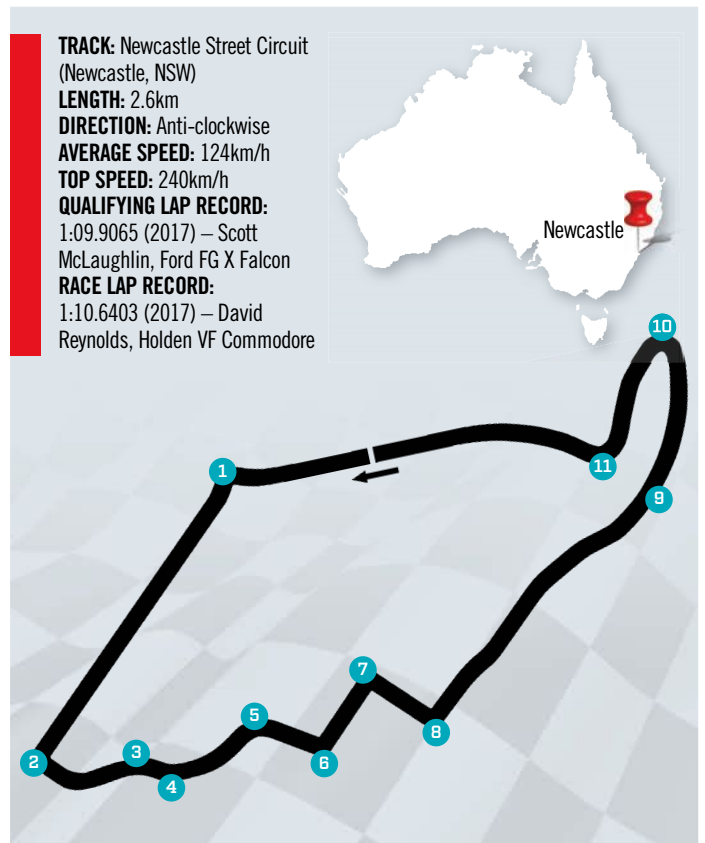
**TOP SPEED:** 240km/h

**QUALIFYING LAP RECORD:**

1:09.9065 (2017) – Scott McLaughlin, Ford FG X Falcon

**RACE LAP RECORD:**

1:10.6403 (2017) – David Reynolds, Holden VF Commodore





**FLASHBACK!**

WORDS Adrian Musolino IMAGES Autopics.com.au, inetpics.com

# THE DECADES ROLL ON

**As we get set for the 2018 Virgin Australia Supercars Championship, let's look back at the key decade-on anniversaries in Australian touring cars...**

## **FORD VERSUS HOLDEN**

**1968** The 1968 Australian Touring Car Championship would be decided by a 34-lap race at Warwick Farm in New South Wales, the final time the title would be decided by a single race.

The Mustang was the car to have under the Improved Production rules, with the Ford brigade including defending champion Ian Geoghegan, Bob Jane, Fred Gibson, Rod Coppins and more, while Norm Beechey once again went against the grain with a Chevrolet Camaro SS.

Geoghegan raced away from the start as the challengers fell by the wayside with a high attrition rate, including Jane and Beechey. Geoghegan went on to win by a minute and a half for his third consecutive title.

Ford and Holden factory-backed entries faced off for the first time at Mount Panorama for the Bathurst 500 in October. The Holden Dealer Racing Team marked Holden's first official Great Race entry, going up against the Ford-backed team led by Harry Firth.

The factory-backed assault fell by the wayside in the race, with victory going to

the privateer entry from Wyong Motors of Bruce McPhee and Barry Mulholland. Mulholland completed just one lap, with McPhee running on road tyres to gain an advantage over the faltering favourites.

## **CHAMPIONSHIP WINNER**

Ian Geoghegan (Total Team, Ford Mustang)

## **BATHURST WINNERS**

Bruce McPhee/Barry Mulholland (Wyong Motors Pty Ltd, Holden HK Monaro GTS327)

## **BROCK'S RETURN TO HDT**

**1978** Ford steamrolled the opposition in 1977, highlighted by the Moffat Ford Dealers one-two formation finish at Bathurst. This forced Holden back to the drawing board, with John Sheppard replacing Harry Firth as Holden Dealer Team manager and Peter Brock returning to the team following three seasons away.

Brock opened the season with wins at Symmons Plains and Oran Park as the





Holden LX Torana A9X proved to be the car to beat. Bob Morris emerged as Brock's main championship challenger and took the title fight to final round of the season in Adelaide.

Morris needed to finish ahead of Brock and tried a move on his rival only to end up in the gravel trap, giving Brock the title. Colin Bond led home a Moffat Ford Dealers one-two in Adelaide, in what was an otherwise difficult season for the Ford team following the departure of manager Carroll Smith.

Brock rounded out the year with victory in the Bathurst 1000 alongside new co-driver Jim Richards, their first together and the start of a dominant era for the Holden Dealer Team at Mount Panorama.

#### CHAMPIONSHIP WINNER

Peter Brock (Holden Dealer Team, Holden LX Torana A9X)

#### BATHURST WINNERS

Peter Brock/Jim Richards (Holden Dealer Team, Holden LX Torana A9X)

#### SIERRA STEAMROLLER

**1988** BMW and Nissan fought for championship honours and Holden won Bathurst in 1987, however the Ford Sierra RS500 steamrolled the opposition in 1988.

The Sierra won every round of the 1988 Australian Touring Car Championship and with one-two finishes, no less. Dick Johnson Racing won eight of the nine races, with six to champion Dick Johnson and

two to teammate John Bowe, including five one-twins. The only non-Dick Johnson Racing race win went to Tony Longhurst at Lakeside.

The opposition had no chance: the JPS BMW team was purchased by Peter Brock following his split with Holden but he and teammate Jim Richards were no match for the Sierras, Nissan's new six-cylinder HR31 Skyline proved unreliable, while Larry Perkins scored one podium for the new-look Holden Special Vehicles team.

Johnson and Bowe were overwhelming favourites heading into the Bathurst 1000, where squabbles over the legality of the Sierra and Holden VL Commodore SS Group A SV threatened to overshadow the race.

Sierras filled the top eight places on the grid but unreliability was the major concern for Dick Johnson Racing and, sure enough, the team's leading Sierra was out after 22 laps.

Tony Longhurst and Tomas Mezera went on to win the race from the sole surviving Dick Johnson Racing Sierra and Colin Bond and Alan Jones in third.

A podium sweep for the Sierra rounded out one of the most dominant seasons in the history of Australian touring cars.

#### CHAMPIONSHIP WINNER

Dick Johnson (Dick Johnson Racing, Ford Sierra RS500)

#### BATHURST WINNERS

Tony Longhurst/Tomas Mezera (Benson & Hedges Racing, Ford Sierra RS500)







## LOWNDES BACK WITH A BANG

**1998** Craig Lowndes returned from a season racing in European Formula 3000 and continued where he left off, winning his second title from his second attempt.

The Holden Racing Team was spoilt for choice in terms of driving talent. New recruit Mark Skaife paired with Lowndes following the retirement of Peter Brock, leaving 1997 race winner Greg Murphy to settle for a wildcard appearance and co-driving duties.

Lowndes won three of the opening four rounds to stamp his authority on the championship, though Perkins Engineering's Russell Ingall led the fightback with a strong second half of the season.

The title went down to the wire, with the championship contenders debuting the new VT Commodore at the first championship round at Hidden Valley Raceway in the Northern Territory. Ingall won the round

only for Lowndes to seal the title with a round win at the season finale at Oran Park.

The Sandown 500 and Bathurst 1000 endurance events were run outside of the championship for the final time in 1998. Ingall bounced back from his championship defeat with victory alongside Larry Perkins at Sandown but they had to settle for second at Bathurst, where an upset was on the cards.

Ford struggled throughout 1997 with just one round win over the course of the championship. And it was feared the ageing EL Falcon would be no match for the VT Commodore around Mount Panorama.

Lowndes and Skaife looked on course for victory before being struck down by punctures, allowing the Stone Brothers Racing entry of Jason Bright and Steven Richards to recover from 15th on the grid to the win. The victory confirmed Stone Brothers Racing as a rising force in V8 Supercars.

## CHAMPIONSHIP WINNER

Craig Lowndes (Holden Racing Team, Holden VS/VT Commodore)

## BATHURST WINNERS

Jason Bright/Steven Richards (Stone Brothers Racing, Ford EL Falcon)

## TRIPLE EIGHT DOMINATION

**2008** Triple Eight had emerged as the team to beat from the second half of 2005, though championship success had eluded the team in close calls in 2006 and 2007.

Jamie Whincup missed out on the 2007 title by just two points and signalled his intent with a dominant performance at the 2008 season-opening Adelaide 500. However, his championship chances took a hit when a qualifying crash ruled him out of the Hamilton round.

Whincup made up the ground lost with a string of race wins, including seven in a row across Bathurst, Gold Coast and Bahrain. Whincup and Craig Lowndes won their third consecutive Bathurst 1000 to give Whincup the ascendancy in the championship race. Title rivals Garth Tander and Mark Winterbottom lost valuable ground, a gap that would only widen with Whincup's win.

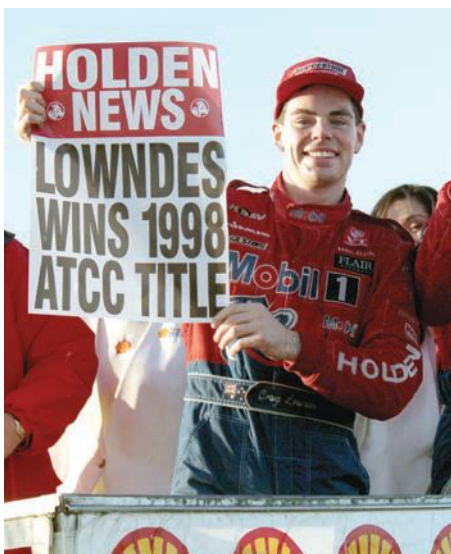
Whincup secured his first title at the Oran Park finale. The event marked a changing of the guard in more ways than one, with Mark Skaife retiring from full-time driving at the final-ever round at the circuit.

## CHAMPIONSHIP WINNER

Jamie Whincup (Triple Eight, Ford BF Falcon)

## BATHURST WINNERS

Craig Lowndes/Jamie Whincup (Triple Eight, Ford BF Falcon) **V8X**







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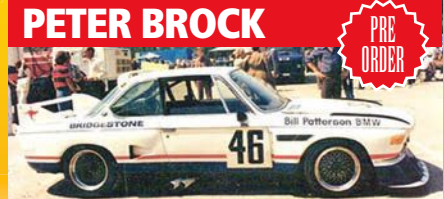
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# Sensational Adelaide

The Adelaide 500 turns 20 in 2018. The street-circuit event in the South Australian capital set a new standard for Supercars and established a template for marquee events that's been repeated across the championship.

WORDS Andrew Clarke IMAGES James Baker

**I**n 1985 Formula 1 supremo Bernie Joked that Adelaide had ruined the premier open-wheel category, having set a standard that other grand prix venues would struggle to reach. In 1999 V8 Supercars' equivalent Tony Cochrane could have made the same statement about the arrival of the Adelaide 500 on the shortened grand prix track.

It was more than a motor race; it was an entertainment event with stuff happening all over the precinct, with bands and the like pioneering the 'race and rock' combination in Australia. The organisation was first-class and the entertainment was at another level, but the killer punch was the track itself and the racing it produced.

The layout was a perfect combination, a series of right

and left bends and a blindingly fast corner that started destroying cars and reputations. And then there was the format; twin 250km legs that formed one race only, well, at least in the scorebooks. All of it was topped off with a racing surface laid for the very best in the world and an organisation that set new standards.

It all pushed the drivers and teams. The cars needed to be stronger to deal with the pounding on the kerbs, the drivers needed to be fitter to deal with the recovery from Saturday to Sunday. Some races were fought in 40°C heat, other days in monsoonal rain, and it was all inside a concrete cavern that didn't allow heat or fumes to escape. It was gladiatorial; drivers were collapsing in cars, fatigued and making errors. And through it all we got some of the best racing we have ever seen.

It was a forerunner to modern Supercars in many ways. The winner of the event was the winner of the Sunday race, regardless of the points for the weekend, which was the way back then.





# ADELAIDE 500

It fired the push for street tracks and government backing – Canberra, Homebush, Townsville, Gold Coast, Hamilton and now Newcastle.

Off the track, the Adelaide 500 was a well-oiled machine. The crowd and corporate facilities were matched only by the impressive growth of the grandstands. In every way you can measure it as a success and it remains the standard setter, no matter which event wins the Supercars award for ‘Best Event’. In fact, four times it has won ‘Major Festivals & Events’ category at the Australian Tourism Awards. But, as we said, the event was spawned from the flickering ashes of the grand prix and many of the people who made that event work were hooked in, including media manager Mike Drewer.

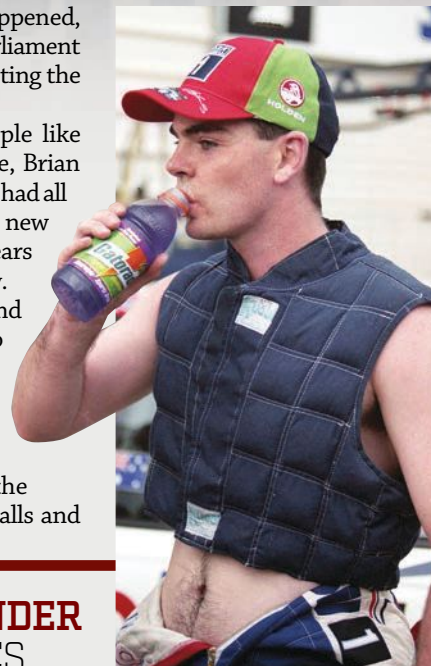
“Cochrane approached the South Australian premier and persuaded him to have another race on the old grand prix circuit,” explains the former PR manager.

“That was the catalyst for it. Once that happened, they reconstituted the old grand prix act of Parliament to facilitate it. Then it was, to some degree, getting the band back together.

“The Motorsport Board was formed. People like Andrew Daniels, who was chief executive, me, Brian Gleeson doing the concerts and entertainment, had all been at the grand prix office. There were some new faces, but most of us had either the full 11 years at the grand prix, or certainly the vast majority.

“It was very clearly the policy of the board and that management group that we were going to put it on to the same level as Formula 1. The philosophy was instead of having the F1 cars in the garage, we were going to have Supercars and that was the only difference.”

And that is exactly what they did. All the infrastructure was there; garages, concrete walls and



**“EVERY DRIVER, INCLUDING MYSELF, WAS DEFINITELY UNDER PREPARED FOR THAT STYLE OF RACING.”** – CRAIG LOWNDES





Pit strategy added an extra dimension to championship events at the Adelaide 500.

retaining fences and the like. But more importantly, the mindset was to do this properly. The event itself was run like a machine, the support card was full of great events and the entertainment was world-class; Cold Chisel, Live and Robbie Williams led the 2018 concert series just to paint the picture.

“I don’t think it’s too boastful to say it, and Cochrane admitted it many times, it set the benchmark for Supercars,” says Drewer.

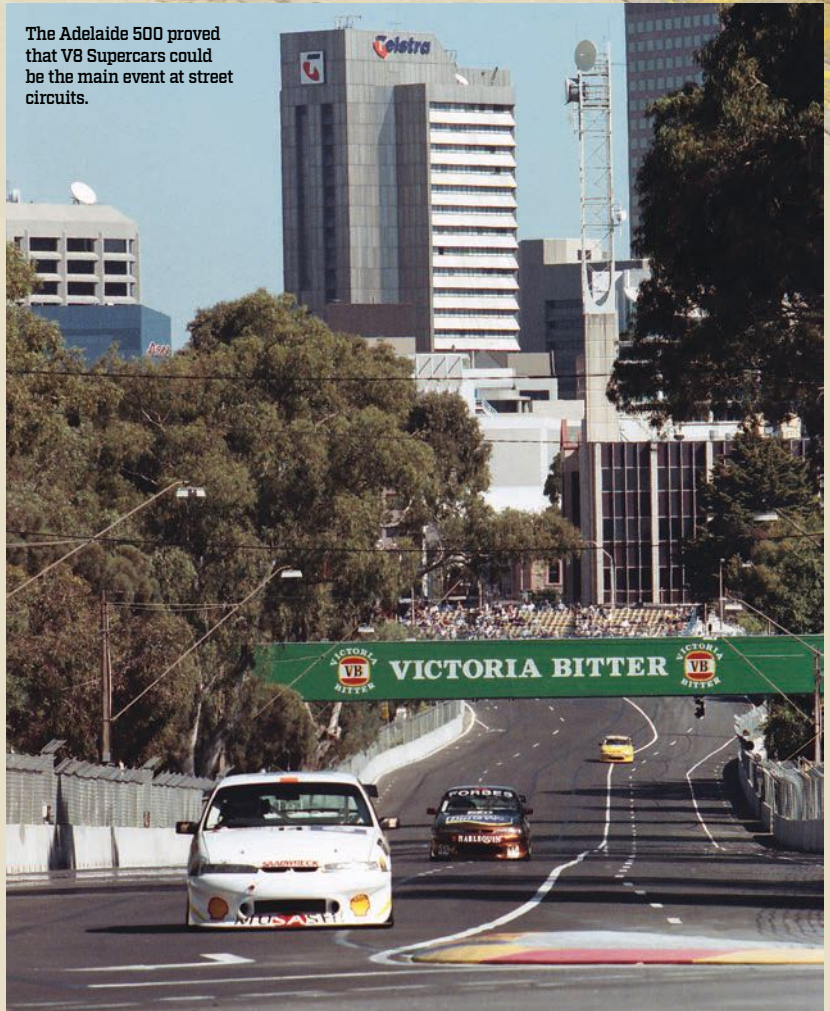
“I think there was some concern about whether or not Supercars was going to be a good enough product to attract the buzz and attention and the support that Formula 1 did. At the time I think the biggest crowd for Supercars or their predecessors in South Australia was the last race that Brock had at Mallala when they closed the gates, that was 20,000 or 30,000 people maybe.

“There were nerves and we spent a lot of time promoting it as being a huge carnival, a huge event. But would it create the buzz? Well, it did. Apart from what we did to promote it, I think Adelaide was also starved a bit and it was still missing its grand prix. To have a big motorsport event in town on that circuit worked. Probably the stars aligned a bit.”

The key to it all, of course, was the quality of the racing. The track worked, the format worked and the drivers loved it. On April 9, 1999, the V8 Supercars hit the track for the first time. Glenn Seton topped the first ever session, he then topped qualifying but lost the Shootout to Jason Bright. Then it turned into the Craig Lowndes show.

The format was theoretically one 500km race, with two 78-lap legs on each of Saturday and Sunday afternoons. Lowndes won the first leg from Seton, then copped a rear of the grid start for the second leg and still worked his way through for a win.

The Adelaide 500 proved that V8 Supercars could be the main event at street circuits.





The 'two-legs' event structure meant the winner on Sunday was always the winner of the Adelaide 500. This was a very different approach at the time.

So there was Lowndes on Sunday on the back of the grid but it set up a remarkable final leg in oppressive conditions.

"I was sitting on the back of the grid and said to Robbie Starr, who was my engineer at the time, 'I'll just drive as hard as I can and you make the calls and the strategy and the pitstops,'" says Lowndes of the drive still often rated as the best in the history of the race.

"As the race unfolded I remember coming into the pits behind Skaife and this when we had the fuel vent separate to the fuel hose, and the fuel-vent bottle was upside down for him and he only got half the fuel into the car. So I came out of that last stop leading and from that point on it was basically just head down and drive as hard and fast as I could.

"And it was a really satisfying victory. I remember standing on the podium, I had a towel around me, I'd taken my shoes off because my feet were hot and I was just exhausted. It was one of the hardest races I've had to do."

The track was hard, the few hundred metres chopped off the Formula 1 track would have given the drivers some sort of break, and Lowndes yearned for that as he charged to victory. Compared to a couple of others though, he was doing it easy.

Paul Radisich and John Faulkner, who were both running inside the top 10, collapsed and had to be carried out of their cars.

The dynamics of being a racing driver had to shift up a gear; suddenly there was a new level of fitness required.



Craig Lowndes went from last to first to win the maiden Adelaide 500.



Tony Longhurst prepares for the heat of the Adelaide 500.



“When the format of the race was introduced, it completely changed the whole dynamics of drivers and training and fitness,” says Lowndes.

“There were about two or three drivers that had to get pulled from the car with exhaustion, so it really showed where the level needed to be for driving in Supercar at the time.

“Every driver, including myself, was definitely under prepared for that style of racing. The car interiors have definitely changed with the cool suits and helmet blowers and all that, but the temperature over there just makes it harder even today.”

Radisich, who featured in the Adelaide 500 highlights many times, says it was a combination of a number of factors that day that led to his demise.

“We had great pace and we were right up the front,” he explains. “There were a lot of fumes in the cars and I’d run out of water, and that is the bottom line. I remember going down the pit straight and one eye was open, one eye was closed and was looking at the pitboard and thinking, ‘Surely I can’t be going that slow?’

“I had the presence of mind to realise that there was a problem and got back to the pit lane and when I stopped, I just literally fell asleep, collapsed.

“I was definitely not prepared for 250km races around a track like that. The brake pedals themselves were on fire and the amount of pressure you needed to slow those cars was all my 75kg could give on every lap. So you put that combination together with the fumes, the heat, the heat of the pedals, the pedal pressure, and the challenge of such a tight track and no air, and no water, it was literally pushing weights and running in a sauna for three hours.”

The drivers prepared better as athletes, the engineers worked on the cars to make them a less hostile workplace and strong enough to cope with an extended pounding on the street track. The challenge for survival remains, except for the time when they changed the Saturday into two by 125km races. That was lunacy since it was the format of the race weekend and the track that created something special. It was, and still is, the greatest challenge in our sport.

Having such a big race on the Saturday was the hard bit. It meant driver recovery was critical on the Saturday night. Rehydrating after a tough race, ice baths, swimming to get rid of the lactic acid build-up, saline drips, commercial refrigeration units and pretty much anything else anyone thought of was tried. By Sunday morning the limp drivers were fresh as daisies and ready for another pounding.

“I think that I’m probably the only one now on the grid that actually remembers the old original Formula 1 layout, so I can look back on both,” says Radisich.

“The track layout is for us is very challenging; I always classify Adelaide as one of the toughest races of the year, because of the layout, because of the temperature and also being the first race of the year. It really is something that does challenge all drivers.

“It’s just different. I think that we would always love to go back to the original layout just for allowing us to have a rest.



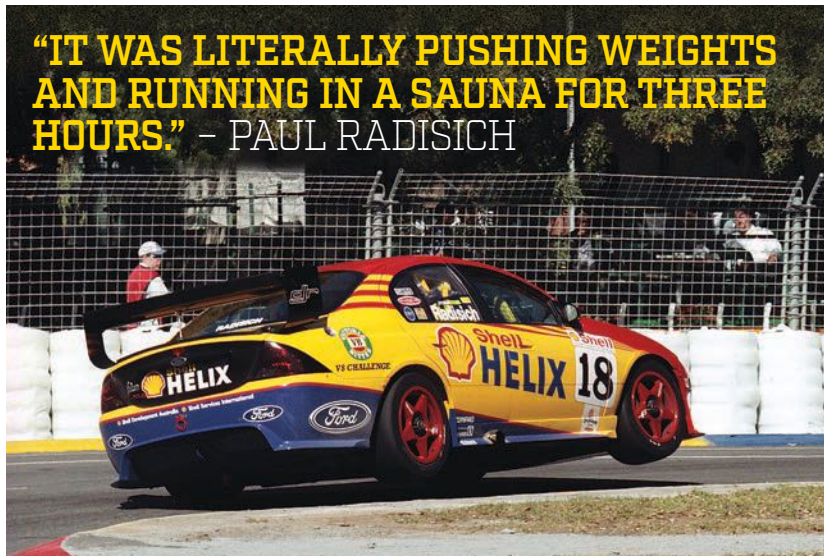
ABOVE: The Adelaide 500 helped the South Australian capital fill the void left by the loss of the Australian Grand Prix to Victoria.

“The old Brabham Straight allowed drivers to have a little bit of a rest, where the current track layout is definitely busy; you’re constantly up and down the gearbox, on the brakes, always thinking of the next corner and looking for a pass. We always talk about Turn 8; if you can carry speed through there there’s no doubt that you’ve got a passing opportunity down into that hairpin. But Turn 8 carries its own risks. Turn 8 hurts.”

What was important, though, was the combination of corners that allowed overtaking. The Senna Chicane run up to Turn 4 could be opened up by a good run through the chicane. Turn 8 was the key to the hairpin. Then add in any sort of minor error on any one of the 14 turns and the next was open for a passing attack.

So no mistakes for 78 laps, sometimes in ambient temperatures of near 40°C or other times in rain. And then the pressure. A good weekend can set up a championship tilt or set you on the back foot a chasing in the early rounds. You can be a hero or a zero, all in front of the Supercars’ biggest crowds.

At the end of each weekend you are left wondering, ‘Who needs F1?’ Clearly Adelaide doesn’t. **V8X**



**“IT WAS LITERALLY PUSHING WEIGHTS AND RUNNING IN A SAUNA FOR THREE HOURS.” – PAUL RADISICH**



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WORDS Adrian Musolino IMAGES Autopics.com.au, inetpics.com, James Baker, Peter Norton

# 20 ICONIC MOMENTS

To celebrate 20 years of the Adelaide 500, we look back at 20 iconic moments from the event on the streets of the capital of South Australia.

## 1999

### LOWNDES FROM LAST TO FIRST ►

V8 Supercars debuted on the streets of Adelaide in 1999 with a weekend crowd of 162,000 proving the event would be a success. The Holden Racing Team's Craig Lowndes won the first leg only to be demoted to the back of the grid for tangling with a backmarker. He fought back in the second leg to claim a famous win as other drivers struggled to deal with the conditions.

## 2000

### JONES' ROLLOVER ▼

Turn 8 became the danger-spot on the Adelaide street circuit with a number of accidents at the fast right-hander. Brad Jones, in his team's third event in V8 Supercars, fell victim to the corner when he carried too much speed on entry and sideswiped the tyre bundle, sending him into a rollover and onto his roof.



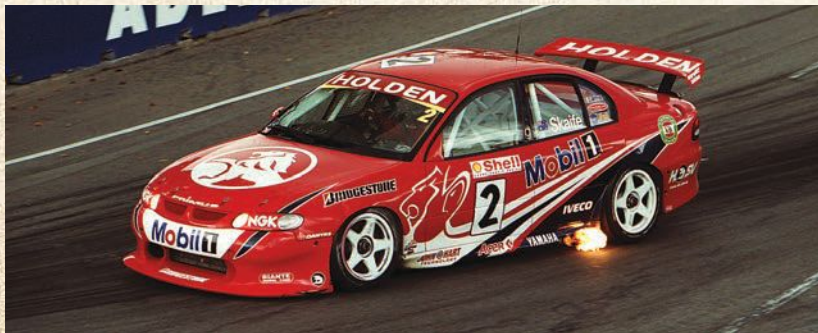
**BRAD JONES' TURN 8 ROLLOVER**  
Scan to watch.



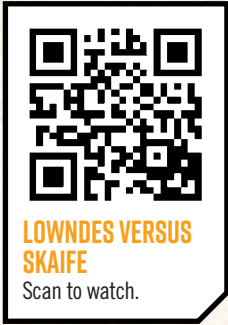
## 2000

### SKAIFE'S FIGHTBACK ▼

Mark Skaife repeated his Holden Racing Team teammate Craig Lowndes' heroics in 2000. Skaife failed to finish the first leg, forcing him to start the second leg in 36th for what would be the first wet race at the event. Skaife showed his class in the tough conditions to climb through the field for the win.







## 2001

### LOWNDES VERSUS SKAIFE ▲

Craig Lowndes defected to Ford in 2001, adding to the rivalry between the Blue Oval and the General. Lowndes won the Saturday race in Adelaide in 2001, though his Sunday race came to an end following a collision with former teammate Mark Skaife.

## 2001

### BRIGHT'S FIGHTBACK

Jason Bright kept up the tradition of Holden Racing Team drivers fighting back from adversity to win in Adelaide. He was forced to pit for repairs following a tangle on the first lap of the Sunday race in 2001. Bright stormed through the field for one of the most famous wins of his career.

## 2003

### AMBROSE GIVES BA DEBUT WIN ▼

Ford introduced the BA Falcon in 2003 with hopes of ending a barren run for the Blue Oval. And Stone Brothers Racing's Marcos Ambrose gave the car a winning debut with the first win of the season in Adelaide, marking the start of a dominant era for the BA.



## 2004

### TURN 8 MULTI-CAR PILE-UP

Turn 8 had been re-profiled since Brad Jones' rollover of 2000, though it still remained fraught with danger. The biggest pile-up at the corner occurred in the Sunday race in 2004 when Paul Dumbrell and Cameron McConville made contact, with the likes of Brad Jones, Steven Johnson and Mark Winterbottom left with nowhere to go.



## 2005

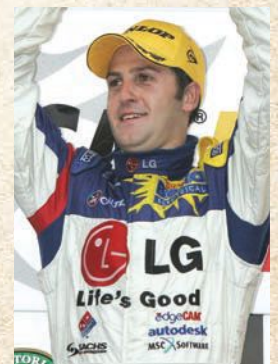
### AMBROSE'S FAREWELL VICTORY

Marcos Ambrose would venture to North America to race in NASCAR from 2006. His farewell tour began with a double win on the streets of Adelaide, taking his tally to four wins from four races across 2004 and 2005.

## 2006

### WHINCUP WINS AS HOLDENS CRASH ▶

The impending generation change in V8 Supercars began in Adelaide in 2006. While veterans such as Greg Murphy and Mark Skaife crashed out in yet another Turn 8 melee, Triple Eight debutant Jamie Whincup scored his first win in the series.



## 2007

### KELLY FAMILY FEUD

Brothers Rick and Todd Kelly were the duo to beat in Adelaide in 2007. Fresh from his championship win in 2006, Rick Kelly rolled out with the #1 and defeated his older sibling in an intense showdown in the Sunday race, following on from Todd Kelly's win in the Saturday race.





switched from Fords to Holdens in 2010, setting up the battle between the two teams for bragging rights at the home of Holden.

## 2011 WET-WEATHER MASTERY

Mixed conditions led to a classic on the Sunday race in 2011. While Jamie Whincup went on to win following a frantic first stint in the worst of the conditions, his future teammate Shane van Gisbergen demonstrated his natural ability with an impressive powerslide through Turn 8.

## 2012 MURPHY AND WEBB COLLIDE ▼

One of the biggest accidents in the history of the Adelaide 500 happened in qualifying for the Sunday race in 2012. Tekno Autosports' Jonathon Webb slowed into the final hairpin to gain clear track for a fast lap, only to be hit up the rear by Greg Murphy running at full speed. The heavy front-to-rear impact ruled both cars out of the race and subsequently sidelined Murphy with a back injury.

## 2012 DAVISON VERSUS WHINCUP

Close friends Will Davison and Jamie Whincup battled it out across both races in Adelaide in 2012. Whincup took the lead from Davison on the final lap to the win the first race, with the latter running out of fuel. Davison fought back to lead home a Ford Performance Racing



**CONTENDERS  
WIPED OUT**  
Scan to watch.

## 2008 CONTENDERS WIPED OUT ▲

While Jamie Whincup was heading for an event sweep, Craig Lowndes, James Courtney and Mark Winterbottom were wiped out in a late-race pile-up in the Sunday race in 2008. Courtney and Lowndes collided on Turn 11, with Winterbottom left with nowhere to go.

## 2010 TANDER DOUBLES UP

The Holden Racing Team's Garth Tander proved unstoppable in Adelaide in 2010. He won both races to add to the factory Holden team's tally at the event. Triple Eight



**MURPHY & WEBB  
COLLISION**  
Scan to watch.



one-two finish on the Sunday, with a misfire regulating Whincup to fourth.

## 2013

### CAR OF THE FUTURE ARRIVES ►

V8 Supercars opened its doors to manufacturers other than Ford and Holden with the introduction of the Car of the Future regulations. A factory effort from Nissan with Kelly Racing formed Nissan Motorsport, with Erebus Motorsport taking over from Stone Brothers Racing in running the AMG Mercedes-Benz E63. Adelaide hosted the first event of the new era and all eyes were on the new cars, though it was another debutant in the form of the Holden VF Commodore that prevailed, with victory going to Shane van Gisbergen in his first outing for Tekno Autosports.



## 2014

### VOLVO S60 STARS ON DEBUT

Garry Rogers Motorsport's new Volvo Polestar S60 stunned V8 Supercars with its pace in its debut event in Adelaide. Scott McLaughlin diced with Jamie Whincup for second in the final stages of the second race of the event. McLaughlin prevailed in the last-lap dash and dropped the now infamous F-bomb in his post-race interview.

## 2014

### BRIGHT'S DRAMATIC ROLLOVER ▼

History repeated for Brad Jones Racing when one of its cars ended on its roof in Adelaide. Jason Bright was bumped into the rollover following a safety-car restart in the early stages of the Sunday race in 2014. Bright escaped without injury, though the car suffered big damage following its tangle with the wall.



**BRIGHT'S ROLLOVER**  
Scan to watch.







## 2015

### ◀ COURTNEY GOES BACK TO BACK

The Holden Racing Team's James Courtney proved the driver to beat in Adelaide in 2014, joining an elite group including Mark Skaife, Marcos Ambrose and Jamie Whincup in winning the event in back-to-back years.

## 2016

### ▼ PERCAT SAILS THROUGH FOR THE WIN

Heavy rain and storms lashed Adelaide for the Sunday race in 2016. Drivers struggled in the wet conditions and teams were confused by whether they needed to complete the required fuel drop in the shortened distance. Lucas Dumbrell Motorsport and hometown driver Nick Percat read the rulebook correctly and scored the win, the first for an Adelaide-born driver at their home event and the only race win for the team. **V8X**



Shane van Gisbergen won his second Adelaide 500 in 2017.

## ADELAIDE 500 WINNERS

1999	<b>Craig Lowndes</b>	Holden Racing Team	Holden VT Commodore
2000	<b>Garth Tander</b>	Garry Rogers Motorsport	Holden VT Commodore
2001	<b>Jason Bright</b>	Holden Racing Team	Holden VX Commodore
2002	<b>Mark Skaife</b>	Holden Racing Team	Holden VX Commodore
2003	<b>Mark Skaife</b>	Holden Racing Team	Holden VY Commodore
2004	<b>Marcos Ambrose</b>	Stone Brothers Racing	Ford BA Falcon
2005	<b>Marcos Ambrose</b>	Stone Brothers Racing	Ford BA Falcon
2006	<b>Jamie Whincup</b>	Triple Eight Race Engineering	Ford BA Falcon
2007	<b>Rick Kelly</b>	HSV Dealer Team	Holden VE Commodore
2008	<b>Jamie Whincup</b>	Triple Eight Race Engineering	Ford BF Falcon
2009	<b>Jamie Whincup</b>	Triple Eight Race Engineering	Ford FG Falcon
2010	<b>Garth Tander</b>	Holden Racing Team	Holden VE Commodore
2011	<b>Jamie Whincup</b>	Triple Eight Race Engineering	Holden VE Commodore
2012	<b>Will Davison</b>	Ford Performance Racing	Ford FG Falcon
2013	<b>Shane van Gisbergen</b>	Tekno Autosports	Holden VF Commodore
2014	<b>James Courtney</b>	Holden Racing Team	Holden VF Commodore
2015	<b>James Courtney</b>	Holden Racing Team	Holden VF Commodore
2016	<b>Nick Percat</b>	Lucas Dumbrell Motorsport	Holden VF Commodore
2017	<b>Shane van Gisbergen</b>	Triple Eight Race Engineering	Holden VF Commodore





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# Fraternising with Foges

INTERVIEW BY MARK FOGARTY

IMAGES Ben Auld, Peter Norton, Supercars

# JAMIE WHINCUP AIMING FOR EIGHT

Fresh from winning his seventh title in 2017, Supercars king Jamie Whincup opens up like never before about his most dramatic championship triumph and his surprising plans for the future.

**I**n most major sports sustained success is hailed by both followers and the wider public. The more the super stars and super teams win, the more popular they are. Except in motor racing. For some reason domination in car racing is a turn-off. People will flock to see tennis great Roger Federer or champion mare Winx – just two recent examples of record-setting winners – and celebrate the continuation of their streaks.

They are lauded for their strangleholds on their sports, whereas Michael Schumacher and Ferrari were

accused of killing interest in Formula 1 during their peak. Lewis Hamilton and Mercedes AMG have similarly committed the sin of stultifying success since 2014.

In Supercars, Jamie Whincup and Triple Eight Race Engineering have suffered a similar backlash. Their popularity is inverse to their achievements. This curious antipathy towards dominance in motor racing is particularly harsh on Whincup.

Measured by success, he should be the country's most popular driver. Ever. By far. Seven championships – two more than legends Dick Johnson, Ian Geoghegan and Mark Skaife – and a record 108 race wins means he has



Whincup drives the new Holden ZB Commodore in 2018.



Mark Fogarty is Fairfax Media's award-winning motorsport writer. Foges also enlivens the *Inside Supercars* TV show every so often.







legitimate claim to being the greatest Australian touring-car racer of all-time.

And yet, while he is respected, Whincup is neither loved nor revered. He is seen as cold, clinical and arrogant. Just like Skaife, J-Dub just isn't as fan-friendly or charismatic as Craig Lowndes, Scott McLaughlin or David Reynolds. Which is a shame because behind that sometimes inscrutable mask of dedication, Whincup is engaging, interesting and thoughtful. One on one, he is candid and disarmingly introspective.

There are signs fans are warming to him following his last-gasp title victory in 2017. Scott McLaughlin was quicker and DJR Team Penske had a faster Falcon, but Whincup and Triple Eight never gave up. J-Dub's triumph in the face of adversity came amid a more relaxed attitude and appearance outside the car, exposing a softer side. Revealing his humanity, if you like.

Whincup, just turned 35, is poised to break more Supercars records in the next few years, which may be the self-imposed limit of his fulltime racing career. Or not. He is already planning for the future.

He is the only Supercars star with a dedicated office and assistant for his racing

enterprise – Whincup Motor Sport – and has an unrelated business, running a combined car wash and café close to home on the Gold Coast.

As he reveals in this frank exchange, lather and latte are just laying the foundation of his ambition to run his own Supercars team

ABOVE: Whincup defied the odds to win the 2017 championship in the final race in Newcastle.

BELOW: DJR Team Penske represents the biggest threat to Triple Eight once again in 2018.







after he retires from driving.

As he reveals in this frank exchange, lather and latte are just laying the foundation of his ambition to run his own race team – “Not necessarily in Supercars”, he clarifies – after he retires from full-time driving.

**Does the enormity of going for an eighth title weigh on you?**

Well, I don't think about that. That's not something for me to think about. That's stuff for you to write and talk about, but not for me. My goal this year is to do a better job than last year. Wherever we end up at the end of the year is irrelevant, providing we've done a better job; done the best we can. We feel we went close to that last year, but the two things that got away from us – Bathurst and the teams' championship – certainly hurt, so there's still plenty to fight for this year.

**So even though you won a record-extending seventh title in extraordinary circumstances, you still think you could've done more and done it better?**

Absolutely, we could have done better and that gives me massive motivation to try to do better this year.

**After racing for so long and winning so many titles, does it get easier?**

No, it doesn't. It would if the competition stayed still, but it doesn't. It always evolves and it gets tougher every year. Last year was one of the toughest battles I've been through in 27 years and I'm expecting no different in 2018. I expect it will step up again.

**Do you enjoy it when you really have to grind it out or would you rather do it easy?**

I understand at the time that the value if you do get over the line is much greater than if you didn't have to grind it out. I love a challenge, so when you really have to grind it out and dig deep, you know there's massive challenge on your hands and, to me, that's what sport's all about. You could achieve a lot of things outside of sport and motor racing, but you can't get that same satisfaction of achieving great things with a team of people that you love.

**So it's the constant challenge of striving to get better that keeps you motivated?**

One hundred per cent. Living for the grind and that challenge of trying to get to the finish line before everyone else.

**You say you're expecting the competition will lift again this year...**

Absolutely. No doubt the competition will step up but, equally, I have no doubt that we at Triple Eight can step up as much as anyone else, if not more.

**Are you confident the team will move forward with the ZB Commodore?**

Well, we've spent a heap of time on making the new aero kit look good and sit well and building new cars, but we all know there's no performance gain there because of the parity. Every car runs the same aero test, so there's no gains or losses to be made out of aero because it's the same for every car.

The real gains come from the mechanical side of things – everything under the body-work. So while designing and developing the aero package for the rest of the Holden field, we also have the massive challenge of trying to make our car faster. So we have double duties compared with most other teams, which has been difficult, but we love a challenge and we feel like we're on-track.

**There can be an aero gain, though, can't there? Within the parity confines, you can optimise the package and the ZB certainly looks a lot slicker than the VF. And that's a huge wing on the back...**

Yeah, but it has the same rear downforce as the VF – and the Ford and the Nissan, for that matter.

**But if it slides through the air better...**

Well, they do drag as well. There's an air drag test. They do a front and rear aerodynamic downforce test and then they measure drag as well. So they do a great job to make sure all the cars are even. If we think we're just going to make a gain out of the aero, we're kidding ourselves.





## How does the ZB feel? Better, different?

For me, the car feels the same as it did aero-wise, but we have some exciting new development going on in suspension-land, which I feel is a gain. So, yeah, looking good, but who knows? It's very hard to find a gain these days, but there's a lot of potential there. Whether that equals lap time and results, I don't know, but from what I've seen I'm certainly excited by the potential of our new developments.

## There were suggestions that the design and development of the ZB, as well as work on the turbo V6, sapped some resources from the team last year while you were battling for the championship. Most of that distraction is now gone, so should that help?

It should but I reckon every hour of time on the ZB will now get put into the V6 turbo, so this is nothing new to us. We've designed aero packages in the past and we've built brand new cars. At the end of the day, we moved from Ford to Holden, which was a huge shift. So it's nothing new and we have the best crew in the world and they grind it out to make sure we're doing more than anyone else.

## A great example of the strength and depth of the team is that it weathered the departure of Ludo Lacroix.

One hundred per cent. That put big pressure on us; once again, though, we love the pressure and we certainly don't shy away from hard work.

## From your perspective, Ludo's departure didn't unduly affect the team in terms of its design or engineering capabilities?

No, not at all. Ludo's an unbelievably talented person and, yeah, potentially we would've been better with him, but the team is stronger than any individual – including myself and including Roland [Dane] to some degree. So it's a team with a lot of depth and can survive some heavy hits.

## Everyone has their opinion on the sound and configuration of the twin-turbo V6, but from behind the wheel how does it feel and is it an exciting prospect for you?

Oh, it's a very exciting prospect. We're really, really pumped about it and about how it will evolve the category. Is the engine ready to go now? No, it's not. If it were we'd have it in the car. But a lot of work's going to go in to making it not just an engine with good horsepower but a very nice race engine that's good to drive and also is very reliable. So this year is all about the drivability and making it reliable and getting it all ready to go for 2019.

## Do you want to be heavily involved in its development?

Well, I'm no engine guy. I'll certainly do my

ABOVE & BELOW: Whincup celebrates championship number seven in Newcastle in 2017.





job and give the intelligent people the right direction on which way we have to go to make the V6 a very, very good race engine.

**That's what I mean. Your feedback – what you feel through your right foot and your bum – is going to be crucial part of the engine's development, isn't it?**

I think my time is better spent focusing on that rather than pulling the throttle cable on the dyno, and testing different camshafts and pistons and things. I'll leave that to the intelligent people. A big team effort is required by a lot of people to make that whole project come together and we're certainly part of that.

**Last year ebbed and flowed but essentially it was a huge battle with Scott McLaughlin. Are you looking forward to fighting him again this year?**

I've no doubt there'll be more battles this year. We battled hard and I really enjoyed all the battles last year – and so did the engineers as well. There was an awesome engineering battle going on between the engineers. It wasn't just about the drivers. It was team versus team, engineer versus engineer, strategist versus strategist.

It was a cracker battle and I'm expecting no different this year. No doubt they'll step up, but, as I said, I believe we can step up as good as anyone, so I feel we should be competitive and be able to grind it out with them again this year.

**Ever since McLaughlin got into that Volvo you've had some epic encounters.**

Yes, yes. Since he's had a car good enough to win, we've raced it hard. Unfortunately, the stewards got involved at Bathurst a couple of years ago, which they shouldn't have, but apart from that it's been good, clean, hard racing, which I've really enjoyed.

**The Bathurst 1000 has been problematic for you in recent years, so I imagine that will be a big target for you this year?**

For sure, for sure. We put in a big effort every year. Last year was our worst Bathurst performance for a long, long time, so it's certainly something we want to redress.

**As well as McLaughlin being a main rival, there's your teammate Shane van Gisbergen, who was a bit quiet for much of last year compared with your big battle in 2016. You'd expect SVG to bounce back really strongly this season, wouldn't you?**

Oh, yeah. It seemed he didn't like the new tyre as much as myself, but we're back on

the 2016 tyre, so I'm expecting him to start firing again as well as he ever has.

**And, despite all predictions, you and he seem to get on remarkably well.**

Yeah, yeah, exactly. You all doubted that for a long time, but we're good friends, unfortunately for you guys. I'm sorry there's not a story of us boxing on in the team transporter or anything like that. It hasn't happened.

**Before he joined were you a bit wary? Were you concerned that the relationship might be a bit fiery?**

Oh, not really. Going into a teammate relationship is no different to meeting someone in the street. You give them the opportunity and make up your own mind. And we both did that. We both decided that we get along. We share some common things and relate to each other and enjoy spending time together.

**And what about Craig Lowndes? How's he going to go?**

I think Lowndes has a bit to prove. He has his name on the team now, so that creates some more pressure. I reckon he knows he doesn't have much time left, so no doubt he wants to prove something before he hangs the helmet up. So he'll put his head down and have a big dip in the next year or two.

**Over the break, somewhat surprisingly, you did a deal with Roland to extend for another year to the end of 2019. Why?**

Because I feel like I still have a lot to offer on the track as a driver and I didn't question staying. Triple Eight's a great fit for me – they're family now – and it was literally a five-minute conversation. I said I want to renew and he said, 'Yep, no problems, how long?' I said another year – done deal.

**It was highly unlikely that he was going to say no, was he?**

Well, I wasn't sure. He may have had some hotshot he wanted. I'm not going to be around forever. But, no, he was as happy to renew as I was.

**You've said that you think you'll see out your full-time Supercars career with Triple Eight, right?**

Oh, I can't see any different.

**What about the challenge of going to another team that's not so strong and leading them to the top? Surely that would have some appeal?**

No that doesn't. If that had some appeal I probably would've done that a long time

## WHINCUP AT TRIPLE EIGHT CHAMPIONSHIP RESULTS

YEAR	POSITION
2006	10th
2007	2nd
2008	1st
2009	1st
2010	2nd
2011	1st
2012	1st
2013	1st
2014	1st
2015	5th
2016	2nd
2017	1st





before now. But, no, there's no appeal there. Continuity's big for me and there are certainly other challenges involved in the sport, but not to take another team – or be part of taking another team – to the top. That doesn't interest me.

**What about GT racing? It took a long time to get you into one and then first time out you win the Bathurst 12 Hour in 2017. So have you become a fan of GT3 racing and do you want to do more?**

The 12 Hour works well because it's a good event and I was happy to make a start there last year with Maranello Motorsport and then another opportunity came up this year with Scott Taylor Motorsport. I don't expect an opportunity will come up every year but I'll be available as it works really well for me. But I don't have any interest in doing overseas races during the year. Supercars is enough outside my business activities.

**So what about the ambition of racing overseas? It seems that's become very small in the overall scheme of things for you?**

Yeah, very small.

**Why is that?**

I have so much going on here. My life's too busy. It's a little bit out of balance at the moment. I'd love to spend a bit more time with friends and family, but between my business commitments and my motorsport I'm very time poor. I can't afford to do more because there just isn't enough time and I'm already sacrificing friends and family time.

**How long can that continue? You've talked about the personal sacrifices that were the cost of winning the championship again. So can you keep this up?**

It's what I want to do. If I don't want to do that, then I won't do it. But for me, the sense of achievement and doing good things with a team of people, I put massive weight on that and that's what I want to do. The good life will always be there. My career and my achievements in motorsport, that won't always be there. And if anything, there's not a huge amount of time left, so I'm just making the most of that now – which for me, I think makes sense.

**What do you see yourself doing when you stop racing full-time in Supercars?**

I see myself running a team. I want that responsibility. I employ 40 staff at the moment at the business, so I already run a team of people. I really enjoy doing that and I'd love to do that in motorsport. And I want to be involved in motorsport until I'm 100, so that's a natural progression. I'm not going to hang the helmet up in two or three years and forget about motor sport. Motorsport's in my blood; I'll be doing it forever.

**I reckon that your relative struggle last year to win the title transformed your image with the fans. Did you notice that?**

I didn't notice that, no, because generally I just have my head down, trying to do the best job I can. As I see it, the best thing I can do is go out there and drive that car as hard as I can and just give it absolutely everything I have at every opportunity. And

I think people who've paid to get in the gate to watch a motorsport event appreciate someone just absolutely giving it their all. That's what I appreciate when I go watch a basketball game or go watch the cricket.

All the fans want to see is athletes just giving it absolutely everything they have. So in doing that, yeah, you do have the blinkers on and you aren't really aware of what's going on around the outside because you're just focused on your job. I would love to do both but I'm not that smart, so no, I didn't notice more love from more of the fans.

**You haven't always received the credit for what you do and how you do it and I think you've been misunderstood.**

Yeah, I think a lot of people think I've just had the quickest car and somewhat done it easy and anyone could jump in my car and do the same job. But we certainly didn't have a faster car than anyone else last year.

**And, also, you are a good bloke.**

Oh, thanks, mate. Not everyone thinks that, but I'm glad you do.

**I've written often that I think you are a much more interesting person than the public perceives and, in my estimation, last year there was a noticeable shift in opinion because you were seen to have had to work hard for the title.**

Well, that's good. The opposite is not a bad thing. It's not a bad thing being hated by the doubters. I also don't mind people appreciating what I do. Either way, I'll go out and do my job to the best of my ability. **V8X**





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# THE NON-V8 SUPERCARS

A non-V8 engine will appear in the Virgin Australia Supercars Championship in 2018 for the first time in more than two decades. And while we often associate the V8 with the series we knew as V8 Supercars until recently, other engines have been raced with great success in Australia.

**T**he news that Supercars will open up its technical rulebook to allow non-V8 engines into the category was met with hostility from many fans.

The V8 engine has been so entrenched in the series since 1993 that many believe

the move to other engines spells the end of Supercars. But the fact is the series grew from non-V8 roots and has for most of its six-decade history run to various engine regulations.

The Australian Touring Car Championship first ran in 1960 to what was called

the Appendix J rulebook, dictating cars must be four-door production models sold in the marketplace and with minimal suspension and engine modifications allowed. Classes were split based on engine capacity, with the Jaguar Mark 1, Jaguar Mark 2 and Ford Cortina Mark I GT taking out the

Allan Moffat's Falcon battles Peter Brock's Torana at Surfers Paradise in 1973.





championships.

More highly-modified cars came into the equation under the Improved Production rulebook from 1965, paving the way for V8 power to become the engines to have in the likes of the Ford Mustang, Holden Monaro and Chevrolet Camaro.

An evolution of this rulebook to Group C from 1973, run for the first time across the championship and the Bathurst 1000, saw Australian-built models take over from the imported cars and it was in this period when touring-car racing became the most popular form of motorsport in Australia.

While the V8 remained at the forefront of touring cars, particularly in Allan Moffat's championship and Bathurst-winning Falcons, Holden's LJ Torana GTR XU-1 was powered by a six-cylinder engine and gave Peter Brock his first Bathurst win in 1972.

The battle between the bulky V8 Falcons of Moffat and nimble Toranas of Brock set the foundations for the Ford versus Holden rivalry that defined the V8 battleground of Australian touring cars.

Holden did switch to V8 power with the introduction of the LH Torana SL/R 5000 in 1974. And when the Commodore replaced the Torana in 1980, the Ford versus Holden rivalry took on another dimension with both manufacturers racing V8-powered four-door sedans.

The arrival of new non-V8 threats in the shape of the Mazda RX-7, BMW 635CSi and Nissan Bluebird changed the landscape and strengthened local support for V8s.

The Ford Falcon and Holden Commodore V8s that raced were intrinsically linked to the Australian automotive industry that produced them, despite the wavering support from the two manufacturers in this era.

The imported threats confused the pecking order and made parity difficult to achieve, leading to the inevitable arguments over homologation of production parts and how to create a level playing ground for cars of such different shapes and engines.

Under pressure to conform to outside influences in a period of economic

rationalisation and move away from local squabbles over parity, the championship and Bathurst adopted the international-based Group A formula from 1985. This represented the biggest threat yet to the local cars and V8 engines.

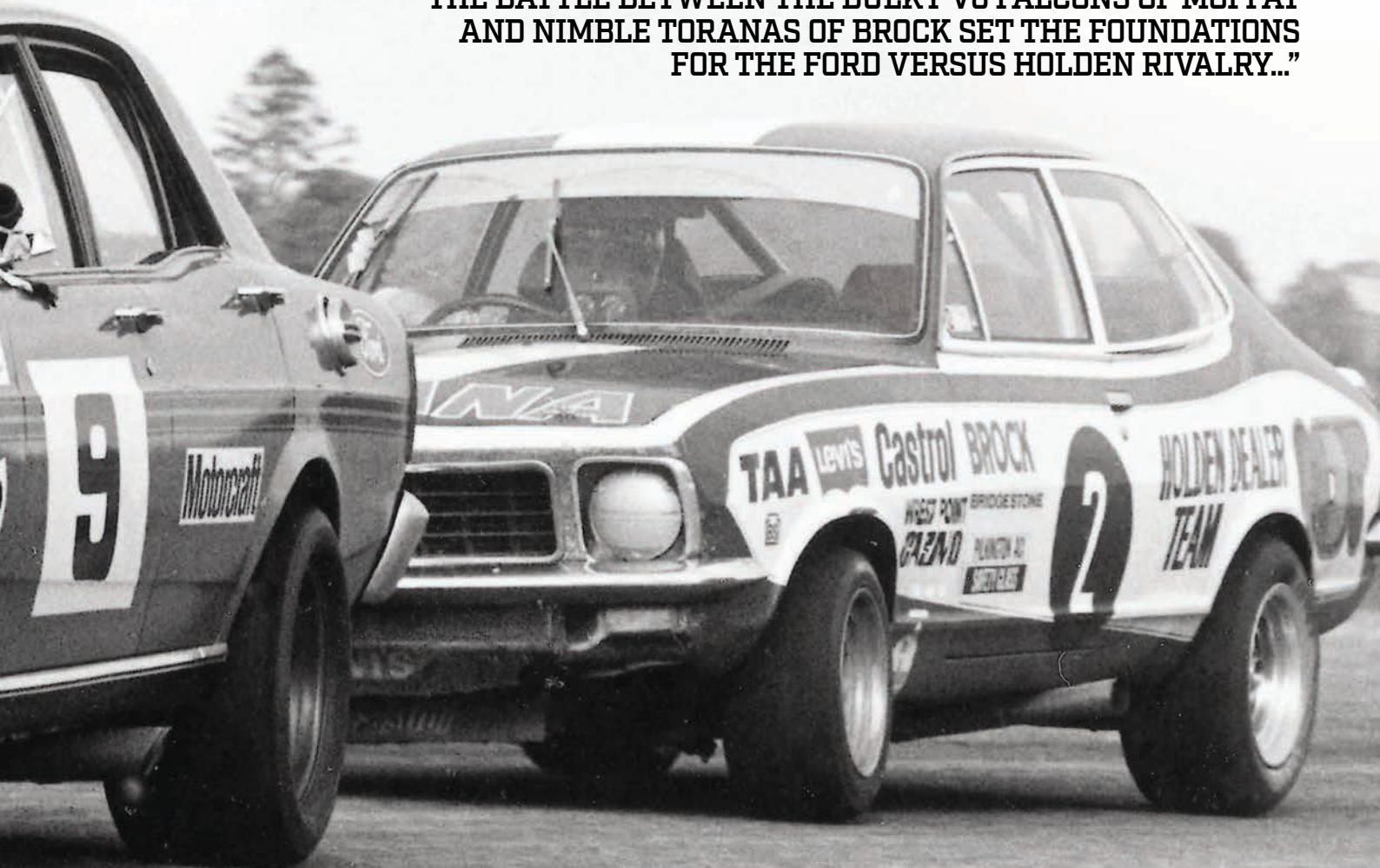
V8 supporters rallied behind the V8s' 'til '98 campaign to save the locally-produced Holden V8 engine at a time when Ford had stopped producing Falcon V8s.

There was a V8-powered Ford on the grid in the shape of the Mustang, but turbos would rule and Ford runners soon switched to the Sierra. This left the Holden runners battling to homologate Group A-spec Commodore V8s against the 'foreign invaders'.

The BMW 635 CSi, Volvo 240T and BMW M3 won the first three championships of the Group A era before the Sierra and Nissan Skyline BNR32 GT-R became the dominant forces, while the Commodore claimed Bathurst wins in 1986, 1987 and 1990 to fly the flag for the V8.

This, combined with the push for a return to V8-powered Falcons, further

## **"THE BATTLE BETWEEN THE BULKY V8 FALCONS OF MOFFAT AND NIMBLE TORANAS OF BROCK SET THE FOUNDATIONS FOR THE FORD VERSUS HOLDEN RIVALRY..."**





intensified the belief that the V8 was the heart and soul of Australian touring cars. When the Sierra and Skyline proved unbeatable in the championship from 1988 to 1992, fans yearned for a return to a local product of racing powered by V8s.

Group A's inevitable demise opened the door for a new Australian-based category. The fans angst at the dominance of the Sierra and Skyline helped the case for excluding manufacturers other than Ford and Holden.

So while other manufacturers would eventually race in the two-litre-based Super Touring category in the 1990s, the Australian Touring Car Championship would be the exclusive domain of Falcon and Commodore V8s.

This change proved popular with fans and convinced new series organisers, the Touring Car Entrants Group of Australia (TEGA), sports promoters IMG and the Australian Motor Sports Commission, to create Australian Vee Eight Super Car Company (AVESCO) and rebrand the championship V8 Supercars from 1997.

Few other motorsport categories around the world have been named and so defined by a particular aspect of a technical regulation, linking the series to this engine



Skylines and Sierras dominated Group A.

platform for years to come.

The V8 Supercar branding was in place at a time of great growth for the category, with the debut of the Adelaide 500 setting the template for marquee street-circuit events and the Sandown and Bathurst endurance events included in the championship from 1999. The number of entrants boomed and necessitated the formation of a second-tier

category named the Development Series (now Super2), while V8 Supercars saw off the Super Touring threat and claimed the Bathurst 1000 as its own.

Once again the marketing of the V8 Supercar Bathurst 1000 focussed heavily on the V8 engine – “nothing shakes the Mountain like V8 Supercars” was the marketing slogan – with the difference in







Dick Johnson Racing's iconic Sierra.

engine note attributed to be one of the core reasons why the V8 Supercar Bathurst 1000 proved more popular than the Super Touring version. Even the name of this publication reflected the popularity of the V8 in 2000.

But the automotive landscape was changing. The generation that grew up with V8-powered Australian cars in the 1960s

and 1970s was being replaced a generation more influenced by affordable international imports, better suited to city living and fuel-conscious drivers.

Sales of V8s were on a steady decline at a time when V8 Supercars persisted with its Falcon and Commodore-only platform. Perhaps, looking back, it took the category too long to realise it needed to adapt to the

## NON-V8 CHAMPIONSHIP WINNERS

Jaguar Mark 1	1960, 1961
Jaguar Mark 2	1963, 1963
Ford Cortina Mark I GT	1964
Holden LJ Torana GTR XU-1	1974
Mazda RX-7	1983
BMW 635 CSi	1985
Volvo 240T	1986
BMW M3	1987
Ford Sierra RS500	1988, 1989
Nissan Skyline HR31 GTS-R	1990
Nissan Skyline BNR32 GT-R	1990, 1991, 1992

## NON-V8 BATHURST WINNERS

Ford Cortina Mark I GT	1963, 1964
Ford Cortina Mark I GT500	1965
Morris Cooper S	1966
Holden LJ Torana GTR XU-1	1972
Jaguar XJ-S	1985
Ford Sierra RS500	1988, 1989
Nissan Skyline BNR32 GT-R	1991, 1992
BMW 320i*	1997
Volvo S40*	1998

\*Super Touring cars





changing landscape. It wasn't until 2013 that the series opened its doors to other manufacturers, who could only enter the series with V8 engines.

This forced Nissan, AMG Mercedes-Benz and Volvo entrants into difficult compromises to run five-litre V8s in the category in contrast to the engines that actually existed in the production cars of those models.

Up against the 20-plus years development of the Falcon and Commodore V8s, these new entrants had mixed success and only Nissan remains in 2018.

Once Ford and Holden announced the


end of Australian manufacturing and the Falcon and Commodore V8s, Supercars was forced to drop the V8 from its name and allow other engine platforms into the category under the Gen2 rules.

Holden is the first manufacturer to move away from the V8, ironic considering it ran a six-cylinder Torana in the early days of Group C and yet persisted with the V8 throughout Group A. The twin-turbo V6 has been developed by factory-backed team Triple Eight Race Engineering and will debut at select events in 2018 before its full-time implementation from 2019.

It will take some getting used to for fans

so loyal to the V8, with five decades-plus of V8 support and the belief that Supercars should never have dropped the V8 tag. And with an uncertain future for Ford and Nissan entrants, Supercars needs to attract new manufacturers/cars running non-V8s to justify the new direction to fans.

If they aren't forthcoming, the calls for Supercars to ignore the automotive landscape and run bespoke V8s will only grow. Just as the category left it late to attract new manufacturers, the move now to open the regulation to non-V8s comes at a time when manufacturers are moving towards electric and driverless cars. Perhaps the only solution will be a move towards a GT-style open formula, attracting manufacturers who produce and sell GT3 and GT4 cars.

Either way, the debate around the future of Supercars in Australia will always revolve around the engine formula. 

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AROUND THE FUTURE  
OF SUPERCARS IN  
AUSTRALIA WILL  
ALWAYS REVOLVE  
AROUND THE ENGINE  
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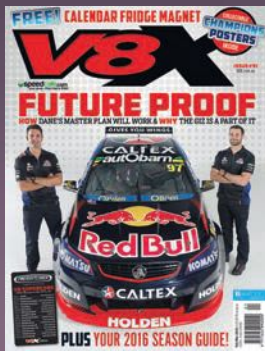
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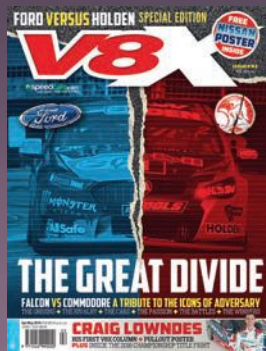




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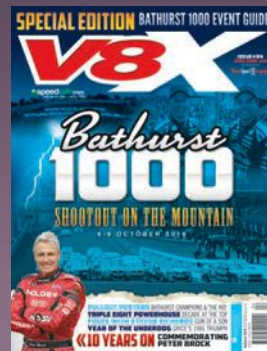
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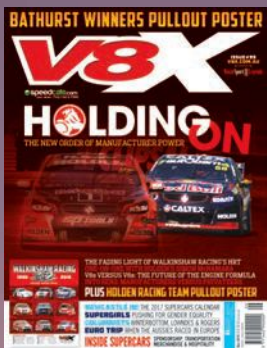
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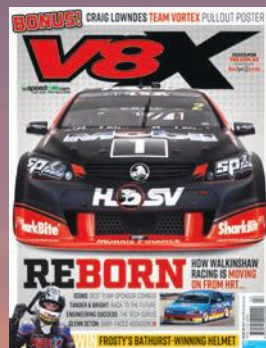
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# TOP 10 QUIRKIEST RACERS IN AUSTRALIAN TOURING CARS



## 10 VOLVO S60 ▲

A partnership between Garry Rogers Motorsport, Volvo Car Australia and Polestar produced the Volvo S60 Supercar. It was a mix of ingredients that included the control Car of the Future chassis, a Yamaha-designed engine and sleek S60 body. The car was quick but at times unreliable in its three-year stint in Supercars.

## 9 SUBARU 1400 GSR

Japanese manufacturer Subaru debuted in the Australian marketplace with the GSR 1400 at the 1973 Bathurst 1000. The Subaru couldn't match it with the Alfa Romeos, Datsuns and Mazdas in the under two-litre class, finishing 30 laps down from the race winners.

## 8 RENAULT 16TS

The world's first hatchback competed at the 1969 Bathurst 500. The French manufacturer's innovative four-door car had its quirks, including an uneven wheelbase, and finished 10th in class, albeit 12 laps down from the class winners.

## 7 VOLKSWAGEN 1600

Joining the Renault 16TS hatchback in the 1969 Bathurst 500 was the Volkswagen 1600 Notchback, which unlike the Renault featured just two doors. Despite running in a class above the Renault, the Volkswagen finished just one place ahead on the same lap.



## 6 MASERATI BITURBO ▲

The 1987 Bathurst 1000 was a round of the World Touring Car Championship and featured an eclectic mix of cars, including the Maserati biturbo. The red coupe was powered by a 2.5-litre V6 with two turbochargers. Despite having more power than the Sierras, a too-rigid chassis and poor handling left it down in 34th on the grid.

## 5 DODGE PHOENIX TD2

The only Dodge to enter the Phillip Island/Bathurst 500/1000 was the Dodge Phoenix TD2 in 1967. The wide-bodied muscle car was powered by a 5.3-litre V8. And though it proved quick down the straights, it couldn't compete across the top of Mount Panorama and finished in 19th, 12 laps down from the leaders.

## 4 HOLDEN HK KINGSWOOD

Yes, a Kingswood raced at Bathurst! Holden ran factory-backed entries for the first time at Bathurst in 1968, with the HK Monaro GTS327 filling the podium placings, while a sole six-cylinder HK Kingswood 186S entered the race and finished in 28th, 16 laps down from the winning Monaro.

## 3 LLOYD ALEXANDER ▼

German manufacturer Lloyd Alexander had four entries in the first Armstrong 500 in



1960, just months before the parent company went bust. The tiny twin-cylinders produced 18KW and the best-placed entry finished 20 laps down from the winners.

## 2 NISSAN EXA ▲

At a time when Nissan was making waves with its turbocharged Bluebird, the Japanese manufacturer also campaigned an EXA. The EXA also had a turbocharged engine but, as opposed to the Bluebird, was front-wheel-drive. The car simply couldn't handle the

power output and complete with its flared guards was described as undriveable.

## 1 CITROEN ID19 ▼

French manufacturer Citroen can lay claim to some of the quirkiest touring cars to race in Australia, starting with the ID19. The front-engined car best known for its rallying exploits was designed by an Italian sculptor and had success in the 1962 Armstrong 500 at Phillip Island with third in the hands of future champion Norm Beechey. **V3X**





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